astute

Proposed Social Housing Scheme
Pennington Street, Levenshulme, Manchester

Transport Statement

Onward Homes

September 2025

Report Control

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Table of Contents

1. Introduction 2
Development Site 2
Development Proposals 3
Policy Context 3
National Planning Policy Framework (NPPF) 3
Local Planning Policy 4
Manchester City Council Core Strategy 2012-2027 4
Scope of Report 5
2. Baseline Conditions & Accessibility by Sustainable Modes 5
Existing Site 5
Local Highway Network 5
Injury Collision Record 6
Walking Accessibility 6
Cycling Accessibility 7
Public Transport Accessibility 8
Summary 10
3. Development Proposals 10
Proposed Development 10
Parking Arrangements 10
Access Arrangements 11
Highway Impact 12
4. Summary and Conclusions 12
Transport Statement Conclusions 12

Appendices

Appendix A Proposed Site Plan
Appendix B Visibility Splay Drawings
Appendix C Refuse Vehicle Tracking

1. Introduction

1.1. Astute Transport Planning has been appointed by Onward Homes to provide highways and transportation advice in support of a detailed planning application for a social housing scheme on land between Pennington Street and Park Grove, in Levenshulme, Manchester.

1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC) who act as the planning and local highway authority.

1.3. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a detailed planning application.

Development Site

1.4. The proposed development site is located to the south of Pennington Street, in Levenshulme, Manchester. The site is located in a predominantly residential area and is bound by Pennington Street to the north, residential properties to the east, Park Grove to the south and a railway line to the west (the Buxton line). The site is currently vacant open land.

1.5. An indicative location of the site is shown in **Figure 1.1**.

Figure 1-1: Proposed Development Site Location (Source: Google Maps)

Development Proposals

1.6. The proposed development is for a social housing scheme that will provide 14 dwellings, comprising one 1-bedroom bungalow, nine 2-bedroom houses and four 3-bedroom houses. As part of the proposals an access road will be provided along the western boundary of the site connecting Pennington Street to the north and Park Grove to the south.

1.7. Pedestrian and cycle access will therefore also be provided directly from either Pennington Street or Park Grove.

1.8. The proposed site plan is shown on **Drawing 1351-100** by DK Architects, included at the rear of this report in **Appendix A.**

Policy Context

National Planning Policy Framework (NPPF)

1.9. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023, and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.

1.10. As part of promoting sustainable transport, paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:

- *'sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'*.

1.11. Paragraph 116 goes on to state that, '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios'*.

1.12. In the following sections of this TS report, we have demonstrated that the development proposals will accord with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Local Planning Policy

1.13. In addition to National Planning Policy, local planning policy documents have been reviewed and taken into consideration where appropriate for the scale of development proposed.

Manchester City Council Core Strategy 2012-2027

1.14. The Manchester City Council Core Strategy was adopted by Manchester City Council in July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027.

1.15. The Core Strategy has 6 objectives. **Objective 5** relates to transport which has the aim to "improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

1.16. **Policy T2** within **Objective 5** states that:

"The Council will actively manage the pattern of development to ensure that new development-

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling, and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-
    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.

- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

Scope of Report

1.17. Following this introduction, the report provides the following information:

- **Section 2: Baseline Conditions & Accessibility by Sustainable Modes** - provides a review of the baseline conditions in the vicinity of the proposed development site, as well as providing an overview of the proposed site's accessibility by sustainable modes of transport.
- **Section 3: Development Proposals** - this Section provides details of the development proposals.
- **Section 4: Summary and Conclusions**.

2. Baseline Conditions & Accessibility by Sustainable Modes

2.1. Section 2 of this report discusses the existing site and its operations, describes the local highway network and reviews the injury accident record on the immediate highway network. It then goes on to review the site's accessibility by sustainable modes, including walking, cycling and public transport.

Existing Site

2.2. The proposed development site is located between Pennington Street and Park Grove in Levenshulme, Manchester. The indicative location is shown earlier in **Figure 1.1**.

2.3. The site is bound by Pennington Street to the north, residential properties to the east, Park Grove to the south and a railway line to the west. The site is currently vacant open land.

Local Highway Network

2.4. As previously detailed, the site is bound by Pennington Street to the north. Pennington Street is a single carriageway subject to a 20mph speed limit and provides a link between the western boundary of the site and the A6 (Stockport Road). It should be noted that Pennington Street is a cul-de-sac to the west of the site.

2.5. In the vicinity of the site, footways are provided on both sides of Pennington Street with street lighting also provided at regular intervals.

2.6. Park Grove is a single carriageway that runs along the southern boundary of the site. Park Grove is also subject to a 20mph speed limit and provides a link between the site and the A6. Footways are provided on both sides of the carriageway with street lighting also provided at regular intervals. At present, vehicles are prohibited from passing

the site along Park Grove with access restricted, from the west of the junction with Ark Street, to pedestrians and cyclists only. To the west of the site, Park Grove provides a pedestrian and cycle route to Slade Lane, approximately 200m away, via an underpass below the railway line.

2.7. Both Pennington Street and Park Grove provide a link to the A6 (Stockport Road) which is approximately 90m to the east of the site. The A6 (Stockport Road) is an arterial route providing a key link between Manchester and Stockport.

Injury Collision Record

2.8. A review of collision data for the most recent five-year period available (2019-2023) has been conducted for Pennington Street and Park Grove in the immediate vicinity of the proposed site.

2.9. This information has been sourced from online records of accident statistics made available by UK Local Authorities on CrashMap, a national database of collisions.

2.10. The CrashMap database demonstrates that there have been no recorded collisions along either Pennington Street or Park Grove in the most recent five-year period available. The database does show that one collision occurred on the A6 at the junction with Park Grove in April 2021 resulting in a slight injury.

2.11. Therefore, there is no evidence that the proposed development would have any negative impact on highway safety nor that the existing highway arrangement in the vicinity of the site is deficient in any way.

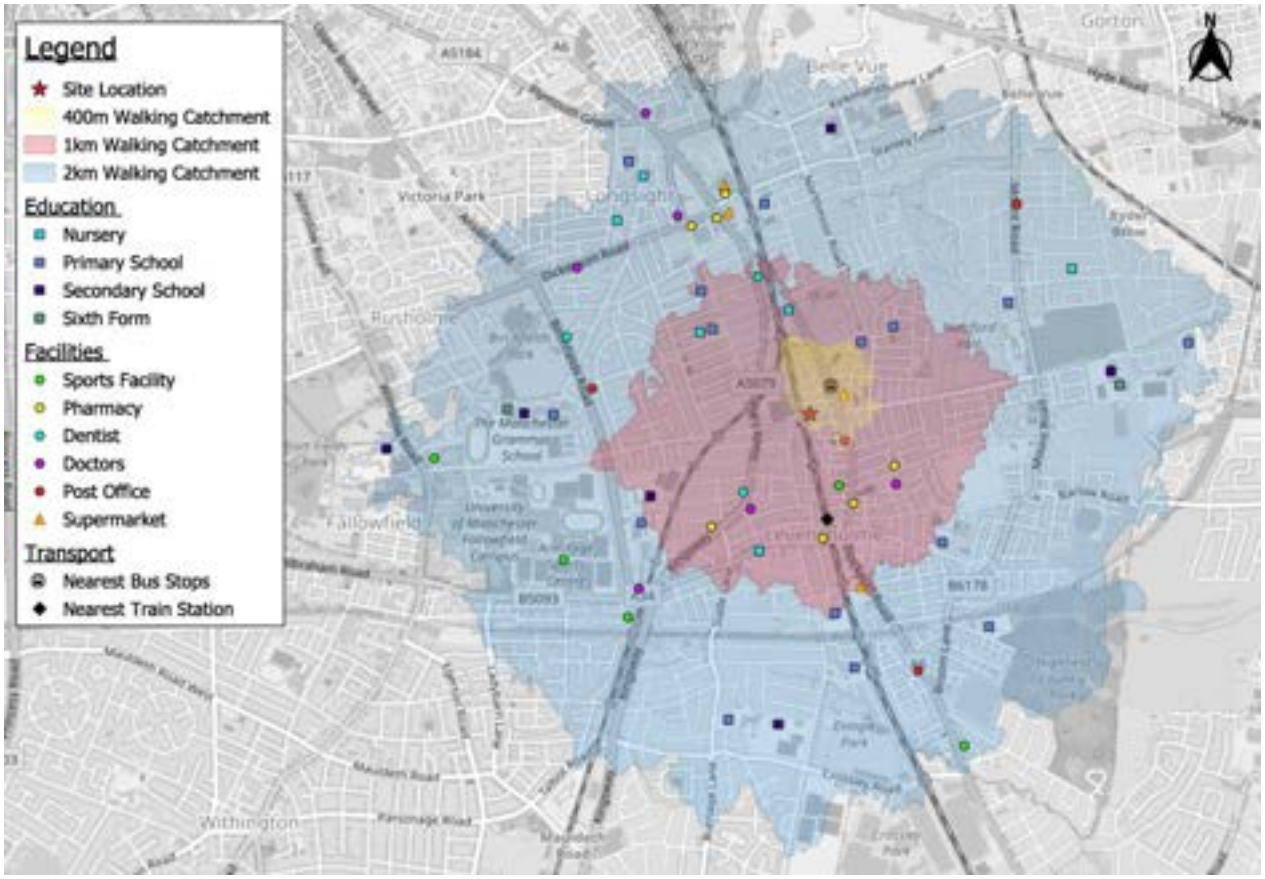
Walking Accessibility

2.12. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common journey purposes. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km. In addition, a 400m catchment area has been shown as this is the generally considered the maximum acceptable walking distance to a bus stop for most people. The nearest bus stops to the site are on Stockport Road, approximately 140m to the east of the site.

2.13. As noted above, footways are provided on both sides of both Pennington Street and Park Grove towards the site with street lighting provided at regular intervals. In addition, footways are provided on both sides of Stockport Road to the east of the site where signalised pedestrian crossings are also provided to facilitate pedestrian connection to the nearest bus stops on Stockport Road.

2.14. **Figure 2.1** highlights areas within 400m, 1km and 2km walking catchments, which equates to approximately 5, 12 and 25-minute walks respectively.

Figure 2.1: Walking Isochrones Catchment Plan



2.15. As shown, the 1km and 2km catchment areas encompass a range of schools and local amenities. There are a number of nurseries, primary schools and secondary schools within the 1km and 2km catchment areas.

2.16. In terms of local amenities, the 2km catchment area includes a number of supermarkets, including ASDA (approximately 90m to the east of the site) and Tescos (approximately 800m to the south of the site). A number of smaller retail opportunities are provided along Stockport Road to the east of the site as well as a range of other food and beverage units.

2.17. In addition, there are a number of employment opportunities within the 2km catchment area, including the University of Manchester (Fallowfield Campus) to the west of the site, Levenshulme Trading Estate to the east of the site and sections of Discovery Park to the south of the site.

Cycling Accessibility

2.18. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.

2.19. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.

2.20. **Figure 2.2** shows the 5km cycling catchment area of the proposed site.

Figure 2.2: Cycling Isochrones Catchment Plan

2.21. The catchment covers the majority of southeast Manchester demonstrating that cycling to the site is a viable mode for site users. The 5km catchment area includes large residential areas as well as a number of facilities, amenities and employment areas.

Public Transport Accessibility

Bus

2.22. The nearest bus stops to the site are located on the A6 (Stockport Road). If accessing the site from Pennington Street, the nearest bus stops are the "Longden Road" bus stops which are approximately 140m (southbound services) and

190m (northbound services) north of the site. If accessing the site from Park Grove the nearest bus stops are "Woodfold Avenue" for northbound services which is approximately 170m to the south and "Mayford Road" for the southbound services which is approximately 230m to the south of the site.

2.23. Therefore, these bus stops are easily accessible based on the maximum acceptable walking distance of 400m. All of the bus stops are served by the same services.

2.24. **Table 2.1** provides a summary of the services available from the nearest bus stops to the development, as well as highlighting the frequency of these services.

Table 2.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)		Saturday (per hour)		Sunday (per hour)
		AM Peak	PM Peak	AM Peak	PM Peak	
150	Trafford Centre to Gorton	2	2	2	2	1
	Gorton to Trafford Centre	2	2	2	2	1
171	Newton Heath to East Didsbury	1	1	0	1	0
	East Didsbury to Newton Heath	1	1	0	1	0
191	Manchester to Hazel Grove	0	1	0	0	0
	Hazel Grove to Manchester	3	1	0	0	0
192	Manchester to Hazel Grove	17	18	14	18	12
	Hazel Grove to Manchester	18	18	14	18	12
197	Manchester to Stockport	3	2	2	2	1
	Stockport to Manchester	2	3	2	2	1

2.25. On the basis of the above, and the short walking distance between the site and the nearest bus stops (well within the 400m considered to be acceptable), the proposed site is highly accessible by bus.

Rail

2.26. Levenshulme Rail Station lies approximately 700m to the south of the proposed site which can be accessed by walking (9-minute walk) or cycling (2-minute cycle). In addition, bus services 191 and 192 stop at Levenshulme railway station.

2.27. The primary operator from this station is the Northern Rail and regular services are operating to Manchester Piccadilly (approximately 5 services an hour), Stockport (approximately 4 services an hour) and Crewe (approximately 3 services an hour) on weekdays and weekends.

2.28. On the basis of the above, and the short walking distance between the site and Levenshulme Rail Station, the proposed site is accessible by rail.

Summary

2.29. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. It has also demonstrated that the proposed development site is located in an area with accessibility to a range of sustainable modes to a variety of useful destinations.

2.30. Having outlined the baseline conditions and accessibility of the site, the next Section of this report provides detailed information on the development proposal.

3. Development Proposals

3.1. This Section of the report provides a description of the proposed development, including access arrangements, servicing and other measures to encourage sustainable travel.

Proposed Development

3.2. The proposed development is a social housing scheme that will provide 14 affordable units, comprising the following:

- 1 x 1-bedroom bungalow;
- 9 x 2-bedroom houses; and
- 4 x 3-bedroom houses.

Parking Arrangements

3.3. A total of 14 car parking spaces will be provided. It is acknowledged that Manchester City Council do not have residential car parking standards and that each site is assessed on its own merits. To demonstrate that the level of

car parking provision is suitable for the proposed development, the 2011 Census database has been reviewed. Using the 2011 Census dataset "DC4203EW" titled "Tenure by car or van availability", within the Manchester 027 Middle Super Output Area (MSOA) where the site is located, an average of 52% of socially rented households do not have cars or vans in their households.

3.4. Therefore, the proposed parking provision is considered to be suitable given that 100% of the units will be provided with a parking space.

3.5. In terms of cycle parking, each unit will be provided with covered and secure storage in the gardens to the rear of the properties.

Access Arrangements

3.6. Vehicle, pedestrian and cycle access will be provided from both Pennington Street to the north and Park Grove to the south. A new access road will be provided that runs along the western boundary of the site that provides a connection between Pennington Street and Park Grove.

3.7. **Drawing A25096-0100-001** in **Appendix B** shows that the junction with Pennington Street provides a visibility splay of 2.4 metres x 25 metres to the east which based on Manual for Streets (MfS) Stopping Sight Distance guidance, is acceptable for a road subject to a 20mph speed limit. No visibility splay is required to the west given no vehicles will be travelling past the site from the west.

3.8. **Drawing A25096-0100-002** in **Appendix B** shows that the junction with Park Grove also provides a visibility splay of 2.4 metres x 25 metres to the east which again based on MfS Stopping Sight Distance guidance, is acceptable for a road subject to a 20mph speed limit. No visibility splay is required to the west given no vehicles will be travelling past the site from the west.

3.9. The site access junctions include footways on both sides of the bellmouths which will connect with the existing infrastructure provided on Pennington Street and Park Grove respectively. A road width of 6m will be provided through the site and 2m wide footways will also be provided on both sides of the access road.

3.10. As a result of the proposals the existing bollards on Park Grove restricting vehicle movements to the west of Ark Grove would be relocated to the entrance of the underpass. Therefore, vehicles would be able to access the site but would not be able to travel through the underpass which would be maintained for pedestrian and cycle access only.

3.11. It is proposed that refuse vehicles will serve the site from the roadside on Pennington Street, the site access road and Park Grove. As shown in **Drawing A25096-100-003** in **Appendix C**, a refuse vehicle can route along Pennington Street, into the site and exit the site onto Park Grove with no conflicts.

Highway Impact

3.12. Given the proposed scale of development, a trip generation assessment has not been undertaken. It can be considered that a 30 two-way trip threshold is the starting point when considering whether a junction assessment is required or not.

3.13. Based on a 14 unit scheme, the proposed development will not generate 30 or more two-way vehicular trips through a junction in the peak hour, especially when considering that vehicles will be able to enter and exit the site from two points of access. The number of additional vehicle trips generated by the proposed development will therefore be negligible.

4. Summary and Conclusions

4.1. Astute has been appointed by Onward Homes to provide highways and transportation advice in support of a detailed planning application for the proposed residential development on land between Pennington Street and Park Grove, in Levenshulme, Manchester.

4.2. This Transport Statement includes the following principal findings:

- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be highly accessible on foot, by bicycle and by public transport.
- A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site along Pennington Street or Park Grove.
- The proposed development is forecast to result in minimal levels of additional vehicle trips, which could not reasonably be considered severe in the context of NPPF.
- The proposed development will provide sufficient levels of car and cycle parking.
- The internal layout is satisfactory including provision for pedestrians.
- The proposed site access arrangements provide suitable visibility splays along both Pennington Street and Park Grove, making them safe for car users.

Transport Statement Conclusions

4.3. The NPPF states that, ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

4.4. This report has demonstrated that the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such the impact of the development cannot be concluded to be severe.

4.5. The site therefore accords with relevant guidance and there are no reasons why the planning application should be refused on highway or transportation grounds.

Appendix A

Proposed Site Plan

Pennington Street

Onward

Drawing Title:	Proposed Site Plan
Date:	10/06/2025
Drawing no:	1351 - 100
Scale:	1:500 @A3
Drawn:	LC

revision: C

revision notes:

B	10/07/2025	Amendments made following confirmation of required easement to existing culvert, additional 240L bin provision and general minor changes.
C	28/07/2025	House types amended to suit Onward feedback dated 24/07/2025

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Appendix B

Visibility Splay Drawings

astute

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Client
ONWARD HOMES

Project
PENNINGTON STREET, LEVENSHULME

Drawing Status & Suitability Code
Planning

Drawn: MW
Checked: ML
Date: 19.09.25
Date: 19.09.25

Drawing Title
VISIBILITY ASSESSMENT NORTH

Drawing Number: **A25096-0100-001**
Rev.: **P0**
Scale: 1:200 @ A3
Astute Project No.: A25096

2.4m by 25m Visibility Splay

Rev	Amendments	Date	By	Chk	Auth

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19/09/2025

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Drawing Status & Suitability Code
Planning

Drawn	Checked
MW	ML
Date 19.09.25	Date 19.09.25

Client
ONWARD HOMES

Project
PENNINGTON STREET, LEVENSHULME

Drawing Title
VISIBILITY ASSESSMENT SOUTH

2.4m by 25m Visibility Splay

Drawing Number	Rev.	Scale	Astute Project No.
A25096-0100-002	**P0**	1:200 @ A3	A25096

Rev	Amendments	Date	By	Chk	Auth

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Appendix C

Refuse Vehicle Tracking

PENNINGTON STREET

PENNINGTON STREET

PARK GROVE

Line of existing retaining wall

PLOT 01
PLOT 02
PLOT 03
PLOT 04
PLOT 05
PLOT 06
PLOT 07
PLOT 08
PLOT 09
PLOT 10
PLOT 11
PLOT 12
PLOT 13
PLOT 14

2.3m
7.0m
2.0m
2.0m
5.5m
2.0m
2.0m
5.0m

10
22
32
44
43
39
27
22
24
18
20
17

19/09/2025

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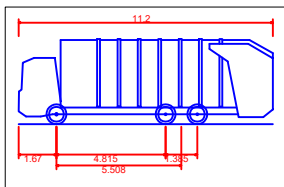
Drawing Status & Suitability Code
Planning

Drawn	Checked
MW	ML
Date 19.09.25	Date 19.09.25

Client
ONWARD HOMES

Project
PENNINGTON STREET, LEVENSHULME

Drawing Title
REFUSE VEHICLE TRACKING ASSESSMENT



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Drawing Number	Rev.	Scale	Astute Project No.
A25096-0100-003	P0	NTS @ A3	A25096

Rev	Amendments	Date	By	Chk	Auth

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