

TECHNICAL NOTE

Proposed Residential Development

Princedom Street, Jonas St, Manchester

OP/210748/TN01 – 03 July 2023

Introduction

1. SCP have been instructed by AEW Architects and Designers Ltd on behalf of Mosscares Vincent's Housing to provide transport planning advice in support of a planning application for a residential development on land to the north and south of Princedom Street, in Manchester.
2. The site location is shown in red on **Figure 1** below:

Figure 1 - Site Location



3. This Technical Note has been produced to support the planning application and provides details on the proposed access arrangements and associated traffic and transport implications of the development, to inform the local highway and planning authority together with stakeholders regarding the nature and magnitude of their impact.

Existing Conditions

4. The application site is located on land to the north and south of Princedom Street, approximately 5km northeast of Manchester City Centre, as shown on **Figure 1** earlier. The application site comprises undeveloped land.

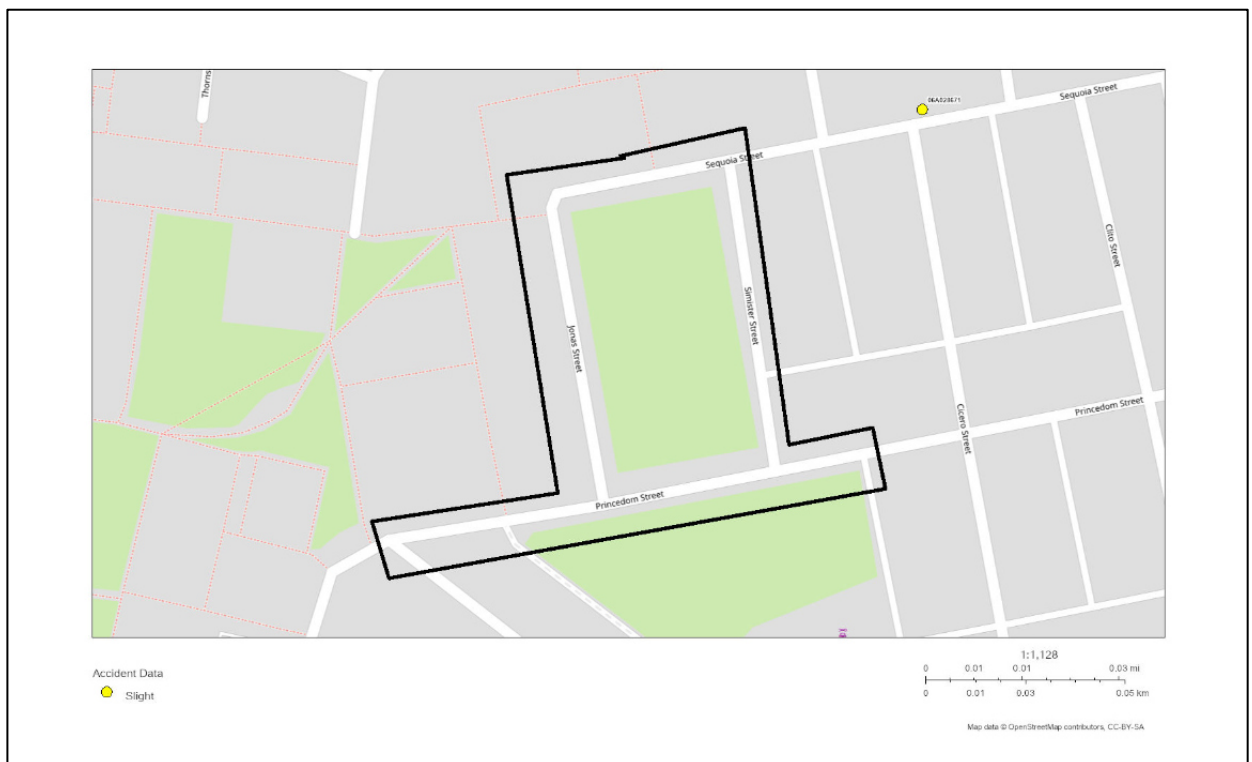
Local Highway Network

5. The site is separated into two by Princedom Street, comprising a parcel of land to either side of the highway. The southern parcel is bound by housing, whilst the northern parcel is bound by Jonas Street, Sequoia Street and Simister Street.
6. Princedom Street comprises of a single lane road, with some on street parking on both sides of the carriageway. It is subject to a 30mph speed limit and benefits from footways and street lighting columns on both sides of the road.
7. Jonas Street runs to the west of the site boundary of the northern parcel of land and residential leads to Sequoia Street at the northern site boundary. It is subject to a 30mph speed limit and benefits from footways and street lighting columns on both sides of the road. Jonas Street comprises a single carriageway, with on street parking observed mainly along the western side of the carriageway. At its southern limit it forms the minor arm of a simple major / minor priority junction with Princedom Street.
8. Simister Street runs to the east of the site boundary it forms the minor arm of a simple major / minor priority junction with Princedom Street to the south and Sequoia Street to the north. This residential street is subject to a 30mph speed limit and benefits from footways and street lighting columns on both sides of the road. Simister Street is a single carriageway, with some on street parking observed mainly along the east side opposite the site.
9. Sequoia Street is a single carriageway running east-west to the north of the site boundary and connects to a wider estate of residential streets. It is subject to a 30mph speed limit and benefits from footways and street lighting columns on both sides of the road.

Road Safety Record

11. A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Princedom Street, Jonas Street, Sequoia Street and Simister Street in the vicinity of the site. The location and severity of any accidents within the study area during this period, is also presented in **Figure 2** below.

Figure 2 – 5-Year Accident Record



12. As can be seen from the above, there were no accidents recorded in the study area during the 5-year study period. One accident with a severity rating of slight was recorded to the east of the study area on Sequoia Street.
13. The accident record therefore does not present a concern in the context of the application proposals.

Proposed Development

14. The development proposals consist of a residential development, comprising 22 dwellings, on land to the north and south of the Princedom Street, in Manchester.
15. The proposed site layout plan is contained in **Appendix A** and shows each of the proposed dwellings would be a 3-bed terraced house.

Proposed Access Arrangement

16. Vehicular access to the proposed development will be provided via direct frontage access to the properties. These accesses would be from Princedom Street and Sequoia Street for the northern part of the site and Princedom Street for the southern part of the site.

Servicing Arrangement

17. Refuse would be collected directly from the highway as part of the collection vehicles existing route.

Parking

18. It is proposed that each dwelling will have at least one parking space allocated, with the three end dwellings on the southern part of the site allocated two parking spaces each. In total overall number of parking spaces provided is 22, which is considered appropriate in the context of the application proposals and site location.

Trip Generation

19. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
 - i) Residential;
 - ii) Houses and Flats Privately Owned;
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings,
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town Centre' and 'Edge of Town' locations have been selected.

20. The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and are summarised in **Table 1** below.

Table 1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Houses Privately Owned				
Vehicles	0.153	0.389	0.350	0.176
Cycles	0.005	0.016	0.012	0.007
Pedestrians	0.034	0.122	0.054	0.04
Pub. Trans.	0.002	0.029	0.018	0.003

21. The estimated trip generation associated with the proposed 22 houses, is therefore as summarised in **Table 2** below.

Table 2 - Estimated Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Houses Privately Owned (22)				
Vehicles	3	9	8	4
Cycles	0	0	0	0
Pedestrians	1	3	1	1
Pub. Trans.	0	1	0	0
Total	4	13	9	5

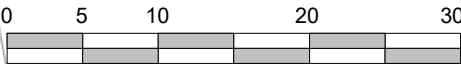
22. As detailed above, it is estimated that the scheme will generate 12 vehicle movements two-way in both the AM peak hour and PM peak hours. Volumetrically, this equates to around 1 additional vehicle movement two-way every 5 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
23. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required.

Summary and Conclusions

24. SCP have been instructed by AEW Architects and Designers Ltd on behalf of Mossclare St Vincent's to provide transport planning advice in support of a planning application for a residential development of 22 dwellings on land to the north and south of Princedom Street, in Manchester.
25. Vehicular access to the proposed development will be provided via Princedom Street and Sequoia Street.
26. 22 car parking spaces are provided for the proposed development, which is considered appropriate in the context of the application proposals and sustainable location of the site..
27. The personal injury accident data for the most recently available 5-year period demonstrates that no accidents have been recorded in the vicinity of the site.
28. It is estimated that the scheme will generate 12 two-way vehicle movements in both the AM 12 in the PM peak hours. Volumetrically, this equates to around 1 additional vehicle movement two-way every 4 to 5 minutes or so in both the AM and PM peak hours.
29. Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A



Scale @ 1:500

NOTES

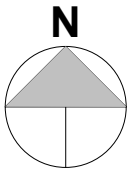
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
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- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

This drawing contains the following model files: -
12192-AEW-XX-XX-M3-A-0001 [P0.1] [S0]

CDM 2015

- Client notified of duties:
Principal Designer:
- Unless noted below, all known hazards have been highlighted on the drawing.
- Layout subject to comments by LPA, topographical line and level survey, acoustic consultant design, tree survey, ecological surveys, statutory infrastructure layouts, title deeds etc.
 - Site boundary indicative and to be confirmed

Schedule of Accommodation		
Type	Area	Count
3B4P End Terrace Housing Plot	87.16m²	8
3B4P Mid Terrace Housing Plot	88.12m²	14
Total		22



Site Boundary (0.5 Ha)

Key

- 4 wheelie bins per house
- 1 Enclosed cycle shed per house

P03	27.06.2023	KJ	DAL
Revised site plan with 'H' bars and rearrangement of Plot 21 bin store.			
P02	23.06.2023	KJ	DAL
Block 01, block 02 and waste management layouts revised.			
P1	03.12.21	DAL	BR
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Stage 3		
client			

Mosscares St Vincents

project
Princedom Street, Harpurhey

drawing title
Proposed - Site Layout - Presentation

date 29.11.21
scale @ A3 As indicated
drawn DAL
checked BR