



Transport Statement Jurby Avenue, Manchester

Irwell Valley Homes

December 2023

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Document Record

Project Name	P1893_20231201_Jurby Avenue, Blackley Transport Statement			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	08/12/2022	01/12/2023		
Prepared by:	JA	JA		
Checked by:	JT	JT		
Authorised by:	JT	JT		

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Irwell Valley Homes to prepare a Transport Statement to support a planning application for a proposed extra care development on land to the south of Jurby Avenue, Manchester.

Site Location and Development Proposals

- 1.2 The site is currently an area of open space, located in Blackley, approximately 3.1km south of Middleton and 6.6km north of Manchester city centre. The site is bound by Jurby Avenue and residential dwellings to the north, open space to the east and south, and woodland to the west. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The development proposals seek to provide a 16-bed extra care / apartment scheme, which will take access from an extension to Jurby Avenue, where it currently terminates, at its southern end. The proposed development will have an associated parking area for staff and visitors and provide a turning head for use by vehicles associated with the proposed development and refuse collection vehicles which already access Jurby Avenue.



Report Structure

1.4 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated trip generation associated with the development proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – MHCLG, September 2023)

- 2.2 The revised National Planning Policy Framework was published in September 2023 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 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"* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.4 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017

- 2.5 The Greater Manchester Transport Strategy outlines TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.6 The overarching vision for Greater Manchester by 2040 is to have *“world class connections that support long-term, sustainable economic growth and access to opportunity for all”*. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- *“Supporting sustainable economic growth;*
 - *Protecting our environment;*
 - *Improving quality of life for all; and*
 - *Developing an innovative city-region.”*
- 2.7 The following policy has been acknowledged as relevant to the development proposals:
- **Policy 4:** *“TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.*
- 2.8 The development proposals will meet the policy aspirations of the TfGM Transport Strategy by providing a care facility that is located in a highly accessible location for sustainable modes of transport, which will contribute towards a reduction in the impact on the highway network particularly due to the public transport options close to the site and the facilities available within a short walking distance of the site.

Manchester City Council Core Strategy – 2012 to 2027

- 2.9 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the



development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027.

2.10 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

- *“Improve choice by developing alternatives to the private car;*
- *Improve pedestrian routes and the pedestrian environment;*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 1. *Pedestrians and disabled people;*
 2. *Cyclists, Public Transport;*
 3. *Commercial access;*
 4. *General off-peak traffic; and*
 5. *General peak time traffic.*

2.11 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

Summary

2.12 This Transport Statement has been prepared taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car, whilst taking into account the specific nature of the proposals, which inherently means that a proportion of trips will be by car.

3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car.

Active Travel Options

Pedestrian Facilities

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

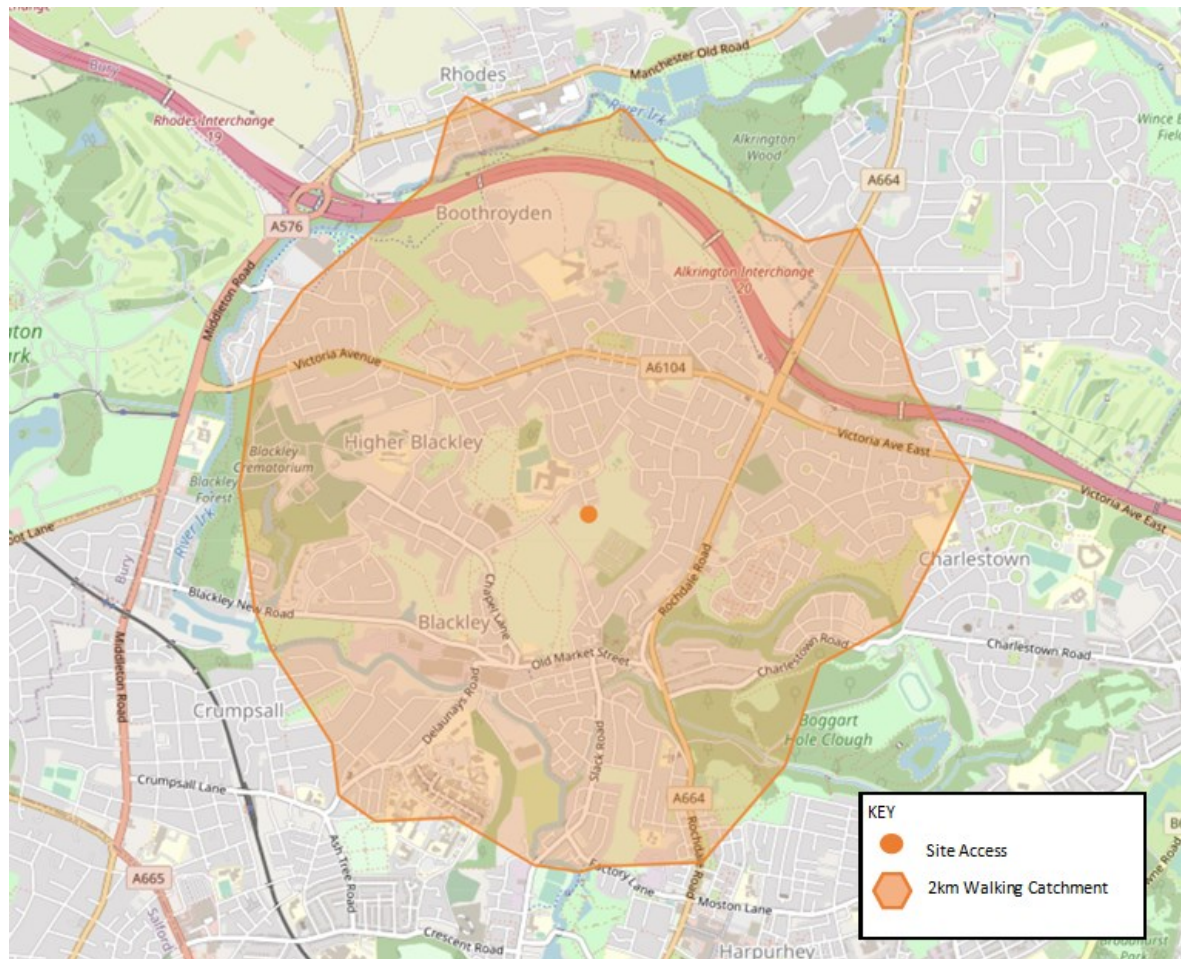
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment from the site includes Blackley, Higher Blackley and Boothroyden. The 2km walking catchment is illustrated in **Figure 3.1**, overleaf.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

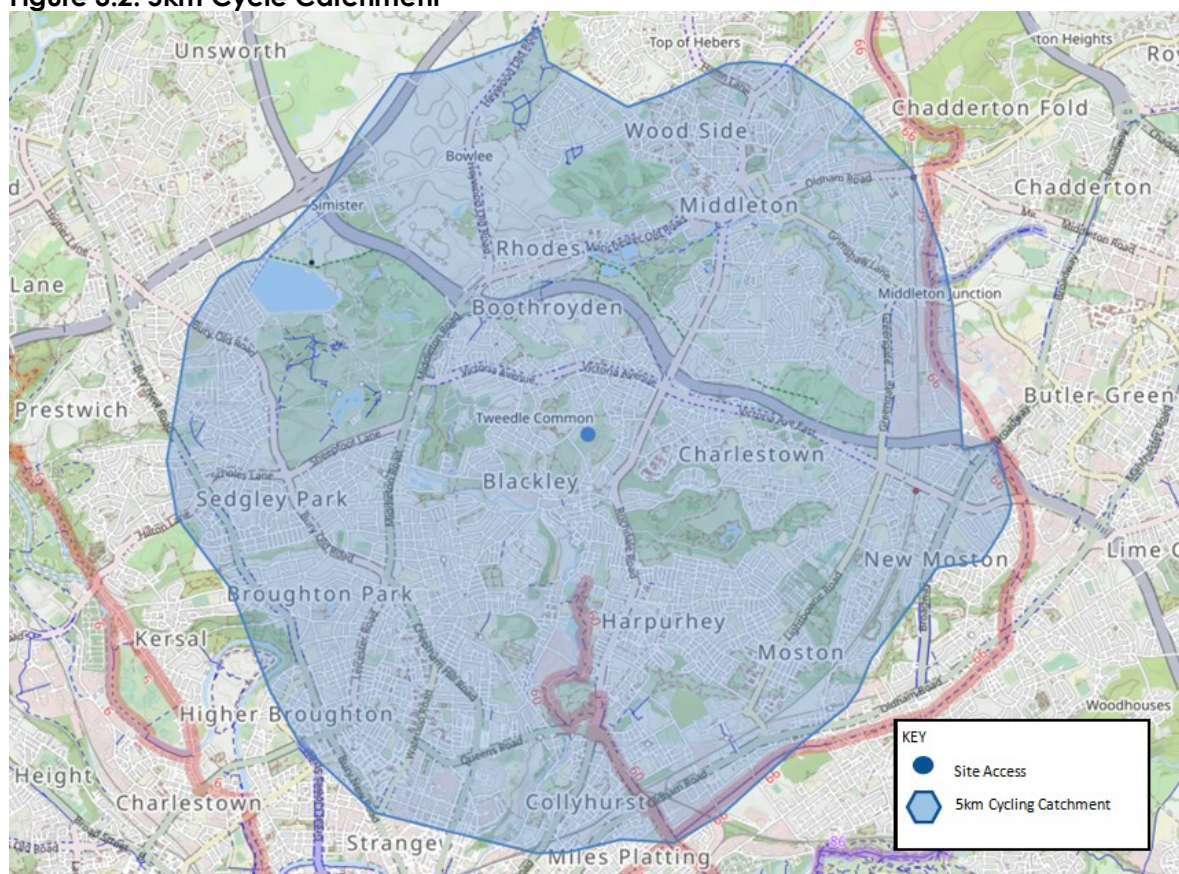
- 3.4 Pedestrian access to the site will be taken via the existing footways on Jurby Avenue, which run north, on both sides of the carriageway. There is street lighting present along Jurby Avenue which is bound by approximately 1.8m wide footways to both sides of the carriageway, extending north for approximately 130m, tying into the footway provision along Plant Hill Road, which runs broadly east – west. Dropped kerbs and tactile paving support pedestrian movement across the junction of Jurby Avenue / Plant Hill Road.
- 3.5 Running broadly east – west to the north of the site, there are a number of residential access roads that form priority T-junctions with Plant Hill Road, with dwellings taking direct frontage access on the south side of the carriageway.

The walking catchment covers several commercial/retail/employment areas that would allow staff and visitors to travel to the site on foot.

Cycle Access

- 3.6 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. As well as the areas encompassed in the walking catchment in **Figure 3.1**, the cycling catchment includes Middleton, Wood Side, Charlestown, Moston, Broughton and Sedgley Park. **Figure 3.2** below illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



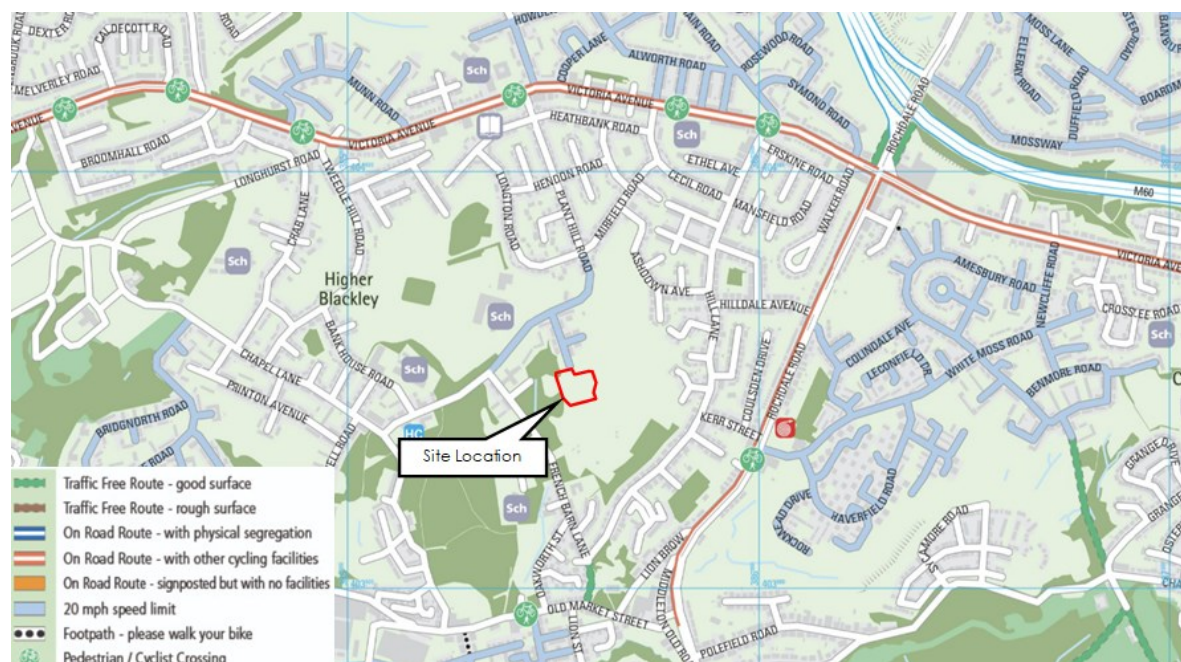
(Source: Open Street Map)

- 3.7 As can be seen in **Figure 3.2**, the cycling catchment includes National Cycle Network (NCN) Route 60, which runs between north and east Manchester, forming part of the Fallowfield loopline. To the south of the site, it connects with NCN Route 66, which connects Manchester to Spurn Head via Braford, Leeds, York, Beverley and Kingston upon Hull. Approximately 2.0km south of the site, NCN Route 60 can be accessed in a 6-minute cycle, via French Barn Lane.

3.8 TfGM have partnered with British Cycling to inspire more people to cycle and to promote enjoyable, safe and responsible cycling. They have committed to the target of increasing the total number of journeys made by bike across the city region from 2% today to 10% by 2025. This will be achieved through an investment program upgrading cycle routes, raising awareness, and by creating cycle hubs at bus, train and metrolink stops.

3.9 **Figure 3.3** shows an extract of the Manchester cycle map, which illustrates cycle facilities in the vicinity of the site.

Figure 3.3: Local Cycle Routes



3.10 **Figure 3.3** demonstrates that Plant Hill Road is subject to a 20mph speed limit, and gives access to Victoria Avenue, north of the site, which runs broadly east – west, benefiting from on road advisory cycle lanes to both sides of the carriageway. Given the formal cycle routes in the vicinity of the site, and the proximity to the national cycle network, it is considered that cycling would represent an attractive option for regular commuting, given that a number of residential areas are located within a reasonable cycling distance of the site.

Public Transport

Bus Services

3.11 The closest bus stops are located on Plant Hill Road, approximately 300m northwest of the site. Located on both sides of the road, these stops comprise a flag and pole, with signage

indicating the services that operate in the area. **Figure 3.4** highlights the bus stop locations, and **Table 3.2**, overleaf, summarises the bus services that can be accessed from the stops.

Figure 3.4: Bus Stop Locations



Table 3.2: Bus Services

Service		Frequency		
		Weekday	Saturday	Sunday
Plant Hill Road (northbound)				
56	Shudehill – Higher Blackley	30 mins	30 mins	-
115	Middleton – Moston Circular	60 mins	60 mins	-
156	Manchester – Middleton	30 mins	30 mins	60 mins
Plant Hill Road (southbound)				
116	Middleton – Moston Circular	60 mins	60 mins	-
156	Manchester – Middleton	30 mins	30 mins	60 mins

(Source: Public Transport Operator Websites)



Metrolink Services

- 3.12 The closest Metrolink station is Crumpsall, approximately 2.7km southwest of the site. Crumpsall is located on the Green Line of the Metrolink tram network, providing a route towards Bury and Altrincham, as well as a range of destinations along the route.
- 3.13 The 156 bus service can be utilised to access this tram stop in an approximate 20 minute journey time, which includes a 12 minute walk from North Manchester General Hospital to the tram stop, via Crumpsall Lane.

Summary

- 3.14 This section of the Transport Statement has sought to identify the existing opportunities for travel by sustainable modes within the vicinity of the site. It has been identified that there are existing pedestrian routes, which can be utilised by staff and visitors to commute to the site from surrounding residential areas. Furthermore, there are a wide range of destinations from which the site is accessible by public transport, including both bus and tram.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The proposed development will take access from Jurby Avenue, to the north of the site. Jurby Avenue is a 5m wide residential street that runs north – south for approximately 130m, taking access via a priority T-junction with Plant Hill Road. Along its length, Jurby Avenue is bound by footways and street lighting, and gives direct frontage access to dwellings on both sides. There are no on-street parking restrictions in place, however, double yellow line parking restrictions are in place for a length of 10m, on approach to the junction of Jurby Avenue / Plant Hill Road, in order to restrict parking in the vicinity of the junction.

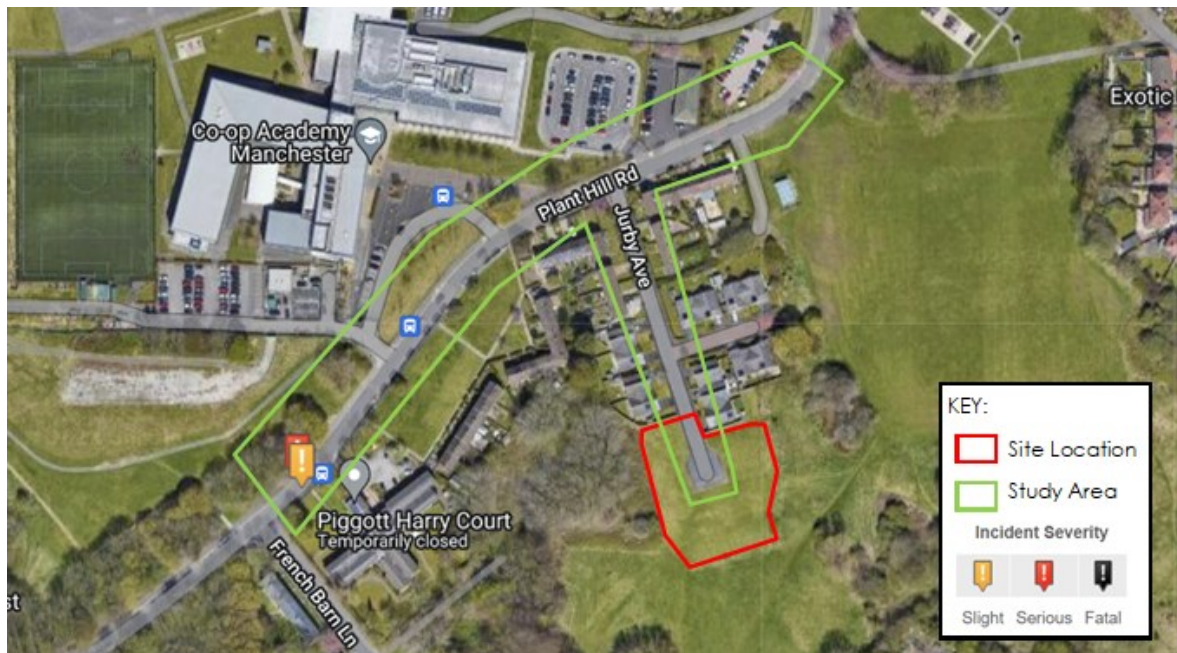


- 4.4 At the junction of Jurby Avenue / Plant Hill Road, there is a raised table which acts as a speed reduction measure and also provides a level crossing facility for access to Co-op Academy, Manchester, to the north of Plant Hill Road. Plant Hill Road is subject to a 20mph speed limit. Speed cushions extend east - west along Plant Hill Road, which is bound by double yellow line parking restrictions on the north side of the carriageway, to restrict parking in the vicinity of the school.
- 4.5 Approximately 50m east of Jurby Avenue, double yellow line parking restrictions extend along the south side of the carriageway. To the west of the junction of Jurby Avenue / Plant Hill Road, no on-street parking restrictions are in place on the south side of the carriageway.
- 4.6 Approximately 6m wide, Plant Hill Road runs broadly east – west, giving access to dwellings and local amenities and facilities in both directions.
- 4.7 As confirmed in the following section, the proposals are anticipated to generate a negligible number of trips in the network peak periods and, as such, there will be no discernible impact on the operation of the local network, as described above.

Road Safety

- 4.8 Accident data for the most recent 5-year period (2018 - 2022) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded within the vicinity of the site are shown in **Figure 4.2**, overleaf.

Figure 4.2: Locations of Recorded Accidents



(Source: Crash Map)

- 4.9 As can be seen in **Figure 4.2**, a total of 2 accidents have been recorded within the most recent 5-year study period, which equates to an average of 0.4 accidents per year. Of the accidents recorded, 1 was slight, and 1 was serious.
- 4.10 Occurring in 2019 on Plant Hill Road, to the west of the site, both accidents involved 1 car and 1 pedestrian. Based on the level of accidents recorded and the locations they were recorded at, it is not considered that there are any existing road safety issues that would be exacerbated by the development proposals.

5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Statement considers likely trip generation associated with the development proposals.

Trip Generation

- 5.2 The TRICS database has been interrogated to derive representative trip rates associated with the proposed care home use; the following TRICS parameters have been selected:

- Land Use: Health, Care Home (Specific Condition);
- Range: 7 - 48;
- Date Range: 01/01/2014 – 25/06/2021; and
- Location: Suburban Area, Edge of Town.

- 5.3 **Table 5.1** summarises the trip rates and resultant trip generation of the proposed 16 units, whilst the full TRICS output is provided at **Appendix B**.

Table 5.1: Trip Rates / Traffic Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.118	0.045	0.163	0.107	0.202	0.309
Trip Generation	2	1	3	2	3	5

(Source: TRICS)

- 5.4 As can be seen in **Table 5.1**, the proposals are anticipated to generate just two-way trips in the AM peak hour and four-way trips in the PM peak hour.
- 5.5 A parking accumulation exercise has been undertaken based on the TRICS data, to demonstrate that the proposed level of car parking is sufficient for the development and there should not be any reason why vehicles will overspill onto the surrounding highway network. Information has been provided by the proposed operator of the site which suggests that there could be up to 10 members of staff on site at any time. Considering the nature of the development and the varying shift patterns, it has been assumed that 5 vehicles will be parked on-site overnight, associated with 5 overnight staff.



Table 5.2: Parking Accumulation Exercise

TIME RANGE	ARRIVAL	DEPARTURE	TOTAL
06:00 – 07:00	1	0	6
07:00 - 08:00	2	1	7
08:00 - 09:00	1	1	7
09:00 - 10:00	1	1	8
10:00 - 11:00	1	1	8
11:00 - 12:00	1	1	8
12:00 - 13:00	2	2	8
13:00 - 14:00	2	1	9
14:00 - 15:00	2	2	9
15:00 - 16:00	2	3	7
16:00 - 17:00	1	2	7
17:00 - 18:00	1	1	7
18:00 - 19:00	1	1	7
19:00 - 20:00	1	1	6
20:00 - 21:00	0	1	5

- 5.6 The parking accumulation in **Table 5.2** demonstrates that there would be a maximum parking accumulation of 9 vehicles, based on there being 5 vehicles parked at the start of the day. Based on the maximum number of staff (10) and ensuring there is space for visitors, it is considered that the proposed parking area of 13 spaces is sufficient for the development.

Summary

- 5.7 It has been demonstrated the proposals will have a negligible impact on traffic movements in the network peak hours and, consequently, will not have a material impact on the highway capacity of the local road network. As such, no further assessment has been undertaken.



6. PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the proposed access, parking and servicing arrangements for the site.

Access

- 6.2 The proposed development is to take vehicular access from Jurby Avenue to the north of the site. The proposed access will provide a route into the parking area associated with the development. It is proposed for the access to form an extension to the existing carriageway on Jurby Avenue, whilst maintaining the existing footway provision.
- 6.3 The drawing attached at **Appendix A**, demonstrates the proposed site access layout onto Jurby Avenue, with the new car park access forming the minor arm of an informal junction with Jurby Avenue.

Parking

- 6.4 Manchester's Residential Quality Guidance provides a guide to providing parking in new residential developments. The Residential Quality Guidance states the following:
- "There is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car". It goes on to state: "Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street".*
- 6.5 The residential quality guidance goes on to state that *"for residential schemes within Manchester's suburban areas, new development will continue to be required to accord with existing policy and standards (MCC Core Strategy; Appendix B)."* From reviewing the core strategy, Appendix B, there is no reference to a specific standard for residential car parking or for a care facility such as this and, therefore, the level of parking required has been based on the operational requirements of the site.
- 6.6 The trip rates, set out in **Section 5**, reflect all movements generated by the development proposal and thus implicitly include staff and visitor movements. It is proposed for there to be 13 parking spaces, including 3 EV charging bays and 2 disabled bays. This equates to an average of 1 space per bed, which is deemed sufficient to meet the expected operational requirements of the site.



- 6.7 As can be seen on the site layout plan at **Appendix A**, scooter storage is located to the east of the site, accessible via a footpath which extends for the access road. In addition to this provision for residents, cycle storage will be provided for members of staff, in order to cater for those who may choose to cycle to work.

Servicing

General Servicing and Refuse Collection

- 6.8 All servicing will be undertaken within the site, utilising the turning head as shown in the site plan at **Appendix A**. Swept path analysis of the proposed turning head is attached at **Appendix C**. The proposed bin store is located to the north of the site, and it is expected that refuse operatives will wheel the bins to the waiting vehicle on Jurby Avenue.

Fire Appliance Access

- 6.9 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 8 of the *The Building Regulations 2010 'Fire Safety' (2019) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site from Jurby Avenue in the event of an emergency.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to support a planning application for a 16-bed extra care / apartment scheme on land to the south of Jurby Avenue, Manchester. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- The site is located within easy access of a significant residential catchment, where it could be expected that staff could live and, therefore, travel to work on foot;
- Opportunities for cycling and use of public transport have also been outlined;
- Analysis of historic accident data suggests that there are no accident trends that might be exacerbated by the addition of development-related traffic;
- The development proposals are anticipated to generate just 3 two-way trips in the AM peak hour and 5 two-way trips in the PM peak hour;
- The servicing arrangements for the site have been considered; the site will be serviced from Jurby Avenue, to the north of the site; and
- It has been demonstrated that car parking has been provided to meet the operational requirements of the site, in the absence of specific council guidance.

Conclusion

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

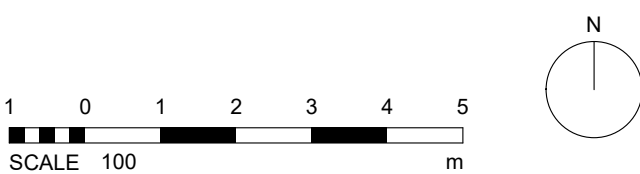


Appendix A

Indicative Site Layout

Notes

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Rev	Description	Date	By
001	Issue for consultation	12/12/2021	SD
002	Issue for consultation	12/12/2021	SD
003	Issue for consultation	12/12/2021	SD
004	Issue for consultation	12/12/2021	SD
005	Issue for consultation	12/12/2021	SD
006	Issue for consultation	12/12/2021	SD
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095	Issue for consultation	12/12/2021	SD
096	Issue for consultation	12/12/2021	SD
097	Issue for consultation	12/12/2021	SD
098	Issue for consultation	12/12/2021	SD
099	Issue for consultation	12/12/2021	SD
100	Issue for consultation	12/12/2021	SD

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Client	Irwell Valley Homes
Project	Jurby Avenue, Blackley
Project Status	Planning
Scale	1:100
Date	12/12/2021
Drawn by	TK
Checked by	TK
Project Number	1226
Project Name	JDA Z1 00 A DR 0013
Project Status	Proposed Site Plan
Project Date	21/12/2021

Notes

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Colour Fill Legend

- 1B 1P Apartment
- 1B 2P Apartment
- Circulation
- Communal
- Plant / Store
- Private Circulation
- Staff

Apartment Schedule

Apartment Number	Apartment Type	GIFA m2
------------------	----------------	---------

00 - Ground Floor

Apartment 1	1B 1P Apartment	48 m²
Apartment 2	1B 1P Apartment	48 m²
Apartment 3	1B 1P Apartment	48 m²
Apartment 4	1B 1P Apartment	48 m²
Apartment 5	1B 1P Apartment	42 m²
Apartment 6	1B 1P Apartment	42 m²
Apartment 7	1B 2P Apartment	50 m²

01 - First Floor

Apartment 8	2B 2P Apartment	60 m²
Apartment 9	1B 1P Apartment	42 m²
Apartment 10	1B 1P Apartment	42 m²
Apartment 11	1B 1P Apartment	48 m²
Apartment 12	1B 1P Apartment	48 m²
Apartment 13	1B 1P Apartment	48 m²
Apartment 14	1B 1P Apartment	48 m²
Apartment 15	1B 1P Apartment	42 m²
Apartment 16	1B 1P Apartment	42 m²



Rev	Description	Date	By
001	Final	21/09/2023	SD
002	Revised	21/09/2023	SD
003	Revised	21/09/2023	SD

Revision Schedule

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Client
Irwell Valley Homes

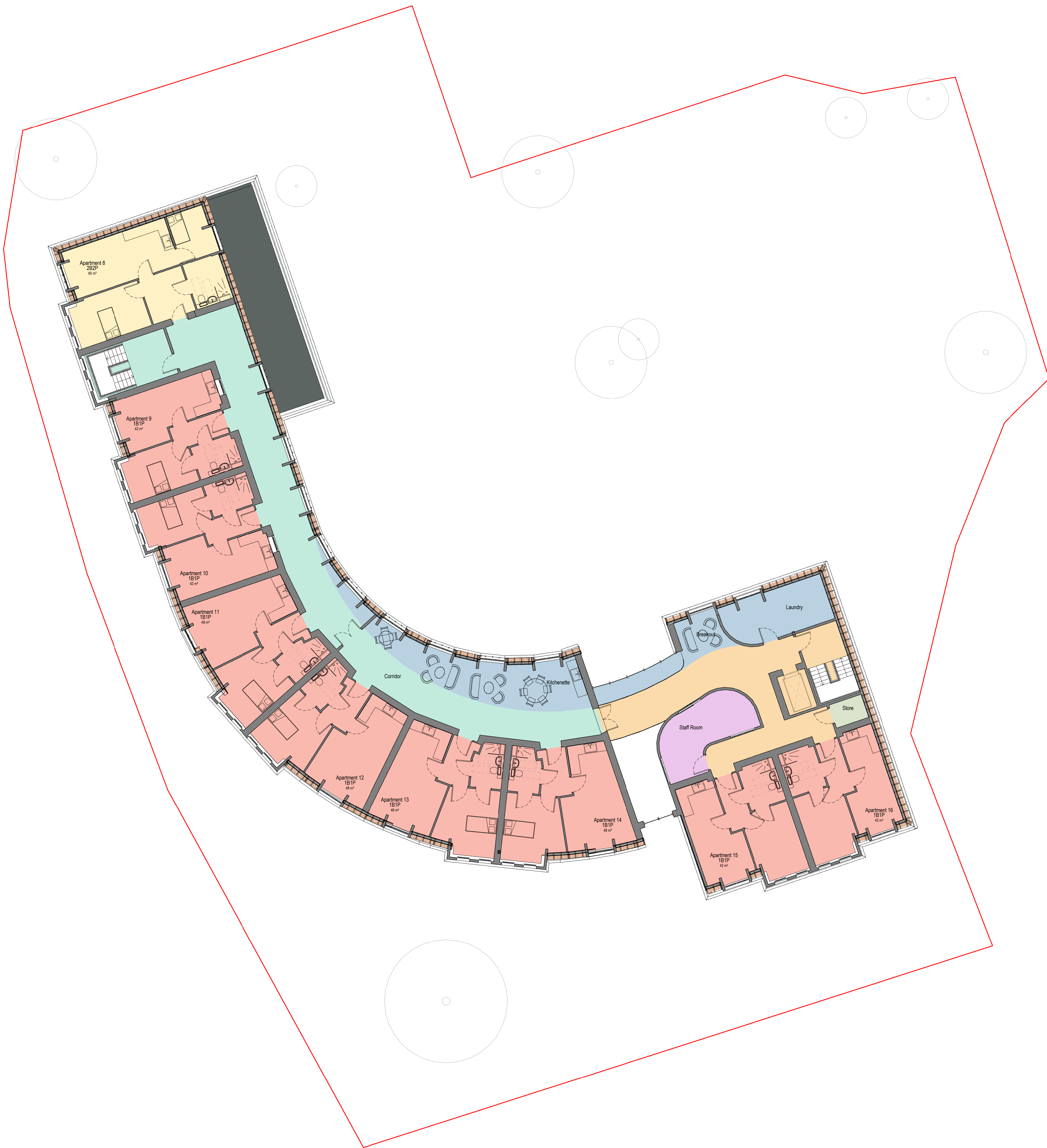
Project
Jurby Avenue, Blackley

Issue	By	Date	Drawn by	Checked by
WIP	SD	07/01/2022	SD	TK
1:100	SD	07/01/2022	SD	TK

Project Number	Drawing Number	Scale	Author	Checker	Date
1226	JDA_Z1_00	A	DR	0014	21/09/2023
Proposed Ground Floor Plan					PROJ

Notes

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PO2	Tree compensation shown added to main corridor for the site assessment	21/09/2023	SD
PO2	Client moved following client consultation	21/09/2023	SD
PO1	Unit required to omit public aspect and replace with apartments	21/09/2023	SD
Rev	Description	Date	By

Revision Schedule



Client	Irwell Valley Homes
Project	Jurby Avenue, Blackley
Project Status	Planning
Work Status	WIP
Scale	1:100
Date	07/01/2022
Drawn by	TK
Checked by	TK
Project Number	1226
Project Name	JDA Z1 01 A DR 0015
Proposed First Floor Plan	PO2



Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-221125-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 7 to 48 (units:)
 Range Selected by User: 7 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days
Sunday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	5
------------------	---

Secondary Filtering selection:

Use Class:

C2	5 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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	BR-05-L-01 BRISTOL ROAD BRISTOL	CARE HOME		BRISTOL CITY
	Edge of Town Residential Zone			
	Total Number of residents:	48		
	Survey date: SUNDAY	20/09/15	Survey Type: MANUAL	
2	GM-05-L-01 LEA VIEW OLDHAM ROYTON	CARE HOME		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
3	HC-05-L-01 BEACH ROAD HAYLING ISLAND	CARE HOME		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
4	LN-05-L-01 ALTHAM TERRACE LINCOLN	CARE HOME		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL	
5	SF-05-L-01 TOKIO ROAD IPSWICH	CARE HOME		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	7		
	Survey date: FRIDAY	25/06/21	Survey Type: MANUAL	

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	5	36	0.118	5	36	0.045	5	36	0.163
08:00 - 09:00	5	36	0.062	5	36	0.039	5	36	0.101
09:00 - 10:00	5	36	0.062	5	36	0.039	5	36	0.101
10:00 - 11:00	5	36	0.051	5	36	0.034	5	36	0.085
11:00 - 12:00	5	36	0.062	5	36	0.062	5	36	0.124
12:00 - 13:00	5	36	0.112	5	36	0.112	5	36	0.224
13:00 - 14:00	5	36	0.135	5	36	0.062	5	36	0.197
14:00 - 15:00	5	36	0.118	5	36	0.140	5	36	0.258
15:00 - 16:00	5	36	0.107	5	36	0.202	5	36	0.309
16:00 - 17:00	5	36	0.090	5	36	0.096	5	36	0.186
17:00 - 18:00	5	36	0.034	5	36	0.067	5	36	0.101
18:00 - 19:00	5	36	0.067	5	36	0.073	5	36	0.140
19:00 - 20:00	5	36	0.045	5	36	0.067	5	36	0.112
20:00 - 21:00	5	36	0.022	5	36	0.073	5	36	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.158			1.135			2.293

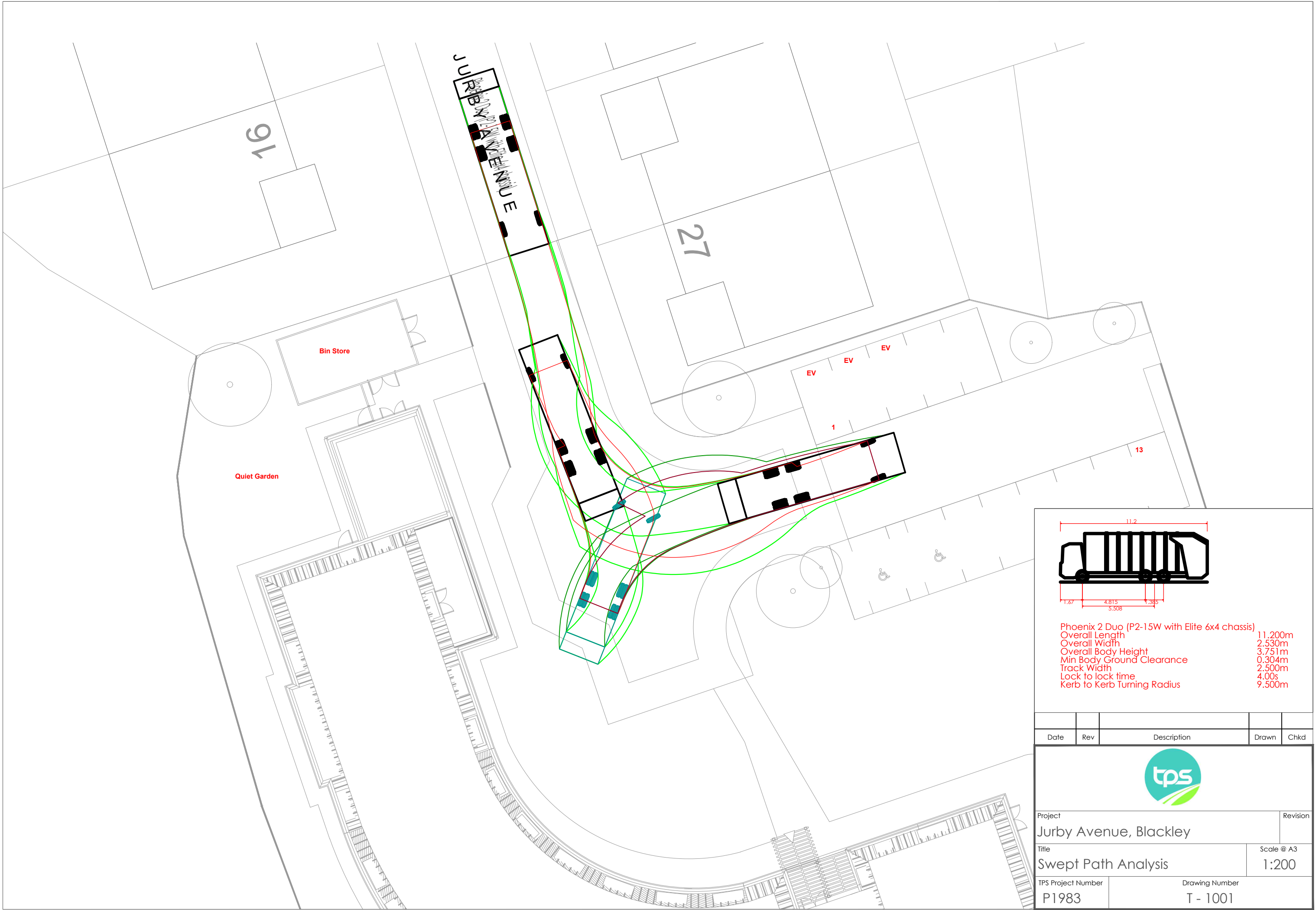
Parameter summary

Trip rate parameter range selected:	7 - 48 (units:)
Survey date range:	01/01/14 - 25/06/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0



Appendix C

Swept Path Analysis



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

Date	Rev	Description	Drawn	Chkd
Project Jurby Avenue, Blackley			Revision	
Title Swept Path Analysis			Scale @ A3 1:200	
TPS Project Number P1983		Drawing Number T - 1001		