
Project: **166 PLYMOUTH GROVE, MANCHESTER, M13 0AF**

Title: - **PROPOSED CONVERSION OF OFFICE SPACE TO THREE NEW RESIDENTIAL APARTMENTS**

PLANNING APPLICATION REF: 137985/FO/2023

Date: - **9 January 2024**

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Grove Park Ltd to consider relevant highways and transport matters associated with proposals for the conversion of existing first floor office space to 3 * 2-bedroom residential apartments at 166 Plymouth Grove, Manchester. The application scheme represents the re-use of existing office floorspace located within a mixed use (office / residential) building, located within a mature residential area. The proposals are to be supported by dedicated on-site car parking, but also offers the clear potential for future residents to utilise active travel (walk / cycle) or public transport travel modes for a range of key ‘everyday’ journeys.

1.1.2 The scope and nature of matters considered within this HTN report reflects those transport related issues highlighted as being of material interest to officers of the local planning & highway authority (Manchester City Council - MCC), based on initial comments provided with respect to the planning application for the scheme submitted in September 2023 (planning application ref: 137985/FO/2023). Officers have requested that additional information be submitted on transport and highways matters, specifically with respect to a) the existing local context of the site and its accessibility to alternative travel modes to the private car, b) future proposed parking & access arrangements and, c) the predicted trip generation effects of the re-development.

1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Section 2 considers the location and existing use of the site, including a review of site access arrangements, available parking and observed operating conditions on the immediate local highway network. The chapter also considers traffic demand levels associated with the existing B1 office use of the proposed re-development floorspace.
- Section 3 provides an audit of the accessibility of the site by alternative travel modes to the private car.
- Section 4 provides a review of the key elements of the proposed residential development scheme, including site access arrangements, car parking and day-to-day servicing.
- Section 5 provides an estimate of the traffic demand anticipated to be generated by the application scheme and a comparison to extant traffic levels.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS

2.1 Site Location

2.1.1 The application site forms an existing mixed use (office & residential) building at 166 Plymouth Grove, Manchester, M13 0AF and associated front and rear curtilage land, currently used for delivery access & parking. The strategic location of the application site is illustrated in **Figure HTN1** to this report. This plan identifies the location of the site within the context of the built-up areas of Chorlton-on-Medlock, Ardwick and the nearby Manchester Royal Infirmary (MRI) and University of Manchester sites. The plan also demonstrates the application site's position with respect to the local A-road routes of A5184 Plymouth Grove and A34 Upper Brook Street / Anson Road.

2.1.2 **Figure HTN2** includes for a larger scale plan and aerial image of the application site and its local context to surrounding properties, as well as the alignment of A5184 Plymouth Grove, which forms the direct northern boundary to the site. Review of **Figure HTN2** demonstrates that the site is a rectangular building set to the south of A5184 Plymouth Grove and located within a small development of local commercial buildings, which share a single vehicular / pedestrian access connection. To the immediate east & south of the site are other commercial properties and to the west, the offices of the Riverside social housing group. To the north is the alignment of A5184 Plymouth Grove and to the opposite side of the road, frontage residential properties.

2.2 Existing Site Conditions

2.2.1 Existing vehicle access to the application site is via a dropped kerb gated priority T-junction driveway connection, shared with other adjacent commercial properties (see **Appendix HTN1** to this note). The security gate feature is located circa 12.5m into the site, when measured from the carriageway edge to A5184 Plymouth Grove. A limited width segregated footway (also gated) exists to the side of the application site building, providing pedestrian access to the rear parking / vehicle manoeuvring area. Photographs of existing site access arrangements are included as **Appendix HTN1** to this note for reference. The site frontage parking area is also used for ad-hoc van servicing of the office building, as necessary.

2.2.2 The application site building at 166 Plymouth Grove provides for the following levels of extant development floorspace (see floorplans included as **Appendix HTN2**):

- Ground Floor (B1 Office Development): 235sqm
- First Floor (B1 Office Development): 235sqm
- Second Floor (2 * 2-bedroom residential apartments): 195sqm

2.2.3 The building is currently served by 10 marked parking spaces, made up of 8 spaces to the rear (accessed via the main shared driveway access and a 6m rear manoeuvring area to the spaces, allowing for forward / reverse access) and two horizontal spaces to the site frontage (accessed via a drive in / reverse out (or vice versa) manoeuvre) via the shared driveway. In practice this existing parking is divided up as follows:

- Ground Floor Office: 2 spaces to site frontage and 2 to rear;
- First Floor Office: 4 spaces to rear of site;
- Second Floor Residential: 2 spaces to rear of site (1 space per apartment).

2.2.4 At the time of recent site visits it was observed that some of the application site related spaces to the rear of the building were being utilised by operators of the adjacent garage servicing unit, for the temporary storage of vehicles. This practice has not been authorised by the site owner and the garage operator has been instructed to remove these vehicles / stop such parking. It is proposed that future use of these rear spaces to ensure access for tenants of the application site building, would be controlled via lockable bollard access, to be implemented in support of the application scheme (see section 4 to this note). Car parking over the wider surrounding commercial area is controlled by a parking management company, who have the right to clamp / charge unauthorised parking within the site. The operation of such parking controls is clearly signed across the site, including signs located above the rear parking spaces (see **Appendix HTN1**).

2.2.5 MCC parking standards, as set out in the Core Strategy: Development Plan Document (2012-2027) identifies the following maximum car parking supply levels relevant to the current site land uses:

- B1 office: 1 space per 35sqm GFA
- Residential: No specified level of parking.

2.2.6 Based on the current scheme layout, and working on the ‘rule of thumb’ principle of 1 parking space per small apartment in those parts of the city that benefit from a good level of site accessibility, application of the MCC standards to the available building floorspace would suggest the maximum site parking requirements set out below:

- Ground Floor (235sqm) Office: 7 spaces
- First Floor (235sqm) Office: 7 spaces
- Second Floor (195sqm / 2 apartments): 2 spaces

Total: 16 spaces

2.2.7 It is therefore clear that the existing 166 Plymouth Grove building as a whole is currently under-provided for vehicle parking when compared to MCC maximum standards and that the first floor area proposed for conversion to residential development under the planning application scheme, could be reasonably expected to generate a parking demand of up to 7 spaces under, if considered under extant B1 office use & prevailing parking standards. This analysis must of course be viewed in the context that the MCC standards do allow for some flexibility / reductions at those sites where realistic opportunities are available for encouraging the use of alternative travel modes to the private car for everyday journeys - which could be argued to apply in the case of the application site (see section 3 below for the opportunities for use of sustainable travel modes from the site locality).

2.2.8 As the first floor B1 office space proposed to be converted to residential development is currently not occupied at the time of preparation of this report, vehicle trip demand associated with potential office use of this extant floorspace has been estimated via reference to trip rates extracted from the TRICS database. TRICS is a nationally recognised source of historical trip demand data containing observed travel data for a large number of development-type sites and as such is considered to generate reliable trip rate estimates.

2.2.9 TRICS trip rates have been generated for selected small office sites that show locational factors similar to the Plymouth Grove locality, viz:

- Suburban, Edge of Town Centre or Neighbourhood Centre sites;
- Small floorspace (less than 1,000sqm);
- Not including sites in SE England, Gt London or the republic of Ireland.

2.2.10 Calculated average trip rates (per 100sqm) during the traditional AM & PM ‘rush hour’ time periods are illustrated in the table below. These rates have been applied to the total first floor GFA available at the application site (235sqm), with the results set out in **Table HTN2.1** below.

Table HTN4.1 - Residential Development Traffic (Average Trip Rates)

	Trip Rates (per 100sqm)			Trip Demand for 235sqft B1 Office		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	2.747	0.378	3.125	6	1	7
PM Peak (17:00-18:00)	0.481	2.266	2.747	1	5	6
12h (07:00-19:00)	7.176	7.176	14.352	17	17	34

2.2.11 The above analysis demonstrates that the B1 office use of the existing first floor floorspace could be expected to generate of the order of 6 - 7 vehicle trip movements during traditional AM & PM periods, or circa 1 vehicle trip every 10 minutes. Traffic demand over the core weekday 12-hour weekday daytime period (07:00-19:00) for B1 use of the application floorspace would be less than 35 vehicles (in + out).

2.3 Existing Local Highway Network Conditions

2.3.1 As noted, the application site is access directly from A5184 Plymouth Grove via a circa 6.0m width driveway connection. A5184 Plymouth Grove is a district distributor road route providing key connections to / from Manchester city centre (via A34 Upper Brook Street) and local suburbs of Chorlton on Medlock, Longsight and Belle Vue. The route is of predominantly straight horizontal alignment and is of 9.6m total carriageway width, operating under a 30mph speed limit. 1.4m advisory cycle lanes are available in both directions and the route benefits from a good standard of street lighting. Wide segregated footways (3-4m width) with tactile paving to kerbed side road junction points are available to both sides of the

route. Due to these wide footways, lateral visibility from the shared application site side road access is good, being well in excess of 2.4m by 59m required sightlines for access to a 30mph route, even including for some vehicles exceeding this speed limit (see **Figure HTN3**).

2.3.2 On-street parking on immediate sections of the route is controlled by double yellow markings around side road junction radii and single yellow line parking controls on site frontage sections and other sections of the route not affected by side road access points. The single yellow line controls (clearway) prohibit parking during the following periods:

- Monday - Friday: 8:00am - 6:00pm
- Saturday: 8:00am - 12:30pm

2.3.3 Notwithstanding these parking controls, site visits identified that some on-street parking does still take place on A5184 Plymouth Grove, with a number of vehicles noted to be parked either partially or completely on the parallel footways. This parking was noted to typically take place on the non-site side of the road and therefore is potentially related to vehicles associated with residents of local frontage properties, many of which do not benefit from in-curtilage parking opportunities.

2.3.4 A5184 Plymouth Grove is accessed by a number of local side road access points in the vicinity of application site. In particular Nevada Street, which is located almost opposite the application site access driveway and Flixton Road, circa 70m to the east. These side road access points serve local residential streets and are not utilised by significant levels of through traffic. Approximately 30m to the east of the site, A5184 Plymouth Grove forms the northern frontage to a local primary school (St Chrysostom's Primary), which is accessed off the connecting side road of Lincoln Grove. A traffic signal controlled toucan crossing of A5184 Plymouth Grove is available in the vicinity of the Lincoln Grove side road junction connection point, circa 135m to the west of the application site, which helps to promote safe school related crossing movements of the A5184 Plymouth Grove mainline route.

Traffic Flow Conditions

- 2.3.5 Site observations suggest that the immediate sections of A5184 Plymouth Grove to the application site are generally of free flowing traffic character, with little evidence of congestion or queuing. Right turning vehicles waiting to access side road connections can result in some temporary blocking of through traffic, but any such queues quickly dissipate once the right turn movement has been completed.

Road Safety: Review of Personal Injury Accidents

- 2.3.6 A review of highway safety records for the immediate section of A5184 Plymouth Grove to the application site has been carried out via reference to the crashmap.co.uk database, which utilises industry standard accident data information appropriate to inform road safety assessment. This exercise identifies that no accident incidents have been recorded at the application site driveway access connection or along the immediate site frontage (see **Figure HTN4**). Just two accident incidents have been recorded within a local search area (circa 150m to either side of the site access) - one serious class event and one slight incident. The details of these recorded accident events are summarised below:

Plymouth Grove circa 50m to West of Site Access Point

Incident 1: 2 vehicles, 1 casualty

- 18:31 Wednesday 06 November 2020 - Slight Class Incident, Dry, Darkness.
Minor collision with adult pedestrian crossing Plymouth Grove.

Plymouth Grove circa 120m to West of Site Access Point

Incident 2: 1 vehicle, 1 casualty

- 08:28 Tuesday 1 December 2020 - Serious Class Incident, Dry, Daylight.
Vehicle struck young pedestrian crossing Plymouth Grove

- 2.3.7 Both of those historical incidents relate involve pedestrian crossing movements of the A5184 Plymouth Grove mainline route and do not highlight any obvious issues inherent to the current road layout or trip movements to / from the application site. Based on this review, it is concluded that there are no clear & substantive prevailing road safety issues that would call the proposed re-development of the application floorspace for residential land-use into question or require direct additional highway safety mitigation measures funded by the proposals.

3.0 SITE ACCESSIBILITY AUDIT

3.1 Context

3.1.1 National and local planning policy guidance identifies that new residential development should be capable of meeting the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

3.2 Active Travel Connections

Pedestrian Access

3.2.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. **Figure HTN5** to this report illustrates a 2km travel catchment from the site, using available roads and footpaths. Review of this exercise demonstrates that the local centres of Longsight, Whitworth Park and Rusholme all lie within a 2km walk catchment. Furthermore a number of local schools and community facilities lie within a more local catchment. **Figure HTN6** illustrates the nature and range of local facilities available within a practical local walk catchment of the site

Cycle Access

3.2.2 **Figure HTN7** to this report illustrates the extent of a 5km cycle catchment from the application site. This exercise demonstrates that all of Manchester city centre

and the key local centre destinations of Longsight, Gorton, Rusholme and Hulme all lie within this practical local cycle distance. These areas offer access to a good range of local shops, services, restaurants and employment opportunities.

- 3.2.3 Furthermore, the local highway network provides opportunities for safe cycle connections, including advisory cycle lanes on Plymouth Grove and connecting signed cycle corridor to / from Manchester city centre via Kincardine Road and Grosvenor Street (see **Figure HTN8**). The application site is also located within 75m walk of a Beryl Bike ‘pay as you ride’ bike hire station (located at the corner of A5184 Plymouth Grove / Flixton Road), offering additional convenient cycling opportunities for journeys to / from the application site.

3.3 Access to Public Transport

Bus Services

- 3.3.1 Closest bus stops to the application site are located on Plymouth Grove, within 100m of the application site. These local stops are characterised by a simple flagpost stop in the eastbound direction and passenger waiting shelters with information boards and flag-post stop signage for westbound (to Manchester) services. The stops on Plymouth Grove are served by the 197 bus service, which provides a 20 minute daytime and evening frequency service between Manchester & Stockport, via Longsight, Levenshulme, Burnage & Heaton Moor. The Plymouth Grove stops are also served by additional early morning and peak hour 191 service buses to / from Stockport & Hazel Grove.
- 3.3.2 Further high frequency bus services are available within a short walk (circa 500m) of the site at stops on both the A6 London Road and A34 Upper Brook Street corridors (see also **Figure HTN9**). The stops on London Road provide 5 minute frequency service links to Manchester city centre, Piccadilly railway station and Stockport (192 service). A34 Upper Brook Street is served by 5 buses per hour between Didsbury, Manchester city centre and Salford / Media City (50 service).

Application Site Area: GMAL Rating

- 3.3.3 The range of practical alternative transport connections in the vicinity of the application site is reflected by the site’s Greater Manchester Accessibility Level

(GMAL) rating, as illustrated in **Figure HTN10**. This exercise suggests that the site benefits from a GMAL score of 6 and therefore can be considered to benefit from a demonstrably good level of public transport accessibility, which would help encourage regular practical public transport use.

3.4 Accessibility Summary

- 3.4.1 Overall it is concluded that the application site represents a suitable location for residential development, being located within a mature residential area and within a practical walking distance of both regular frequency public transport services and a range of everyday local shops / services & facilities. Such locational characteristics should assist in meeting the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing the overall traffic impact associated with new development.

4.0 REVIEW OF APPLICATION SCHEME

4.1 Scheme Details

- 4.1.1 The application scheme at 166 Plymouth Grove promotes the conversion of existing first floor B1 office space (235sqm) to 3 * 2-bedroom apartments. Plans of the proposed revised site layout, ground floor and first floor arrangements to deliver the conversion scheme are included as **Appendix HTN4** to this report. Resident access to the three new apartments is to be taken via the building door to the west, with a new pedestrian walkway connection to be provided from this door linking directly to the adjacent A5184 Plymouth Grove footway.

4.2 Proposed Vehicle Access

- 4.2.1 Vehicle access to the site would continue to be taken via the dropped kerb driveway connection point to A5184 Plymouth Grove. This driveway would provide access to both the rear and frontage parking areas to the application site building, the same as for the existing site access arrangements.

4.3 Car & Cycle Parking

- 4.3.1 It is proposed that the new residential units would be served by car parking spaces to the rear of the building. Each apartment would be provided access to a single designated space, which would be clearly signed as being reserved for each unit. In addition to such markings / signage, it is proposed that lockable bollard features would be installed to all of the rear parking spaces, to prevent any potential unauthorised use of these spaces.

- 4.3.2 The assignment of these spaces to the residential apartments would result in the following changes in total marked parking supply associated with the 166 Plymouth Grove building.

- Ground Floor Office: 2 spaces to site frontage and 3 to rear;
- First Floor Residential (3 units): 3 spaces to rear of site;
- Second Floor Residential (2 units): 2 spaces to rear of site.

- 4.3.3 Two parking spaces would be retained to the front of the site, for use by the retained ground floor office - in addition to three marked spaces to the rear also reserved for this office use. As part of the re-development scheme, the frontage area would be resurfaced / re-marked to provide 2 * 2.75m by 5m adjacent parking spaces. This arrangement would provide improved vehicle manoeuvring space and allow for the delivery of the new pedestrian connection to the A5184 Plymouth Grove & bin store areas.
- 4.3.4 **Appendix HTN5** to this report illustrates vehicle swept path runs illustrating car access to / from these frontage spaces, as well as additional drawings illustrating access to / from example spaces to the rear of the site.
- 4.3.5 It is considered that the proposed parking supply serving the 166 Plymouth Grove site following the residential redevelopment of the first floor would result in the application site being served by a parking supply that is more in line with MCC maximum standard requirements, i.e. providing 5 spaces for the 5 residential apartments (generally in accordance with suitable provision for 2-bed apartments in demonstrably sustainable locations) and 5 spaces in support of the office use (MCC standards for the retained 235sqm of office space requiring a maximum of 7 spaces).
- 4.3.6 In addition to the dedicated car parking, it is proposed that the application scheme would be supported by the delivery of a covered and secure cycle parking area, suitable to accommodate up to 10 cycles to be relocated adjacent to the trat parking area and accessed by the footway between the site building and the rear parking spaces. This level of cycle parking provision would ensure a minimum of 1 cycle parking spaces per residential unit across the application site building, plus additional spaces to serve the retained ground floor B1 office use.

4.4 **Proposed Site Servicing**

- 4.4.1 The application scheme includes for the delivery of dedicated bin storage areas at the site frontage for both the residential and office elements of the building & linked to the A5184 Plymouth Grove footway via the new footway connection. These arrangements will allow for bin collections to be undertaken via on-street waste collection servicing.

- 4.4.2 Ad-hoc van servicing of the application site building will be possible from the site frontage area - similar to existing arrangements. **Appendix HTN5** illustrates access to / from this area by a typical large (4.6t) delivery / transit style van. These arrangements would be suitable for everyday servicing and deliveries appropriate to apartment / small scale office development.
- 4.4.3 It is not considered that the conversion of the first floor of the building from B1 office to residential apartment use would generate a material increase in vehicle servicing requirements and that any such day-to-day movements could be generally accommodated within the site curtilage.

5.0 PREDICTED DEVELOPMENT TRAFFIC DEMAND

5.1 Residential Related Travel Demand

5.1.1 Traffic demand levels associated with the proposed residential conversion scheme (three apartments) has been calculated based on trip rates for example small apartment developments, as extracted from the TRICS database. Data has been calculated based on sites selected with locational factors similar to the Plymouth Grove locality (see also **Appendix HTN6**), viz:

- Edge of town centre / suburban area private apartment sites;
- Small development sites (less than 50 dwellings); and
- Not including sites in SE England, Greater London or the Republic of Ireland.

5.1.2 Average trip rates (per dwelling) for the traditional AM & PM ‘rush hour’ time periods are illustrated in the table below. These trip rates have been applied to the total new residential development size proposed for the first floor conversion area (3 units).

Table HTN5.1 - Residential Apartment Development Traffic (Average Trip Rates)

	Trip Rates (per dwelling)			Trip Demand for 3 apartments		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.056	0.199	0.255	0	1	1
PM Peak (17:00-18:00)	0.169	0.127	0.296	1	0	1
12h (07:00-19:00)	1.254	1.345	2.599	4	4	8

5.1.3 The above exercise demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand not anticipated to exceed 1-2 vehicles. Indeed, traffic demand across the core 12-hour weekday daytime period (07:00-19:00) associated with the new apartment units is predicted to be less than 10 vehicles.

5.2 Comparison to Extant Trip Demand Associated with B1 Office Use

- 5.2.1 It is not expected that the predicted levels of traffic demand associated with the proposed new apartment units would result in a material change in existing baseline highway network operational conditions or require any improvements to the wider off-site highway network. Indeed, the residential conversion scheme would in fact likely result in an overall decrease in potential vehicle trip demand to / from the site, when compared to continued consented operation of the first floor of the building for standard B1 office land use. **Table HTN5.2** below illustrates a comparison of B1 office extant trip demand (based on the TRICS exercise set out in section 2.2 to this report), to the proposed traffic anticipated associated with residential conversion and demonstrates that delivery of the residential scheme could result in an overall reduction in peak hour trip demand associated with the building first floor of circa 80%, or of the order of 5-6 fewer vehicles per hour.

Table HTN5.2 - Comparison of Trip Demand (B1 Office v Conversion to Residential (3 apartments))

	Trip Demand (vehicles)		
	Arrival	Depart	Total
AM Peak (08:00-09:00)	6 / 0 = -6	1 / 1 = 0	7 / 1 = -6
PM Peak (17:00-18:00)	1 / 1 = 0	5 / 0 = 5	6 / 1 = 5
12h (07:00-19:00)	17 / 4 = -13	17 / 4 = -13	34 / 8 = -26

(B1 Office Vehicle Demand / Residential Conversion Vehicle Demand = Net Change)

- 5.2.2 It is therefore concluded that residential conversion of the existing B1 office space would likely result in a reduction of overall site based traffic demand and associated parking requirements. Such a situation could be expected to give rise to a minor 'net improvement' in existing local network operating conditions.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Grove Park Ltd to consider relevant highways and transport matters associated with proposals for the conversion of existing first floor office space (235sqm) at 166 Plymouth Grove, Manchester to 3 * 2-bedroom residential apartments. A planning application for the proposals was originally submitted to Manchester City Council in September 2023 (137985/FO/2023) and is currently under consideration.

Existing Site Conditions

- 6.2 The application site forms an existing mixed use (office & residential) building and associated front and rear curtilage land, currently used for deliveries & parking. Existing vehicle access to the application site is via a dropped kerb gated priority T-junction driveway connection to A5184 Plymouth Grove. This access is shared with adjacent commercial properties and is characterised by circa 6m of carriageway width, with segregated footway (also gated), and good visibility at the connection point to A5184 Plymouth Grove.
- 6.3 The existing building is currently served by 10 marked parking spaces, made up of 8 spaces to the rear (6 office & 2 residential) and 2 to the site frontage (office use). Review of MCC parking standards suggests that, based on the mix of site land use and floorspace, the existing building could generate a requirement for up to 16 spaces (2 residential and 14 office spaces). It is therefore clear that the existing 166 Plymouth Grove building as a whole is currently under-provided with respect to vehicle parking, when compared to MCC maximum standards and that the first floor area proposed for conversion to residential development under the planning application scheme, could be reasonably expected to generate a parking demand of up to 7 spaces if continued to be used under extant B1 office consents. This first floor office use could also be expected to generate circa 6-7 vehicle trip movements during traditional AM & PM peak 'rush hour' periods.
- 6.4 The immediate local highway network to the application site is noted to generally operate with little evidence of congestion or queuing. Frontage sections of A5184 Plymouth Grove and surrounding streets are subject to local parking restrictions,

which limit the potential for on-street parking during daytime periods. The immediate section of Plymouth Grove to the application site also demonstrates a good accident record, with no accident incidents recorded associated with vehicle movements to / from side road junctions.

Site Accessibility

- 6.5 The application site at Plymouth Grove is considered to represent an appropriate location for residential development, being located within a mature residential area and within a practical walking distance of both regular frequency public transport services and a range of everyday local shops / services & facilities. The site also provides good opportunities for regular cycle use and is located close to a GM cycle hire station. The site locality demonstrates at GMAL rating of 6, which reflects a good standard of accessibility by public transport. Such locational characteristics should assist in meeting the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing the overall traffic impact associated with new development.

Site Proposals and Supporting Site Works

- 6.6 The application scheme promotes the conversion of 235sqm of existing first floor B1 office space at 166 Plymouth Grove to 3 * 2-bed apartments. The proposals would be supported by designation of 3 spaces within the adjacent rear marked car parking area for use by these apartment units (1 reserved space per apartment). Additional supporting works to the site would include a covered and secure cycle parking store for up to 10 cycles, a new dedicated pedestrian connection from the residential building access point linking to the frontage footway on A5184 Plymouth Grove, new office / residential bin stores and resurfacing / remarking of the frontage office parking zone to improve vehicle parking / manoeuvring in this area. The frontage parking area would also be capable of accommodating ad-hoc short-stay delivery vehicles by domestic scale delivery vehicles (car / transit van).
- 6.7 Ultimately it is not expected that the predicted levels of traffic demand associated with the proposed new apartment units would result in a material change in

existing baseline highway network operational conditions or require any improvements to the wider off-site highway network. Indeed, the residential conversion scheme would result in an overall decrease in potential vehicle trip demand to / from the site, when compared to continued consented operation of the first floor for standard B1 office land use. Delivery of the residential scheme would likely result in an overall reduction in peak hour trip demand associated with the building first floor of circa 80%, or of the order of 5-6 fewer vehicles per hour. Such a situation would represent a minor net improvement in existing local network conditions, when compared to the current consented position and also result in an overall reduction in parking demand associated with the site.

Summary

- 6.8 Based on the above review of issues, which demonstrates that the application site can be accessed safely and efficiently by vehicles, will provide an improved overall parking ratio when compared to MCC standards and represents an appropriate location for residential development, Focus TP would commend the proposals to the Council, when considered with respect to highways and transport matters.





Figure HTN1

Site Location: Strategic Context

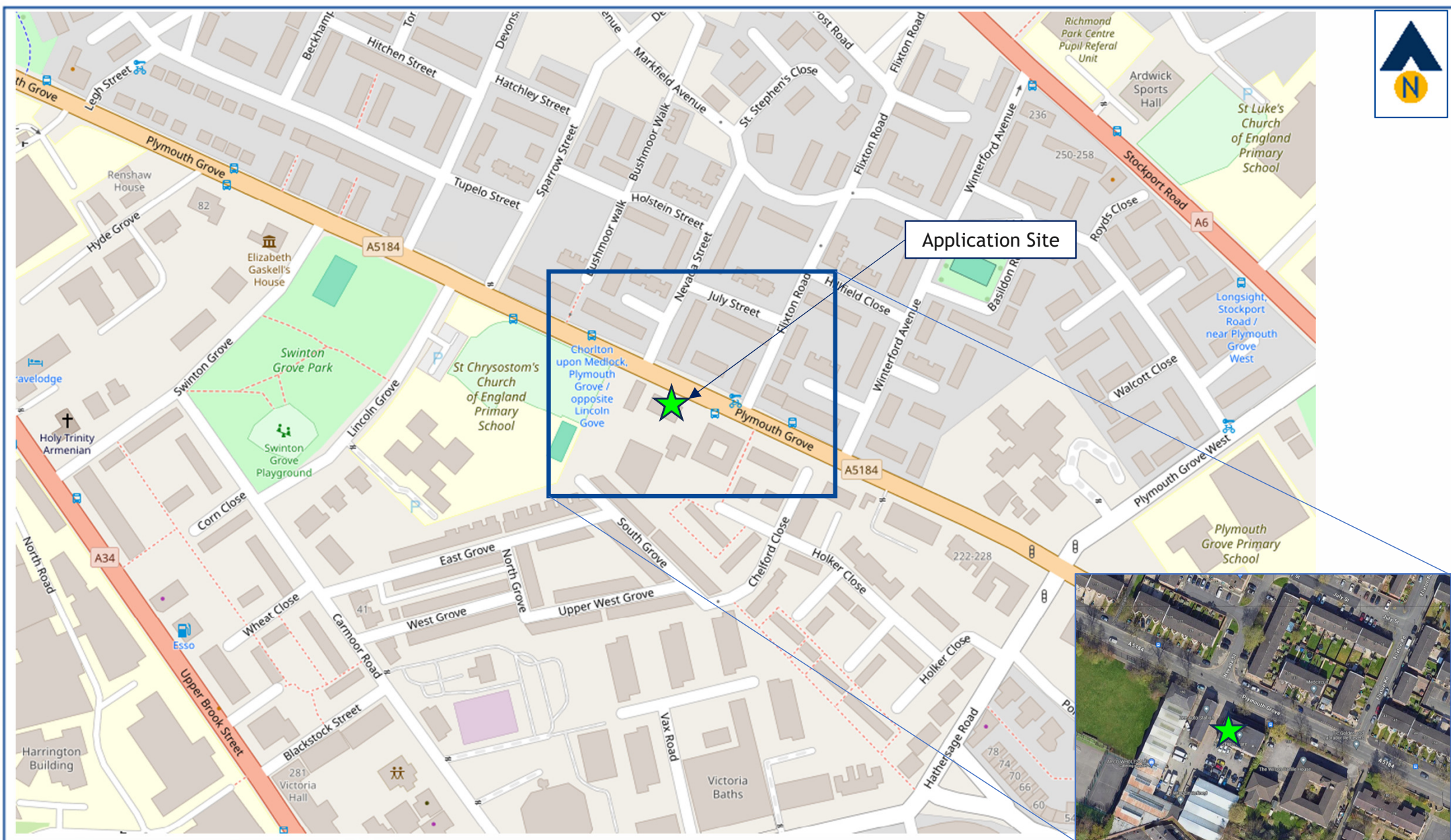


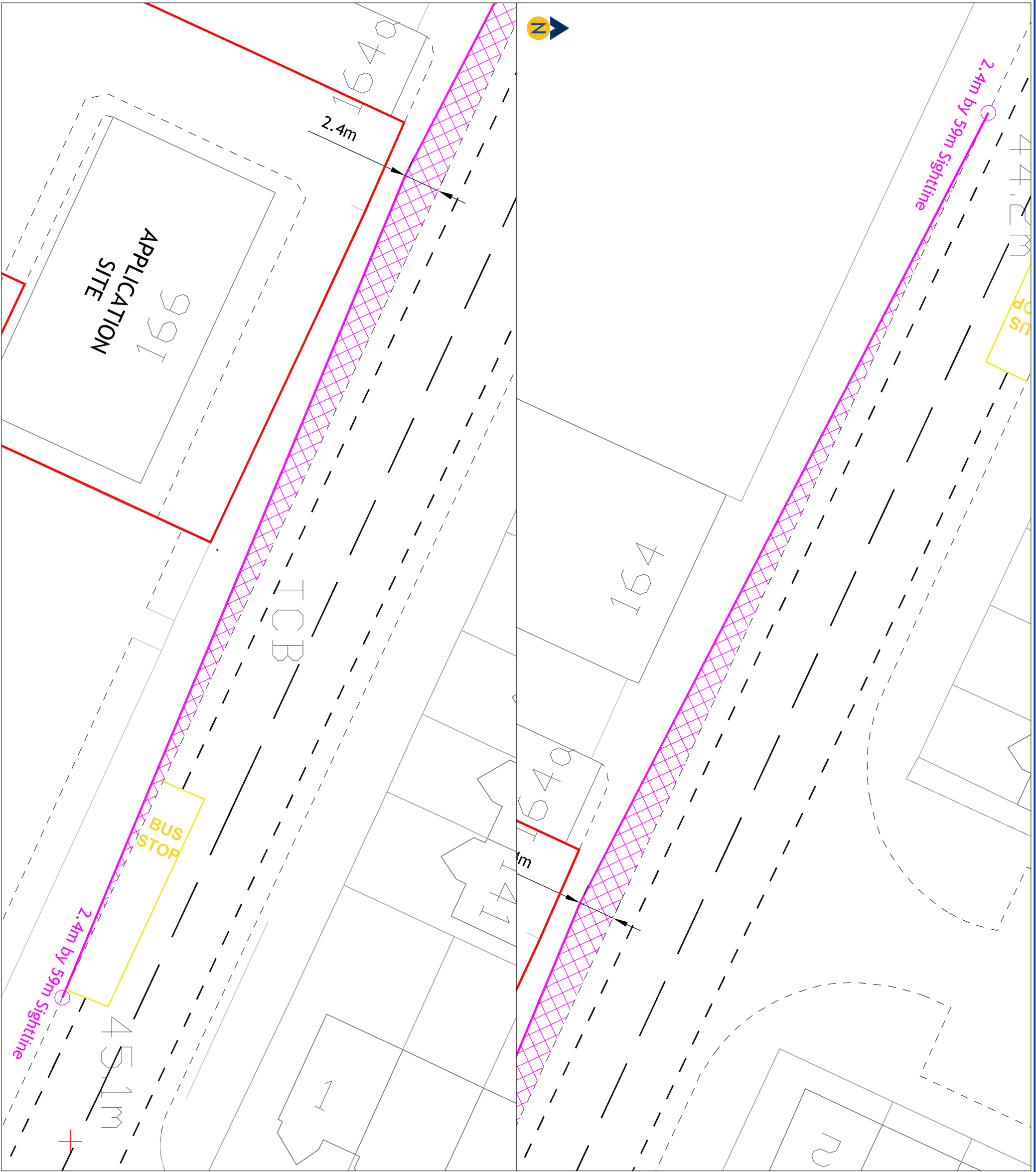
Figure HTN2

Site Location: Local Context

J000482

Land off Plymouth Grove, Manchester

December 2023



Revision:
A -

Client:
Grove Park Ltd

Project:
166 Plymouth Grove, Manchester
B1 Office to Residential

Drawing Title:
Available Lateral Visibility at
Driveway Access Point
2.4m by 59m (30+mph)

Drawing Number:
Figure HTN3

Date:
18/12/23

Scale:
1:250@A3

Drawn By:
APB

Checked By:
-

Status:
Information

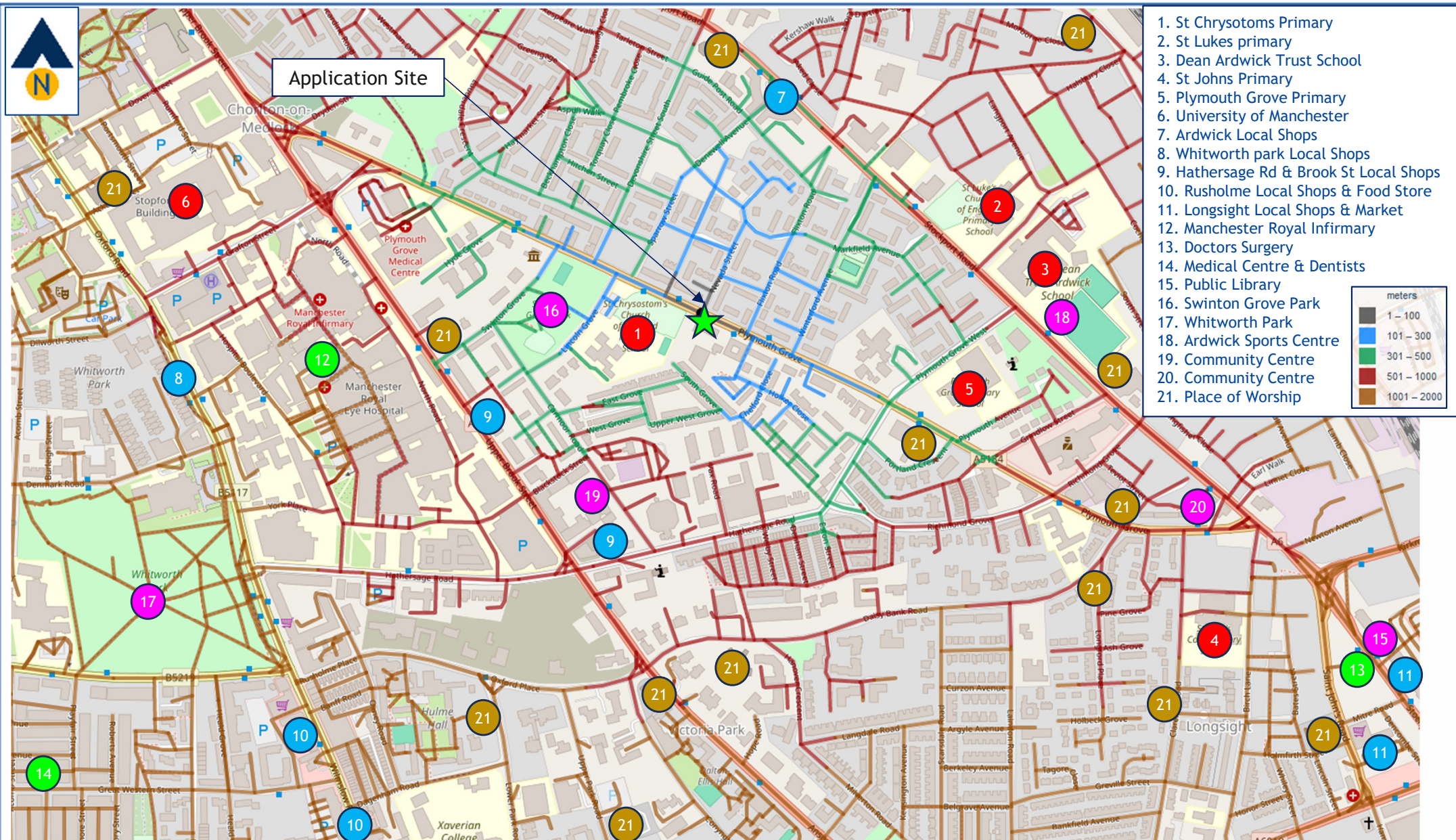
This drawing is the copyright of Focus Transport Planning Ltd, and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

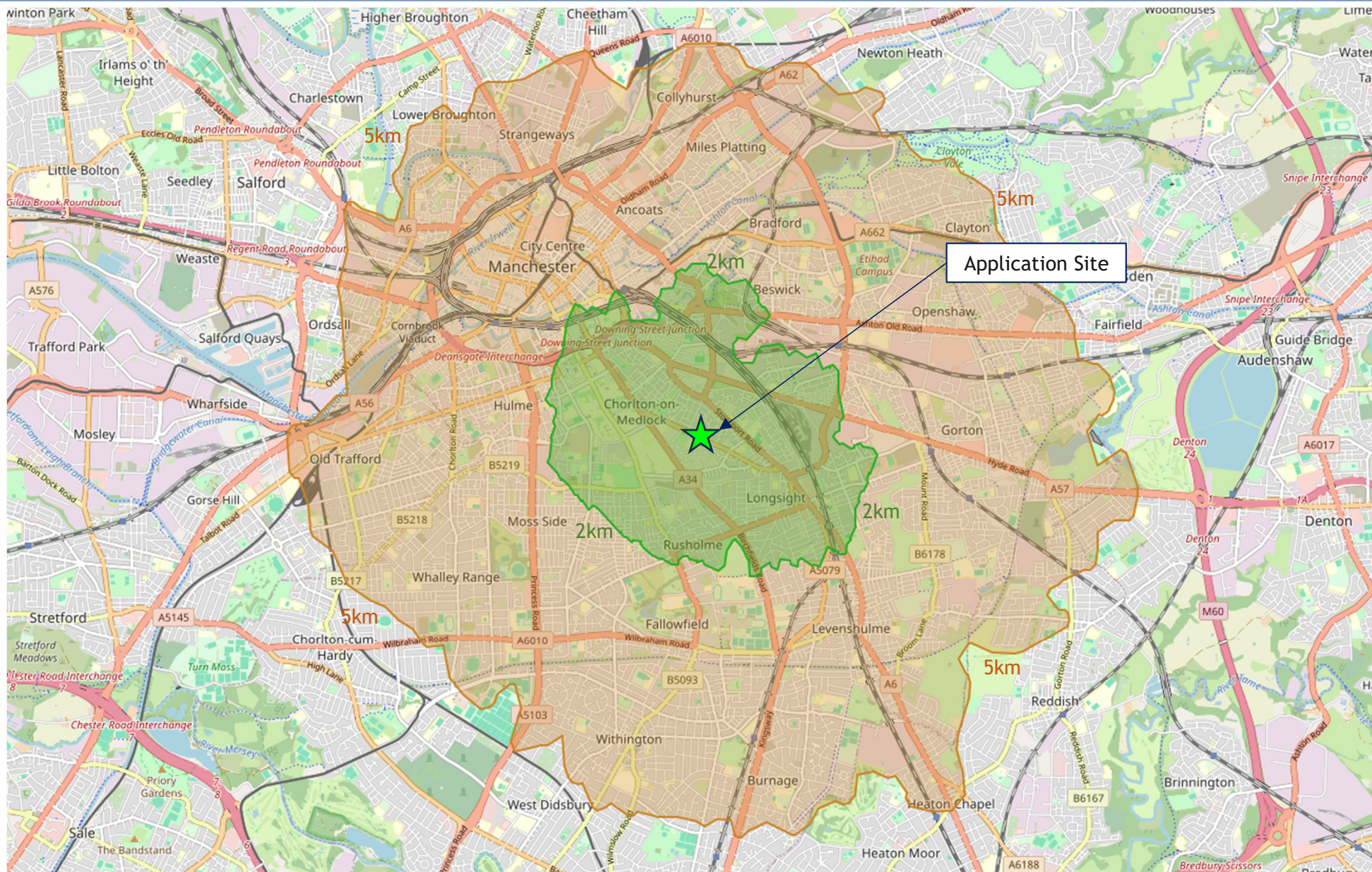
DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes, and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Incident Severity		
Slight	Serious	Fatal





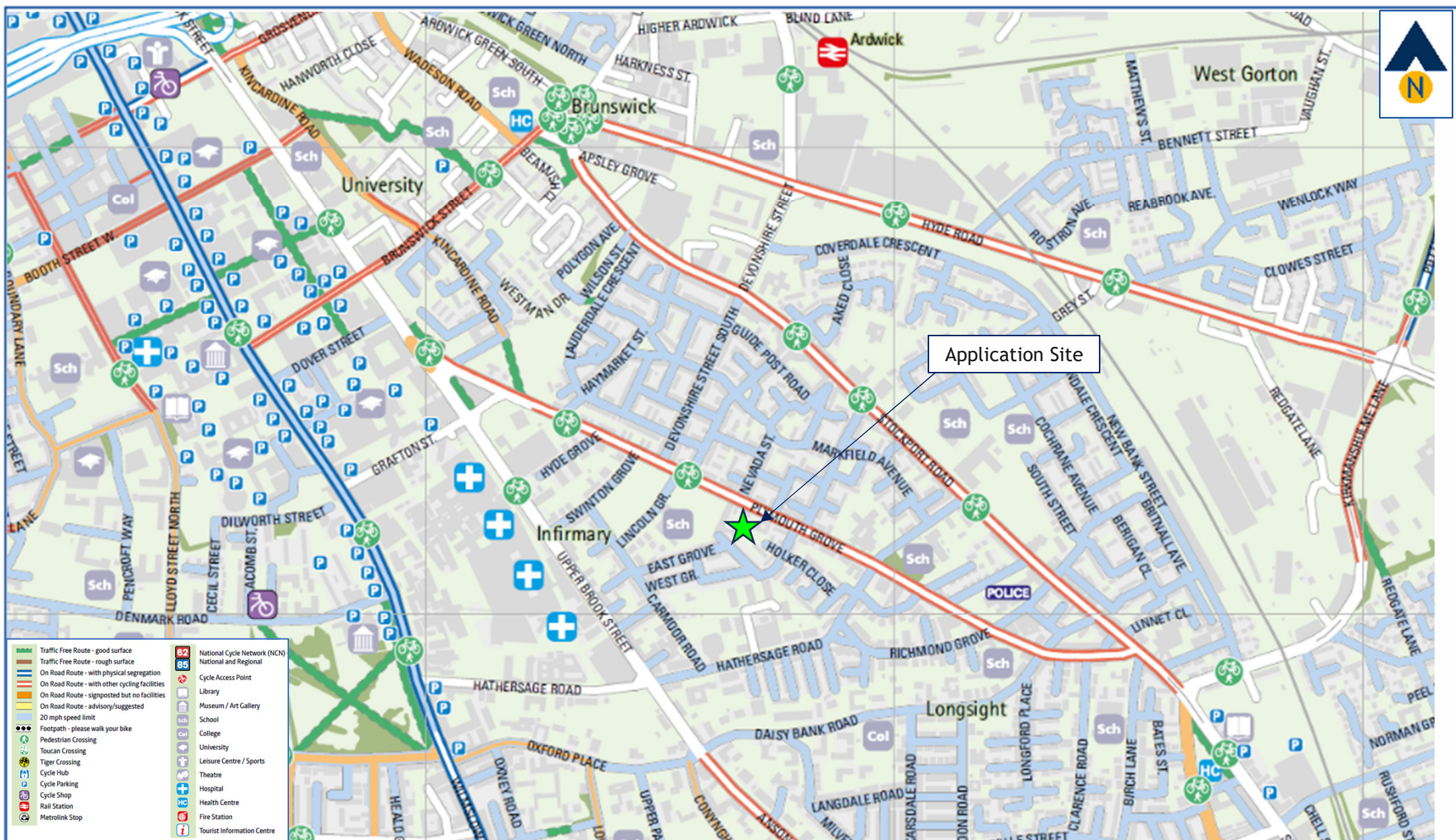


Figure HTN8

Local Cycle Infrastructure in the Vicinity of the Application Site

J000482

Land off Plymouth Grove, Manchester

December 2023



Local Public Transport Connections to the Application Site

December 2023

