

Proposed Redevelopment

Herbert Street, Cheetham Hill

MC/190940/TN01 – 27 July 2020

INTRODUCTION

1. SCP have been instructed by Studio Tashkeel Ltd to provide transport planning consultancy services for the proposed redevelopment from existing commercial uses to 14 residential dwellings.
2. The application site is located on land to the west of Herbert Street. The location of the site is shown and outlined in red in **Figure 1** below:-

Figure 1 – Site Layout Plan



EXISTING CONDITIONS

3. The application site is located on the north-west corner of the junction between Elizabeth Street and Herbert Road, Cheetham Hill, approximately 1.45km north of the centre of Manchester. The site is currently used as commercial premises comprising a building most recently used by a furniture company, which was historically a public baths, with associated access to the south, a small parking area to the east and a parking area for vans for rent to the north.
4. Both sections of the site are accessed from Herbert Street with separate accesses provided either side of the building. The more southern access to the buildings forms a track road which runs along the southern side of the existing buildings which provides access to the service yard. No turning facilities are provided.
5. The area surrounding the site comprises a range of uses with a row of residential properties opposite the site and a driving test centre to the rear (west).
6. Herbert Street is a cul-de-sac and forms the minor arm of a simple priority T-junction with the A6010 Elizabeth Street. No turning head is currently provided.
7. Herbert Street has an approximately 5m wide carriageway within the vicinity of the site and benefits from footways along either side of the carriageway; with dropped kerbs and street lighting columns present. Additionally, a parking lay-by is provided for the houses along the east side; residents from the properties opposite the site park diagonally within the lay-by along Herbert Street overhanging the carriageway in places.
8. The A6010 Elizabeth Street has an approximate 7.4m carriageway within the vicinity of the site and benefits from footways along either side of the carriageway; benefitting from dropped kerbs and street lighting columns.
9. Elizabeth Street provides a connection to Manchester Fort Retail Park where it meets Cheetham Hill Road approximately 500m east of the site. To the west it connects with Bury New Road approximately 1km from the site. Both Cheetham Hill Road and Bury New Road provide routes between the area and Manchester City Centre.

SUSTAINABLE TRANSPORT APPRAISAL

General

10. This section presents a review of the accessibility of the site by walking, cycling and public transport modes.
11. **Table 1** demonstrates some of the local facilities within an acceptable 2km walk distance of the site and demonstrates that prospective residents will be able to access a wide range of facilities, without having to rely on the private car.

Table 1 - Facilities within 2km Walk Distance of the Site

Facility	Name	Distance from site
Bus Stop	A6010 Elizabeth Street	170m
Primary School	St Chad's RC Primary School	400m
Convenience Store	K&K Convenience Store, Lytton Avenue	550m
Supermarket	M&S foodhall, Manchester Fort Retail Park	600m
GP	Cheetham Hill Medical Centre, Cheetham Hill Road	650m
Pharmacy	Cohens Chemist, Cheetham Hill Road	650m
ATM	Western Union, Huxley Avenue	650m
Dentist	Collegiate Dental Practice, Brideoak Street	650m
Post Office	Hightown Post Office, Waterloo Road	800m

12. Pedestrian / cycle access to the site will be provided from the same location as the vehicular access.
13. There is constant footway provision between the site and Manchester city centre, whilst controlled crossings points are provided at the major junctions, providing a convenient pedestrian route to local amenities there including the above.

Public Transport

14. There are bus stops located on Elizabeth Street, previously used by the number 721 service, however it is not clear if they remain in use.

15. Beyond this, the nearest bus stops to the site are located on Waterloo Road and are approximately 180m from the site. Services from these bus stops are summarised in **Table 5.2** below.

Table 2 – Bus Service Analysis

Service Number	Route	Operator	Average Service Headway (mins)		
			Mon-Fri	Sat	Sun
59	Manchester - Cheetham Hill - Middleton - Oldham - Shaw - Rushcroft	First Manchester	10	10	30

16. The above demonstrates that prospective residents will have access to 6 bus services an hour stopping close to the site which will provide a viable option for residents to travel by bus to key destinations, including Manchester, Oldham, and surrounding areas, at a good frequency.
17. Manchester Victoria Train Station is located approximately 1.8km from the site, this station provides a link to Liverpool Lime Street, Leeds, York and Newcastle. The 59-bus service provides a connection between the proposed development and Manchester Victoria Railway station and Piccadilly Gardens Metrolink Station.

Summary

18. Overall, the site is considered to be well located in terms of its accessibility by non-car modes of transport. These findings demonstrate that prospective site users will not be reliant on private cars in order to access the site.

PROPOSED DEVELOPMENT

General

19. The proposals comprise the demolition of the existing industrial unit and the construction of 14 dwellings with associated car parking.
20. The site area measures approximately 0.28 hectares and the development proposals are shown on the site layout plan presented in **Appendix A**.

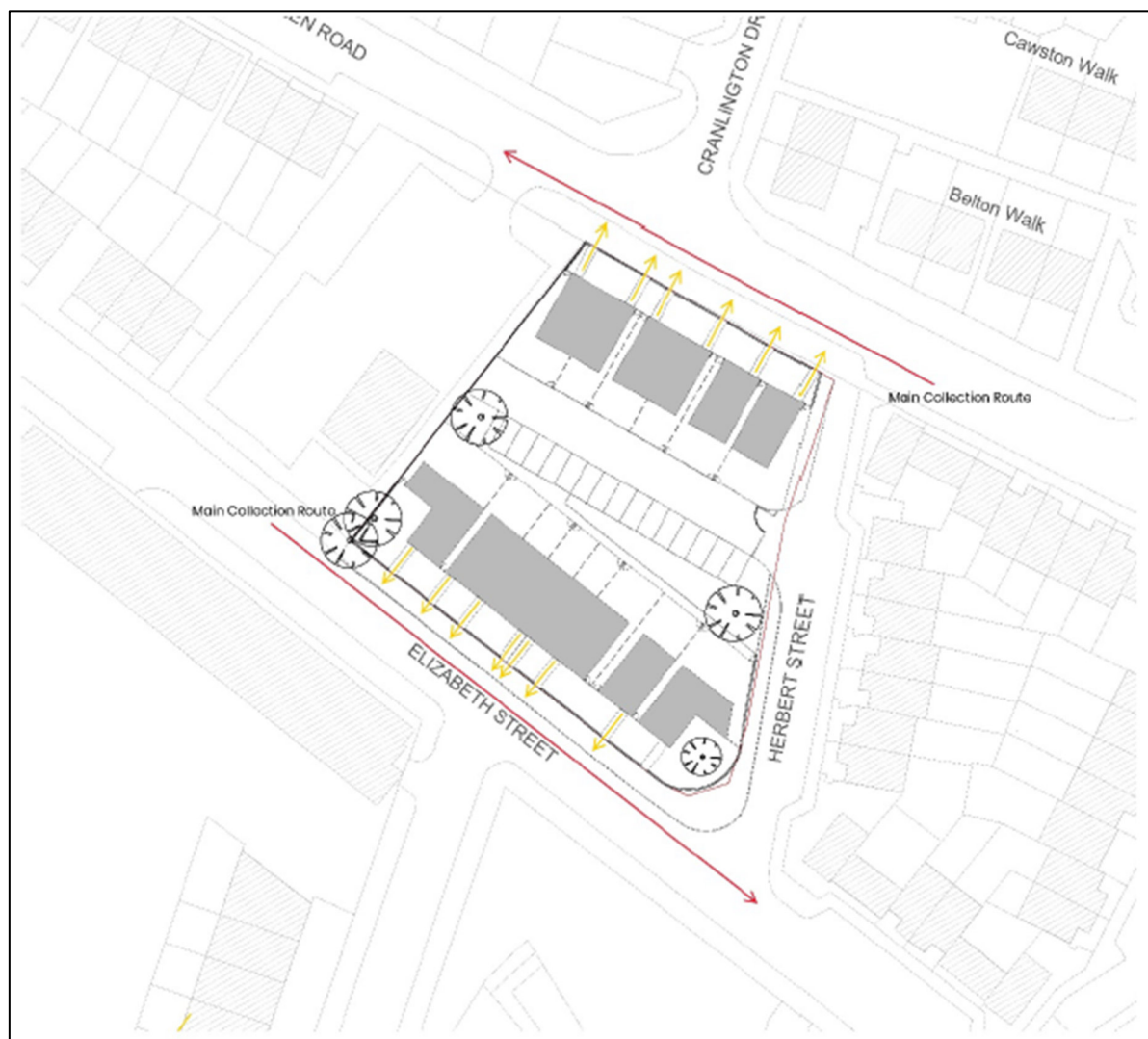
Access

21. The existing site access point would be retained and as part of the redevelopment and a 2.4m x 25m visibility splay to the south is shown from the access appropriate for vehicle speeds of 20mph. A 2.4m x 22m visibility splay to north is shown to the end of the cul-de-sac as presented on SCP/190940/F01 at **Appendix B**.
22. Given the short length of Herbert Street and the limits of the visibility splay to the corner of the junction and end of the cul-de-sac speeds are likely to be constrained to within 20mph.
23. The proposed access arrangement is therefore considered to offer an improvement when compared to the existing arrangements.

Servicing

24. As shown in the Design and Access Statement accompanying the application (extract shown below at **Figure 2**), refuse collection is proposed from Elizabeth Street for the properties along the southern boundary and Alderglen Road for the properties along the northern side as per the adjacent residential properties to, whilst meeting the maximum carry distances set out in Manual for Streets.

Figure 2 – Bin Collection Strategy



Car Parking

25. There are 15 off street parking spaces proposed as part of the proposed redevelopment equating slightly over a 100% provision.
26. The parking standards contained within Appendix B of the Manchester Core Strategy do not include guidelines for residential development, however the proposed car parking provision is considered appropriate given the sustainable location of the site.
27. It is further considered that this will represent an improvement to the small informal car parking area provided on the building frontage as existing.

TRIP GENERATION

Trip Generating Potential of the Proposed Dwellings

28. In order to estimate the trip generating potential of the proposed change of use to 14 residential dwellings, average trip rates from the industry-standard TRICS Database (V7.7.1) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

- i) Residential;
- ii) Houses Privately Owned;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of Dwellings;
- vi) Weekday surveys only; and
- vii) Only sites in 'Suburban Area', 'Edge of Town Centre', 'Edge of Town' locations have been selected.

29. The multi modal TRICS outputs for the proposed dwellings are presented in Appendix B and are summarised in Table 6 overleaf:-

Table 6 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Dwellings				
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.147	0.398	0.362	0.191
Cycles	0.006	0.018	0.014	0.008
Pedestrians	0.040	0.151	0.065	0.041
Pub. Trans.	0.004	0.034	0.020	0.005

30. The estimated trip generation associated with the proposed 14 dwellings is therefore as summarised in **Table 7** overleaf:-

Table 7 – Estimated Trip Generation – Proposed Dwellings				
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	6	5	3
Cycles	0	0	0	0
Pedestrians	1	2	1	1
Pub. Trans.	0	0	0	0

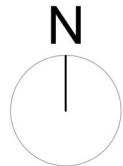
31. As shown above, it is estimated that the scheme will generate, on average, a total of 8 vehicle movements two way in the AM and PM peak period.
32. Volumetrically, this equates to around 1 vehicle movement every 7-8 minutes in both the AM and PM peak hours.
33. This level of trip generation would not have a material impact on the local highway network and is likely to represent a reduction when compared to the existing uses on the site.

SUMMARY AND CONCLUSIONS

34. SCP have been instructed by Studio Tashkeel Ltd to provide transport planning consultancy services for the proposed redevelopment of the site at Herbert Street, Cheetham Hill to 14 residential dwellings.
35. One of the existing site access points would be retained as part of the redevelopment and upgraded, whilst the second more northern access would be closed. The proposed access arrangements would therefore offer an improvement when compared to the existing arrangements.
36. The proposed site access would provide visibility splays appropriate for likely vehicle approach speeds.
37. Refuse collection is proposed from Elizabeth Street for the properties along the southern boundary and Alderglen Road for the properties along the northern side as per the adjacent residential properties to, whilst meeting the maximum carry distances set out in Manual for Streets. The site is in a sustainable location, within walking distance of the amenities of Cheetham Hill, bus stops providing frequent services and parts of Manchester city centre including Manchester Victoria railway station.
38. 15 car parking spaces are proposed as part of the development, which is considered appropriate given the sustainable location of the site and betterment relative to the existing use and provision.
39. The level of trip generation from the proposals would not have a material impact on the local highway network and is likely to represent a reduction when compared to the existing uses on the site.
40. Having regard to the above, is it therefore concluded that the proposed redevelopment of the site will be beneficial with regard to transport when compared to the existing use.

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APPENDIX A



General Notes:

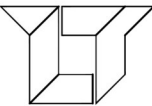
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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Rev	Description	Date	Dr by	App by

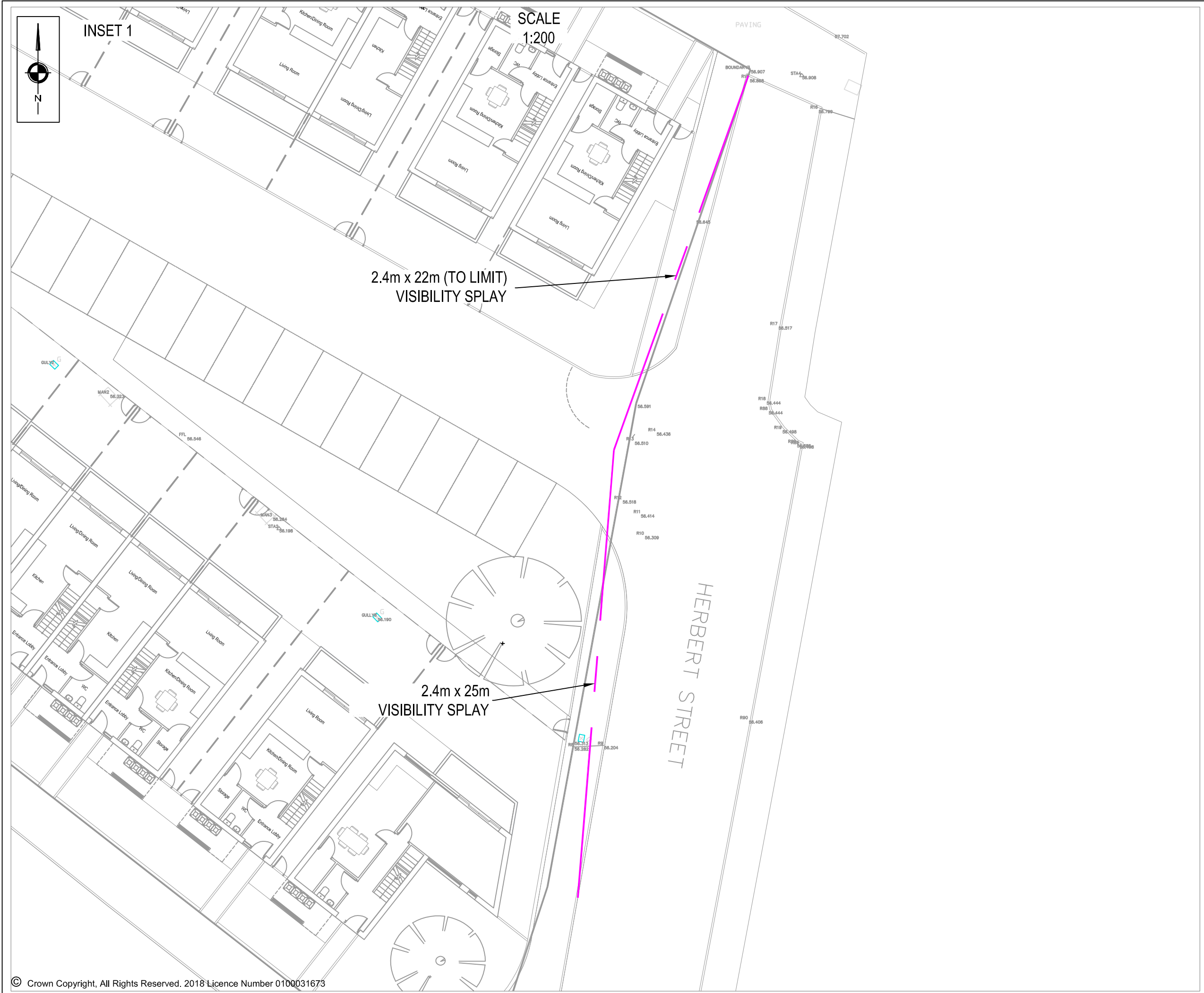


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client name D.U.D.E Ltd.		
project Herbert St		
drawing Proposed Plan		
project number 1907110	scale 1/300 @ A3	
drawing number 1907110_SK_002	rev -	issue status Draft
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APPENDIX B



NOTES			
REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-
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Client Name:			
STUDIO TASHKEEL LTD			
Project Title:			
HERBERT STREET, CHEETHAM HILL			
Drawing Title:			
VISIBILITY SPLAY			
Drawn By:		Date:	
MC		07.07.2020	
Checked:		Scale:	
MD		1:200 @ A3 UNLESS AS SHOWN	
Status:		Approved/Unapproved:	
PLANNING		-	
Drawing No.			Rev.
SCP/190940/F01			-