

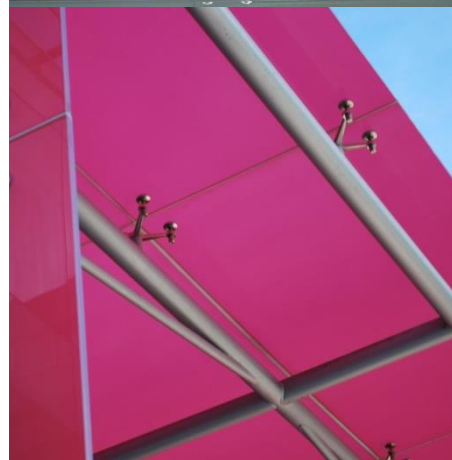
Land Junction of Parrs Wood Lane, Manchester

Summary Highways Proof of Evidence

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Client Name: Dandara Living Developments Limited

Planning Inspectorate Ref. APP/B4215/W/23/3314646
Manchester City Council Application No. 133746/FO/2022



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Table of Contents

1.0 Summary 1

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1.1.1 This Summary Highways Proof of Evidence has been prepared by Carl Peers of Curtins in relation to the appeal pursuant to Section 78(2) of the Town and Country Planning Act 1990 (as amended) (Planning Inspectorate Reference APP/B4215/W/23/3314646).

1.1.2 A planning application was submitted on 5 May 2022 by Dandara Living Developments Limited ('Dandara Living') to Manchester City Council (MCC) for the following development proposal:

"Erection of a 6 storey residential building (Use Class C3) comprising 75 no. apartments together with ground floor residential amenity space, landscaping, cycle parking, car parking and associated works"

1.1.3 The site is located at Land Junction Of Parrs Wood Lane, Manchester, M20 5AA (MCC planning application no. 133746/FO/2022).

1.1.4 Curtins prepared a Transport Assessment (TA) (**Report 076118-CUR-XX-XX-T-TP-00004-P04**) and Interim Travel Plan (**Report 076118-CUR-XX-XX-T-TP-00005-P04**), both dated 5 May 2022, to accompany the planning application.

1.1.5 A post-application email from Robert Griffin, Principal Planner at MCC Planning, received on 8 July 2022, included comments from MCC Highways and Transport for Greater Manchester (TfGM). These comments were responded to via a Memo submitted by Deloitte to MCC Planning (subject ref. 133746/FO/2022 – Dandara, East Didsbury dated 19 July 2022). Curtins provided input to this letter.

1.1.6 The planning application was subsequently refused on 2 August 2022 with the following highways and transport related reasons for refusal (RfR):

"2) The proposals fail to provide an adequate level of on-site car parking to serve the proposed residential units contrary to policies DM1 and T2 of the adopted Manchester Core Strategy"

"3) The applicant has failed to demonstrate that the proposed development would not give rise to unacceptable impacts to congestion on the highway network contrary to policy T1 of the adopted Manchester Core Strategy"

1.1.7 An appeal subsequently has been lodged by Dandara Living (Planning Inspectorate Ref. APP/B4215/W/23/3314646).

1.1.8 A report was prepared and submitted to MCC Highways and TfGM to present further highways and transport related evidence (**Report 082673-CUR-XX-XX-T-TP-00003-P02**). Primarily this includes the presentation of a parking survey in relation to RfR2, and a new traffic survey and updated traffic modelling results in relation to RfR3. This report is referred to as 'Further Highways Evidence'.

Summary Highways Proof of Evidence

- 1.1.9 Following the submission of the Further Highways Evidence, MCC do not now intend to defend the appeal based upon RfR 2 and 3. Nonetheless, there has been significant interest from third parties, that raise similar concerns to the RfR. My evidence therefore continues to respond to these RfR in full in response to third party concerns.
- 1.1.10 With regards to RfR2, my evidence has demonstrated why the proposed level of car parking is appropriate and sufficient to meet the expected level of demand, and why there is less need to own a car in this location. It has also demonstrated how the on-site car parking is proposed at a sustainable level for the type of development and the typical profile of occupiers, based on the accessibility of the site and supported by demand management measures and a car park management strategy. The level of car parking is also in-keeping with other Build To Rent (BTR) schemes in Greater Manchester and similar residential developments in Didsbury.
- 1.1.11 The evidence has explained how potential occupiers will select whether or not to live at the proposed development, and how BTR occupiers are typically young, with low car ownership and low driving licence holders.
- 1.1.12 My evidence has also justified why on-street parking by residents and visitors of the proposed development would be both highly inconvenient and a potential security concern, and as such this is very unlikely to occur to any significant degree. Further evidence has been presented to respond to concerns by MCC Highways and third party objectors, that were there to be some on-street parking then any impacts on residential amenity would be minimal, and not significant or severe.
- 1.1.13 Overall, I conclude that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is therefore well located to take advantage of the excellent existing public transport infrastructure, including bus, train, and Metrolink, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by car. The proposed development will be further supported by a Travel Plan and car club operating from the site that would encourage active and sustainable travel, and further reduce private car use.
- 1.1.14 The evidence also demonstrates that for other comparable schemes the proportion of spaces is towards the higher end of the approved range. Given the sustainability credentials of the site, were additional parking to be provided then this would amount to a profligate and inefficient use of land.
- 1.1.15 With regards to RfR3, my evidence has considered the policy tests relevant to traffic and congestion. A detailed review of highway safety was included in the TA and the Design Response Report to the Stage 1 Road Safety Audit. These concluded that there would not be an unacceptable impact on highway safety as a result of the proposed development.
- 1.1.16 The traffic impacts of the proposed development have also been reassessed using new traffic survey data from November 2022. The Further Highways Evidence reaches exactly the same conclusions as

the TA, that the impact of the proposed development on the operation of the local highway network will be minimal, and certainly not significant or severe in the context of paragraph 111 of the National Planning Policy Framework (NPPF).

- 1.1.17 My evidence also includes a discussion about the potential responses by drivers to congested highway networks, and definitions of the term 'severe' in relation to traffic impacts.
- 1.1.18 Overall, I conclude that the proposed residential development would not result in a severe residual impact on the highway network and is therefore in accordance with Paragraph 111 of the NPPF and Core Strategy Policy T1. The proposed development will be further supported by a Travel Plan and the planning obligations in the Unilateral Undertaking (UU).
- 1.1.19 The supplementary information and additional evidence provided in response to third party comments respond fully to the main comments and concerns raised by ward councillors and members of the public.
- 1.1.20 I therefore conclude that the proposals constitute a sustainable development, and that proposed development would not have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be significant or severe in the context of Paragraph 111 of the NPPF. On this basis, it is my professional opinion that the appeal should be allowed and permission granted on highways and transport grounds.

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