



3. The existing site is currently accessed from two locations, one off Cheviot Street to the east, and one off Southall Street to the West, as can be seen in **Figure 2** below. Cheviot Street provides access to the rear parking in an enclosed courtyard that currently provides 7 car parking spaces for the building, although additional parking is provided in the courtyard for other surrounding buildings. The access off Southall Street provides access to the basement car park which further accommodates an additional 10 vehicles.

**Figure 2 – Two access locations. Cheviot Street (left) and Southall Street (right)**



### Local Highway Network

4. Southall Street fronts the northern site boundary and provides a link between A56 Great Ducie Street to the south-west and Empire Street to the north. Southall Street is subject to a 30mph speed limit and TROs in the form of double yellow lines on both sides of the road. Southall Street benefits from wide footways and street lighting columns on both sides of the road and has a carriageway width of approximately 7.5m.
5. Cheviot Street is located to the east of the site and currently provides access to the rear car park. Cheviot Street provides a link between Carnarvon Street to the north and the Dutton Street/ Julia Street junction to the south. Cheviot Street is subject to a 30mph speed limit and TROs in the form of single yellow lines on both sides of the road. Cheviot Street benefits from wide footways and street lighting columns on both sides of the road and has a carriageway width of approximately 5.5m.

## Road Safety Record

6. A review of accident data covering the most recently available five-year period to 2021, has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Southall Street, and the Southall Street / Carnarvon Street junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 3** below.

**Figure 3 – 5-Year Accident Record**



7. As can be seen from the above, only two accidents were recorded in the study area during the 5-year study period which took place at the Southall Street / Carnarvon Street junction, and the Carnarvon Street/ Cheviot Street Junction. Both of these accidents were categorised as 'slight'.
8. Overall, the recorded accident data does not demonstrate any pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals. A full accident screening report is contained in **Appendix A**.

## Proposed Development

9. The development proposals consist of a residential development, comprising 3 additional dwellings in the existing apartment complex, on land to the north of Southall Street, in Cheetham Hill, Manchester.

10. The proposed site layout plan is contained in **Appendix B** and the proposed development mix is as follows:
  - 1no. – 3-bedroom apartment
  - 2no. - 1-bedroom apartment
11. The proposed development will result in the loss of 6 spaces in the basement, resulting in a total of 11 spaces provided for the 31 apartments (28 existing and 3 proposed).

### **Proposed Access Arrangement**

12. Vehicular access to the proposed development will be provided via the existing accesses to the site, off both Southall Street and Cheviot Street. As demonstrated previously, these current accesses have operated safely for years. Pedestrian access will be provided from the same place as the existing.

### **Servicing Arrangement**

13. The proposed servicing arrangement will follow that of the existing servicing arrangement associated with the current residential dwellings, whereby refuse is collected on-street.

### **Parking**

14. Manchester City Council's parking standards are set out in the 'Manchester Residential Quality Guidance', with the guidance stating that for 'Outside City Centre', new apartment development will be expected to provide 100% parking provision as a starting point. However, it states that a reduced-on site provision of parking may be justified based on:
  - *Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space) § Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
  - *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.*

- *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.*

15. As mentioned previously, the currently site, previously approved in May 2019, provides only 17 car parking spaces which is already below the council's standards. Providing car parking below the provision has not evidently resulted in any highway safety issues or concerns.
16. The proposals result in a loss of 6 spaces providing a total of 11 parking spaces for the development. These proposals are considered to provide a betterment on existing by granting a disabled bay in the rear car enclosed courtyard parking located off Cheriot Street as well as providing a large bike store. Whilst it is acknowledged that the proposed provision falls below MCC's standards, this is considered acceptable in this instance for the following reasons:
  - i. MCC Parking standards are a recommendation provided as a guidance in their 'Manchester Residential Quality Guidance'.
  - ii. As detailed in Chapter 4, the site benefits from high levels of accessibility, being within easy access of Manchester city centre (less than 1.6km walk) and associated facilities, amenities and numerous transport links, including bus stops and Manchester Victoria Railway Station (800m walk distance). Therefore, prospective residents will not be wholly reliant on the private car to travel to/from the site;
  - iii. The parking spaces provided are available for the tenants of the complex to rent. However, it has been confirmed that the development has always had un-rented parking spaces left over for the last 4 years it has been open. Therefore, parking for the apartment complex is not in high demand.

- iv. The general thrust of National and Local planning policy is also 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. The proposed development takes full advantage of this highly accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives, particularly given that cycle parking is proposed in excess of the Council's standards, as detailed below.
  - v. Additionally, the two additional dwellings will not result in an increase in vehicle trips to and from the site. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
  - vi. As shown on the site layout plan, presented in **Appendix B**, there are proposals for a bike store to be located in the basement. This is an improvement on existing situation.
  - vii. Any prospective purchaser or tenant of the apartments will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly;
  - viii. In the unlikely event that overspill parking does occur from the development, it is clear that the key junctions and critical sections of highway in the vicinity of the site, including the Southall Street / Carnarvon Street/ junction, the Carnarvon Street/ Cheviot Street junction, are protected by parking restrictions, which helps to ensure that in the unlikely event that overspill parking occurs it will not result in any road safety or operational issues.
17. The proposed car parking provision is therefore considered to be acceptable in this highly accessible location.

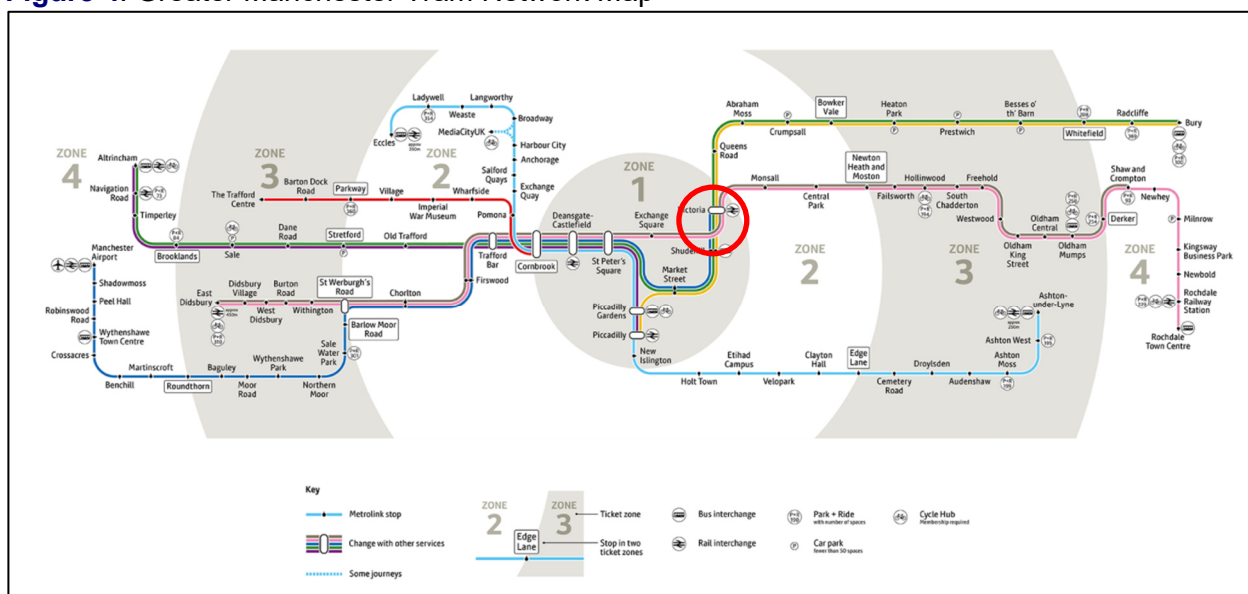
## Accessibility

18. The site is within an acceptable walk distance of Manchester City Centre and the vast array of amenities Manchester has on offer including retail, education, and healthcare. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective residents to travel via sustainable modes. The closest bus stop is located on the A56 Great Ducie Street, located approximately 240 south west of the site, and Manchester Victoria Railway Station is located to the south of the site and can be accessed in under a 12-minute walk time (or <800m walk distance). Additionally, Manchester Metrolink providing services further afield is also within a 12-minute walk time (or <800m walk distance).
19. The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.
20. Areas of Prestwich, Openshaw, Old Trafford, and Salford, amongst others, are all located within the 5km cycle catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
21. There are several National Cycle Routes (NCRs) surrounding the site. NCR 6 is located to the west of the site and locally provides access to Bury in the north. NCR 66 is located to the east of the site and provides a link between Manchester city centre and Failsworth to the northeast. To the southwest of the site, NCR 55 offers a route between Manchester city centre and Eccles to the west.
22. 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, particularly given that secure cycle parking is proposed.
23. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, 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."*
24. As detailed earlier, the closest bus stop is located on the A56 Great Ducie Street, located approximately 240 south west of the site. **Table 1** shows the services served by these bus stops.

| Table 1: Bus Services |                                                                          |                             |                  |               |
|-----------------------|--------------------------------------------------------------------------|-----------------------------|------------------|---------------|
| Bus Service           | Route                                                                    | Approx. Frequency (minutes) |                  |               |
|                       |                                                                          | Mon-Fri                     | Sat              | Sun           |
| 59                    | Manchester - Oldham                                                      | Every 10mins                | Every 10-20mins  | Every 20mins  |
| X41                   | Accrington - Manchester via Haslingden, Helmshore, Ramsbottom, Prestwich | Every 60 mins               | Every 60 mins    | Every 60 mins |
| X43                   | BURNLEY - MANCHESTER via Crawshawbooth, Prestwich                        | Every 20 mins               | Every 20-30 mins | Every 30 mins |

25. In terms of railway services, Manchester Victoria Train Station is located circa 1.5km south of the site. This station provides services to destinations across the north including Stalybridge, Huddersfield, Leeds, Wigan, Blackburn, Chester, Liverpool Lime Street, Manchester Airport, York, Newcastle, and Redcar Central, amongst others.
26. Victoria tram stop is located approximately 800m south of the site and therefore within an acceptable walking and cycle distance. Victoria Road tram stop is part of the Greater Manchester Tram Network, located on the dark blue, pink, green, and yellow line within zone 1, as shown in **Figure 4** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

**Figure 4:** Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

## **Summary And Conclusions**

27. SCP have been instructed by GH property (Manchester) Ltd to provide transport planning advice in support of a planning application for a residential development on land to the north of South Street, in Cheetham Hill, Manchester.
28. Vehicular access to the proposed development will be provided via the existing accesses to the site, off both Southall Street and Cheviot Street. As demonstrated previously, this has operated safely for years. Pedestrian access will be provided from the same place as the existing.
29. The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
30. It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
31. The proposed level of parking for the development falls below the Council's standards, although the Council standards do permit flexibility. The reduced level of parking is considered acceptable in this instance having regard to the highly sustainable location of the site. In addition, the surrounding roads and junctions are protected by parking restrictions, which helps to ensure that, in the unlikely event that overspill parking does occur, it will not result in any road safety or operational issues
32. Having regard to the analysis presented in this Technical Note, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Manchester City Council for approval.

**S|C|P**

**APPENDIX A**

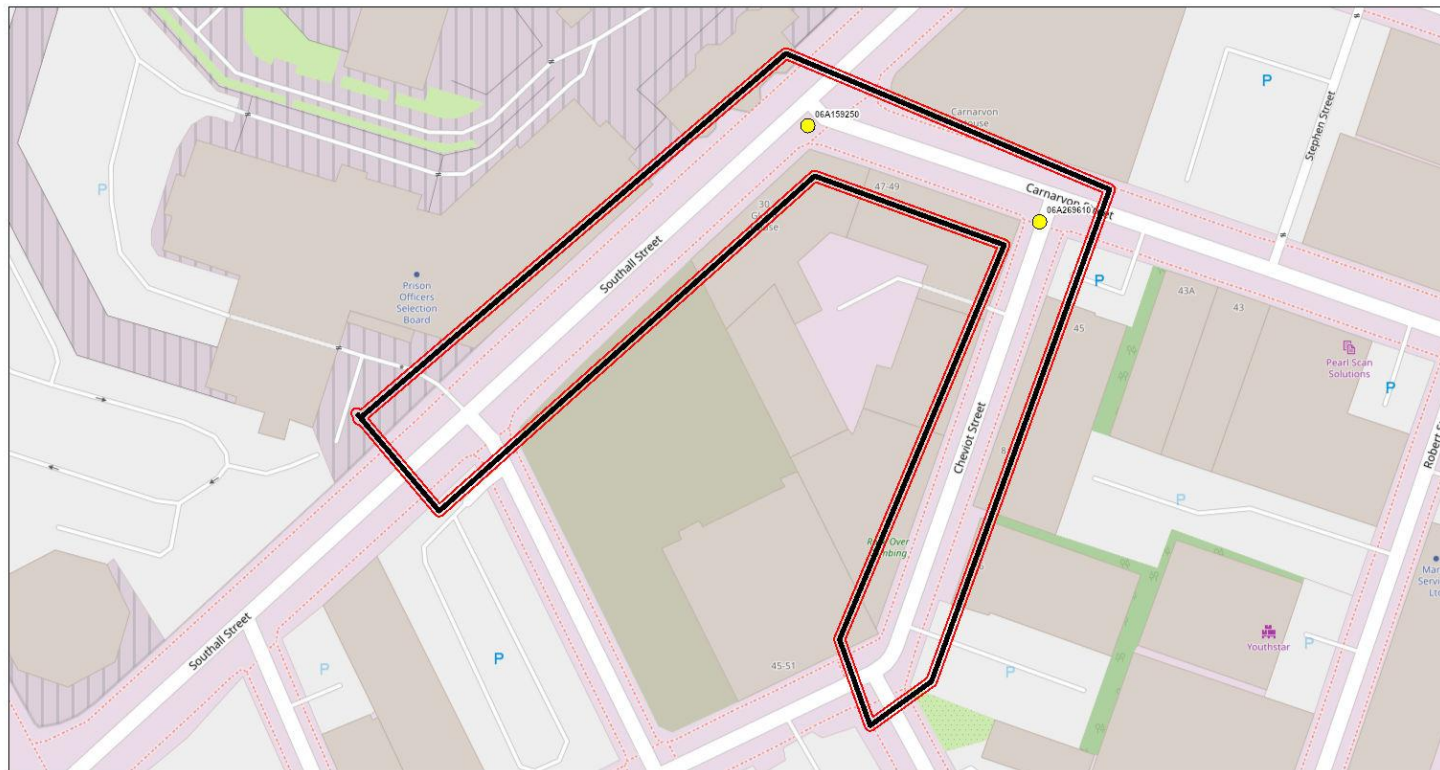


# Screening Report

## Area of Interest (AOI) Information

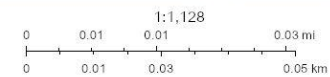
Area : 1,061.44 m<sup>2</sup>

Oct 20 2023 8:48:52 British Summer Time



Accident Data

● Slight



Map data © OpenStreetMap contributors, CC-BY-SA

## Summary

| Name          | Count | Area(m²) | Length(m) |
|---------------|-------|----------|-----------|
| Accident Data | 2     | N/A      | N/A       |
| Vehicle Data  | 4     | N/A      | N/A       |
| Casualty Data | 4     | N/A      | N/A       |

## Accident Data

| # | Easting | Northing | Year | Accident Severity | Number of Vehicles | Number of Casualties | Date       | Day of Week |
|---|---------|----------|------|-------------------|--------------------|----------------------|------------|-------------|
| 1 | 383810  | 399516   | 2019 | Slight            | 2                  | 2                    | 17/07/2019 | Wednesday   |
| 2 | 383853  | 399498   | 2020 | Slight            | 2                  | 2                    | 22/02/2020 | Saturday    |

| # | Time     | Local Authority Highway | Road Class   | Road_Number | Road Type          | Speed limit | Junction Detail         | Junction Control         |
|---|----------|-------------------------|--------------|-------------|--------------------|-------------|-------------------------|--------------------------|
| 1 | 4:30 PM  | Manchester              | Unclassified | 0           | Single carriageway | 30          | T or staggered junction | Give way or uncontrolled |
| 2 | 10:36 PM | Manchester              | Unclassified | 0           | Single carriageway | 30          | T or staggered junction | Give way or uncontrolled |

| # | Light Conditions      | Weather Conditions | Road Surface Conditions | Special Conditions at Site | Carriageway Hazards | Urban or Rural Area | Pedestrian Crossing - Human Control | Pedestrian Crossing - Physical Facilities        |
|---|-----------------------|--------------------|-------------------------|----------------------------|---------------------|---------------------|-------------------------------------|--------------------------------------------------|
| 1 | Daylight              | Fine no high winds | Wet or damp             | None                       | None                | Urban               | None within 50 metres               | No physical crossing facilities within 50 metres |
| 2 | Darkness - lights lit | Other              | Wet or damp             | None                       | None                | Urban               | None within 50 metres               | No physical crossing facilities within 50 metres |

| # | Did Police Officer Attend Scene of Accident | Accident Reference | Category | Count |
|---|---------------------------------------------|--------------------|----------|-------|
| 1 | Yes                                         | 06A159250          | Accident | 1     |
| 2 | No                                          | 06A269610          | Accident | 1     |

## Vehicle Data

| # | Year  | Category | Vehicle Reference | Vehicle Type | Towing and Articulation | Vehicle Manoeuvre | Vehicle Location - Restricted Lane     | Junction Location                                           |
|---|-------|----------|-------------------|--------------|-------------------------|-------------------|----------------------------------------|-------------------------------------------------------------|
| 1 | 2,019 | Vehicle  | 1                 | Car          | No tow/articulation     | Turning left      | On main c'way - not in restricted lane | Mid Junction - on roundabout or on main road                |
| 2 | 2,019 | Vehicle  | 2                 | Car          | No tow/articulation     | Going ahead other | On main c'way - not in restricted lane | Mid Junction - on roundabout or on main road                |
| 3 | 2,020 | Vehicle  | 1                 | Car          | No tow/articulation     | Going ahead other | On main c'way - not in restricted lane | Approaching junction or waiting/parked at junction approach |
| 4 | 2,020 | Vehicle  | 2                 | Car          | No tow/articulation     | Going ahead other | On main c'way - not in restricted lane | Approaching junction or waiting/parked at junction approach |

| # | Skidding and Overturning | Hit Object in Carriageway | 1st Point of Impact | Journey Purpose of Driver | Sex of Driver | Age Band of Driver | Age of Vehicle | Driver Home Area Type        | Accident Reference | Count |
|---|--------------------------|---------------------------|---------------------|---------------------------|---------------|--------------------|----------------|------------------------------|--------------------|-------|
| 1 | None                     | None                      | Front               | Commuting to/from work    | Male          | 36 - 45            | 2              | Data missing or out of range | 06A159250          | 1     |
| 2 | None                     | None                      | Nearside            | Not known                 | Male          | 26 - 35            | 14             | Data missing or out of range | 06A159250          | 1     |
| 3 | None                     | None                      | Back                | Not known                 | Male          | 26 - 35            | -1             | Data missing or out of range | 06A269610          | 1     |
| 4 | None                     | None                      | Front               | Not known                 | Male          | 26 - 35            | 5              | Urban area                   | 06A269610          | 1     |

## Casualty Data

| # | Year  | Category | Vehicle Reference | Casualty Reference | Casualty Class  | Sex of Casualty | Age Band of Casualty | Casualty Severity |
|---|-------|----------|-------------------|--------------------|-----------------|-----------------|----------------------|-------------------|
| 1 | 2,019 | Casualty | 1                 | 1                  | Driver or rider | Male            | 36 - 45              | Slight            |
| 2 | 2,019 | Casualty | 2                 | 2                  | Driver or rider | Male            | 26 - 35              | Slight            |
| 3 | 2,020 | Casualty | 1                 | 1                  | Passenger       | Female          | 36 - 45              | Slight            |
| 4 | 2,020 | Casualty | 2                 | 2                  | Passenger       | Female          | 16 - 20              | Slight            |

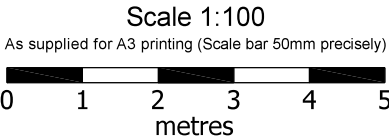
| # | Pedestrian Location | Pedestrian Movement | Car Passenger        | Bus or Coach Passenger       | Pedestrian Road Maintenance Worker | Casualty Type | Accident_Reference | Count |
|---|---------------------|---------------------|----------------------|------------------------------|------------------------------------|---------------|--------------------|-------|
| 1 | Not a Pedestrian    | Not a Pedestrian    | Not car passenger    | Not a bus or coach passenger | No / Not applicable                | Car occupant  | 06A159250          | 1     |
| 2 | Not a Pedestrian    | Not a Pedestrian    | Not car passenger    | Not a bus or coach passenger | No / Not applicable                | Car occupant  | 06A159250          | 1     |
| 3 | Not a Pedestrian    | Not a Pedestrian    | Front seat passenger | Not a bus or coach passenger | No / Not applicable                | Car occupant  | 06A269610          | 1     |
| 4 | Not a Pedestrian    | Not a Pedestrian    | Rear seat passenger  | Not a bus or coach passenger | No / Not applicable                | Car occupant  | 06A269610          | 1     |

**S|C|P**

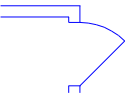
**APPENDIX B**

Property Address:

Proposed Basement Flats  
Globe House  
30-34 Southall Street  
Manchester  
M3 1LG



Key:



Proposed Layout



3 Bed Flat 90.9 sq m / 979 sq ft



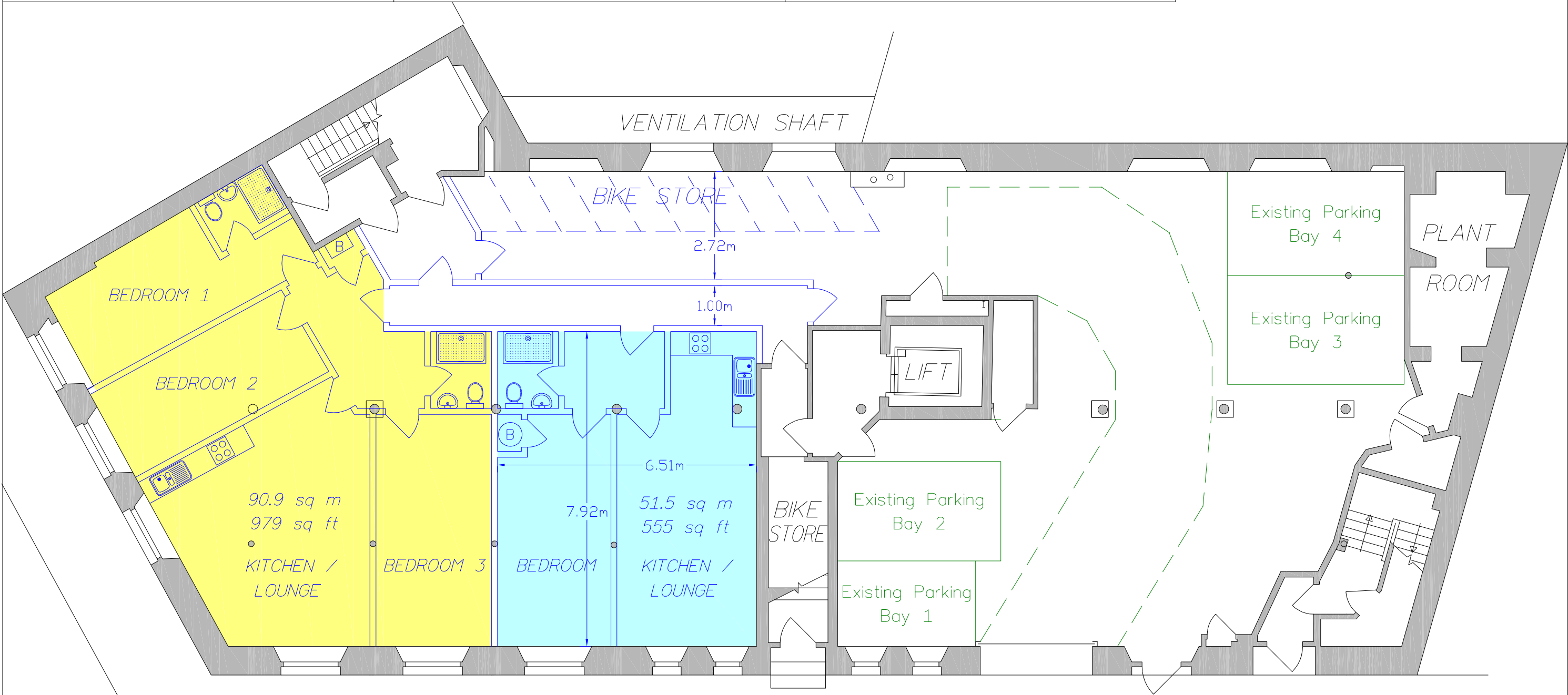
1 Bed Flat 51.5 sq m / 555 sq ft

Version information:

v7.5 - 16.08.2023 - Proposed basement flats - Fire exit & key update  
v7.5.1 - 20.09.2023 - Renumber parking bays

RedLinePlans.co.uk © 2023 0844 330 7526 Ref. 3293.3048.2900.2875Lp

Any queries regarding this plan should in the first instance be referred back to Red Line Plans Ltd for clarification. Expected accuracy 30mm (1 sigma).  
Do not photocopy or reduce this plan as the scale may be affected.  
Written documentation may contain more precise descriptions of boundary positions.  
Basement, ground and first floor are still in development, so subject to minor changes.  
Second floor fixtures and fittings subject to change, this does not impact lease extents.



Basement 1:100

Property Address:

Apartment 29  
Globe House  
30-34 Southall Street  
Manchester  
M3 1LG



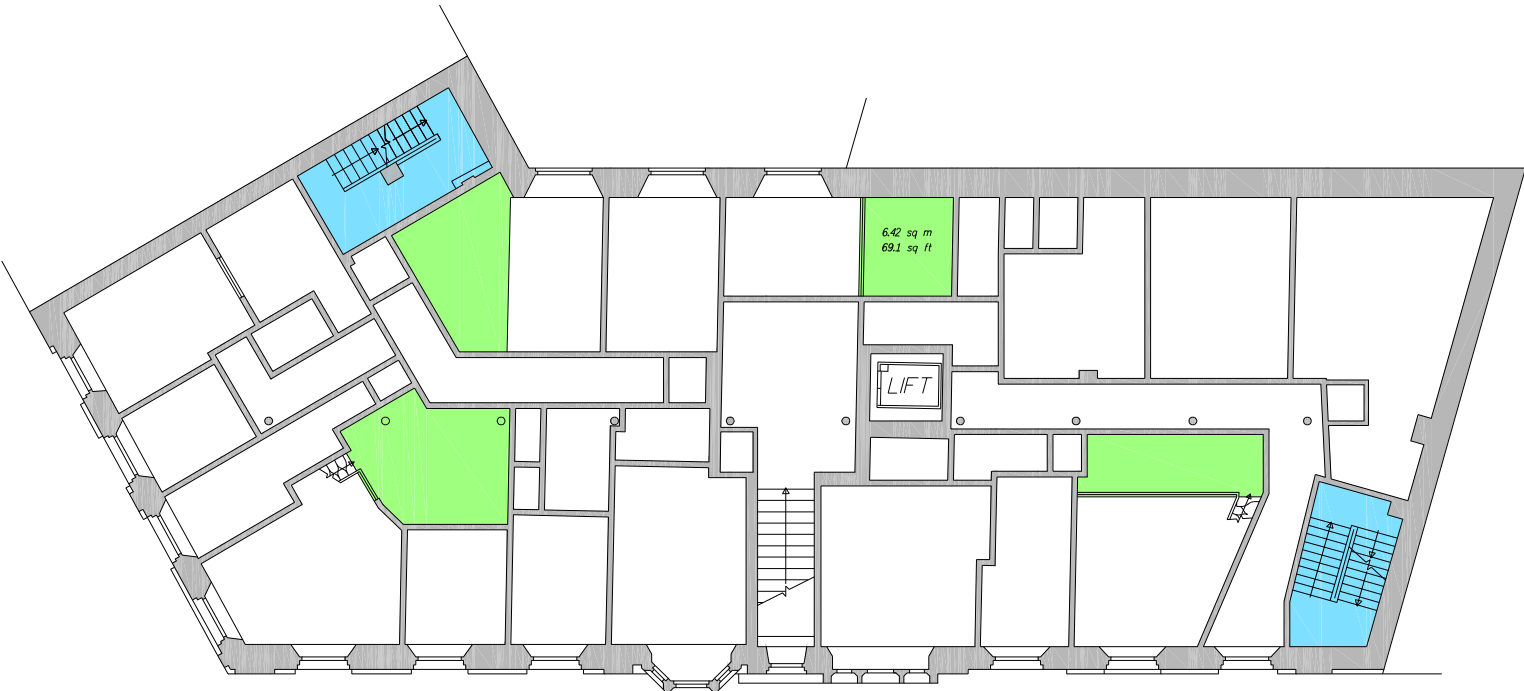
Scale 1:200  
As supplied for A3 printing (Scale bar 50mm precisely)

0 2 4 6 8 10  
metres

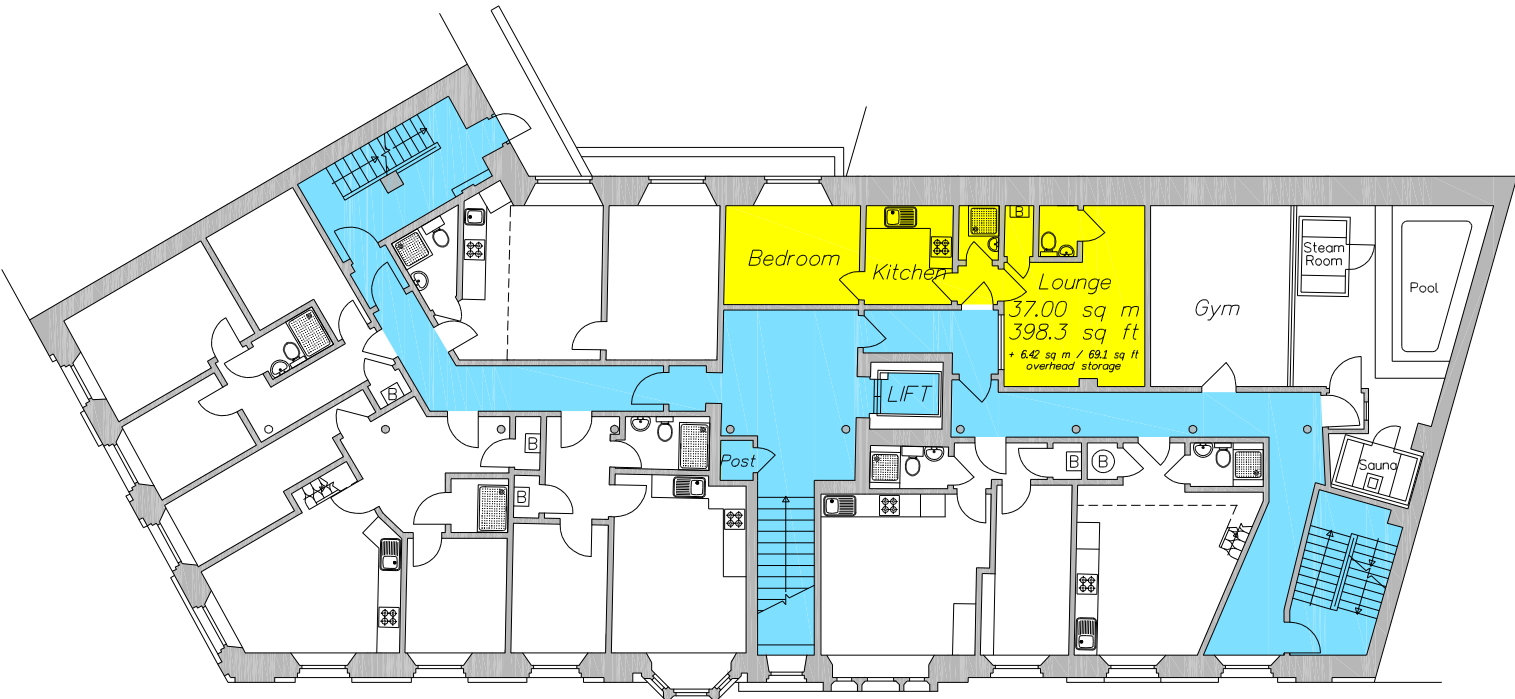
Key:

- Apartment 29 - Ground Floor  
Existing Caretakers Flat and Office
- For Identification Only: Shared Access
- Extent of Mezzanine Decks  
(restricted headroom)

Version information:  
v7.3 - 16.08.2023 - Apartment numbered properly  
RedLinePlans.co.uk © 2023 0844 330 7526 Ref. 3293.3048.2900.2875Lp  
Any queries regarding this plan should in the first instance be referred back to  
Red Line Plans Ltd for clarification. Expected accuracy 30mm (1 sigma).  
Do not photocopy or reduce this plan as the scale may be affected.  
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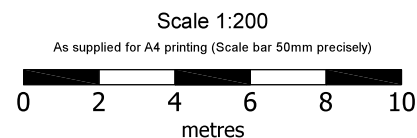
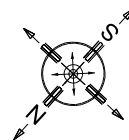
Ground Floor Mezzanine Level 1:200



Ground Floor 1:200

Property Address:

Proposed Car Parking At Rear  
Globe House  
30-34 Southall Street  
Manchester  
M3 1LG



Version information:  
v3.1- 20/09/2023 - Revision to provide disabled parking bay  
Paul Mann © 2023 0844 330 7526 Ref. 4005.3284.3177.2900Tp  
Any queries regarding this plan should in the first instance be referred back to Paul Mann for clarification. Expected accuracy 30mm (1 sigma).  
Do not photocopy or reduce this plan as the scale may be affected.  
Written documentation may contain more precise descriptions of boundary positions.  
Basement, ground and first floor are still in development, so subject to minor changes.

Bins

P7

P6

P5

P4

P3  
(dis)

P2

P1

Rear Car Park 1:200