

Transport Statement

NEWALL GREEN FARM, WYTHENSHAW, M23 2TX
PROPOSED SPECIALIST SUPPORTED LIVING ACCOMMODATION BLOCK

HIGHWAYS ADVICE LTD on behalf of Abbeyway Commercial Ltd, May 2022

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd on behalf of Abbeyway Commercial Ltd, in respect of a planning application for the development of 8 supported living apartments at Newall Green Farm, Wythenshawe, M23 2TX.

The full description of development as stated in the planning application is: *'Development of a specialist supported living accommodation block alongside parking, landscaping, boundary treatment and other associated works'*.

2. SITE LOCATION

The application site is located adjacent to Newall Green Farm on the south-western periphery of Wythenshawe, as indicated below in **Figure 1**.

As seen below, the main complex of Newall Green Farm is accessed directly from Newall Road, whilst the application site, which accommodates an informal car parking area and grassland, is accessed via an existing vehicular access point onto Whitecarr Lane.



Figure 1: Site Location

3. PLANNING HISTORY

3.1 Planning Approval 13283/FO/2013/S2

The site currently benefits from an extant planning permission approved by Manchester City Council on the 18th March 2014. The planning approval permits:

'Conversion of vacant farmhouse (block A) to form a registered care home; conversion of a vacant barn (block B) to form 2 supported living dwelling units on the ground floor with 5 independent living dwelling units above; conversion of a vacant barn (block C) to for 4 supported living dwelling units; erection of a 430 sq. m office building (block D); erection of a 6.5m high horse riding arena with associated stable block and livestock building with associated parking and landscaping and new vehicular access off Whitecarr Lane.' (Ref: 13283/FO/2013/S2 – March 2014).

Planning permission 13283/FO/2013/S2 has been implemented although the 430 sqm office Block D and 6.5m height horse-riding arena have not yet been constructed.

3.2 Previously Approved Landscape Plan

The previously approved landscape plan associated with planning approval 13283/FO/2013/S2 is shown below in **Figure 2**.



Figure 2: Previously Approved Landscape Plan

As can be seen, the approved layout plan included the following on the current application site:

- 16 car parking spaces and drop off zone.
- 'Block D' 430 sqm office building; and
- Vehicular access and pedestrian access gate to Whitecarr Lane.

4. PROPOSED DEVELOPMENT

This application seeks approval to replace the approved 430 sqm 'block D' office building, with a new building comprising 8 supported living apartments. The new supported living building would sit on a similar footprint to the approved 'Block D'.

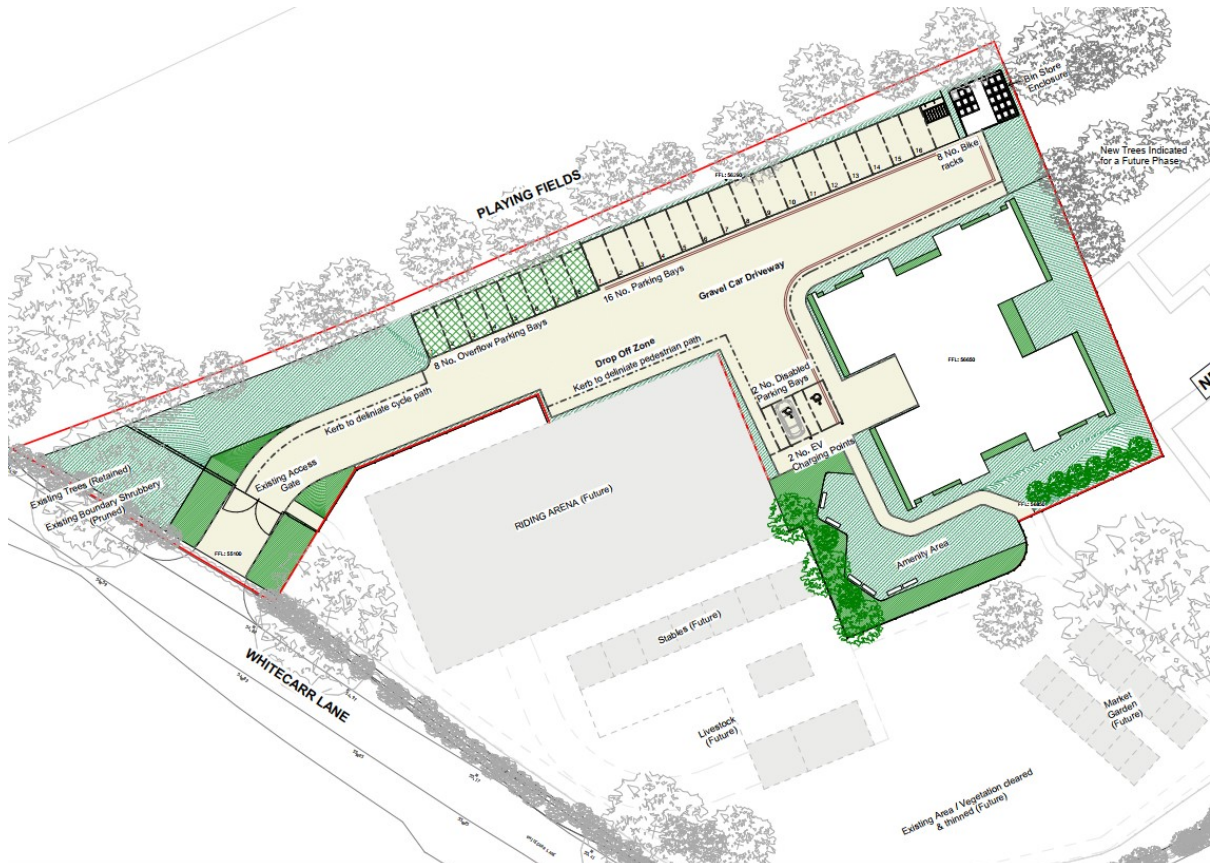


Figure 3: Proposed Site Layout (Landscape Plan)

As shown on the proposed site layout (landscape plan) above in **Figure 3**, the proposals include provision of 18 car parking spaces (including 2 disabled spaces), and 8 overflow car parking spaces (26 spaces in total).

5. LOCAL HIGHWAY NETWORK

5.1 Newall Road

Newall Road is a traffic-calmed residential estate road that is street-lit and is subject to 20mph speed restrictions. It can be seen in **Figure 4**. It extends north from Whitecarr Lane through the existing urban area towards Wythenshawe Hospital.



Figure 4: Newall Road Traffic Calming

The main vehicular and pedestrian entrance to Newall Green Farm is situated on Newall Road, as shown below in **Figure 5**.



Figure 5: Newall Road & Existing Site Access

As seen in **Figure 6**, the Newall Road site access to Newall Green Farm is kerbed, and is sufficiently wide to accommodate two-way traffic flows, or a mix of vehicular, pedestrian and cycle traffic.



Figure 6: Existing Site Access - Newall Road

5.2 Whitecarr Lane

Whitecarr Lane is an un-lit country lane that is subject to a 30mph speed limit. It provides a link between Wythenshawe and Hale / Hale Barns. There is no segregated pedestrian footway in place on Whitecarr Lane and is also signed as being 'unsuitable for HGV's'.



Figure 7: Whitecarr Lane

As can be seen in **Figures 7 & 8**, the application site has an existing kerbed vehicular access onto Whitecarr Lane. Access visibility is good, and visibility splays of 2.4m x 43m can be achieved in accordance with 'Manual for Streets' standards for a 30mph speed limit road.



Figure 8: Existing Site Access - Whitecarr Lane

As seen in **Figure 9**, site access gates are also in place, set back approximately 18m from the edge of carriageway on Whitecarr Lane.



Figure 9: Site Access Gates

6. SUSTAINABLE TRANSPORT

6.1 Cycling

In respect of cycling, an extract from the Transport for Greater Manchester (TfGM) cycle map is shown below in **Figure 10**.

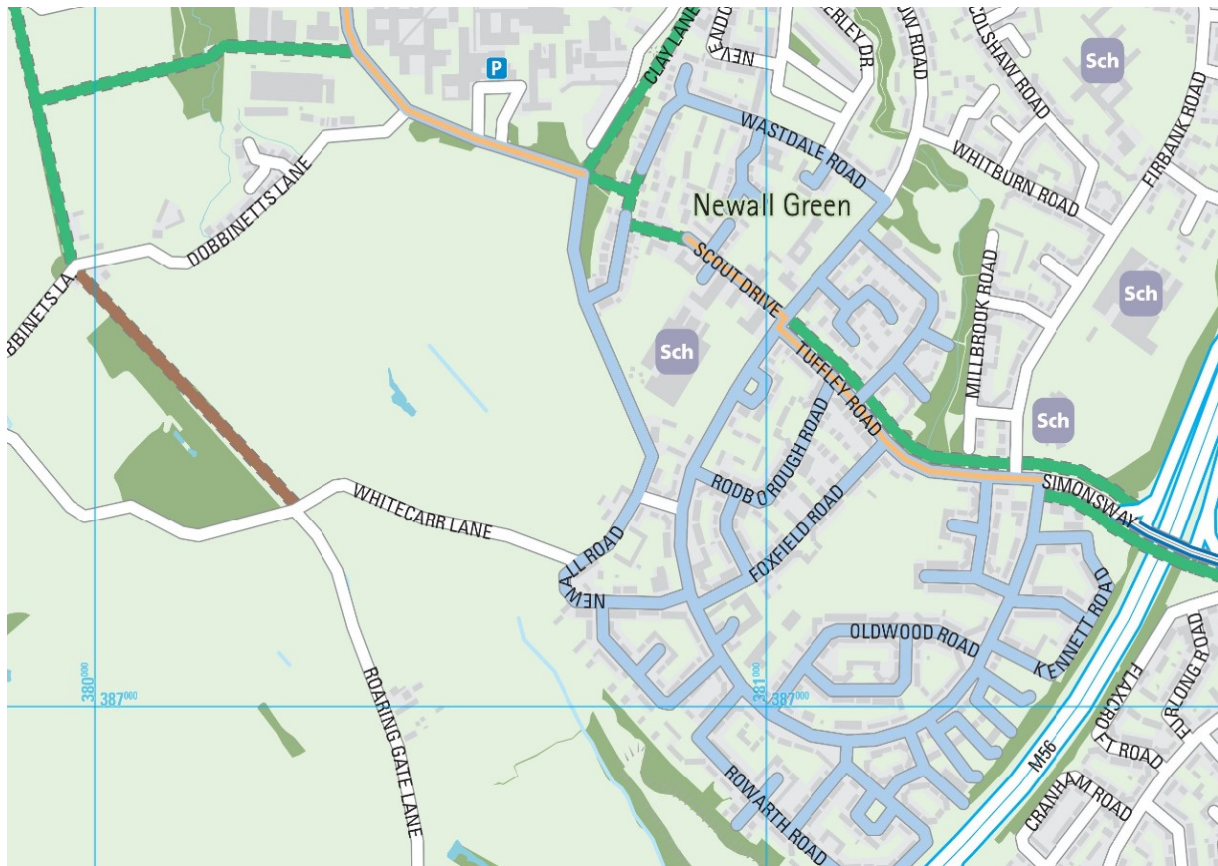


Figure 10: TfGM Cycle Map Extract

Newall Road and the surrounding residential estate is identified as being subject to a 20mph speed limit and therefore as being good for cycling. In addition, a traffic free route (brown route / rough surface) and other traffic-free routes (green route / good surface) can also be accessed to the north and west of the site via Newall Road and Whitecarr Lane.

Cycling will therefore be a realistic travel option for staff and visitors to the proposed supported living apartments.

6.2 Bus

In relation to bus travel, the nearest bus stops are situated approximately 350m walking distance from the application site, on Greenbrow Road in Wythenshawe.

The bus stops on Greenbrow Road provide frequent services to Altrincham, Baguley, Brooklands, Cheadle, Chorlton, Edgeley, Gateley, Moss Side, Manchester Piccadilly Gardens, Stockport, Timperley, Wythenshawe Hospital and Wythenshawe Interchange, as detailed below in **Table 1**.

Northbound – (Social Club) Stop ID: MANGWPMJ		Southbound – (Social Club) Stop ID: MANGWPMP	
<i>Service Number</i>	<i>Destination</i>	<i>Service Number</i>	<i>Destination</i>
11	Wythenshawe Hospital, Baguley, Brooklands, Timperley, Altrincham	11	Newall Green, Woodhouse Park, Wythenshawe Interchange, Gateley, Cheadle, Edgeley, Stockport
101	Wythenshawe Hospital, Baguley, Chorlton Southern Cemetery, Moss Side, Manchester Piccadilly Gardens	101	Wythenshawe Interchange
Buses per hour (Peak)	7 (1 every 8.5 minutes)	-	7 (1 every 8.5 minutes)
Buses per hour (Interpeak)	5 (1 every 12 minutes)	-	5 (1 every 12 minutes)

Table 1: Bus services available within 350m of the site

With frequent services available within 350m of the site, bus access will therefore also be a realistic transport option for future staff and visitors to the proposed supported living apartments.

6.3 Train

The site is not well located in terms of proximity to rail services. However, Manchester Airport rail station is situated some 3.5km walking distance, or a 27-minute bus ride from the site. The rail station provides access to local, regional and national destinations including Barrow-in-Furness, Blackpool, Chester, Crewe, Edinburgh, Glasgow, Holyhead, Manchester, Redcar, Windermere and York.

7. EMPLOYMENT DETAILS

7.1 Proposed Staff Numbers

Following construction of the new supported living apartments, they will be operated by the existing site operator, Zeno Ltd. The proposed development will provide 8 supported living apartments, for single adults with a learning disability and / or autism. Each resident will have 24hr support at a ratio of between 1 and 2 staff per resident.

As a result of the proposed development, it is expected that up to 16 additional staff would be employed on site, working a mixture of 7, 10 and 24-hour shifts (each of the 8 self-contained apartments contains their own independent staff sleep room).

7.2 Shift Patterns

The expected daily shift patterns of staff at the proposed residential facility are detailed below:

- 8 staff remain overnight from previous shift
- 16 staff arrive at 10:00 hours – staff changeover occurs 10:00 -10:30
- 8 staff depart at 10:30 hours

- 4 staff depart at 17:00 hours
- 4 staff depart at 20:00 hours

8. TRAFFIC GENERATION

8.1 Expected Trip Profile

The existing site operator at Newall Green Farm estimates that presently approximately 70% of staff drive to work. For robustness, assuming a slightly higher percentage of 75% staff driving to work, this would result in an expected daily trip profile as detailed in **Table 2**.

TIME PERIOD	TRIP TYPE	OVERNIGHT		10AM		10.30AM		5.00PM		8.00PM		Accumulation	
		STAFF	CARS	STAFF	CARS	STAFF	CARS	STAFF	CARS	STAFF	CARS	STAFF	CARS
OVERNIGHT	-	8	6									8	6
10.00AM	ARRIVALS			16	12							24	18
10.30AM	DEPARTURES					-8	-6					16	12
5.00PM	DEPARTURES							-4	-3			12	9
8.00 PM	DEPARTURES									-4	-3	8	6

Table 2: Expected Trips and Car Parking Accumulation

As shown above, the proposed development would generate approximately 12 arrivals and 12 departures per day, plus any additional trips associated with residents' activities.

8.2 Extant Planning Approval

As noted previously, the application site currently has extant planning permission (13283/FO/2013/S2) for:

- Block A - registered care home
- Block B - 2 supported living dwellings and 5 independent living dwelling units
- Block C - 4 supported living dwellings units
- Block D - 430 sqm office building

The application seeks to replace the approved block D office building with the 8 proposed supported living apartments.

8.3 Approved Traffic Generation – Office

Typical TRICS trip rates for office use are shown below in **Table 3**.

Time Period	Trip Rate (per 100 sqm GFA)		Total Trips
	Arrivals	Departures	
0800 - 0900	1.594	0.160	1.754
1700 - 1800	0.120	1.462	1.582
Daily	5.279	5.171	10.450

Table 3: Typical Trip Rates (Office)

As shown in **Table 4**, if these trip rates are applied to the approved 430 sqm office floorspace, it could generate between 6.8 and 7.5 vehicle trips per hour in the AM and PM peak periods, and approximately 45 vehicular trips (arrivals and departures) per day.

Time Period	Trip Totals		Total Trips
	Arrivals	Departures	
0800 - 0900	6.854	0.688	7.542
1700 - 1800	0.516	6.286	6.802
Daily	22.699	22.235	44.935

Table 4: Typical Daily Trips (Office)

8.4 Expected Difference in Traffic Generation

Using the above analysis, it can be seen the proposed 8 supported living apartments would be expected to generate significantly less traffic than the approved office building. The lower traffic generation associated with the proposed residential development would be beneficial in highways terms.

9. PARKING

9.1 Local Policy

The 'Manchester Core Strategy 2012 to 2027 - Appendix B Parking Standards' does not define car parking standards for C3 residential use. However, policy H1 of the Core Strategy states: *'Proposals for new residential development should take account of the need to:*

- *Make provision for parking cars and bicycles (in line with policy T2);*
- *Prioritise sites which are in close proximity to centres or high frequency public transport routes.*

Policy T2 also states: *'...all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B... The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.'*

9.2 Existing Car Parking Demand

The application site currently accommodates part of the car parking demand generated by the approved activities at Newall Green Farm. This is expected to continue.

Figure 1 is a Google Maps satellite image dated 2022. This shows 15 cars parked in the application site car parking area, plus another 8 cars parked in the Newall Green Farm courtyard area off Newall Road.

Site observations undertaken on 17th April 2022 noted 8 cars parking in the application site car parking area, plus another 4 parked in the courtyard area off Newall Road.

9.3 Staff Parking Accumulation

With the expected shift pattern detailed in section 7.2 and shown in **Table 2**, there will be some crossover between staff arriving and staff departing during the daily 10:00 – 10:30 time period.

As noted in **Table 2**, in terms of car parking accumulation, it is expected that should 75% of staff drive to work, the proposed supported living development would result in demand for the parking of up to 18 vehicles during the 10:00 – 10:30 peak period, and between 6 - 12 vehicles at all other times.

9.4 Proposed Car Parking Provision

As shown on the proposed site layout (landscape plan) shown in **Figure 3**, the proposals include provision of 18 car parking spaces (including 2 disabled spaces), and 8 overflow car parking spaces.

In total 26 car parking spaces are to be provided. It is expected that this level of provision will be sufficient to accommodate peak parking demand of up to 18 vehicles associated with the new building, whilst also making an allowance for the observed car parking levels currently occurring on the application site.

9.5 Cycle Parking

The 'Manchester Core Strategy 2012 to 2027 - Appendix B Parking Standards' does not define cycle parking standards for C3 residential use and there is currently no designated cycle parking area within the Newall Green Farm site.

As detailed on the site layout plan drawing, the application seeks to provide a new cycle parking area sufficient to accommodate the parking of up to 8 bicycles. This will help to ensure cycling is a viable transport option for staff and visitors to the proposed development.

10. TRAVEL PLAN FRAMEWORK

The applicant and proposed site operator both aim to ensure the use of sustainable transport modes are promoted to all future staff at the site. Accordingly, a Travel Plan Framework is presented below in **Table 5**. Ongoing implementation of a Travel Plan at the site will ensure sustainable transport modes are promoted in perpetuity, for the lifetime of the proposed development.

Site Travel Plan Framework – Newall Green Farm, Wythenshawe Travel Plan Co-ordinator: Andrew Milne, Zeno Ltd	
Aims and Objectives:	• To encourage and maximise use of sustainable modes of transport to and from the site by all staff.
Measures and Targets:	• Prioritise employment from the local area. • Encourage all local staff to use public transport or to walk or cycle to work. • Maintain on-site cycle parking area for staff.

	• Update staff noticeboard with local public transport information and Travel Plan. • Maintain showers and lockers on site for staff use. • Encourage all staff who currently drive to car share whenever possible; and • Promote national cycle to work day.
Monitoring:	• Monitor all travel movements to and from the site • Monitor usage of new cycle parking area • Monitor and review effectiveness of Travel Plan and consider improvements on an ongoing basis; and • Continue to develop and implement the Travel Plan in order to maximise use of sustainable transport modes and to reduce the need for travel by private car.

Table 5: Site Travel Plan Framework

11. SERVICING

Refuse strategy drawing number 18421 0343 P-03 is attached as **Appendix A**. This demonstrates how a large refuse vehicle (measuring 11.34m length x 2.53m width) can safely turn around within site, before exiting site in a forward direction out onto Whitecarr Lane.

12. SUMMARY AND CONCLUSIONS

This Transport Statement has examined the highways and transportation issues associated with the proposed development of 8 supported living apartments at Newall Green Farm, Wythenshawe. The Transport Statement has demonstrated that:

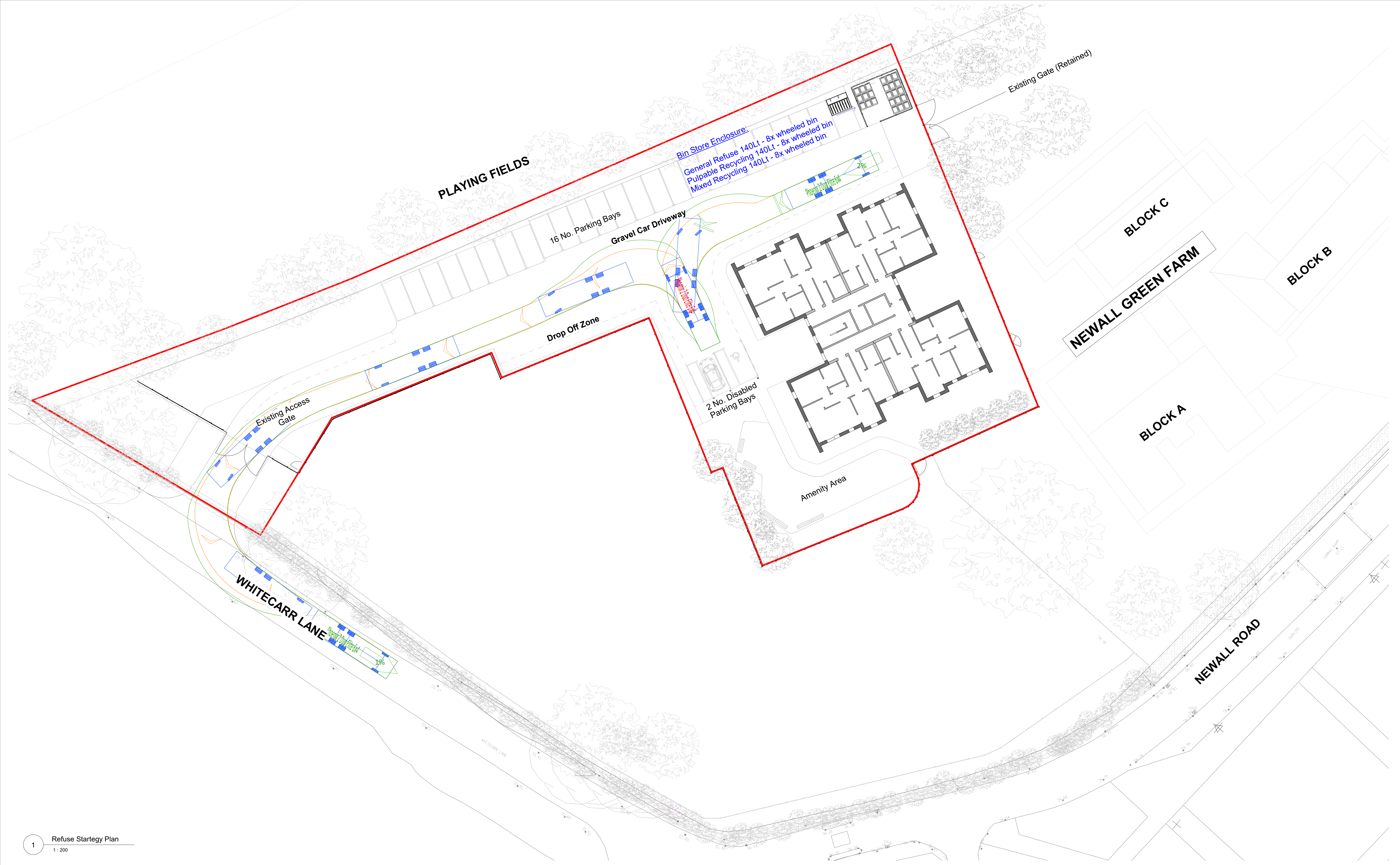
- The application site is situated on the edge of the Wythenshawe urban area. The nearest bus stops to the site are situated within 350m walking distance on Greenbrow Road. The stops are served by 5-7 buses per hour in each direction, enabling access to wide range of local destinations.
- The application site benefits from extant planning approval 13283/FO/2013/S2 which permits the development of a 430 sqm office building on the site. The proposed development seeks to replace the approved office building with a new building accommodating 8 supported living apartments.
- Based on the applicants travel assumptions and TRICS data, the proposed 8 supported living apartments use may deliver a reduction in traffic compared to that generated by the approved 'Block D' office building.
- The proposals include provision of 18 car parking spaces (including 2 disabled spaces), and 8 overflow car parking spaces (26 car parking spaces in total).

- The proposed development is expected to generate car parking demand of 18 vehicles at staff changeover time (10:00-10:30 hours). Considering also existing car parking demand at the application site, the provision of 26 spaces should be sufficient to ensure no overspill parking occurs.
- The application site is also accessible by bicycle. The proposed site layout plan seeks to provide a new cycle parking area within the site, sufficient to accommodate up to 8 cycles.
- A Travel Plan Framework for the proposed development site is provided. Ongoing implementation of a Travel Plan at the site should ensure sustainable transport modes are promoted in perpetuity, for the lifetime of the proposed development.
- Refuse strategy drawing 18421 0343 P-03 also demonstrates how a large refuse vehicle (measuring 11.34m length x 2.53m width) can safely turn around within site.

In view of the above, it can therefore be concluded the proposed supported living development is acceptable in highways and transportation terms.

APPENDICES

A – REFUSE STRATEGY DRAWING



1

Refuse Startegy Plan

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1:200

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03 Vehicle Tracking Added

02 Issued For Planning

01 Issued For Information

Rev. Description

11.05.22 FG SU

09.05.22 SU LM

21.04.22 SU LM

Date Draw. Chk.

Client: ABBEYWAY COMMERCIAL LTD.

Project: NEWALL GREEN FARM

Drawing Title: Refuse Strategy Plan

Drawing Status: PLANNING

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Drawing No. 18421-CWA-XX-XX-DR-A-0343

Drawn SU

Checked LM

Paper Size A1

Scale 1 : 200

Date 03/28/22

Revision P-03