

Proposed Residential Development

Park Grove, Manchester

PT/220501/TN01 - 29 July 2022

Introduction

1. SCP have been appointed by Studio Tashkeel Architecture to provide transport planning and engineering advice in support of a planning application for the proposed erection of a 3 storey building to create 8 no. self-contained apartments on land at 29-31 Park Grove, Manchester.
2. Having regard to the scale of development proposed, a formal assessment of the transport impacts of the proposals is not warranted. However, this Technical Note has been prepared to provide Manchester City Council, as local planning and highway authority, with sufficient information on the access, parking provision and trip generation to enable a sound decision to be made in relation to transport and highway safety matters.

Site Location and Existing Conditions

3. The site is located to the south of Park Grove, Levenshulme. **Figure 1** below shows the location of the site in relation to the local highway network:-

Figure 1 – Site Location



4. The site currently comprises undeveloped land and is currently accessed from the eastern end of Park Grove.
5. Park Grove is a residential access road which provides direct access to a small number of properties. Vehicular access to Park Grove is provided from Central Avenue which is also a residential access road. To the east and west of the site Park Grove is closed to vehicular traffic but does provide a pedestrian and cycle connection to the A5079 Slade Lane in the west and A6 Stockport Road in the east.
6. Park Grove has a carriageway width which varies along its length from around 4.8m to 5.3m and operates on a shared surface basis with no footways provided.

Road Safety

7. The NPPG 'Transport evidence bases in plan making and decision taking' document states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.
8. In order to identify critical locations on the network with a poor accident record, the personal injury accident data for the most recently available 5-year period has been obtained from CrashMap. This demonstrates that no accidents occurred along Park Grove, Central Avenue or Rushford Avenue. The existing accident record in the vicinity of the site is not therefore a material concern in the context of this development.

Accessibility Appraisal

Pedestrians

9. MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
10. The site is within acceptable 2km walking distance of Longsight Centre, Levenshulme Centre and Fallowfield Retail Park centre which provide an exhaustive list of retail facilities. In addition, the site is within walking distance of the following facilities, amongst others:-

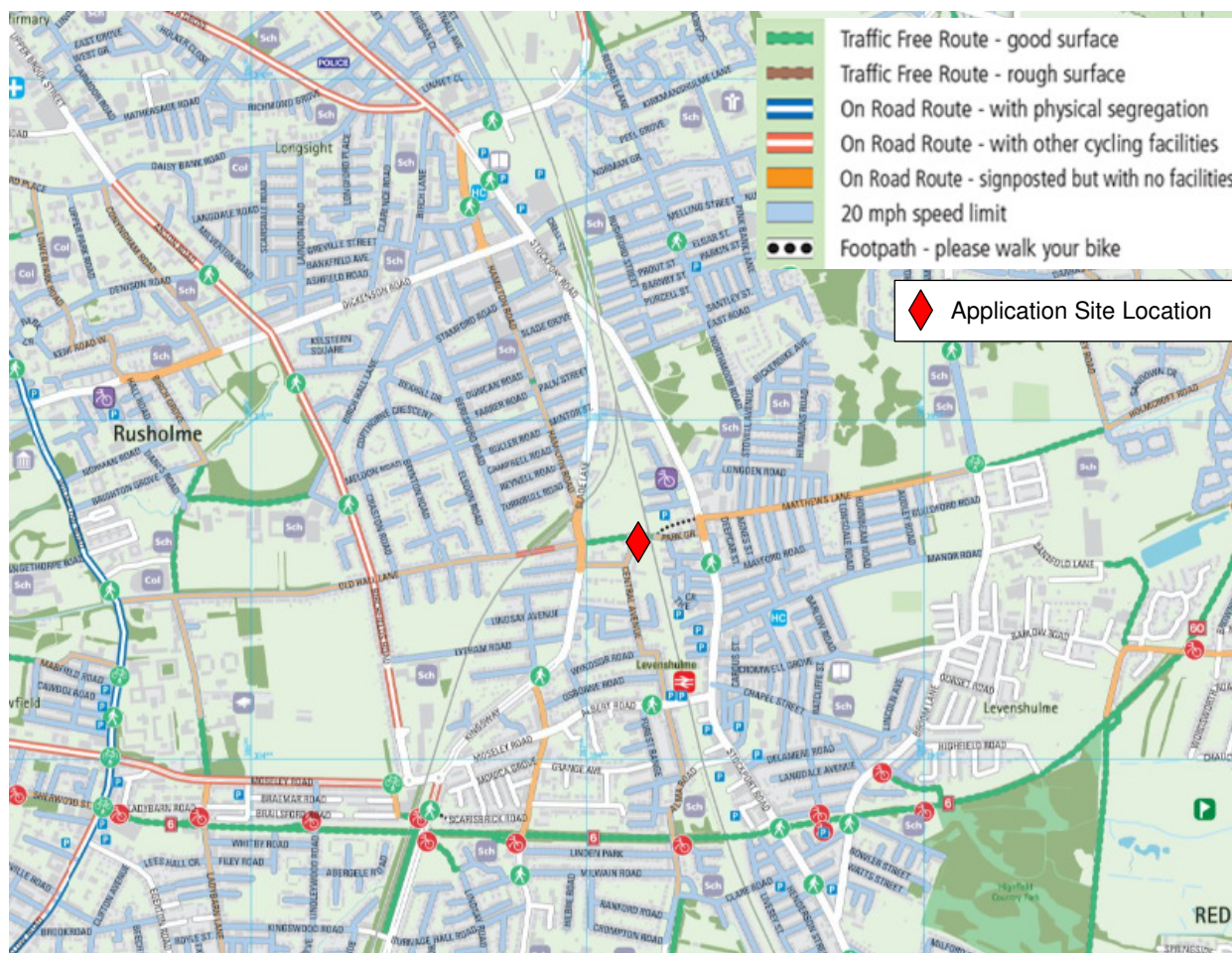
Table 1 - Facilities within 2km Walk Distance of the Site

Banks/ATMs	Cafés
Pubs/Restaurants	Nurseries
Churches / Mosques	Convenience Stores
GP / Pharmacies	Asda Supermarket
Levenshulme Rail Station	Bus Stops
Rushford Park Recreation Centre	Arcadia Library and Leisure Centre
University of Manchester Armitage Sports Centre	Manchester Grammar School
MEA Central Secondary School	Primary Schools

Cyclists

11. In terms of cycling, Park Grove is a signed cycle route which, in part, is a traffic free route and the site is surrounded by a network of 20mph roads which provide links throughout Levenshulme and to the neighbouring areas of Longsight, Rusholme and Burnage, as shown on **Figure 2**.
12. The site is also located approximately 1km to the north of the Fallowfield Route which is a mostly traffic free route and forms part of National Cycle Routes (NCR) 6 and 60. The Fallowfield Loop connects Chorlton-cum-Hardy to Fairfield station via Levenshulme and Gorton including links to Metrolink stops.

Figure 2 – Local Cycle Routes



13. Levenshulme is currently undergoing pedestrian and cycle infrastructure improvements associated with the Bee Network which is due for completion in February 2023. The site is therefore considered exceptionally well located for walking and cycling trips.

Public Transport

14. The nearest bus stop is located within 400m walking distance of the bus stops along the A6. These bus stops are served by the 150, 191, 192, 197, 738, 797 and X92 bus services which provide a combined frequency of just under 20 buses per hour in either direction. The bus services provide direct links to areas including Stockport, The Trafford Centre and Manchester City Centre, amongst others.
15. In terms of train services, Levenshulme Station is located approximately 650m walking distance to the south-east of the site and provides regular services throughout the week to locations including Buxton, Alderley Edge, Crewe, Blackpool North and Manchester Piccadilly.
16. In relation to the GMAL, this is described by TfGM as:-

“a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.”

Source: TfGM’s GMAL Calculation Guide.

17. The final formula calculates the Greater Manchester Accessibility Index (GMAI). Each POI index score is allocated to an accessibility level where Level 1 represents the lowest level of accessibility and 8 the highest level of accessibility. The GMAI is pre-calculated by TfGM and has been taken directly from TfGM’s website/GIS files and included as part of the general accessibility of the sites. The application site has a score of 7 and therefore the site is considered to be highly accessible.
18. Having regard to the above, it is therefore concluded that the site is highly accessible by non-car modes of transport and is well located in relation to local facilities to which trips can be made on foot.

Proposed Development

19. The proposed development is shown on the site plan presented in **Appendix A** and include the proposed erection of a 3 storey building to create 8 no. self-contained 2 bed apartments.

20. Access to the proposed development will be provided from an extension to Park Grove. The eastern section of Park Grove that falls within the application site will be widened to 4.8m and resurfaced, which will provide a betterment to existing pedestrians / cyclists using this section of Park Grove.
21. The use of Park Grove to serve the development site is considered acceptable given the low volume of traffic generated by the development (as detailed later) and it is currently operating safely when serving the existing residential development.
22. As shown on the site plan, a bin store will be provided within the development, with refuse collection to take place from Park Grove. Refuse collection for the existing residential dwellings currently takes place on Park Lane and the proposed development will not increase the number or type of refuse vehicle movements.
23. The proposed development will provide 6 car parking spaces (75% provision) and external cycle parking for 8 cycles. This level of parking is considered acceptable given the highly sustainable location of the site (as detailed earlier) and as the level of parking provided significantly exceeds current car ownership levels in this area (45% of households own no car SOA - Manchester 031).
24. Swept path analysis of the proposed car parking spaces is provided in **Appendix B** and demonstrates that a car can safely access all parking spaces and enter / leave the site in forward gear.

Anticipated Highway Impact

25. The anticipated traffic generation associated with the proposals has been assessed using the industry standard TRICS Database. Sites selected include the privately owned apartments category and exclude sites within Greater London, Scotland, Northern and Southern Ireland.
26. The TRICS Outputs are presented in **Appendix C**, with the trip rates and trip generation summarised in **Table 2** below:-

Table 2 - Estimated Trip Rates (Per Dwelling) and Trip Generation				
Unit	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.169	0.326	0.258	0.146
Trip Generation	1	3	2	1

27. As can be seen from the above analysis, the proposed development is estimated to generate only 3 to 4 two-way vehicle movements in both the AM and PM peak hours. Volumetrically, this equates to around 1 additional two-way vehicle movement every 15 to 20 minutes or so in both the peak hours. The effect of this additional traffic will be barely perceptible and will not have a material impact on the operation or safety of the highway network.

Summary and Conclusions

28. SCP have been appointed by Studio Tashkeel Architecture to provide transport planning and engineering advice in support of a planning application for the proposed erection of a 3 storey building to create 8 no. self-contained apartments on land at 29-31 Park Grove, Manchester.
29. Access to the proposed development will be provided from an extension to Park Grove. The eastern section of Park Grove that falls within the application site will be widened to 4.8m and resurfaced, which will provide a betterment to existing pedestrians / cyclists using this section of Park Grove.
30. The roads in the vicinity of the site (Park Grove, Central Avenue or Rushford Avenue) have been shown to be operating in a safe manner and have done so for the full five years assessed.
31. It has been demonstrated that the site is highly accessible by non-car modes of transport and is well located in relation to local facilities to which trips can be made on foot.
32. The proposed development is estimated to generate only 3 to 4 two-way vehicle movements in both the AM and PM peak hours. Volumetrically, this equates to around 1 additional two-way vehicle movement every 15 to 20 minutes or so in both the peak hours. The effect of this additional traffic will be barely perceptible and will not have a material impact on the operation or safety of the highway network.
33. Having regard to the above it is concluded that there can be no overriding highways objections to the proposals

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APPENDIX A



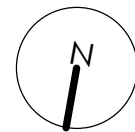
GENERAL NOTES:

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

Do not scale from this drawing.

Design intent drawing only. Construction to comply with latest building regulation requirements.

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Floor Level	GIA
Ground Floor	170.5 m ²
First Floor	211 m ²
Second Floor	211 m ²
Total Area	592.5 m ²

Rev	Description	Date	Dr by	App by
original by Author	date created 02/03/20	approved by Approver		



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client name Noble Properties Ltd	
project Park Grove	
drawing GA Proposed Ground Floor Plan	
computer file D:\A0\STA\Projects\1908101 - Park Grove\11.00 - BIM\11.00 WIP Data\GRV_STA_XX_M3_AR_CENTRAL.rvt	plot date
project number 1908101	scale As indicated @A3
drawing number GRV_STA_PL_001	rev issue status PLANNING

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VEHICLE TRACKING -
SCALE 1:100 @ A1



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DO NOT SCALE

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ALL INFORMATION ON THIS DRAWING IS SUBJECT TO A FULL AND COMPREHENSIVE TOPOGRAPHICAL SURVEY AND CONFIRMATION OF RELEVANT TITLE.

ADDITIONAL NOTES

ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.



PROJECT **PARK GROVE**

TITLE **VEHICLE TRACKING PLAN**

SCALE	AS NOTED	@ A1	DATE	28/01/22
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DRAWING NO.	REVISION
MSK - 2219 - 01	

DRAWN BY	A.H	CHECKED BY	M.J.S
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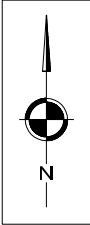
PURPOSE OF ISSUE

☒ PLANNING	☐ BUILDING REGS	☐ TENDER
☐ APPROVAL	☐ COMMENT	☐ CONSTRUCTION

GRAPHIC HOUSE
GROUND FLOOR
12-20 TONTINE STREET
BLACKBURN
BB1 7ED

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APPENDIX B



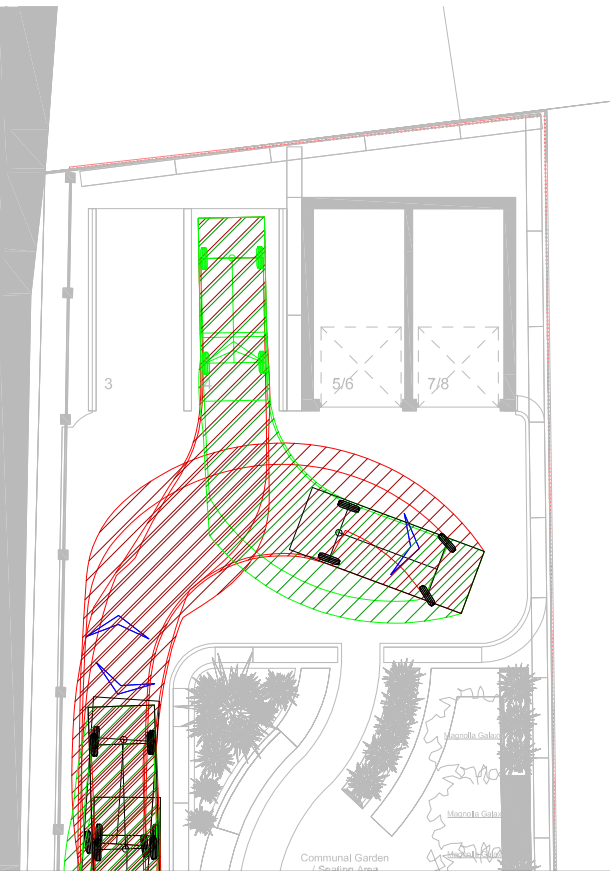
OVERALL PLAN - SCALE 1:250.



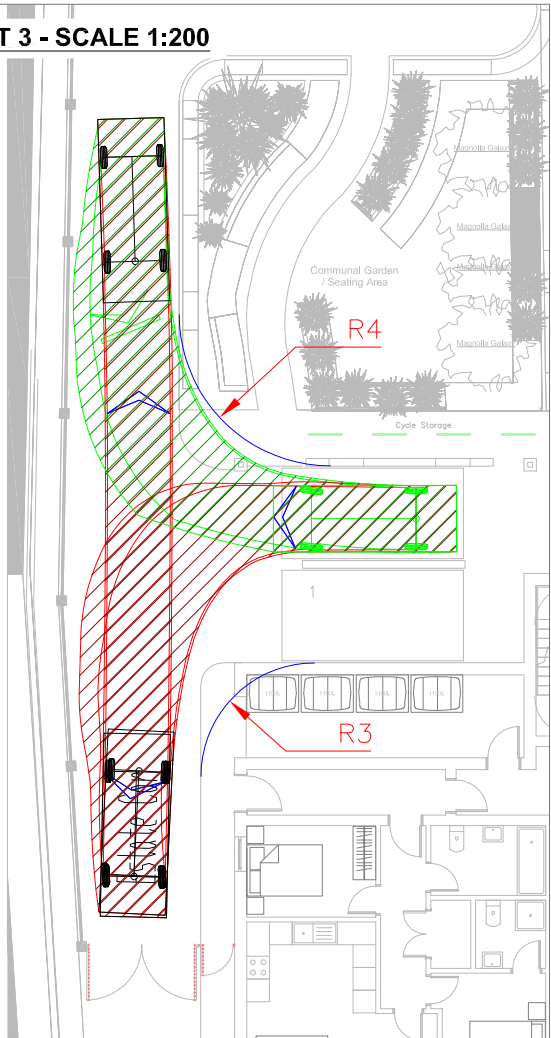
INSET 1 - SCALE 1:200



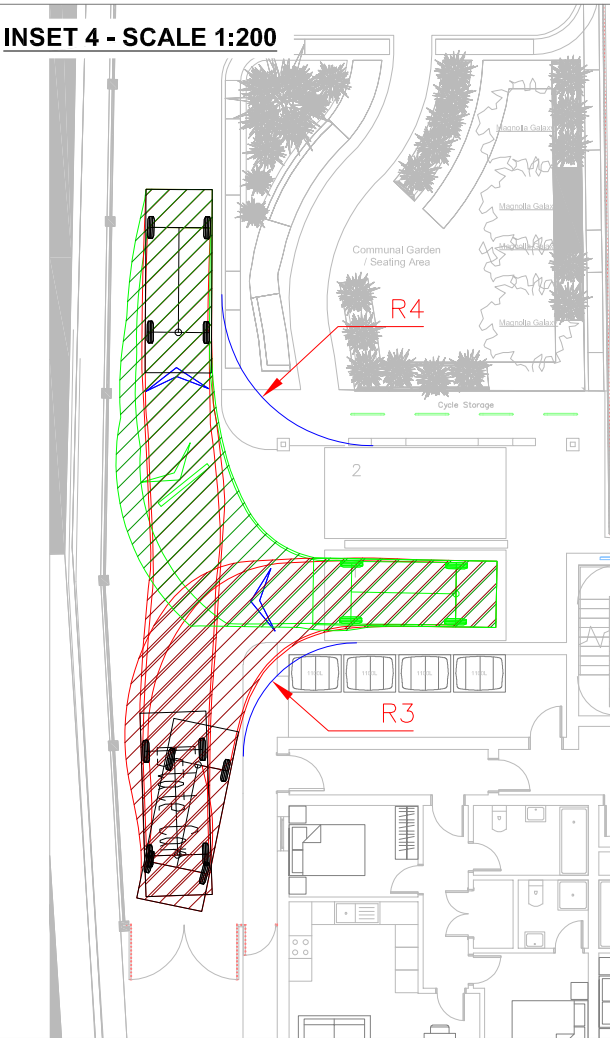
INSET 2 - SCALE 1:200



INSET 3 - SCALE 1:200



INSET 4 - SCALE 1:200



DESIGN VEHICLE PROFILE	
Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.162m
Min Body Ground Clearance	1.653m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

-

Project Title:

29 - 31 PARK GROVE, MANCHESTER

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	BA	Date:	29.07.2022
Checked:	PT	Scale:	AS STATED @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/220501/ATR01	-

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APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
DC DORSET	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 9 to 24 (units:)
 Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

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Secondary Filtering selection:Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

20,001 to 25,000 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 2 days

125,001 to 250,000 2 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	HF-03-C-01	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
3	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
4	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE		
	NEWTON-LE-WILLOWS		
	EARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
5	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.97

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.079	5	18	0.247	5	18	0.326
08:00 - 09:00	5	18	0.169	5	18	0.326	5	18	0.495
09:00 - 10:00	5	18	0.225	5	18	0.191	5	18	0.416
10:00 - 11:00	5	18	0.090	5	18	0.180	5	18	0.270
11:00 - 12:00	5	18	0.146	5	18	0.112	5	18	0.258
12:00 - 13:00	5	18	0.124	5	18	0.124	5	18	0.248
13:00 - 14:00	5	18	0.146	5	18	0.101	5	18	0.247
14:00 - 15:00	5	18	0.135	5	18	0.124	5	18	0.259
15:00 - 16:00	5	18	0.146	5	18	0.146	5	18	0.292
16:00 - 17:00	5	18	0.213	5	18	0.191	5	18	0.404
17:00 - 18:00	5	18	0.258	5	18	0.146	5	18	0.404
18:00 - 19:00	5	18	0.146	5	18	0.135	5	18	0.281
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.877			2.023			3.900

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	9 - 24 (units:)
Survey date range:	01/01/14 - 09/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.000	5	18	0.034	5	18	0.034
08:00 - 09:00	5	18	0.000	5	18	0.056	5	18	0.056
09:00 - 10:00	5	18	0.022	5	18	0.000	5	18	0.022
10:00 - 11:00	5	18	0.011	5	18	0.000	5	18	0.011
11:00 - 12:00	5	18	0.011	5	18	0.011	5	18	0.022
12:00 - 13:00	5	18	0.000	5	18	0.000	5	18	0.000
13:00 - 14:00	5	18	0.022	5	18	0.000	5	18	0.022
14:00 - 15:00	5	18	0.011	5	18	0.000	5	18	0.011
15:00 - 16:00	5	18	0.000	5	18	0.000	5	18	0.000
16:00 - 17:00	5	18	0.000	5	18	0.000	5	18	0.000
17:00 - 18:00	5	18	0.022	5	18	0.000	5	18	0.022
18:00 - 19:00	5	18	0.000	5	18	0.000	5	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.101			0.200

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.