Transport Technical Note

Beresford Road, Rusholme

Proposed Residential Development,

Our reference: LB/230874/TN01

Author: Liam Bessell	Date: 03 November 2023	Reviewed: Mark Devenish	Date: 03 November 2023

Introduction

1. SCP have been instructed by Cameolord Ltd to provide highway, traffic and transport advice in connection with a planning application for a residential development located to the west of Beresford Road, Rusholme.

Planning Background

2. A planning application was submitted to Manchester City Council (MCC) in February 2010 under planning reference 091935/FO/2009/S1 for the *"erection of 6 part 2 storey town houses and a 3 storey block of 6 flats with associated car parking and landscaping".* The proposals included 17no. parking spaces and planning permission was granted in December 2010.

3. Condition 4 of the Decision Notice (included at **Appendix A**) states the following:-

"Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies H2.2 of the Unitary"

4. This report has been prepared to as part of a S73 application to remove the above condition and considers the acceptability of this with regard to transport.

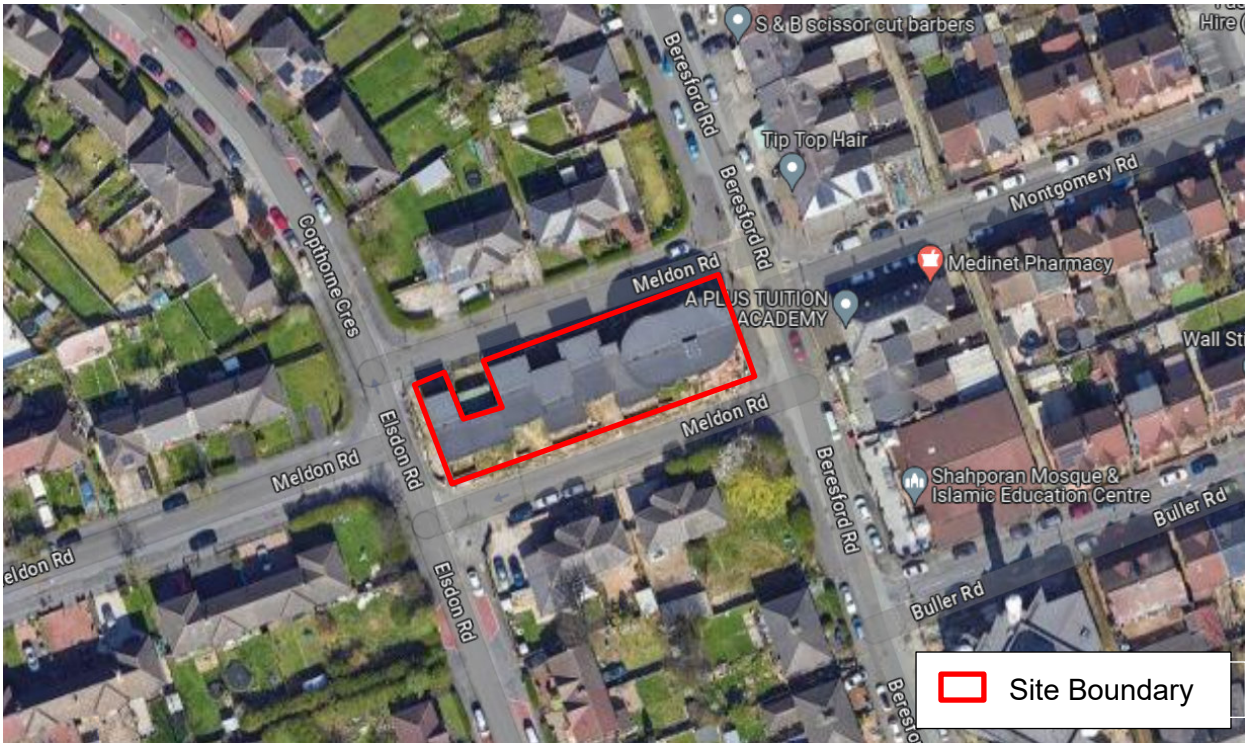
Existing Conditions

General

5. The site is located less than 1km walking distance to the south-west of Longsight centre.

6. The location of the application site in relation to he local highway network is shown on **Figure 1** below:

Figure 1 – Site Location Plan



7. The site is bounded by Meldon Road to the north-west and south-east, Beresford Road to the north-east and Elsdon Road to the south-west.

8. The surrounding roads are predominantly residential in nature. Some commercial use fronts Beresford Road to the east of the site which includes some designated, unrestricted on-street parking nearby. Nearby roads benefit from continuous footways and are street lit.

9. Meldon Road (north) is subject to a one-way traffic operation in an eastbound direction and Meldon Road (south) is subject to a one-way traffic operation in a westbound direction.

Existing Road Safety Record

10. The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems."*

11. In order to identify critical locations on the network with a poor accident record, Stats19 road accident data has been obtained for the most recently available 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2**.

Figure 2 – Road Safety Record



12. As can be seen from **Figure 2** above, a single accident has been recorded on the junction of Meldon Road (north) and Beresford Road during the 5-year study period. The recorded accident has a 'slight' severity rating.

13. Having regard to the very low number of accidents which have occurred over the five-year study period and the slight severity of the single accident, the existing accident record does not represent a material concern in the context of the application.

Accessibility

General

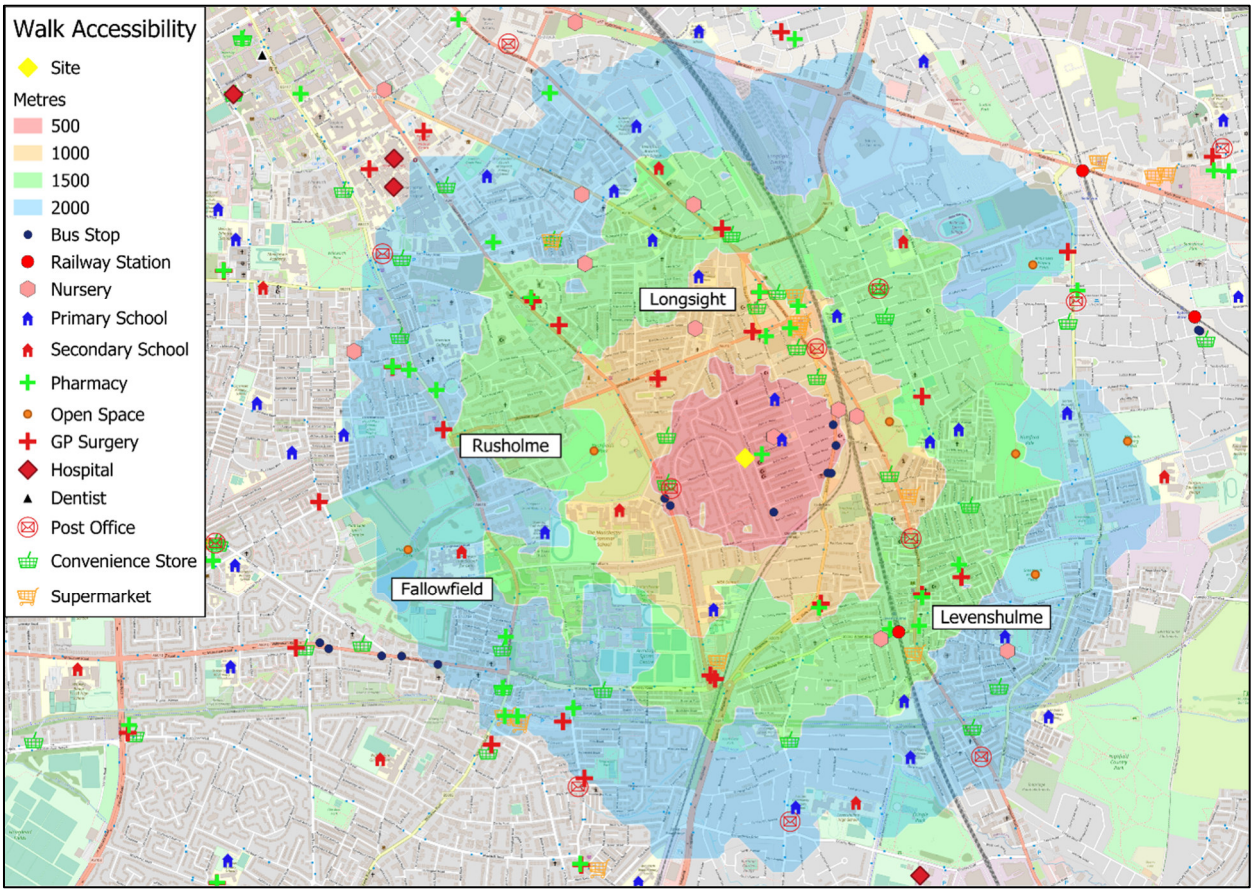
14. This section of the technical note presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

15. MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

16. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3** below. The plan shows the reachable areas within 500m coloured bands from the site.

Figure 3 – Walking Accessibility 2km Isochrone



17. Pedestrian and cycle access will be provided from the same location as the vehicular access off Beresford Road.

18. The site is within an acceptable walk distance of the centres of Longsight, Levenshulme, Rusholme and Fallowfield, as well as others, which provide an exhaustive list of nearby facilities. The local area benefits from street lighting and natural surveillance from the businesses that abut all the main walking routes.

19. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 1** below, including retail, education and healthcare.

Table 1 – Local Facilities

Facility	Details	Distance from Site
Pharmacy	Medinet Pharmacy, Montgomery Road	71m
Nursery	Longsight Children's Centre, Farrer Road	220m
Primary School	Longsight Community Primary School, Farrer Road	270m
Post Office	Meldon Road Post Office	350m
Convenience Store	MGM Food Store, Meldon Road	350m
Bus Stop	Telfer Road / Birchfields Road	400m
Primary School	St Agnes Primary School, Hamilton Road	450m
Dentist	Slade Lane Dental Practice, Slade Lane	600m
GP Surgery	Highfield Surgery, Stockport Road	900m
Open Space	Birchfields Park	900m
Supermarket	Lidl, Stanley Grove	900m
Supermarket	Asda Superstore, Stockport Road	950m
Secondary School	Manchester Grammar School, Old Hall Lane	1km
Supermarket	Iceland, Fallowfield Shopping Centre	1.2km
Railway Station	Levenshulme Train Station	1.3km
Secondary School	Manchester High School for Girls, Grangethorpe Road	1.9km

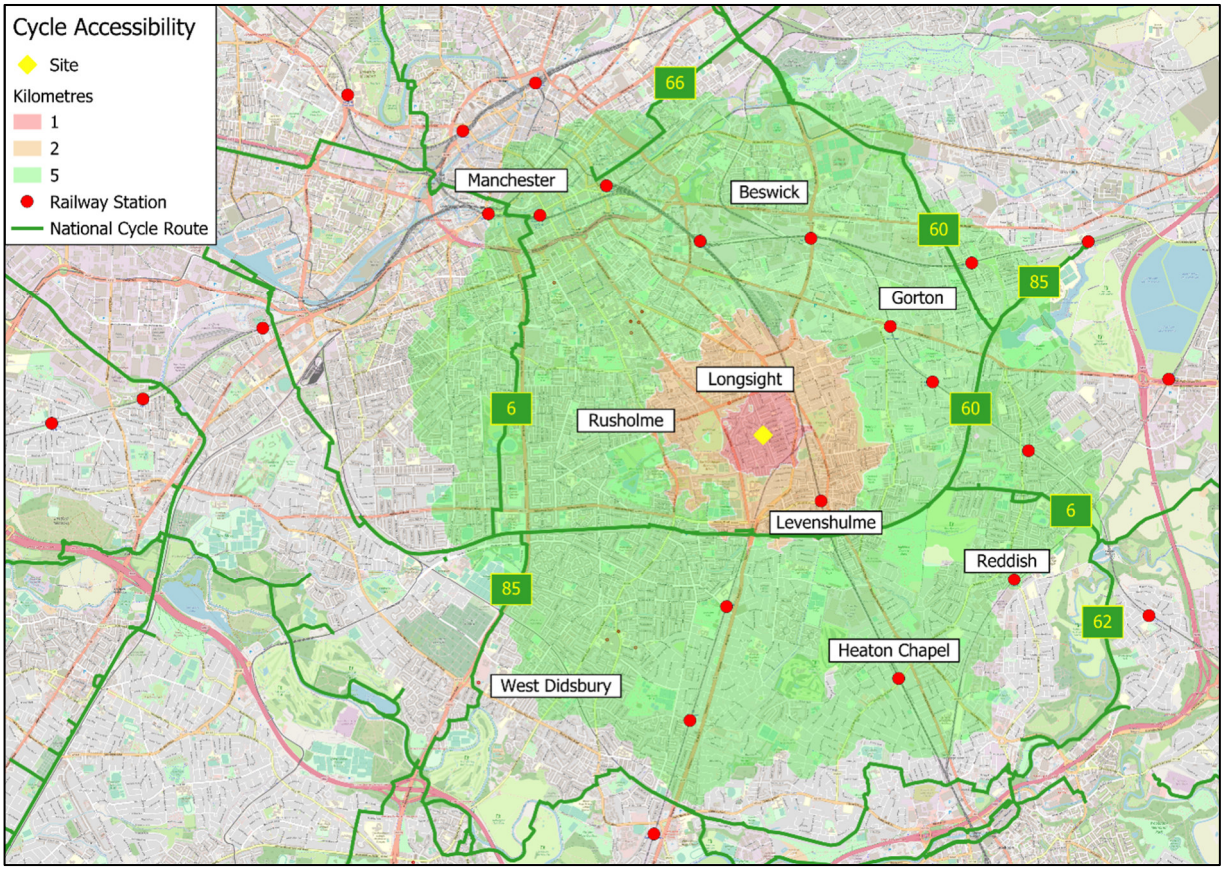
20. Overall, the site benefits from good levels of accessibility by foot, with of Levenshulme, Rusholme and Fallowfield being within walking distance of the site, with a range of local facilities only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

21. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

22. GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3** below.

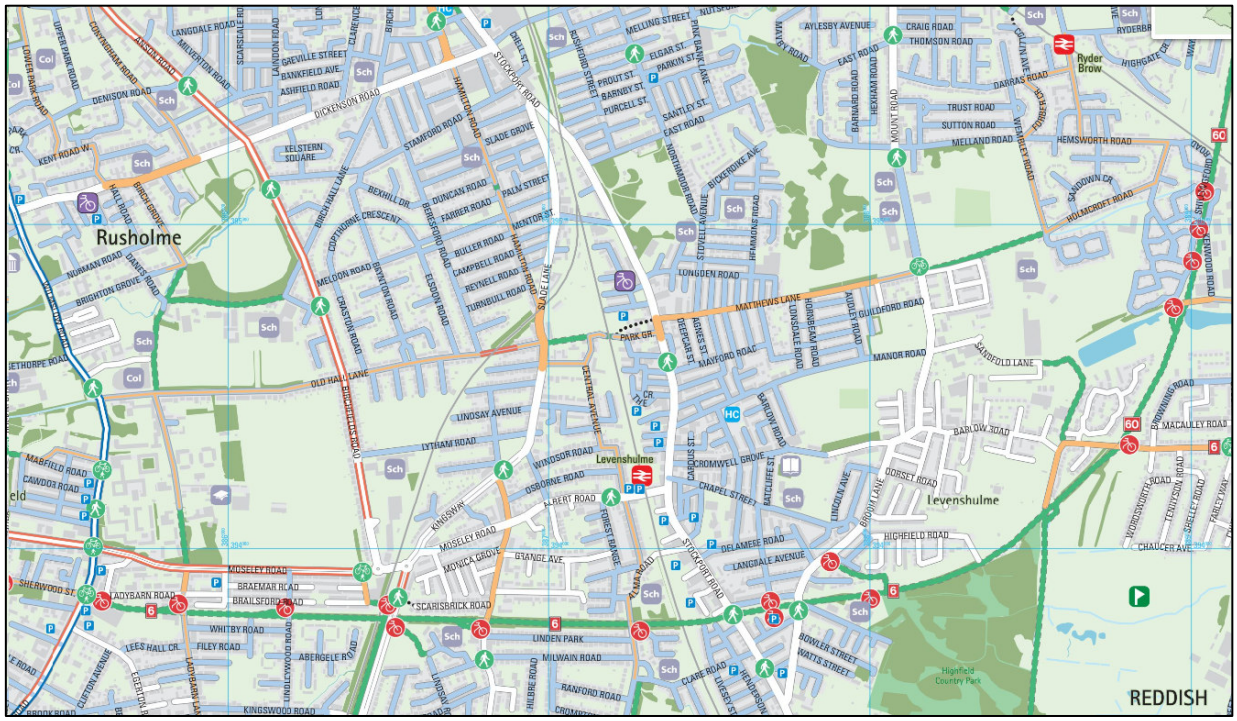
Figure 3 – Cycle Accessibility



23. The plan demonstrates that Rusholme, Manchester, Gorton, Reddish and Heaton Chapel, amongst others, are located within the 5km catchment area from the development site. Furthermore, **Figure 3** demonstrates the sites proximity to a number of National Cycle Routes, such as NCR 6, 60, 62 66 and 85.

24. In addition to this, the site can be seen in **Figure 4** on Transport for Greater Manchester's (TfGM) online interactive cycle map demonstrating numerous cycle facilities in the vicinity of the site, including numerous 20mph roads, on road signed routes and traffic free routes.

Figure 4 – TfGM Interactive Cycle Map



25. As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of site.

Public Transport Accessibility

26. The development is well placed to encourage travel by bus. Guidance published by the CIHT 'Planning for Public Transport in Developments' (1999), recommends that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

27. The closest bus stop to the application site is located 400m to the west of the site, on Birchfields Road. In addition to these, there are further bus stops located approximately 800m to the east of the application site on the A6 Stockport Road. Details of the main bus services and frequencies which use these stops are provided in **Table 2** below.

Table 2 – Bus Service Summary

Service	Route	Service Frequency
41	Sale - Middleton	Mon – Fri: 20 mins
		Sat: 20 mins
		Sun: 30 mins
50	Media City - East Didsbury	Mon – Fri: 12 mins
		Sat: 15 mins
		Sun: 30 mins
150	Gorton - The Trafford Centre	Mon – Fri: 30 mins
		Sat: 30 mins
		Sun: 60 mins
191	Manchester (Albert Square) – Hazel Grove	Mon – Fri: 20 mins
		Sat: -
		Sun: -
192	Manchester – Hazel Grove	Mon – Fri: 4 mins
		Sat: 5 mins
		Sun: 10 mins
197	Manchester – Stockport (via Universities)	Mon – Fri: 25 mins
		Sat: 30 mins
		Sun: 60 mins

28. The above demonstrates that prospective residents will have access to frequent bus services to a range of locations, which will provide a viable option for residents to travel by bus.

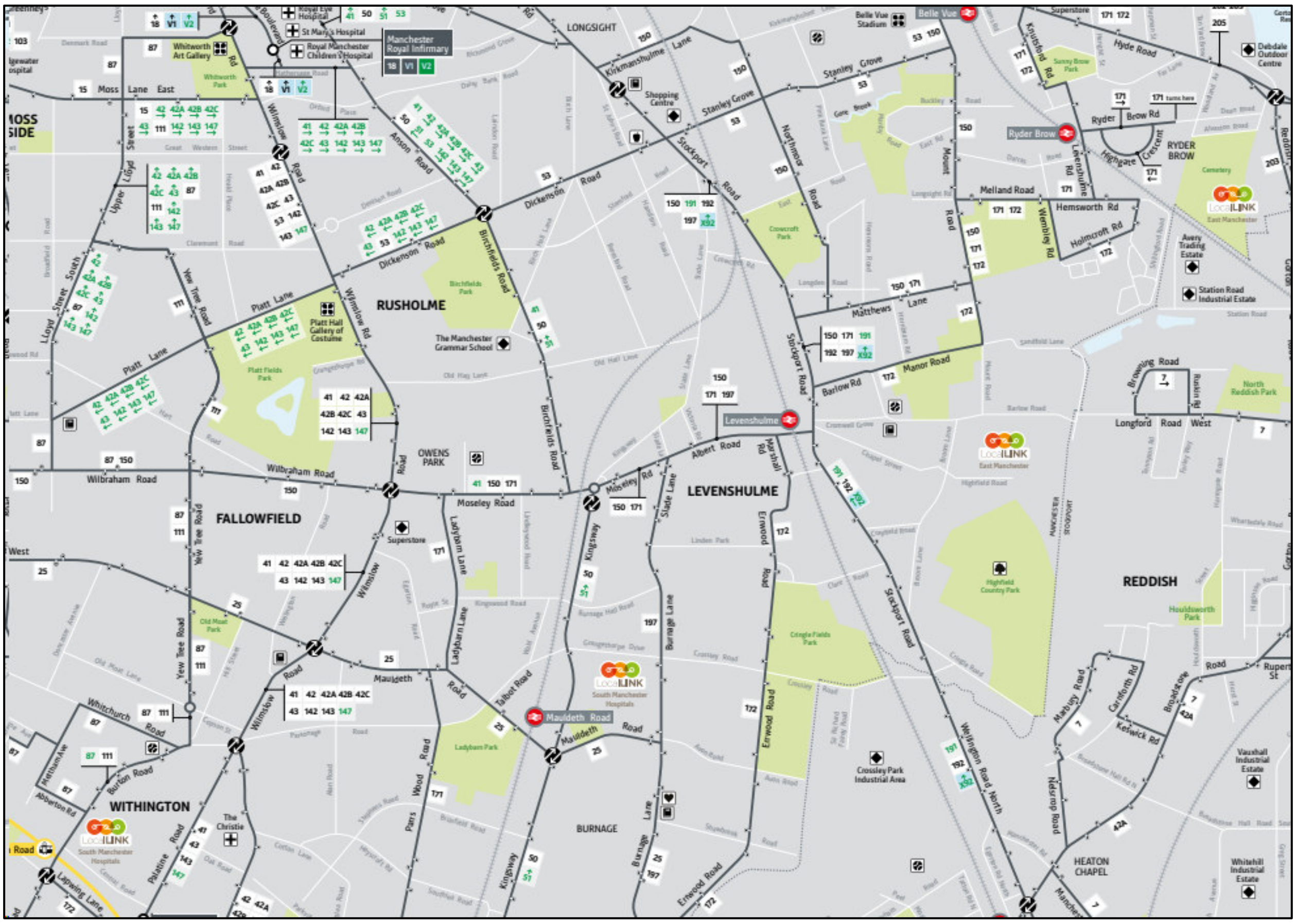
29. In terms of rail services, Levenshulme train station is located immediately 1.3km (18-minute walk and 5-minute cycle) south of the site and is therefore well within an acceptable cycling distance. Levenshulme train station offers regular direct services throughout the week including services to Manchester Piccadilly, Alderley Edge, Crewe, Hazel Grove and Buxton.

30. Services to Manchester Piccadilly run every 20 minutes, with services to Buxton, Crew and Alderley Edge running hourly.

31. **Figure 5** below shows TfGM's public transport map for Manchester south.

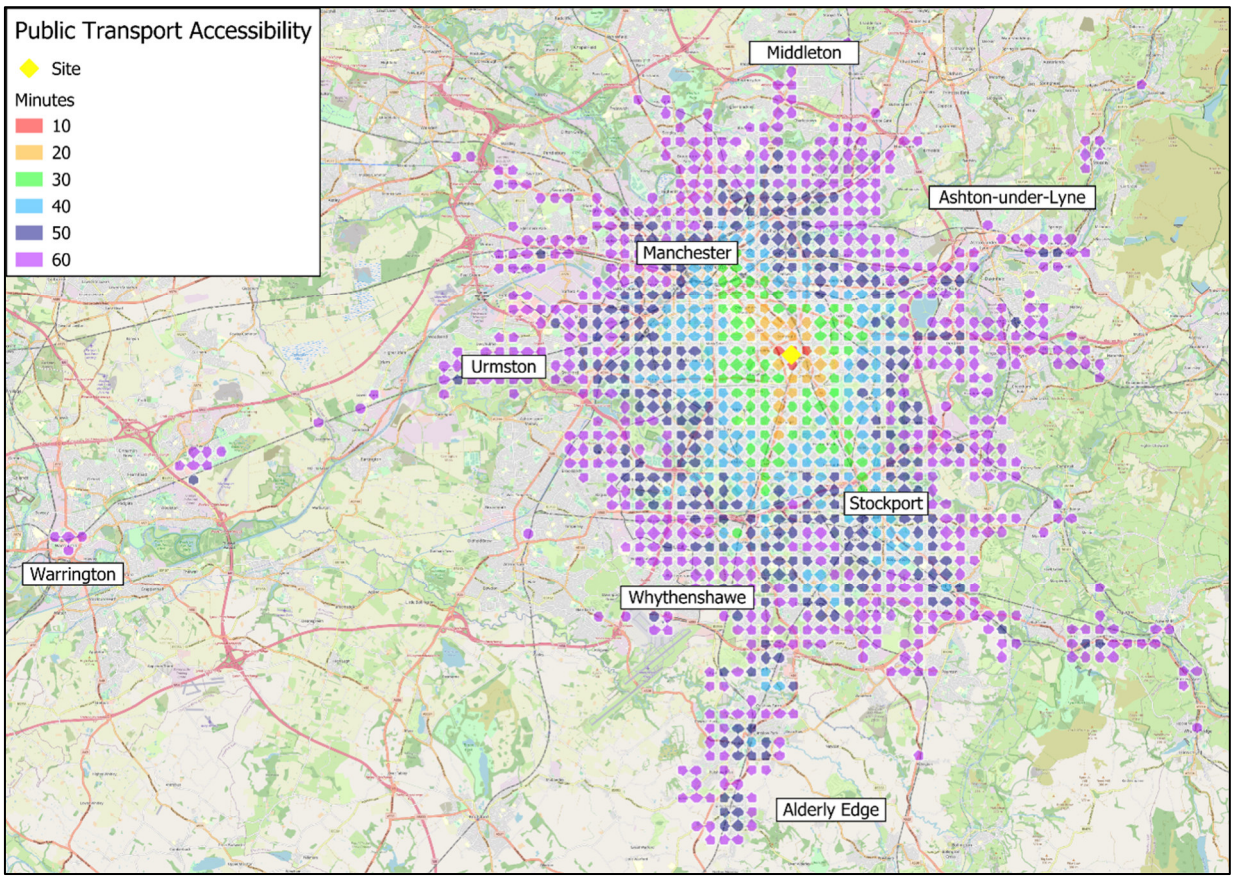
Transportation Planning : Infrastructure Design
an RSK company

Figure 5 – TfGM Public Transport Map – Manchester South



32. The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 6** below**.** The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 6 – Public Transport Accessibility



33. The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester, Middleton, Ashton-under-Lyne, Urmston, and Stockport, amongst others, are in an acceptable 60 minute commute time.

Summary

34. The above assessments demonstrate that the site is in an accessible location with potential for use of sustainable transport modes, and has a large range of local amenities within close proximity.

Revised Proposals

General

35. The revised application proposals are shown on the site layout plan presented in **Appendix B**.

36. The scheme will continue to provide 6no. 2-storey town houses and a 3-storey block of 6no. flats, however the proposed private garages are to be replaced with additional living space in order to facilitate a 'homes for life' design to provide home working space or accommodation for those with mobility impairments.

Parking

37. The previously approved application provides a total of 17no. parking spaces including 5no. driveway spaces and 5no. garage spaces. The revised application does not include the 5no. garage spaces and provides a revised total of 12no. parking spaces including 5no. driveway spaces.

38. MCC provide car parking guidance in the 'Manchester Residential Quality Guidance' Adopted in March 2017, which advises that the following standard is required:

'Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point'.

39. Whilst it is acknowledged that the development includes a mixture of both houses and apartments. The revised parking provision of 12 spaces for the proposed 12 units is therefore in accordance with the 100% starting point specified in the guidance. The 100% car parking provision is considered appropriate for the scheme for this following reasons:-

- As detailed previously, the site benefits from very high levels of accessibility, being within walking distance of the centres of Longsight, Levenshulme and Rusholme and numerous transport links including Levenshulme Rail Station and the bus stops along the A6 Stockport Road and Birchfields Road which are served by c. 30 services per hour in either direction. The site is also within cycling distance of Manchester City Centre;

- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. As detailed previously, the proposed development is highly accessible and the reduced level of parking will help to encourage travel by sustainable modes;

- It has been demonstrated that no highway safety issues have been recorded along the surrounding highway network based on the most recently available 5 year accident record. As a result, the local highway network is considered to be operating in a safe manner;
- The car parking spaces will allocated to properties and prospective residents will therefore be able to make a decision on buying/renting an apartment based on their need for car parking and affordability;
- National Census data for the output area for where the site is located (E00031358) has been reviewed to identify car ownership levels. The census data demonstrates that 48% of properties have access to a car or van with an overall average car ownership of 0.63 cars per household. It should be noted that the Census data does not differentiate between houses and apartments (just 'households'), so does not reflect the typical trend for much lower car ownership levels in apartments. The reduction in car parking is therefore appropriate when considering the likely car ownership levels, whilst ensuring adequate car parking provision is required for the likely demand.

Conclusions

40. Having regard to the analysis presented in this report it is concluded that the proposed car parking provision is acceptable in this highly sustainable location and is sufficient to accommodate the likely demand.

41. The application to remove Condition 4 of planning permission 091935/FO/2009/S1 is therefore acceptable with regard to transport.

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APPENDIX A

MANCHESTER CITY COUNCIL

IMPORTANT

Planning Permission and Notices of Consent

Compliance with Conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures required to protect trees.
- Some conditions will require action before you start the development and it is imperative that you seek to have these discharged before any work commences.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee of £85 is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town and Country Planning Act 1990

PLANNING PERMISSION

MANCHESTER CITY COUNCIL

Name and Address of Applicant	Name and Address of Agent
Mr Mahmood Ahmed	Mr Shershah Khan DDG Ltd
27 Aspinall Street Rusholme Manchester M14 5UD	56 Helmshore Walk Brunswick Manchester M13 9TH

Part I – Particulars of Application

Date of Application	Application ref. no.
26 February 2010	091935/FO/2009/S1

Particulars and location of development:

Erection of 6 part 2 storey town houses and a 3 storey block of 6 flats with associated car parking and landscaping

Land Bounded By Meldon Road/ Copthorne Crescent And Beresford Road Rusholme

Part II – Particulars of Decision

The Manchester City Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 of the following decision

Decision Approved
Approve on the basis that the proposed development is in accord with the City Council's Uitary Development Plan in particular policy H2.2 which seeks to protect the amenity of residents from the adverse impact of development, policy H2.7 which requires new residential developments to be of a high standard of design, policy RF1 which seeks to make Rusholme and Fallowfield a better place to live and policy E3.5 which seeks to make the City a safer place to live and there are no material considerations of sufficient weight to indicate otherwise.
Date of Decision 21 December 2010

for the carrying out of development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:

Part III – Conditions and Reasons

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

3) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies H2.2 of the Unitary Development Plan for the City of Manchester.

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy H2.2 and H2.7 of the Unitary Development Plan for the City of Manchester.

6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and

approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

7) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: 0905/01A, 02A, 03A and 04A .

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 and H2.5 of the Manchester Unitary Development Plan.

8) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

9) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

10) No development shall take place until details of the improvements to the footpaths have been approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - To ensure the satisfactory development of the site pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

Signed……

Peter Babb, Head of Planning

on behalf of the Council
Town Hall,
Manchester M60 3NY

NOTES

1. Leaflets attached:

2. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation**.**

3. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the First Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the Appeals area of the Planning Portal – www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal).

This may include a copy of the original planning application form and any supporting documents supplied to the local planning authority. By you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information, that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission. More detailed information about data protection and privacy matters is available on the Planning Portal.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The First Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

4. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

5. If either the local planning authority of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

6. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to

conditions by the First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

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APPENDIX B

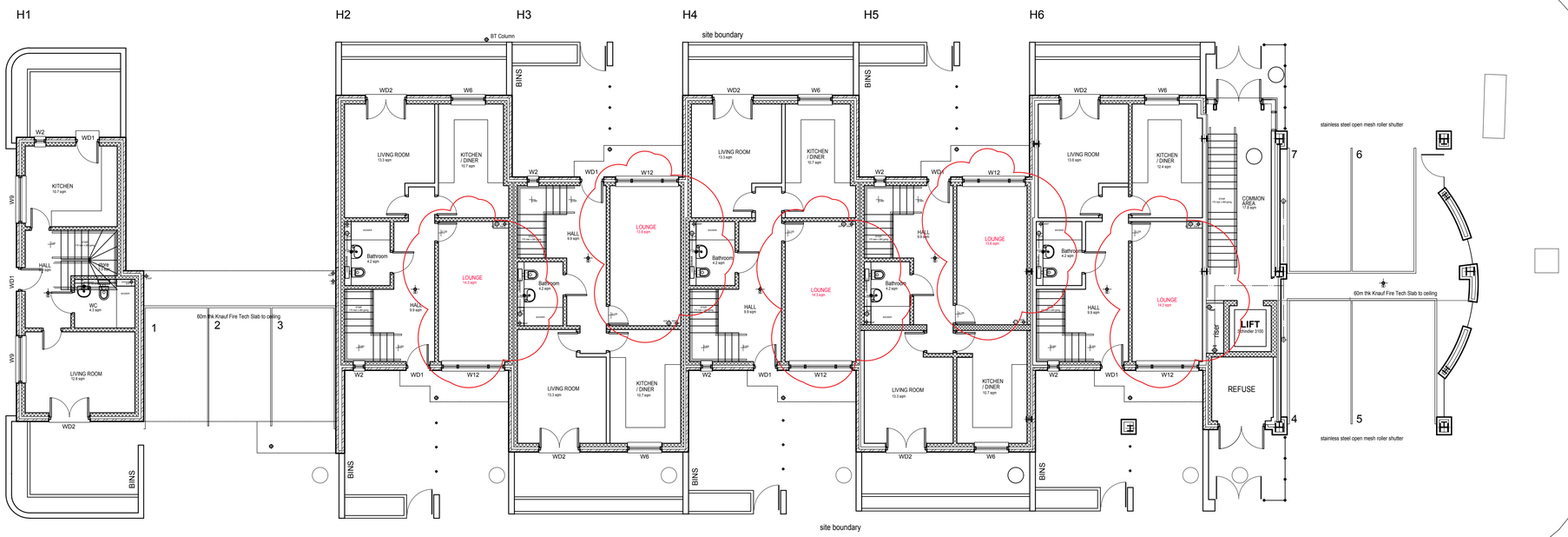
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NORTH

MELDON ROAD NORTH

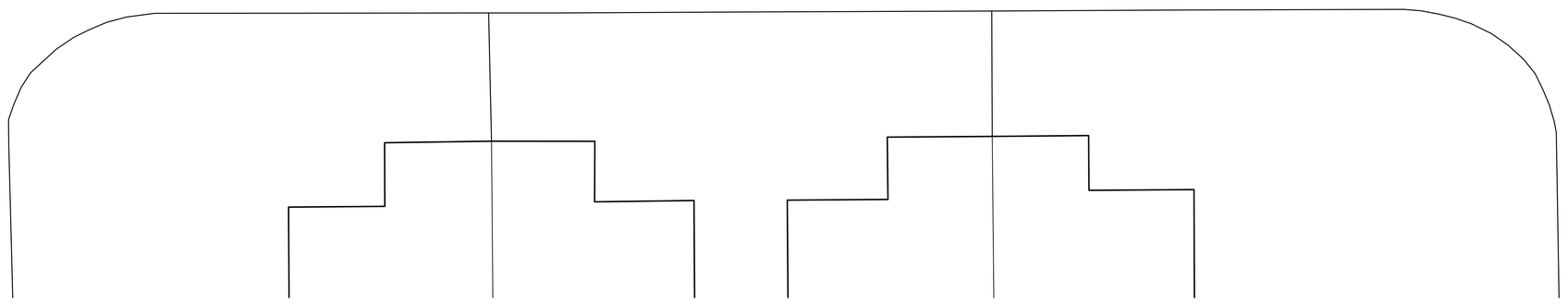
COPTHORNE CRESCENT

BERESFORD ROAD



GROUND FLOOR PLAN 1:100@A1

MELDON ROAD SOUTH



ESMAIL ARCHITECTS

0121 369 1560
info@esmail-architects.co.uk

Esmail Architects is a trading name of M.E Architects Ltd

MATERIALS

Roof
Mid grey standing seam zinc roof with rainwater harvesting system.

Copings / Edge Features
Pressed aluminium composite panels with polyester powder coated finish, colour RAL *tbc*

Rainwater Goods
Brushed stainless steel downpipes where exposed.

Walls
Facing brickwork - smooth red and engineering blue with coloured feature cement board between windows as indicated on CGIs within the D&A statement

Windows / Doors
Aluminium system with polyester powder coated satin finish, colour RAL 7031.

Balustrade
GKN stainless steel wire mesh panels set within galvanised frames.

D	Garage to houses H2 - H6 changed to lounge (Condition 4 variation app).
C	Revised following Building Control comments.
B	Plans refined,additional detail and dims added. Landscape omitted for clarity.
A	Updated following comments from Planning and Highways Depts. 2m wide footpath incorporated, flat entrance and landscaping revised.

CLIENT
Mahmood Ahmed

Location
Beresford Road
Rusholme
MANCHESTER
M13 0TS

DRAWING TITLE
PROPOSED GROUND FLOOR PLAN

Scale@A1	Status	
1:100	BC	
Ref.	Dwg No.	Rev.
0905	**02**	**D**

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