Pell Frischmann

Proposed Residential Development – Parkhill Avenue, Crumpsall

Transport Statement

April 2024

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1 Introduction

1.1 Overview

1.1.1 Great Places Housing Group has commissioned Pell Frischmann (PF) to prepare a Transport Statement (TS) to accompany a planning application for a proposed residential development of 24 dwellings on land off Parkhill Avenue, Crumpsall, Manchester.

1.1.2 The site is bounded by Parkhill Avenue, Cleveland Road and Delaunays Road, Crumpsall approximately 3.6km north-east of Manchester City Centre. The location of the site is shown in **Figure 1-1** below.

Figure 1-1: Site Location

1.1.3 Previous to this application, planning permission was granted in December 2014 for a new residential development comprising the erection of 25 no. dwellings (12 houses and 13 flats) with associated car parking, landscaping, boundary treatment and ground works (ref: 106987/FO/2014/N1).

1.1.4 This TS is submitted as part of a detailed planning application for the site and has been prepared to provide a detailed description of the proposals and to assess the impact of the proposals on the local transport and highway network.

1.1.5 The TS has been prepared in accordance with national and local transport policy and guidance and in accordance with informal scoping correspondence that has taken place with the local highway authority.

1.1.6 The local authority for the area where the proposed development is located is Manchester City Council (MCC) who are both the local planning authority (LPA) and local highway authority (LHA).

1.2 National Planning Policy Overview

1.2.1 The National Planning Policy Framework (NPPF) clearly sets out that the planning system should aim to create sustainable and healthy communities. The NPPF in paragraph 114 sets out four key tests for considering development, namely, that plans for development should ensure that:

a) *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b) *Safe and suitable access to the site can be achieved for all users;*

c) *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;*

d) *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".*

1.2.2 Furthermore, the NPPF at paragraph 115 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".

1.3 Report Structure

1.3.1 Following this introduction, the report is structured as follows:

- **Section 2**: Describes the existing conditions at the site and on the local highway network in the vicinity of the site, including an appraisal of the road safety record on key local roads.
- **Section 3**: Provides an assessment of the site's sustainable accessibility by assessing the opportunities for journeys to and from the site to be made on foot, by cycle, and by public transport.
- **Section 4**: Sets out details of the proposed development, including the proposed access arrangements and proposed parking levels.
- **Section 5**: Provides a forecast of the likely trip generation of the proposed development and provides a high-level assessment of the likely traffic impact.
- **Section 6**: Summarises and concludes the report.

2 Baseline Conditions

2.1 Introduction

2.1.1 This section describes the existing conditions at the proposed development site and on the surrounding local highway network.

2.2 Existing Site Conditions

2.2.1 The proposed development site comprises an area of land approximately 0.38 hectares in area which is bounded by Cleveland Road to the north, Delaunays Road, which runs along the site's south-eastern boundary, Parkhill Avenue, which runs along the site's north-western boundary, and existing residential dwellings to the south-west.

2.2.2 The site is located in the north-eastern part of Crumpsall, Manchester, just to the north of North Manchester General Hospital. The site lies approximately 3.8km to the north-east of Manchester Victoria rail station, which is located on the edge of Manchester City Centre.

2.2.3 The site currently consists of an area of vegetation and a small copse of trees of various maturity and is enclosed by metal railings along its northern, north-western, and part of its south-eastern boundary, while a brick wall of varying height runs along most of the site's south-eastern boundary.

2.2.4 The site is well connected to the local and strategic road network with Delaunays Road providing a connection to the A664 Rochdale Road via Crumpsall Vale approximately 800m to the east, which in turn provides a connection to the M60 at junction 20 a further 1.3km to the north.

2.2.5 The A576 Middleton Road lies around 1.8km to the west of the site and can be accessed via Blackley New Road just to the north of the site. The A576 provides a further connection to the M60 via junction 19 which is located around 2.1 km (as the crow flies) north-west of the site.

2.2.6 Vehicular access to Manchester City Centre, approximately 3.8km to the south-west of the site, can be reached via a number of local and main roads.

2.3 Local Highway Network

2.3.1 As is set out above, the site is bounded by Parkhill Avenue which runs along the site's north-western boundary, Cleveland Road which runs along the site's northern boundary, and Delaunays Road which runs along the site's south-eastern boundary.

2.3.2 The following briefly describes the key local roads in the vicinity of the proposed development.

Parkhill Avenue

2.3.3 The residential road, Parkhill Avenue, runs along the site's north-western boundary and runs from its junction with Delaunays Road, approximately 300m south-west of the site, north-eastwards for a distance of 350m where it forms a junction with Cleveland Road at the site's north-western boundary. Parkhill Avenue is the minor arm of the three-arm priority junctions with both Delaunays Road and Cleveland Road.

2.3.4 For the majority of its length, Parkhill Avenue is lined by terrace housing. There are footways on both sides of the road and parking bays (Permit holders or 3 hours No return within 4 hours – Mon – Fri 8am – 7pm) along both sides of the carriageway for the majority of the road's length.

2.3.5 Junction protection in the form of No Waiting at Any Time (NWAAT) (double yellow lines) and No Loading at Any Time (NLAAT) restrictions are present at both ends of Parkhill Avenue at the approach

to its junction with Delaunays Road and Cleveland Road and at its junction with Lexton Avenue, which is located approximately half-way along the road.

2.3.6 Parkhill Avenue is subject to a 30mph speed limit.

Cleveland Road

2.3.7 Cleveland Road forms the northern boundary of the site and runs from Delaunays Road at the site's north-eastern corner, westwards past Parkhill Avenue before turning south westwards around 200m west of Delaunays Road and running a further 500m before forming another junction with Delaunays Road approximately 650m to the south west of the site.

2.3.8 At its junction with Delaunays Road, Cleveland Road forms the minor arm of a three-arm priority junction and rises fairly steeply before levelling out at its junction with Parkhill Avenue approximately 70m to the west of Delaunays Road. Along this section, Cleveland Road is lined by vegetation and trees on both sides of the road before turning into a residential road west of Parkhill Avenue.

2.3.9 Along the section of road that forms the site's northern boundary, there are NWAAT and NLAAT restrictions on both sides of the road apart from a short section of marked out parking (approximately 15m long) on the northern side of the road just to the west of Delaunays Road.

2.3.10 To the west of Parkhill Avenue, there are marked out parking places on both sides of the road.

2.3.11 Cleveland Road is subject to a 30mph speed limit.

Delaunays Road

2.3.12 Delaunays Road forms the south-eastern boundary of the site. The road runs south-westwards from Mill Brow, located approximately 150m north of the site, past the site for a further 750m before the road forms a junction with Crumpsall Lane.

2.3.13 Adjacent to the site, there are NWAAT and No Loading Mon-Fri 7am-10am and 4pm-7pm restrictions on both sides of Delaunays Road.

2.3.14 Delaunays Road is subject to a 30mph speed limit.

2.4 Personal Injury Accident (PIA) Review

2.4.1 In order to review the road safety record of the local highway network in the vicinity of the proposed development, Personal Injury Accident (PIA) data has been obtained from the Crashmap website for the most recent five-year period available (2018-2022).

2.4.2 **Figure 3-1** shows that there have been no recorded PIAs within the last five years on roads adjacent to the site with the closest recorded PIAs occurring on Delaunays Road (1 No. in 2019) approximately 40m north-east of the site's most northern tip and on Crumpsall Vale on the approach to Delaunays Road (2 No. one in 2020 and one in 2021).

2.4.3 All these PIAs involved two vehicles and resulted in one slight injury each.

2.4.4 Whilst every accident is regrettable, given the very low accident occurrence on roads in the vicinity of the proposed development, it is evident that there are no existing highway safety concerns on the local highway network which should prevent the proposed development from coming forward.

Figure 2-1: PIA Locations (2018-2022)

3 Sustainable Accessibility

3.1 Introduction

3.1.1 Paragraph 109 of the NPPF states that:

'*Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'*.

3.1.2 This section sets out the site's accessibility to sustainable forms of transport and the opportunities that will be available to future residents of the site to use sustainable modes of travel when travelling to and from the site.

3.2 Pedestrian Accessibility

3.2.1 The houses that are provided as part of the development front directly onto Parkhill Avenue which has a footway running along both sides of the road therefore making the housing part of the development well connected to the external pedestrian network. In terms of the apartment building, a new pedestrian access and footpath will be provided just to the east of the proposed vehicular access onto Cleveland Road.

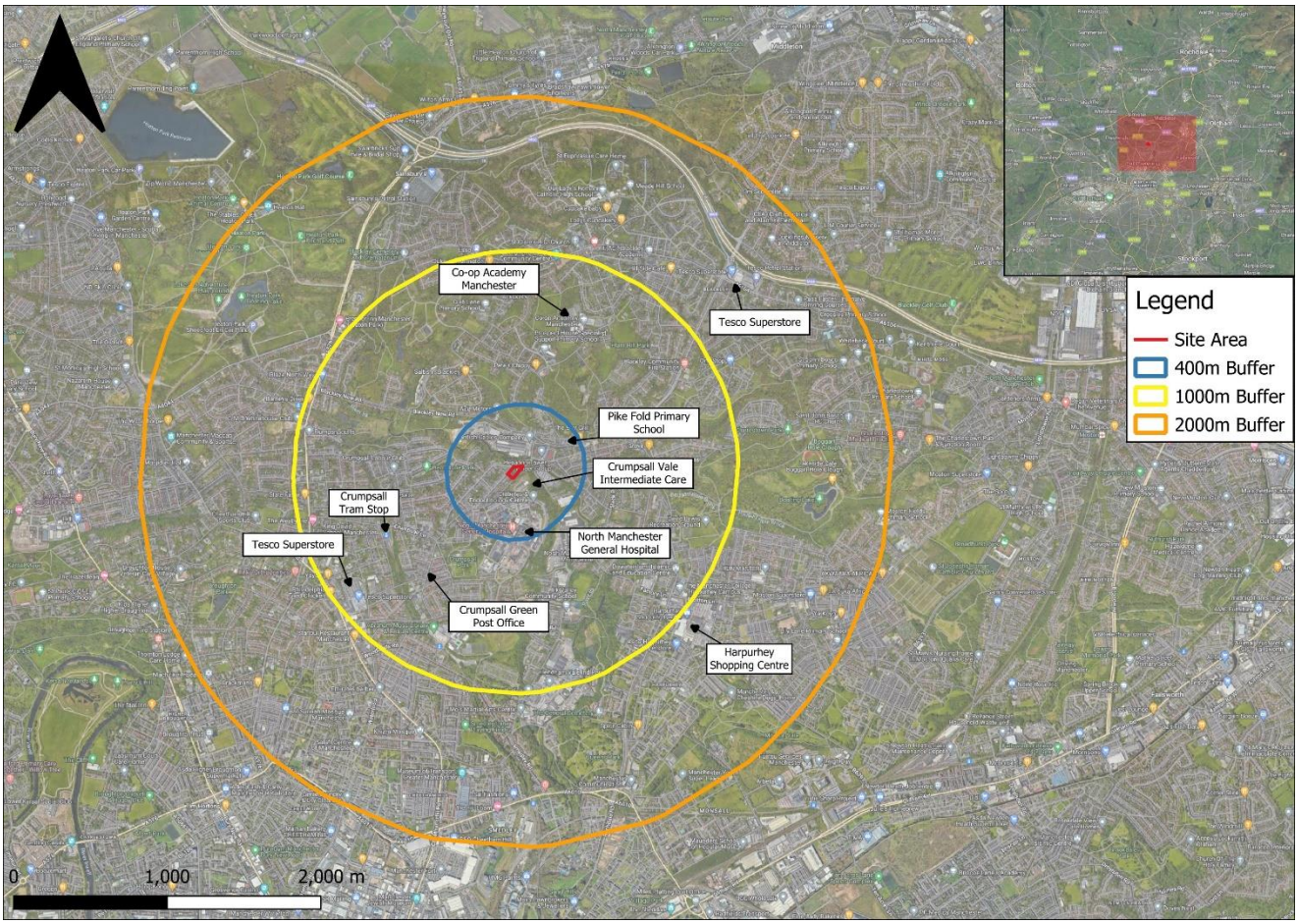
3.2.2 The pedestrian footway network within the site and its connections to the external pedestrian network will provide continuous pedestrian routes from all parts of the site to the surrounding local amenities and facilities.

3.2.3 It is generally accepted that walking is the most important mode of travel at a local level and that 2km is a distance that people are prepared to walk to access an amenity/facility. Reference to the 2km walk distance was made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that '*walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.*

3.2.4 The Chartered Institution of Highways and Transportation's (CIHT) document 'Guidelines for Providing Journeys on Foot' states in paragraph 1.12 that *'walking accounts for over a quarter of all journeys and for four fifths of journeys of less than one mile*.' The document also identifies a walking distance of 2km as a maximum acceptable walking distance from a residential development to many important everyday facilities and amenities.

3.2.5 Based on this criteria, **Figure 4-1** has been prepared which shows a 400m, 1km, and 2km zone from the site.

Figure 3-1: 2km Walking Catchment



3.2.6 **Figure 4-1** shows that a 2km catchment from the site includes all of Crumpsall, parts of the Harpurhey to the south, High Blackley and Blackley to the north, together with additional parts of the surrounding area. Within this catchment, there is a very wide range of everyday amenities and facilities that are located within an acceptable walking distance of the site, some of which have been set out in the table below:

Name	Type of Amenity	Walking Distance From Site
Pike Fold Primary School	Primary School	450m
Crumpsall Lane Primary School	Primary School	750m
Mount Carmel RC Primary School	Primary School	1.2km
Irk Valley Community School	Primary School	1.6km
Crab Lane Primary School	Primary School	1.6km
St Annes R C Primary School	Primary School	1.1km
Cravenwood Primary Academy	Primary School	1.3km
Tashbar School	Independent school	2km
Co-op Academy Manchester	Secondary School	1.4km
Abraham Moss Community School	Primary / Secondary School	1.4km
King David School, Manchester	Secondary School	1.6km
Yavneh Girls High School	Secondary School	1.7km
Cravenwood Primary Academy	Primary Academy	1.4km
North Manchester General Hospital	General Hospital	500m
Crumpsall Vale Intermediate Care	Community health centre	700m

Name	Type of Amenity	Walking Distance From Site
Crumpsall Medical Practice	General practitioner	850m
Valentine Medical Centre	Medical centre	1.5km
SPAR Crumpsall	Convenience Store	1.1km
Tesco Superstore, Thomas St, Crumpsall, Manchester M8 5DP	Superstore	1.6km
A-Z Convenience Store and Post Office	Convenience Store	600m
Poundland	Discount shop	2km
Worldwide Foods	Supermarket	1.6km
North City	Shopping Centre	2km
BearNecessities Childcare Limited	Creche	500m
Crumpsall Park Day Care Group	Childcare Agency	850m
Tiddlywinks Nursery Crumpsall	Nursery school	1.1km
Building Blocks Day Nursery	Nursery school	1km
Lesters Nurseryworld	Baby shop	1.6km
Crumpsall Green Post Office	Post Office	900m
Old market street Post office	Post Office	550m
Manchester Jewish Community Care	Community centre	1.8km
Outreach Community & Residential Service	Community centre	1.9km
Rainbow Community Centre	Community centre	1.5km
Community Point Resource Centre	Community centre	1.7km
Cheetham Hill Jobcentre	Employment Service	1.5km
Crumpsall Tram Stop	Tram Stop	1.2km
British Cables Company	Employment Centre	250m
Hendham Vale Ind Park	Employment Centre	2km

3.2.7 Based on the above, it is clear that there are a wide range of everyday amenities and facilities that are located within walking distance of the proposed development site and therefore that the site is accessible by walking. The design and layout of the proposed development is complementary to this.

3.3 Cycling Accessibility

3.3.1 Although superseded by the NPPF, the former transport policy document PPG13 set out specific guidance related to cycling and what is deemed an acceptable distance to travel by cycle for a journey. The document stated that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport'

3.3.2 Whilst there are very few existing specific cycle facilities (such as cycle paths or signed routes) within the immediate vicinity of the proposed development site, there are a number of Toucan Crossings provided such as on Delaunays Road just to the east of Parkhill Avenue and on Crumpsall Road just to the west of its junction with Delaunays Road, both of which are to the south of the site.

3.3.3 Crumpsall Metrolink station, approximately 950m walking distance from the site, provides 20 cycle stands and therefore provides an opportunity for future residents of the site to cycle to the Metrolink

station on relatively quiet roads, safely secure their bike, and then catch the tram into the centre of Manchester or to other destinations connected to the public transport network.

3.3.4 Additionally, there are numerous 'off-road', 'on-road signed' and 'suggested' cycle routes within the site's 5km catchment area.

3.4 Public Transport

Bus

3.4.1 In terms of accessibility by public transport, the nearest bus stops to the site are located on Delaunays Road (approximately 100m walking distance from the centre of the site for the southbound stop and 200m for the northbound stop). The bus stops are served by numerous frequent bus routes serving Manchester City Centre and other local destinations including Nos 53, 56, 94, 118, 149, 156, 715, and 721.

3.4.2 The bus stops have good quality shelters provided as well as bus service information.

3.4.3 There are additional bus stops located approximately 450m walk distance from the site on Delaunays Road (northbound) and Crumpsall Way (southbound), near to North Manchester General Hospital. Bus routes Nos 41, 52, 53, 56, 94, 118, 149, 151, 156, 715 serve these bus stops from where again frequent buses travel to and from Manchester City Centre and other local destinations.

3.4.4 The above shows that the proposed development site is already very well served by bus transport.

Tram and Rail

3.4.5 Crumpsall Metrolink stop is located approximately 1km (15 minute) walk from the site to the southwest. The stop is on the Bury to Altrincham and Bury to Piccadilly lines where on average there are tram services every 12 minutes on both lines, Monday to Saturday, and every 15 minutes on a Sunday. It takes around 16 minutes to travel from the stop into Manchester Piccadilly Gardens.

3.4.6 There are ramps, and step free access to all platforms at the station together with three blue badge parking spaces.

3.4.7 The Metrolink provides a connection to the wider rail network via Victoria and Piccadilly stations, both of which offer a wide range of train services throughout the country.

3.4.8 The above shows that the site is very well served by public transport both by bus and rail which provides every opportunity for future residents of the site to travel by public transport to a wide range of destinations both local and national.

3.5 Summary

3.5.1 The above shows that the site is located in a highly accessible location in accordance with national and local policy and that future residents of the site will have every opportunity to use sustainable forms of transport such as walking, cycling, and public transport when travelling to and from everyday amenities and facilities.

4 Development Proposals

4.1 Proposed Development

4.1.1 The proposed development comprises the construction of a total of 24 dwellings (9 houses and 15 apartments) on the site.

4.1.2 The apartments will be located in the north-eastern section of the site with vehicle and pedestrian access provided from Cleveland Road, approximately in the middle of the site's Cleveland Road boundary.

4.1.3 A total of 11 parking spaces are proposed for the apartments. Although less than one space per apartment, given that the apartments are being provided as affordable housing and the very low trip generation predicted (See Section 5), the provision of 11 parking spaces for 15 apartments is considered to be adequate.

4.1.4 The nine houses being provided as part of the development will front onto Parkhill Avenue in the south-western section of the site. Each of the nine houses will have a single driveway which is accessed from Parkhill Avenue.

4.1.5 In terms of cycle storage, the houses will all have a rear external store in the garden spaces which will be large enough to store a bike. The apartment block will be provided with a covered external cycle store which will have capacity for 8no. cycles located within the courtyard area.

4.1.6 Refuse collection for both the housing and apartment element of the development is proposed to be provided from the kerbside with bins pulled to the courtyard entrance.

4.1.7 There is no vehicle or pedestrian link proposed between the housing and apartment sections of the development.

4.1.8 The proposed site layout is shown on the drawing attached in **Appendix A**.

4.2 Site Access

4.2.1 As set out in the previous section, vehicular and pedestrian access to the apartment section of the development will be provided via Cleveland Road while access to the housing part of the development will be provided via individual driveways which will access directly onto Parkhill Avenue.

4.2.2 In terms of the access onto Cleveland Road, this will be provided via a new junction which will be located approximately 76m east of Parkhill Road (50m west of Delaunays Road). The junction will operate as priority controlled and will provide access to the apartment building's parking area.

4.2.3 A footway will be provided from Cleveland Road which will run parallel to the access road / parking area through to the apartment building.

4.2.4 Cleveland Road is subject to a 30mph speed limit, which requires a visibility splay of 2.4m x 40m to be provided. As is shown in drawing number 105596-PEL-VIS-00-DR-D-00001 attached in **Appendix B** this is more than achievable at the proposed site access.

4.2.5 The housing element of the development are accessed directly from Parkhill Avenue via individual driveways. Visibility coming out of each of the nine driveways will be good.

5 Development Trip Generation, Distribution & Traffic Impact

5.1 Introduction

5.1.1 This section of the TS sets out the vehicular trip generation associated with the proposals.

5.2 Vehicular Trip Generation

5.2.1 To forecast the potential trip generation associated with the proposals, trip rates have been derived using the TRICS database using selected sites that are similar in size and location to the proposed development. To mirror the location of the proposed development as closely as possible, the following selection criteria has been applied:

- Land Use: Residential
- Category: Mixed Affordable Flats and Houses)
- Regions: All areas in England and Wales and Scotland (excluding Greater London)
- No. of dwellings: 18-100
- Survey days: Weekdays only

5.2.2 The resulting average trip rates and trip generation for the proposed development are presented in **Table 6-1** for a typical weekday AM and PM peak hour. The full TRICS outputs are attached as **Appendix C**.

Table 5-1: Trip Rate & Trip Generation

Time Range	Trip Rates (per dwelling)			Trip Generation (24 dwelling)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
AM Peak 08:00-09:00	0.140	0.290	0.430	4	7	11
PM Peak 15:00-16:00	0.248	0.159	0.407	6	4	10

5.2.3 **Table 6-1** shows that proposed development of 24 dwellings (9 houses and 15 apartments) is only estimated to generate circa 11 two-way motorised vehicle trips during weekday AM peak hour and 10 two-way trips during PM peak hour on weekday.

5.3 Traffic Impact

5.3.1 The above shows that the proposed development is predicted to only generate circa 10-11 two-way vehicular trips during the weekday AM and PM peak periods. This equates to only an additional vehicle movement onto the highway network as a result of the proposed development every 6 minutes on average during both peak hours. This level of increase will not be noticeable and will clearly not impact on the operational performance of the highway network.

6 Summary and Conclusions

6.1 Summary

6.1.1 Great Places Housing Group has commissioned Pell Frischmann to prepare a Transport Statement to accompany a planning application for a proposed residential development of 24 dwellings (9 houses and 15 apartments) on land off Parkhill Avenue, Crumpsall, Manchester.

6.1.2 During the preparation of this Transport Statement, informal scoping discussions have taken place with the local highway authority (Manchester City Council) to agree the scope of this report.

6.1.3 A review of the Personal Injury Accident records for the local highway network has been undertaken which showed that there is a very low accident occurrence on roads in the vicinity of the proposed development. It is therefore concluded that there are no existing highway safety concerns which should prevent the proposed development from coming forward.

6.1.4 The site is extremely accessible on foot and is within walking distance of a wide range of everyday amenities and facilities, including schools, healthcare facilities, employment opportunities and retail and leisure offerings. It is therefore expected that many everyday journeys from the site could be undertaken on foot. Further amenities and facilities located in area are available within a short cycle ride.

6.1.5 In terms of public transport, the site is very well connected by both bus and Metrolink/rail services. The nearest bus stops to the site are located on Delaunays Road (approximately 100m walking distance from the centre of the site for southbound services and 200m for the northbound services). The bus stops are served by numerous frequent bus routes serving Manchester City Centre and other local destinations.

6.1.6 Crumpsall Metrolink stop is located approximately 1km (15 minute) walk from the site to the southwest and offers frequent services on the Bury to Altrincham and Bury to Piccadilly lines. The Metrolink provides a connection to the wider rail network via Victoria and Piccadilly stations, both of which offer a wide range of train services throughout the country. It takes around 16 minutes to travel from Crumpsall Metrolink stop to Manchester Piccadilly Gardens.

6.1.7 The nine houses being provided as part of the development will front onto Parkhill Avenue and will each have a single driveway accessed from Parkhill Avenue. The apartment building will be accessed from a new junction provided on Cleveland Road which will lead to a car parking area which will have a total of 11 parking spaces. 11 parking spaces are considered to be adequate for the apartments given that they are being provided as affordable housing and the very low trip generation predicted.

6.1.8 The proposed new site access junction to the apartment building's car park on Cleveland Road and the house driveways onto Parkhill Road all have acceptable visibility.

6.1.9 The development's likely trip generation has been forecast using the industry standard TRICS database. This shows that the proposed development is only predicted to generate circa 10-11 two-way vehicular trips during the weekday AM and PM peak periods. This equates to only an additional vehicle movement onto the highway network every 6 minutes on average during both peak hours. This level of increase will not be noticeable and will clearly not impact on the operational performance of the highway network.

6.2 Conclusions

6.2.1 Paragraph 114 of the NPPF sets out four key tests for considering development, namely, that plans for development should ensure that:

a) *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b) *Safe and suitable access to the site can be achieved for all users;*

c) *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;*

d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigate to an acceptable degree."*

6.2.2 Paragraph 115 goes on to declare 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."

6.2.3 This report has shown that the development proposals meet all of the four key tests set out above for considering development. Analysis of the forecast trip generation for the proposed development has demonstrated that the development impact will not be significant nor 'severe'.

6.2.4 It is therefore concluded that there are no transport or highway reasons why the proposed development should not be granted planning permission.

Appendix A Proposed site Layout

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■WHERE AN ITEM IS COVERED BY DRAWINGS OF DIFFERENT SCALES, THE LARGER SCALE DRAWING TO BE WORKED TO. DO NOT SCALE FROM THE DRAWING. FIGURED DIMENSIONS TO BE WORKED TO IN ALL CASES.

■CHECK ALL DIMENSIONS ON SITE.

■DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH & SAFETY PLAN, AND ALL RELEVANT RISK ASSESSMENTS AND THE FOLLOWING DRAWINGS:

Key

- 450mm x 450mm concrete paving to front and 1800mm wide patios at rear of dwellings
- Concrete hardstanding (apartment cycle/bin stores)
- Tarmac areas
- Grassed areas
- Existing 'woodland' areas to be retained
- New hedge/shrub planting landscaped areas
- Existing tree to be retained
- New tree
- UCP — New uncontrolled crossing point
- EV — EV Charging points (wall-mounted/pedestal)
- Dwelling external storage (cycles)
- Apartment covered cycle store, 8no. spaces (53%)
- Dwelling bin storage (4x240l bin capacity)
- Apartment bin storage (MCC GD04 V7 compliant)
- Retaining wall locations
- Existing slope contour lines

Boundary Treatments

- 1800mm high concrete post and timber panel fence (to separate rear gardens to a distance of 3000mm from the rear facade, and around apartment bin storage/amenity space)
- 1800mm high concrete post with 1500mm high timber panel fence and 300mm timber trellis on top (used between rear gardens). No trellis adjacent to bin store.
- 900mm high metal railings
- 900mm high railings with kerb under (along back of pavement)
- 1800mm high metal railing/access gate (to side of Plot 16)

Existing Features

- LP — Lamp post
- TP — Telegraph pole
- VM — Virgin Media Control Box (pavement cover)

Schedule of Accommodation

Housetype	Description	Area/m2	Total	Plot Nos.
A	3B6P House	112.3	9	16-24
B1	1B2P Apartment	50.8	4	02, 05, 09, 13
B2	1B2P Apartment	50.8	8	01, 03, 04, 06, 08, 10, 12, 14
B3	1B2P Apartment	50.2	3	07, 11, 15
Total			24	

(Car parking : 3-bed 100%; Apartment block 73%)

Tenure

- Affordable Rent (24no.)

N

0m 4m 8m 16m 24m

See dwg. no.: 21-041/04 for Site Sections
See dwg. nos.: 21-041/10-12 for House Type Floor Plans
See dwg. nos.: 21-041/10 & 13 for House Type Elevations
See dwg. no.: 21-041/20 for Boundary Details

Rev	Date	By	Remarks

Client: Great Places Housing Group

Project Name: Project500.Ph1.Parkhill Avenue

Drawing Name: Proposed Site Plan

Drawing Purpose: PLANNING

TRI no.: Project Number: 21-041 | Drawing Number: 02 | Revision:

CDE no.: Project | Origin | Vol/Sys | Level | Type | Role | Number: XX - XX - XX - XX - XX - XX - XX

Status: | Scale @ A1: 1:200 | Drawn: JH | Checked: MT | Date: April 2024

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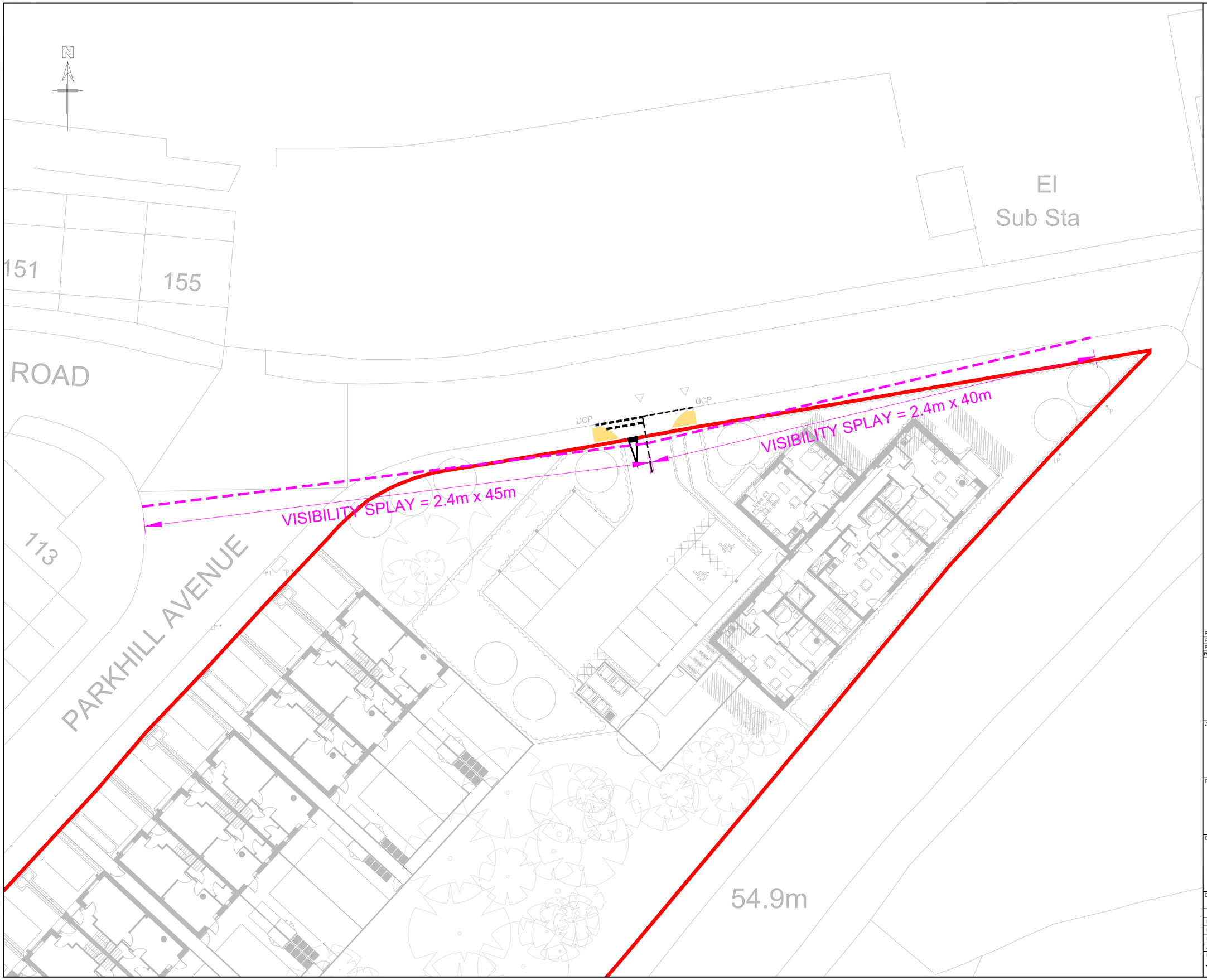
M15 4PY

Appendix B Visibility Splay Drawing



GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm)
ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

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KEY

- SITE BOUNDARY
- VISIBILITY SPLAY
- PROPOSED ROAD MARKING
- PROPOSED TACTILE PAVING

P03	REVISED LAYOUT	JY	MS	AO	29.04.24
P02	REVISED LAYOUT	JY	MS	AO	16.04.24
P01	DRAFT ISSUE	JY	MS	AO	05.04.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Architect/Client/Contractor

great places HOUSING GROUP

Project

PARKHILL AVENUE

Drawing Title

VISIBILITY SPLAY

Drawing Status

WORK IN PROGRESS

	Name	Date	Status Code
Drawn	J.YEUNG	05.04.24	S0
Designed	J.YEUNG	05.04.24	Scale 1:150
Eng Chk	M.SMITH	05.04.24	Revision P03
Approved	A.OATES	05.04.24	

Drawing No.

105596 - PEL- VIS -00 - DR - D - 00001

© Pell Frischmann Consultants (A1 841x594)

Appendix C TRICS Data

Calculation Reference: AUDIT-610801-240318-0341

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	WG	WOKINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
10	WALES		
	CF	CARDIFF	1 days
	SW	SWANSEA	1 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:	21 to 94 (units:)
Range Selected by User:	18 to 100 (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: 01/01/15 to 14/05/21

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:

Tuesday	2 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	2
Village	1
No Sub Category	3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	5 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	2 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	6 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

LIST OF SITES relevant to selection parameters

1 CF-03-L-02 SEMI DETACHED & FLATS CARDIFF
SANQUHAR STREET
CARDIFF
SPLOTT
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 26
Survey date: FRIDAY *14/05/21* *Survey Type: MANUAL*

2 ES-03-L-03 HOUSES & FLATS EAST SUSSEX
HUGHENDEN ROAD
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

3 HC-03-L-03 MIXED FLATS & HOUSES HAMPSHIRE
WOODSIDE AVENUE
EASTLEIGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 94
Survey date: TUESDAY *03/03/20* *Survey Type: MANUAL*

4 LS-03-L-01 FLATS & HOUSES LEEDS
STATION ROAD
LEEDS
HORSFORTH
Edge of Town
Residential Zone
Total No of Dwellings: 78
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

5 SW-03-L-03 TERRACED HOUSES AND FLATS SWANSEA
CROWN STREET
SWANSEA
MORRISTON
Edge of Town
No Sub Category
Total No of Dwellings: 21
Survey date: FRIDAY *14/05/21* *Survey Type: MANUAL*

6 WG-03-L-01 HOUSES & FLATS WOKINGHAM
BASLOW ROAD
WOKINGHAM
WINNERSH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: FRIDAY *20/11/15* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	52	0.051	6	52	0.191	6	52	0.242
08:00 - 09:00	6	52	0.140	6	52	0.290	6	52	0.430
09:00 - 10:00	6	52	0.166	6	52	0.178	6	52	0.344
10:00 - 11:00	6	52	0.099	6	52	0.124	6	52	0.223
11:00 - 12:00	6	52	0.121	6	52	0.111	6	52	0.232
12:00 - 13:00	6	52	0.115	6	52	0.086	6	52	0.201
13:00 - 14:00	6	52	0.134	6	52	0.131	6	52	0.265
14:00 - 15:00	6	52	0.118	6	52	0.143	6	52	0.261
15:00 - 16:00	6	52	0.248	6	52	0.159	6	52	0.407
16:00 - 17:00	6	52	0.172	6	52	0.127	6	52	0.299
17:00 - 18:00	6	52	0.201	6	52	0.178	6	52	0.379
18:00 - 19:00	6	52	0.248	6	52	0.105	6	52	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.813			1.823			3.636

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:	21 - 94 (units:)
Survey date date range:	01/01/15 - 14/05/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.