



GREENFINCH PUBLIC HOUSE, 108 PALATINE ROAD, WEST DIDSBURY

TRANSPORT STATEMENT

November 2023

Churchill Retirement Living

RETIREMENT LIVING DEVELOPMENT
GREENFINCH PUBLIC HOUSE
108 PALATINE ROAD, WEST DIDSBURY

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RETIREMENT LIVING DEVELOPMENT
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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for a Retirement Living development comprising 37 apartments (24 one-bed and 13 two-bed) at the former Greenfinch Public House, 108 Palatine Road, West Didsbury.
- 1.2 The location of the proposed development site is demonstrated within **Figure 1** below, with the proposed site plan attached within **Appendix A**.



Figure 1: Site Location

- 1.3 A planning application for the change of use and conversion of the public house into office accommodation (250sqm) and 3 apartments, and the redevelopment of the site to provide 9 dwellings was granted approval in August 2022 (ref: 133740/FO/2022). As part of the proposed development, the change of use and conversion of the public house into office accommodation and apartments would remain, with the 9 houses replaced by the proposed retirement living block.
- 1.4 This Transport Statement (TS) has been written in line with the local guidance and National Planning Policy Framework (NPPF) (September 2023), specifically the following NPPF policies:

Para 104: *Transport Issues should be considered from the earliest stage of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Para 105: *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused 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.*

Para 111: *Development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

1.5 The subsequent sections of this Transport Statement (TS) will detail the transport aspects of the proposed development and, more specifically, incorporate the following:

- Site Location:
 - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian infrastructure, public transport network and nearby amenities;
- Proposed Development:
 - An outline of the development proposals with a detailed review of the highways elements including access arrangements, parking provision, and fire and refuse strategies, supported by drawings;
- Highway Impact:
 - An analysis of the impact that the development proposals would have on the local road network in relation to trip generation through consulting the TRICS database.
- Summary and Conclusions:
 - A synopsis of the Transport Statement (TS) regarding the above elements with an overall conclusion.

2. SITE LOCATION

- 2.1 As stated previously, the site is currently occupied by a former public house which closed in 2020. The site is positioned on the corner of Lapwing Lane and Palatine Road, with the vehicular access to the site located on the former. The site is bound to the north by Lapwing Lane, to the west and south by residential dwellings and to the east by Palatine Road. The existing conditions of the site are shown in **Photographs 1 and 2**.



Photograph 1: Existing Site Conditions



Photograph 2: Existing Site Access

Local Road Network

- 2.2 Lapwing Lane is a single carriageway road measuring approximately 7.5m wide and is subject to a 20mph posted speed limit. As outlined above, Lapwing Lane runs along the northern boundary of the site. The two roads are connected via a signalised crossroad, with Lapwing Lane running northwest to southeast. Northwest of the crossroad junction, unrestricted on-street parking is allowed along most of the southern side of the road, whilst the northern side is bordered by a single-yellow line preventing any on-street parking Monday – Friday between the hours of 0800 – 1830. Approximately 400m northwest of the site, Lapwing Lane meets Burton Road (northern and southern arm) and Cavendish Road (western arm) via a signalised crossroad.
- 2.3 Southeast of the Lapwing Lane/Palatine Road signalised crossroad, there are various areas of on-street parking along Lapwing Lane with a row of nose-in bays along the front of the nearby local shops on the northeastern side of the road as well as taxi bays and disabled bays along the southeastern side, with the latter provided within a layby. Beyond this, most of the remainder of Lapwing Lane is flanked by double-yellow lines to prevent on-street parking from occurring. Approximately 450m southeast of the Lapwing Lane/Palatine Road signalised crossroad, Lapwing Lane joins onto Wilmslow Road (northern and southern arm) and Fog Lane (eastern arm) via another signalised crossroad junction. On both sides of Lapwing Lane at the Palatine Road signalised crossroad, there are cycle lanes at the junction to prioritise cycle movements. The existing conditions along Lapwing Lane are displayed within **Photographs 3 and 4**.



Photograph 3: Lapwing Lane Existing Conditions Facing West



Photograph 4: Lapwing Lane Existing Conditions Facing East

2.4 Palatine Road is a single carriageway road measuring approximately 8.5m wide and is subject to a 30mph speed limit. Palatine Road, which runs along the eastern boundary of the site, heads northeast and southwest of the aforementioned signalised crossroad. Northeast of the signalised junction, Palatine Road is flanked on both sides by continuous 1.5m wide cycle lanes. On-street parking fluctuates in availability with there being areas of unrestricted parking, single-yellow lines (preventing parking and loading Monday – Friday between the hours of 0700 – 1000 and 1600 – 1900) and double-yellow lines throughout. Approximately 1.0km northeast of the Palatine Road/Lapwing Lane signalised crossroad, Palatine Road becomes Wilmslow Road via a signalised junction.

2.5 Southwest of the signalised junction, Palatine Road is flanked on both sides by single-yellow lines for the majority of the road preventing on-street parking Monday – Friday between the hours of 0800 – 0930 and 1700 – 1830. Palatine Road is continuous into Wythenshawe approximately 3.0m southwest of the signalised crossroad with Lapwing Lane. The existing conditions along Palatine Road are demonstrated within **Photographs 5** and **6** below.



Photograph 5: Palatine Road Existing Conditions Facing North



Photograph 6: Palatine Road Existing Conditions Facing South

Pedestrian Infrastructure

- 2.6 There is an excellent level of pedestrian infrastructure in the vicinity of the site offering the opportunity to promote walking to and from the site in the future. There are 2 – 2.5m wide, continuously lit footways flanking both sides of Lapwing Lane, which are then continuous onto both sides of Palatine Road, with Palatine Road also bordered by similar footways on both sides. These footways ensure that there is an excellent level of safe and convenient pedestrian connectivity in the local area to reach nearby facilities, reducing the need to travel by car. The footways along Palatine Road and Lapwing Lane are pictured in **Photographs 7 and 8** below.



Photograph 7: Palatine Road Footway



Photograph 8: Lapwing Lane Footway

- 2.7 To further enhance pedestrian connectivity, there are an abundance of conveniently positioned pedestrian crossing points throughout the local area. Most notably, there are signalised crossing points on all 4 arms of the Palatine Road/Lapwing Lane signalised crossing adjacent to the site. The signalised crossing points on all 4 arms are equipped with refuge islands with dropped kerbs, tactile paving, bollards and road markings. This pedestrian crossing infrastructure facilitates safe and convenient pedestrian movement across the busy roads in the local area towards the nearby facilities. The signalised crossings on Lapwing Lane and Palatine Road are shown in **Photographs 9 and 10**.



Photograph 9: Lapwing Lane Signalised Crossing



Photograph 10: Palatine Road Signalised Crossing

- 2.8 The site benefits from being located in a highly accessible area with a range of local amenities nearby, as detailed in further below. Therefore, there is excellent potential to promote walking as the main travel mode daily from the site in the future. **Figure 2** below outlines the areas that can be reached from the site via a 5-minute (blue), 10-minute (orange) and 15-minute walk (yellow).

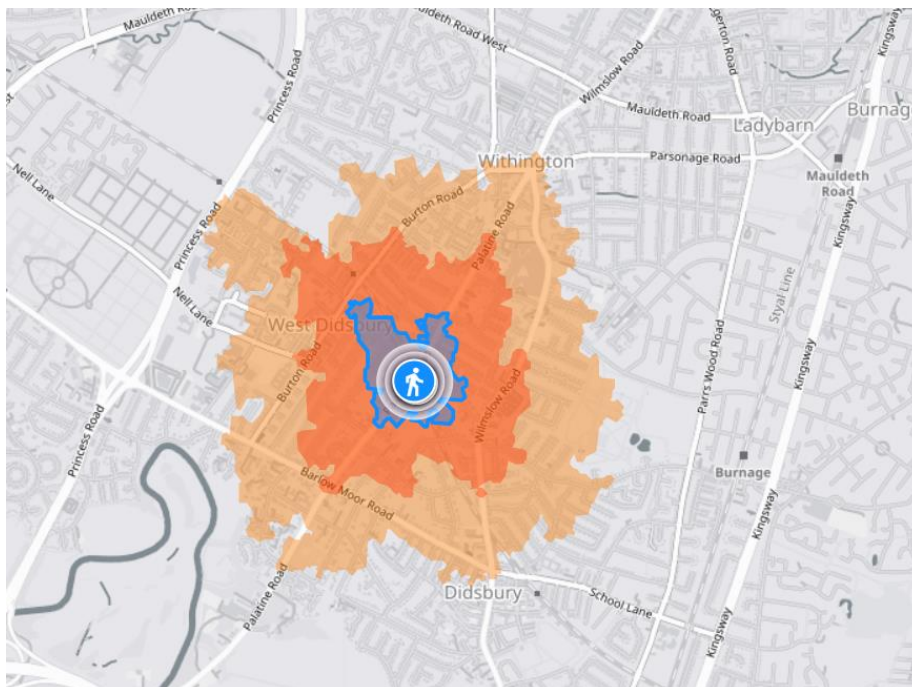


Figure 2: Walking Isochrone Map (Source: TravelTime.com)

- 2.9 The nature of the proposed development means that cycling is unlikely to be a highly utilised mode of transport, however, the nature of the local road network means that there would be opportunity to promote cycling. Both Lapwing Lane and Palatine Road are conducive to cycling due to the wide and straight nature of the road, with Lapwing Lane further benefitting from a low-speed environment being subject to a 20mph speed limit, whilst Palatine Road benefits from marked out cycle lanes on both sides of the road northeast of the site as shown in **Photographs 11** and **12** below.



Photograph 11: Palatine Road Cycle Lane



Photograph 12: Palatine Road Cycle Lane

Public Transport

- 2.10 In addition to an excellent pedestrian and cycling environment, the local area also benefits from an exceptional public transport network. Firstly, there are a pair of bus stops located 90m (southeast-bound) and 150m (northwest-bound) southwest of the site along Lapwing Lane. Both bus stops are formed of a single post with a flag, printed timetable and road markings, with the southeast-bound stop additionally benefitting from sheltered seating and a layby.
- 2.11 There are further bus stops available along Palatine Road 190m (southwest-bound) and 260m (northeast-bound) northeast of the site, with both bus stops composed of sheltered seating, a single post, flag, printed timetables, road markings and raised kerbs, with the northeast-bound stop additionally benefitting from a large bus layby. The bus stops available on Lapwing Lane and Palatine Road are pictured in **Photographs 13** and **14**.



Photograph 13: Lapwing Lane Bus Stop



Photograph 14: Palatine Road Bus Stop

- 2.12 Different services are available at the bus stops on Lapwing Lane and Palatine Road, with key destinations including Sale, Manchester Airport, Piccadilly Gardens and Newton Heath all directly accessible via bus from these bus stops. A summary of the bus service available from the nearby bus stops is provided within **Table 1**.

Service	Operator	Bus Stop Location	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
41 CrossCity	Go North West	Palatine Road	Middleton – Cheetham – Manchester Piccadilly Gardens – Manchester City Centre – West Didsbury – Sale	Every 20 Mins	Every 20 Mins	Every 30 Mins
43	Stagecoach Manchester	Palatine Road	Manchester Piccadilly Gardens – Manchester City Centre – West Didsbury – Wythenshawe – Manchester Airport	Every 10 Mins	Every 10 Mins	Every 15 Mins
143	Stagecoach Manchester	Palatine Road	Manchester Piccadilly Gardens – Manchester City Centre – West Didsbury	Every 5 Mins	Every 5 Mins	Every 10 Mins
147	Stagecoach Manchester	Palatine Road	Manchester Piccadilly Railway Station – Manchester City Centre – West Didsbury	Every 30 Mins	No Service	No Service
172	Stagecoach Manchester	Lapwing Lane	West Didsbury – Burnage – Levenshulme Station – Ryder Brow – Gorton Shopping Centre – Openshaw – Droylsden – Newton Heath	Hourly	Hourly	Hourly

Table 1: Summary of Local Bus Services

2.13 As outlined in **Table 1** above, there are multiple bus services of a high frequency available close to the site which serve key destinations that would likely be visited regularly by future residents of the proposed development – most notably Manchester City Centre.

2.14 As well as highly frequent bus services being available close by, the site also benefits greatly from being within convenient walking distance of West Didsbury tram stop, which is accessed via Palatine Road/Lapwing Lane 120m southeast of the site and is pictured in **Photographs 15** and **16** below. West Didsbury tram stop is formed of 2 platforms and is located on the South Manchester Line (Pink Line), with services every 12-minutes Monday – Saturday and every 15-minutes on Sundays. Destinations directly accessible from the station include East Didsbury (5-minutes), Chorlton (7-minutes), Trafford Bar (11-minutes), Manchester Victoria (28-minutes), Newton Heath & Moston (37-minutes), Failssworth (44-minutes), Oldham Central (48-minutes), Shaw and Crompton (59-minutes) and Rochdale Town Centre (1 Hour and 15 Minutes).



Photograph 15: West Didsbury Tram Stop



Photograph 16: West Didsbury Tram Stop

- 2.15 Overall, it is evident that the location of the site offers an excellent opportunity to create a highly sustainable development with good pedestrian infrastructure in place throughout the local area and excellent public options via frequent bus and trams services from the nearby stops to enable sustainable movement.
- 2.16 The location of the site also aligns with the factors set out in paragraph 106 of the NPPF, as the length of journeys to desired destinations are short, there are a wide range of sustainable transport options and there is a strong provision for attractive and well-designed walking networks.

Accessibility to Local Amenities

- 2.17 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments (DfT, 2008) stating that 'Walking Neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.18 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length for pedestrian journeys of 1,385m, whilst the average duration also increased from 15-minutes to 17-minutes.
- 2.19 The location of the site in proximity to the local amenities provides an excellent opportunity to create a sustainable development. A short summary of the key amenities that would be of interest to the demographic of the proposed development in the local area is presented within **Table 2** below through applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Pizza Express (Restaurant)	110m	2 Minutes	1 Minute
West Didsbury Tram Stop	120m	2 Minutes	1 Minute
Didsbury Coral (Café)	140m	2 Minutes	1 Minute
Sterling Pharmacy	140m	2 Minutes	1 Minute
Lapwing Deli (Deli)	160m	2 Minutes	1 Minute
Metropolitan West Didsbury (Public House)	450m	6 Minutes	1 Minute
Tesco Express	450m	6 Minutes	1 Minute
Co-op Food	650m	9 Minutes	2 Minutes
Withington Community Hospital	800m	10 Minutes	2 Minutes

Table 2: Summary of Local Amenities

- 2.20 As presented within **Table 2**, there are several key amenities within walking distance of the site that would appeal to the demographic of the proposed development. In particular, facilities such as Tesco Express and Sterling Pharmacy would be important for everyday use. All of the facilities outlined within **Table 2** are located within the 10 minutes' (800m distance) characterised as a 'walking neighbourhood' in DfT's 'Building Sustainable Transport into New Development' document.
- 2.21 Furthermore, **Table 2** only includes a select few of the nearby amenities with many more shops, cafés, restaurants and public houses available within the same areas and distances. As previously detailed, the site benefits from being located close to frequent public transport options, presenting the option to travel sustainably into Manchester City Centre (20-minutes) where an abundance of amenities and facilities are available and therefore, the location of the site is considered to be highly accessible.

Personal Injury Accident (PIA)

- 2.22 Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recently recorded five-year period between 2018 – 2022 in order to analyse the existing safety conditions of the local road network. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of any accidents that have taken place in the vicinity of the site. All incidents that have occurred inside a 300m radius of the site access within the specified 5-year period are indicated within **Figure 3** below.

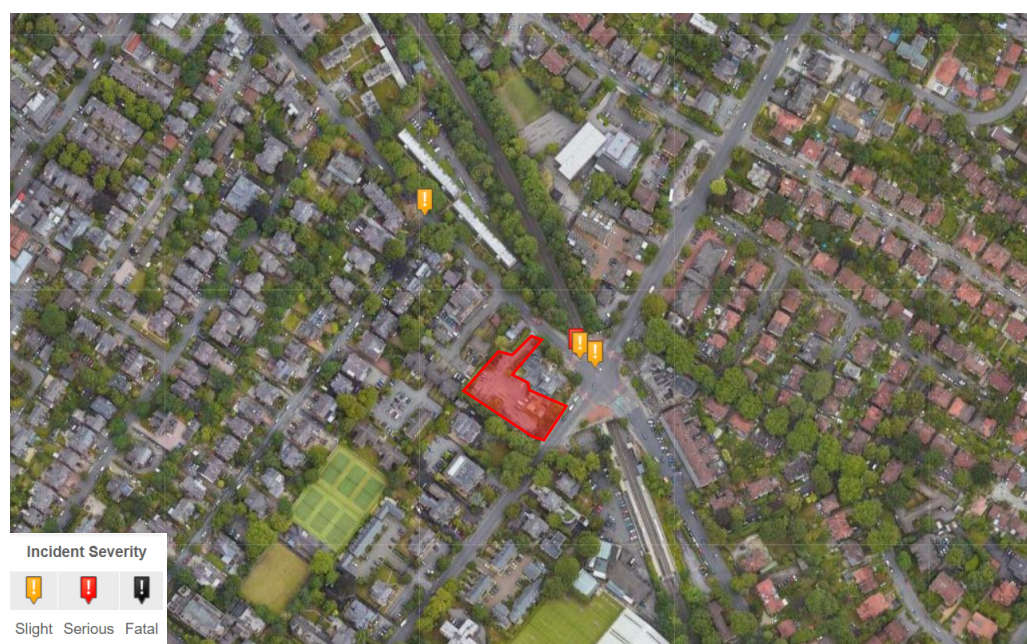


Figure 3: Personal Injury Accident (PIA) Data 2018 – 2022 (Source: Crashmap)

- 2.23 As displayed within **Figure 3**, there have been a total of 4 incidents that have taken place inside a 300m radius of the site within the most recently recorded 5-year period (2018 – 2022). Of the 4 incidents registered, 3 were classified as ‘slight’ in severity with the other incident deemed ‘serious’ – no fatal incidents have taken place. Three of the incidents, including the serious, occurred at the Lapwing Lane/Palatine Road junction adjacent to the site, however, considering the nature of this junction, 3 incidents over a 5-year period can be considered minimal.
- 2.24 Furthermore, of the 3 incidents to have taken place at the Palatine Road/Lapwing Lane junction, 2 involved cyclists (1 serious and 1 slight), with the other involving a motorcyclist (1 slight). Due to the nature of the development, both of these modes of transport are not expected to be highly utilised and therefore the proposed development is not expected to significantly increase any travel by these modes.
- 2.25 The other incident to take place inside a 300m radius of the site within the latest 5-year period involved a pedestrian, however, this was slight in severity and occurred 120m northwest of the site at the Lapwing Lane/Old Lansdowne Road minor junction. Therefore, while any incident is regrettable, 1 incident over the last 5 years does not highlight any highway design issues that would be exacerbated as part of the development proposals.
- 2.26 Therefore, when considering the severity, location and frequency of the incidents that have occurred inside a 300m radius of the site access within the recently recorded 5-year period (2018 – 2022), plus the casualty types involved in the closest incidents, it is concluded that there is no significant accident history which would be exacerbated by the proposed development, especially when considering the reduction in vehicle trips that would be caused by the proposals, as detailed in **Section 4**.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is for a Retirement Living block comprising 37 apartments with associated parking to be accessed via Lapwing Lane at the Greenfinch Public House, 108 Palatine Road, West Didsbury. The proposed site plan is attached within **Appendix A**, with the accommodation schedule presented within **Table 3** below.

Unit Type	Number of Units
1 Bedroom	24
2 Bedroom	13
Total	37

Table 3: Accommodation Schedule

- 3.2 Whilst typically classified as C3 use, Churchill Retirement Living developments are designed to provide accommodation for elderly persons who require only a small level of support, allowing them to live an independent life. Developments consist of individual apartments, however, there are some communal facilities including a resident's lounge and guest suite where friends or visitors can stay when visiting. A lodge manager is employed with no additional full-time staff employed. Whilst there is an age restricted condition preventing ownership from people below the age of 55, the typical age of entry is 79 years. Therefore, whilst the site is C3 in use, it operates very differently to open market housing with different parking demands and trip generation patterns. They therefore operate very differently from standard C3 residential use.

Access Arrangements

- 3.3 As outlined previously, the existing vehicle access to the site is located on Lapwing Lane. It is proposed that the development would utilise the existing access as per the consented application. The access is in the form of a bellmouth measuring 5.5m wide, with two-way vehicle movement achievable from both directions as demonstrated within **Appendix B**. The approved apartments and office use would also be served via the existing access, with the proposed development accessed approximately 20m from the main access of Lapwing Lane.
- 3.4 As the access is to remain as existing, this access point has already been deemed suitable as part of the consented application and would experience a reduction in vehicle trips in the AM peak (as detailed in **Section 4**) between the consented and proposed development. Therefore, the proposed access is deemed appropriate to serve the development.

- 3.5 Despite this, a visibility splay assessment has been undertaken for robustness to confirm that this remains suitable. As detailed before, Lapwing Lane is subject to a 20mph posted speed limit, therefore visibility splays measuring 2.4m x 25m based on Manual for Streets (MfS) guidelines for this speed has been drawn in both directions from the site access. As displayed within **Appendix B**, sufficient visibility remains achievable.
- 3.6 Pedestrian access will be provided in the form of a 1.0m wide footway along the western side of the vehicle access, which would be a continuation of the existing footway along Lapwing Lane. This will then widen to 1.5m wide upon entry into the Retirement Living car park and provide a direct route to the main entrance of the proposed building. Therefore, sufficient pedestrian access will be provided for the proposed Retirement Living development.

Car Parking Provision

- 3.7 In order to establish a suitable parking provision for the proposed development, Manchester City Council's Core Strategy (2012 – 2027) Development Plan Document has been consulted, which presents the latest adopted parking standards within Appendix B based on maximum standards. However, there are no specific standards for C2 or C3 residential developments.
- 3.8 Therefore, independent research undertaken by CRL into the parking demand at existing sites has been applied to provide a representative assessment of the likely parking demand and establish a suitable parking provision. The CRL research states that there is an average parking demand of 0.28 spaces per unit at existing CRL developments, which would equate to a need for 11 car parking spaces to accommodate the anticipated parking demand for 37 apartments. The independent CRL parking demand research is attached within **Appendix C**.
- 3.9 This research is currently in the process of being updated with new parking surveys undertaken at numerous other Churchill Retirement Living sites, however, progress has been delayed due to the impact of COVID-19 on travel patterns. Two 12-hour parking surveys were undertaken on two neutral days (Tuesday 21st January 2020 and Wednesday 22nd January 2020) prior to COVID-19 at two Churchill Retirement Living developments situated within similar locations. The results of these surveys demonstrated that the average provision is 0.35 space per unit, with an average demand of 0.29 space per unit, displaying that the data is useful to compare as a sense check to the previous research. The results are outlined in **Table 4**, with the full dataset attached within **Appendix D**.

Churchill Retirement Living Development	Parking Provision	Average Parking Demand (Spaces Occupied)
Saffron Lodge, Saffron Walden (31 Units)	11 spaces (0.35 spaces per unit)	10 spaces (0.32 spaces per unit)
Nicholls Lodge, Bishops Stortford (53 Units)	18 spaces (0.34 spaces per unit)	14 spaces (0.26 spaces per apartment)
Average (42 units)	14.5 spaces (0.35 spaces per apartment)	12 spaces (0.29 spaces per apartment)

Table 4: CRL Latest Parking Surveys

- 3.10 It is proposed that 15 car parking spaces will be provided for the 37 Retirement Living apartments, equating to a ratio of 0.41 space per unit, which is in excess of the minimum requirement of 11 spaces to meet the expected demand based on the CRL independent research (0.28 space per unit) and latest parking surveys (0.29 space per unit).
- 3.11 In addition, as previously detailed the site is positioned in a highly sustainable location with the nearest bus stops situated 90m, 150m, 190m and 260m from the site, all of which are served by highly frequent services to key destinations. Plus, West Didsbury tram stop is also located just 120m from the site, providing regular tram services on the Pink Line into Manchester City Centre, Oldham and Rochdale. There is also an array of key amenities positioned within walking distance of the site to serve everyday needs. Therefore, there is an excellent opportunity to travel sustainably to and from the site daily, removing the need to own a private car.
- 3.12 Therefore, considering the absence of any specific C2 or C3 residential parking standards, the fact that the other local parking standards are based on a maximum standard and that the proposed provision exceeds the anticipated demand based on research at existing CRL sites, plus the highly accessible location for the site, it is deemed that the proposed number of car parking spaces is suitable for the proposed development.
- 3.13 All standard car parking spaces will measure 2.4m (width) x 4.8m (length) with a minimum reversing aisle width of 6.0m in line with the design guidance provided in Manual for Streets (MfS) for standard off-street car parking spaces. In order to ensure that appropriate vehicle manoeuvres can be achieved within the proposed parking layout, a vehicle tracking assessment has been undertaken. As demonstrated within **Appendix E**, the layout and design of the car park is suitable to support vehicle movements in and out of all proposed car parking spaces.

Cycle Parking Provision

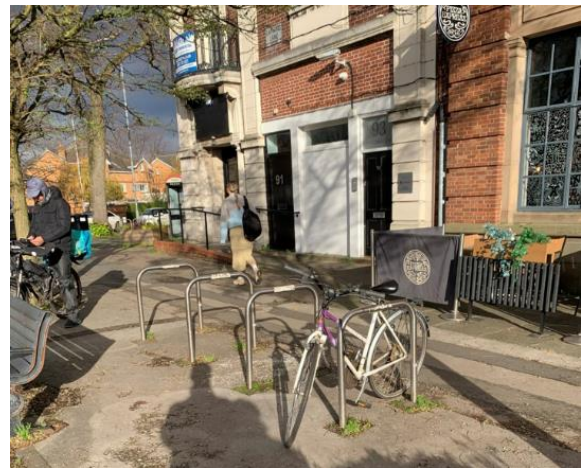
- 3.14 As above, there are no specific cycle parking standards for C2 and C3 residential developments in Manchester City Council's Core Strategy. Therefore, CRL independent research has again been consulted to establish the likely cycle parking demand. The research states that there is an average of

0.017 bicycles owned per apartment at existing CRL developments, which would equate to less than 1 bicycle owned at the proposed 37-unit development. The CRL bicycle ownership research is attached within **Appendix F**.

- 3.15 Based on research from existing CRL sites, mobility scooter demand is anticipated to be 0.06 per unit, equating to 2 mobility scooters for the development. However, a mobility scooter store will be provided with space for up to 6 buggies. Therefore, this could be utilised to provide flexible storage for bicycles in the unexpected event that there is an uptake in bicycle ownership.
- 3.16 For any visitors to the development, there are cycle parking facilities available locally, with at least 15 Sheffield stands (providing 30 spaces) available within a 1-minute walk of the site along Palatine Road, Lapwing Lane and at West Didsbury Tram Stop, as pictured in **Photographs 17** and **18** below.



Photograph 17: West Didsbury Tram Stop Cycle Parking



Photograph 18: Lapwing Lane Cycle Parking

Fire and Refuse Servicing

- 3.17 A fire tender is required to access the site in order to get within 18m of a dry riser system for the apartments in line with Building Regulations (Document B). As demonstrated within **Appendix G**, a fire tender is able to enter, turn and exit the site in a forward gear sufficiently whilst getting within 18m of the dry riser system located within the stairwell. Therefore, a suitable fire strategy would be in place.
- 3.18 Equally, a refuse vehicle is required to access the site in order to get within 10m of the refuse store in line with the maximum drag distance of a Eurobin for refuse operatives. As demonstrated within **Appendix H**, the appropriately sized refuse vehicle is able to enter, turn and exit the site in a forward gear whilst being able to get within 10m of the refuse store. A similar refuse tracking manoeuvre was submitted as part of the consented application and considered acceptable, therefore the refuse collection arrangement displayed for this development is also deemed appropriate.

4. HIGHWAY IMPACT

4.1 The subsequent section of this Transport Statement (TS) assesses the likely trip rate that would be generated by the proposed development and the impact this would have on the operation of the local road network. This has been carried out by consulting the TRICS (v.7.10.2) database for the proposed development and utilising the trip generation assessment results submitted as part of the highways technical note for the consented application. The approved TRICS outputs for the trip generation assessments for the previous and consented uses can be found within the highway technical note submitted as part of the consented application (ref: 133740/FO/2022).

Previous Trip Rate

4.2 As noted throughout this report, the site is currently occupied by the former Greenfinch Public House, which closed in 2020. The TRICS database was utilised as part of the consented application to obtain an estimated trip rate for the previous use, applying the following parameters:

- Land use: 'Hotels, Food & Drink', 'Pub/Restaurant';
- Sites in England, Scotland and Wales (excluding Greater London);
- 178 – 600sqm;
- Weekday surveys only; and
- Sites in 'Suburban Area', 'Edge of Town' and 'Neighbourhood Centre' locations.

4.3 The results of this TRICS assessment are presented within **Table 5** below.

Greenfinch Public house	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 100sqm	0	0	0	4.170	1.794	5.964	60.852
Trip Generation 530sqm	0	0	0	22	9	31	320

Table 5: Previous Trip Rate

4.4 As set out in **Table 5** above, the highways technical note for the consented application estimated that the public house would have generated 0 trip in the AM peak (0800 – 0900) (due to not being open at this time of the day), 31 two-way vehicle trips in the PM peak (1700 – 1800) and 320 vehicle trips in total across a single day. This equates to one vehicle trip every 2 minutes in the PM peak and an average of 27 vehicle trips per hour across a single day.

Consented Trip Rate

4.5 As previously detailed, the consented application is for office space (250sqm) and residential use (3 apartments and 9 houses). The TRICS database was also consulted as part of the consented application for the consented uses, with the following criteria used for the residential aspect:

- Land use: 'Residential', 'Houses Privately Owned';
- Sites in England, Scotland and Wales (excluding Greater London);
- 6 – 20 Dwellings;
- Weekday surveys only; and
- Sites in 'Suburban Area', 'Edge of Town' and 'Neighbourhood Centre' locations.

4.6 Whilst the parameters for the office use were as follows:

- Land use: 'Employment', 'Office';
- Sites in England, Scotland and Wales (excluding Greater London);
- 178 – 500sqm GFA;
- Weekday surveys only; and
- Sites in 'Suburban Area', 'Edge of Town' and 'Neighbourhood Centre' locations.

4.7 The results of the TRICS assessment for the consented uses are outlined in **Table 6** below.

Approved Office & Residential Use	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 Dwelling	0.218	0.401	0.619	0.279	0.143	0.422	5.179
Trip Generation (12 Dwellings)	3	5	8	3	2	5	63
Trip Rate per 100sqm (Office)	3.759	0.350	4.109	0.175	3.060	3.235	29.592
Trip Generation (250sqm Office)	9	1	10	1	8	9	74
Total	12	6	18	4	10	14	137

Table 6: Consented Trip Rates

4.8 As outlined in **Table 6**, the consented residential and offices uses have been estimated to generate 18 two-way vehicle trips in the AM peak (0800 – 0900), 14 two-way vehicle trips in the PM peak (1700 1800) and 137 vehicle trips in total across a single day. This equates to one vehicle trip every 3 minutes in the AM peak, one vehicle trip every 4 minutes in the PM peak and an average of 11 vehicle trips per hour across a single day.

- 4.9 As set out within the consented highways report, the approved uses were expected to generate an additional 18 vehicle trips in the AM peak but a reduction of 17 vehicle trips in the PM peak and a significant reduction of 183 vehicle trips across a daily period.

Proposed Trip Rate

- 4.10 In order to establish the likely trip rate that would be generated by the proposed 37 Retirement Living units, the TRICS database has been consulted as part of a trip generation assessment. As part of this assessment, the following parameters have been applied:

- Land use: 'Residential', 'Retirement Flats';
- Sites in England, Scotland and Wales (excluding Greater London);
- 17 – 88 units;
- Weekday surveys only; and
- Sites in 'Suburban Area', 'Edge of Town' and 'Neighbourhood Centre' locations.

- 4.11 The results of this TRICS assessment are summarised within **Table 7** below, with the full outputs attached within **Appendix I**.

Retirement Living Development	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 Unit	0.044	0.048	0.092	0.071	0.060	0.131	1.995
Trip Generation (37 Units)	2	2	4	3	2	5	74

Table 7: Proposed Trip Rate

- 4.12 As detailed in **Table 7**, the proposed retirement living development is anticipated to generate 4 two-way vehicle trips in the AM peak (0800 – 0900), 5 two-way vehicle trips in the PM peak (1700 – 1800) and 74 vehicle trips in total across a single day (0700 – 1900). This equates to one vehicle trip every 15 minutes in the AM peak, one vehicle trip every 12 minutes in the PM peak and an average of 6 trips per hour across a single day.

- 4.13 In addition, independent research undertaken by CRL into the trip generation rates at existing CRL developments has been consulted to provide a more representative estimation of the likely trip rate associated with the proposed development. The research suggests that the proposed development would generate 27 arrivals and 28 departures, therefore a daily total of 55 vehicle trips across a 12-hour period. This is presented within **Table 8** below, with the full dataset attached within **Appendix J**.

	Arrivals (12HR)	Departures (12HR)	Total (12HR)
CRL Trip Rate per Dwelling	0.74	0.75	1.49
Vehicle Trips (37 dwellings)	27	28	55

Table 8: CRL Independent Trip Generation Research

Overall Trip Rate

- 4.14 As part of the proposed development, the consented apartments and office use would go ahead with the 37 Retirement Living apartments replacing the consented 9 houses. Therefore, as the apartments, office use and Retirement Living apartments would all be utilising the same access, a combined trip rate has been established by using the results of the TRICS assessment as a worst-case. This is set out in **Table 9** below.

Retirement Living and Office Use	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Proposed Retirement Living Trip Rate	2	2	4	3	2	5	74
Approved Office Use Trip Rate	9	1	10	1	8	9	74
Approved Residential Trip Rate (3 Apartments)	1	1	2	1	0	1	16
Total	12	4	16	5	10	15	164

Table 9: Overall Trip Rate

- 4.15 As outlined in **Table 9** above, the overall development would generate an estimated 16 vehicle trips in the AM peak (0800 – 0900), 15 vehicle trips during the PM peak (1700 – 1800) and a daily total of 164 vehicle trips. This would equate to one vehicle trip every 4-minutes in both the peak period and an average of 14 vehicle trips per hour across a single day.

Net Traffic Impact

- 4.16 A net traffic impact assessment has been undertaken to compare the trip rates generated by the previous site use (public house), consented sites uses (residential and office uses) and proposed overall site uses (retirement living, apartments and office uses), applying the TRICS data collected above. The net traffic impact assessment is delineated in **Table 10** below.

	AM Peak	PM Peak	Daily Total
Previous Site Use (Public House)	0	31	320
Approved Site Uses (Residential & Office)	18	14	137
Proposed Development (Retirement TRICS + Residential & Office)	16	15	164
Net Impact (Previous Pub Compared to Proposed Office, Apartments & Retirement)	+16	-16	-156
Net Impact (Consented Residential + Office Compared to Proposed Office, Apartments and Retirement)	-2	+1	+27

Table 10: Net Traffic Impact Assessment

- 4.17 As presented within **Table 10** above, the proposed overall development (retirement living, apartments and office uses) is expected to result in an increase of 16 vehicle trips in the AM peak in comparison to the public house due to the previous use not being open at this time of the day, but a decrease of 2 vehicle trips in comparison to the consented use (residential and office uses). It is also expected to result in a decrease of 16 vehicle trips in the PM peak compared to the public house use, a minor increase of 1 vehicle trip compared to the consented uses in the PM peak. Over a 12-hour period, the proposed overall development is expected to result in a significant decrease of 156 fewer vehicle trips in comparison to the previous public house use and a minor increase of 27 vehicle trips compared to the consented residential and office uses.
- 4.18 Therefore, the proposed overall development is expected to lead to the betterment of the local road network in comparison to the previous public house use and a similar impact as the consented site uses, so is considered to be acceptable. This can also be considered a worst case scenario, as the CRL data would result in a net decrease when compared to the Retirement TRICS data (19 fewer trips).
- 4.19 The National Planning Policy Framework (NPPF) (September 2023) states in paragraph 111 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'. Therefore, as the trip rate generated by the proposed development is expected to result in an improvement to the local road network in comparison to the previous use, it is concluded that the proposed development is acceptable in relation to trip generation.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for a Retirement Living development comprising 37 apartments (24 one-bed and 13 two-bed) at the former Greenfinch Public House, 108 Palatine Road, West Didsbury.
- 5.2 A planning application for the change of use and conversion of the public house into office accommodation (250sqm) and 3 apartments, and the redevelopment of the site to provide 9 dwellings was granted approval in August 2022 (ref: 133740/FO/2022). As part of the proposed development, the change of use and conversion of the public house into 3 apartments and office accommodation would continue, whilst the consented 9 houses would be replaced by the proposed retirement living block.
- 5.3 The proposed development site is situated in a highly sustainable area with a vast array of local amenities positioned within walking distance that would be of importance daily to the demographic of the proposed development – most notably facilities such as Tesco Express and Sterling Pharmacy. Access to these amenities is supported by an extensive pedestrian network throughout the local area, with wide footways flanking both sides of all surrounding roads supported by excellent crossing infrastructure. The local area additionally benefits from easy access to a wide range of public transport options, with highly frequent bus services available nearby to key destinations as well as West Didsbury tram stop being located opposite the site, providing regular tram services into Manchester.
- 5.4 It is proposed that the existing vehicular access along Lapwing Lane will be utilised to provide access as per the consented scheme, with the access in the form of a bellmouth measuring 5.5m. Two-way vehicle movement and sufficient visibility is achievable at the access in both directions. Pedestrian access will be provided in the form of a 1.0m wide footway along the western side of the vehicle access, which would be a continuation of the existing footway along Lapwing Lane. This will then widen to 1.5m wide upon entry into the Retirement Living car park and provide a direct route to the main entrance of the proposed building.
- 5.5 As part of the proposed development, 15 car parking spaces will be provided for the 37 Retirement Living apartments, equating to a ratio of 0.41 space per unit, which is in excess of the minimum requirement of 11 spaces to meet the expected demand based on the CRL independent research (0.28 space per unit) and latest parking surveys (0.29 space per unit). There are no relevant local parking standards to apply to the proposed development, however, all other parking standards in neighbouring local authorities are based on a maximum provision, therefore this is considered an appropriate parking provision.

- 5.6 All car parking spaces will measure 2.4m (width) x 4.8m (length) with a minimum reversing aisle width of 6.0m in line with Manual for Streets (MfS) guidelines, with a vehicle tracking assessment confirming that sufficient manoeuvrability is achievable throughout.
- 5.7 Cycle ownership at CRL developments is considerably low, and as such the mobility scooter store with space for up to 6 buggies will be provided which can allow for flexible storage of bicycles should there be an unexpected uptake in bicycle ownership. There are also cycle parking facilities available locally for visitors.
- 5.8 Suitable fire and refuse strategies will be in place with both vehicles able to enter, turn and exit the site in a forward gear sufficiently, with a fire tender able to get within 18m of a dry riser system, whilst the refuse vehicle is able to get within 10m of the refuse store.
- 5.9 A net trip generation assessment has been undertaken utilising the trip rates agreed as part of the consented scheme as well as interrogating the TRICS database for the proposed Retirement Living development. The proposed overall development (retirement living, apartments and office uses) is expected to result in an increase of 16 vehicle trips in the AM peak in comparison to the public house due to the previous use not being open at this time of the day, but a decrease of 2 vehicle trips in comparison to the consented use (residential and office uses). It is also expected to result in a decrease of 16 vehicle trips in the PM peak compared to the public house use, with a minor increase of 1 vehicle trip compared to the consented uses. In total daily, the proposed overall development is expected to result in a significant decrease of 156 vehicle trips in comparison to the previous public house use and a minor increase of 27 vehicle trips compared to the consented residential and office uses.
- 5.10 The National Planning Policy Framework (NPPF) (September 2023) states in paragraph 111 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'.
- 5.11 Therefore, as the proposed overall development is expected to lead to the betterment of the local road network in comparison to the previous public house use and a similar impact as the consented site use, Paul Basham Associates encourages the local highway and planning authorities at Manchester City Council to look favourably upon the proposed development in relation to highways and transportation.

Appendix A



LAPWING LANE, DIDSBURY, MANCHESTER M20 3ZA

REVISIONS		
Rev.	Date	By

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planningissues

TOWN PLANNING AND ARCHITECTURE

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Client:

Churchill

Retirement Living

Project Title

Proposed Retirement Living Apartments

Lapwing Lane

DIDSBURY

M20 3ZA

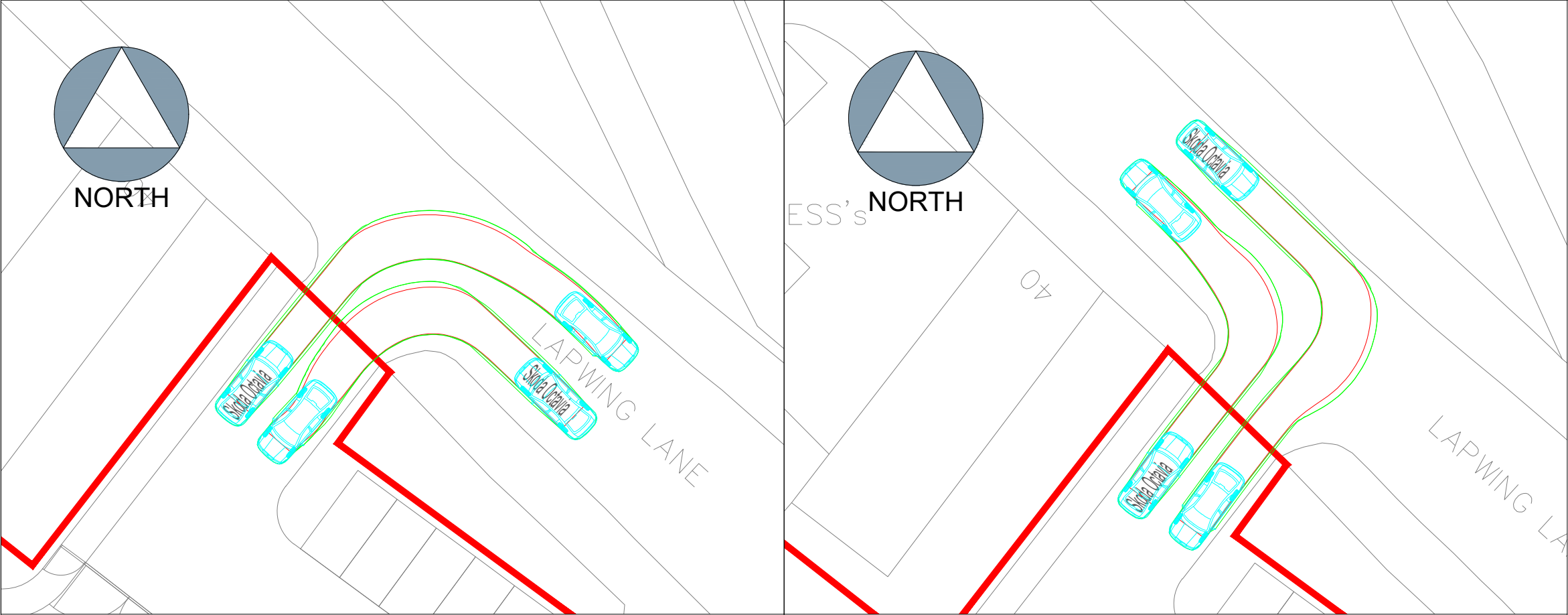
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Site Plan

PLANNING

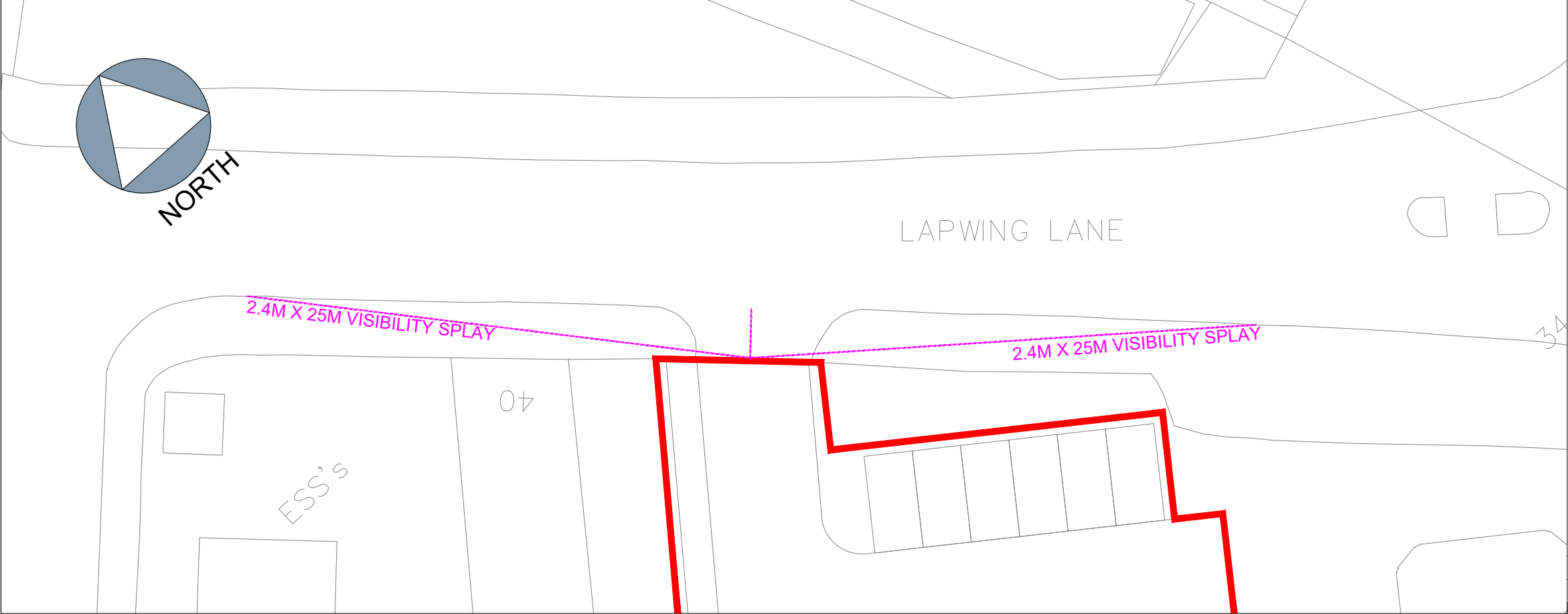
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Drawing No.	50013DB/PL02	Rev.	-

Appendix B



SITE ACCESS TWO-WAY VEHICLE MOVEMENT LEFT IN RIGHT IN

SITE ACCESS TWO-WAY VEHICLE MOVEMENT RIGHT IN LEFT OUT



SITE ACCESS VISIBILITY SPLAY ASSESSMENT

Project Name
GREENFINCH PUBLIC HOUSE, 108 PALATINE ROAD, WEST DIDSBURY
Project Phase
PRELIMINARY

Title
SITE ACCESS VISIBILITY SPLAY ASSESSMENT AND TWO-WAY VEHICLE TRACKING



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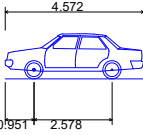
Client

Churchill
Retirement Living 

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VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

P03	UPDATED SITE PLAN	30.11.23	LOM	HLC
P02	UPDATED SITE PLAN	20.11.23	LOM	HLC
P01	FIRST ISSUE	28.07.23	LOM	HLC
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
27.07.23	LOM	HLC	-	
PBA Project Number		Scale	(AT A3)	
536.0079		1:250		
PBA Drawing No:			Revision	
536.0079-0001			P03	

Appendix C

4 Summary

Between Wednesday 11th May and Thursday 19th May 2016 (in addition to the resurvey of the Romsey site on the Tuesday 22nd June), car park surveys were carried out at eight established CRL lodge sites. The counts were carried out on neutral days, and provided data on parking activity and the vehicle trip rates associated with each site. Vehicles parked in the immediate vicinity of each Lodge were also counted, recording if any vehicles associated with the Lodge were parking off-site.

A summary of the results is provided in **Table 4.1**.

Table 4.1: Summary of site information and parking rates

CRL site / location	Units	Parking Spaces Available	Parking Spaces Per Unit at the time of the survey	Recorded two-way trip rate
Hampton Lodge, Sutton	39	16	0.41	1.44
Lord Roseberry Lodge, Epsom	31	16	0.52	0.90
Churchill Lodge, Lilliput	51	22	0.43	1.78
Mitchell Lodge, Bitterne	36	12	0.33	1.31
Mulberry Lodge, Emsworth	30	14	0.47	2.00
Park View Lodge, Faversham	36	17	0.47	1.33
Mottisfont Lodge, Romsey	31	11	0.35	2.45
St Mary's Lodge, Birchington	31	11	0.35	0.68
CRL Site Average	36	15	0.42	1.49

In order to account for overall CRL parking demand, an average unit ratio for the eight sites has been calculated. The average parking demand for on-site parking is 0.27, with total parking (on-site and on-street) being 0.28. This ratio is below the current provision of 0.32 spaces per residential unit.

Based on the average parking rate developed from the survey results, the current parking provision could be considered adequate. During the parking surveys, parking was exceeded at one of the eight sites, but only for short periods of time.

Appendix D

Saffron Walden - Summary (11 Spaces)

Saffron Lodge - Tuesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10	10	10	11	10	7	8	9	7	9	8	9	9	11	11	9	8	8	8	8	8	8	9	9	9	8	8	8
Trips In		0	0	1	0	0	1	3	0	2	1	2	0	2	4	0	0	1	0	1	0	0	1	0	0	0	0	0
Trips Out	0	0	0	0	1	3	0	2	2	0	2	1	0	0	4	2	1	1	0	1	0	0	0	0	0	1	0	0

Saffron Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	11	11	12	11	11	9	9	9	11	10	10	10	10	11	13	14	11	10	10	10	10	10	11	11	11	11	11	11
Trips In	11	0	1	0	1	1	1	1	2	1	0	1	0	2	3	2	0	0	0	0	0	0	0	1	0	0	0	0
Trips Out	0	0	0	1	1	3	1	1	0	2	0	1	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0

Saffron Lodge - Combined																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10.5	10.5	11	11	10.5	8	8.5	9	9	9.5	9	9.5	9.5	11	12	11.5	9.5	9	9	9	9	9	10	10	10	9.5	9.5	9.5
Trips In	5.5	0	0.5	0.5	0.5	0.5	1	2	1	1.5	0.5	1.5	0	2	3.5	1	0	0.5	0	0.5	0	0	0.5	0.5	0	0	0	0
Trips Out	0	0	0	0.5	1	3	0.5	1.5	1	1	1	1	0	0.5	2.5	1.5	2	1	0	0.5	0	0	0	0	0	0.5	0	0

Saffron Lodge Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.339	0.339	0.355	0.355	0.339	0.258	0.274	0.290	0.290	0.306	0.290	0.306	0.306	0.355	0.387	0.371	0.306	0.290	0.290	0.290	0.290	0.290	0.323	0.323	0.323	0.306	0.306	0.306

Bishops Stortford - Summary (18 Spaces)

Nicholls Lodge - Tuesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	16	16	16	16	16	15	15	14	13	14	14	11	12	16	17	15	14	14	15	14	15	16	15	15	15	14	15	15
Trips In	0	0	0	0	0	1	0	0	2	1	2	0	3	4	1	0	0	1	2	1	2	1	0	1	0	0	2	0
Trips Out	0	0	0	0	0	2	0	1	3	0	2	3	2	0	0	2	1	1	1	2	1	0	1	1	0	1	1	0

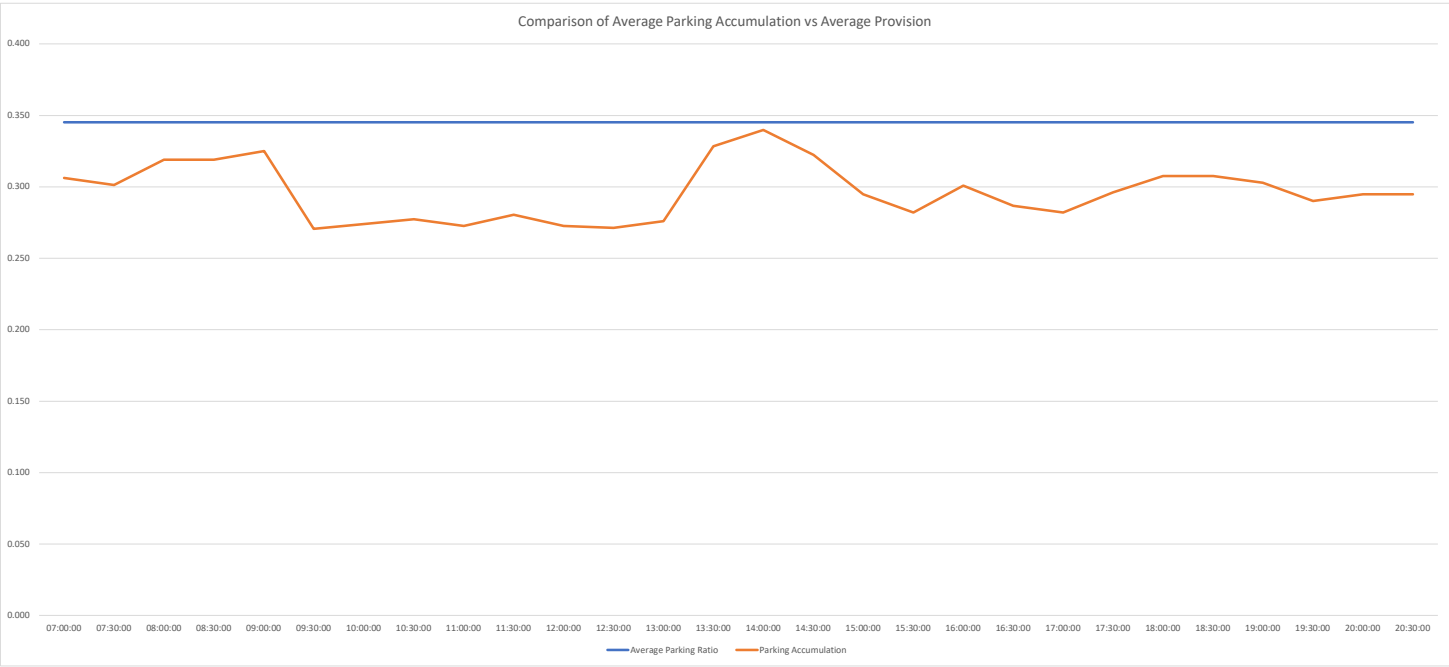
Nicholls Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	13	12	14	14	17	15	14	14	14	13	13	14	14	16	14	14	16	15	18	16	14	16	16	16	15	15	15	15
Trips In	13	0	2	0	5	1	1	1	2	0	4	2	2	4	1	0	3	3	4	1	0	3	1	0	2	0	0	0
Trips Out	0	1	0	0	2	3	2	1	2	1	4	1	2	2	3	0	1	4	1	3	2	1	1	0	3	0	0	0

Nicholls Lodge - Combined																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	14.5	14	15	15	16.5	15	14.5	14	13.5	13.5	13.5	12.5	13	16	15.5	14.5	15	14.5	16.5	15	14.5	16	15.5	15.5	15	14.5	15	15
Trips In	6.5	0	1	0	2.5	1	0.5	0.5	2	0.5	3	1	2.5	4	1	0	1.5	2	3	1	1	2	0.5	0.5	1	0	1	0
Trips Out	0	0.5	0	0	1	2.5	1	1	2.5	0.5	3	2	2	1	1.5	1	1	2.5	1	2.5	1.5	0.5	1	0.5	1.5	0.5	0.5	0

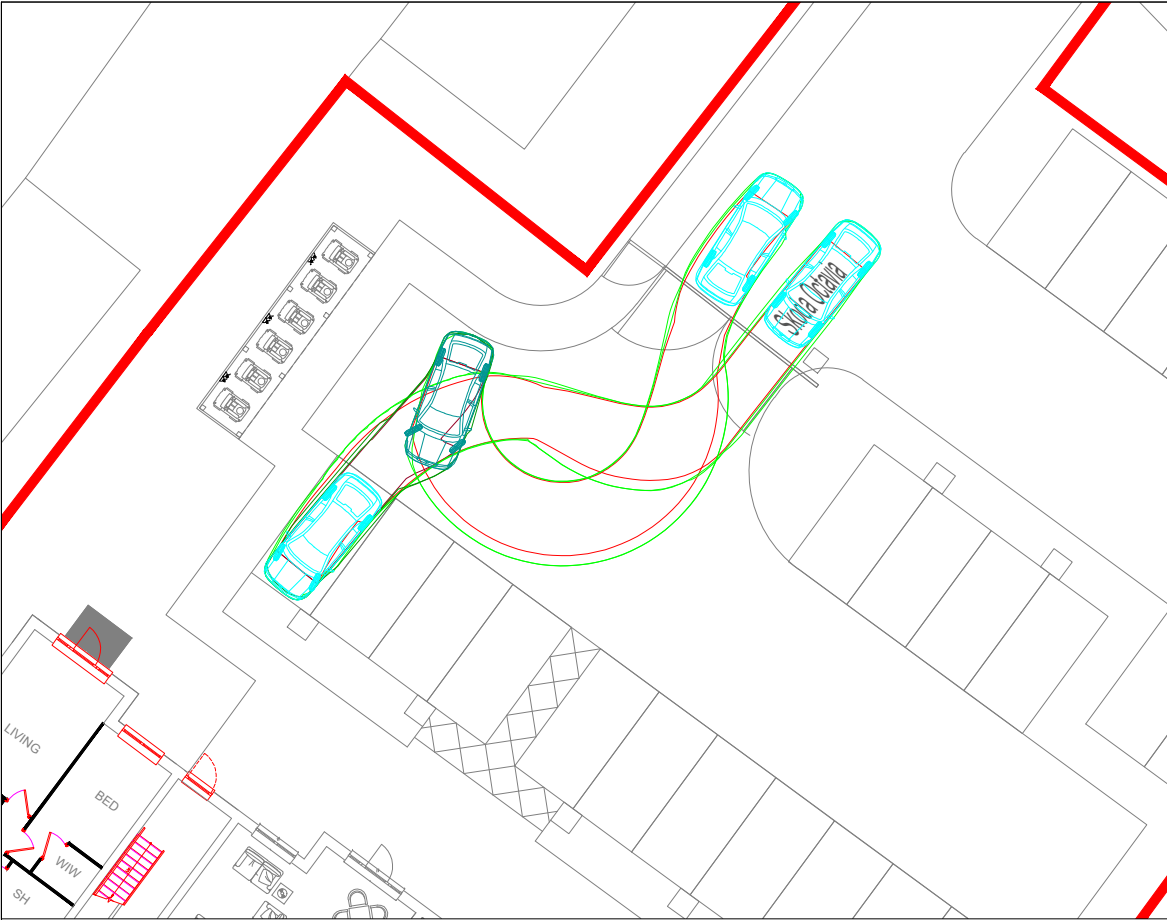
Nicholls Lodge Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.273585	0.264151	0.283019	0.283019	0.311321	0.283019	0.273585	0.264151	0.254717	0.254717	0.254717	0.235849	0.245283	0.301887	0.292453	0.273585	0.283019	0.273585	0.311321	0.283019	0.273585	0.301887	0.292453	0.292453	0.283019	0.273585	0.283019	0.283019

Combined Parking Data

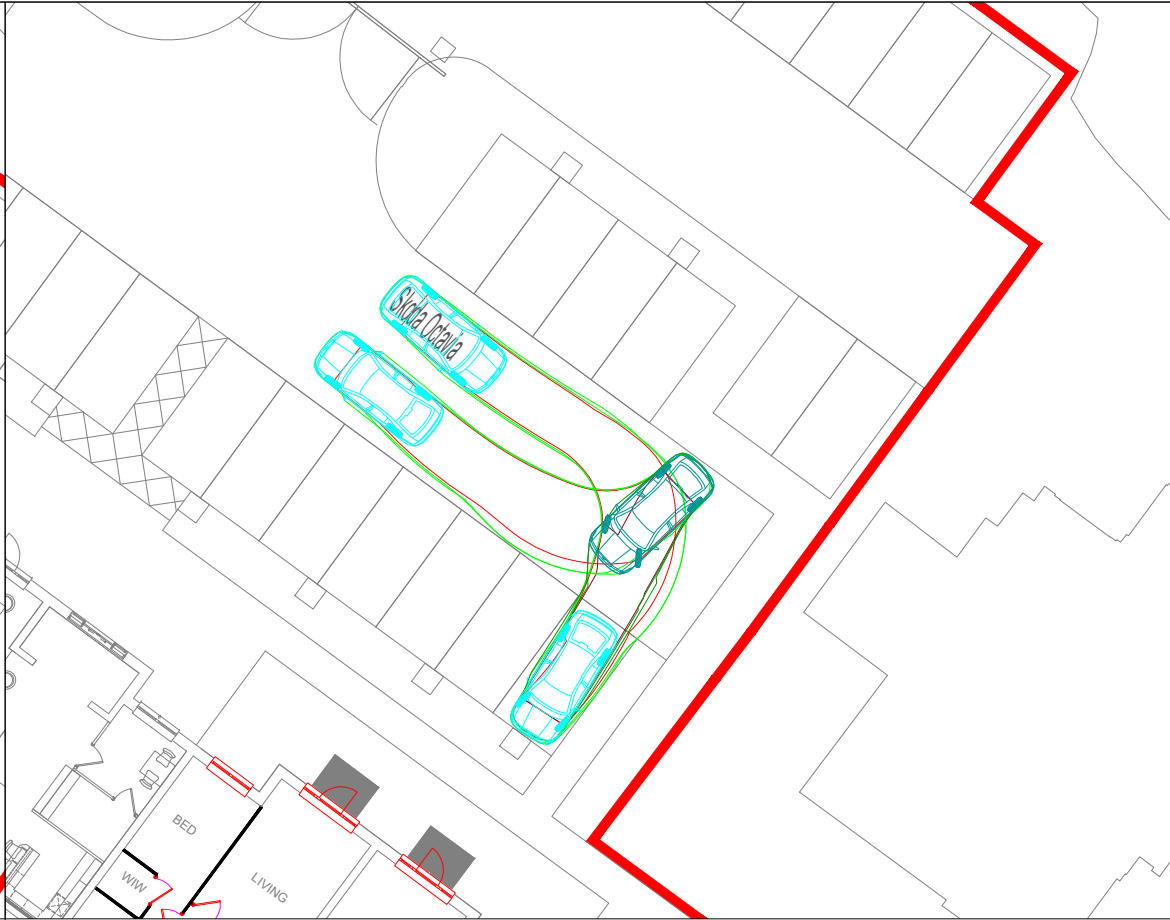
Combined Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Accumulation	0.306	0.301	0.319	0.319	0.325	0.271	0.274	0.277	0.273	0.281	0.273	0.271	0.276	0.328	0.340	0.322	0.295	0.282	0.301	0.287	0.282	0.296	0.308	0.308	0.303	0.290	0.295	0.295



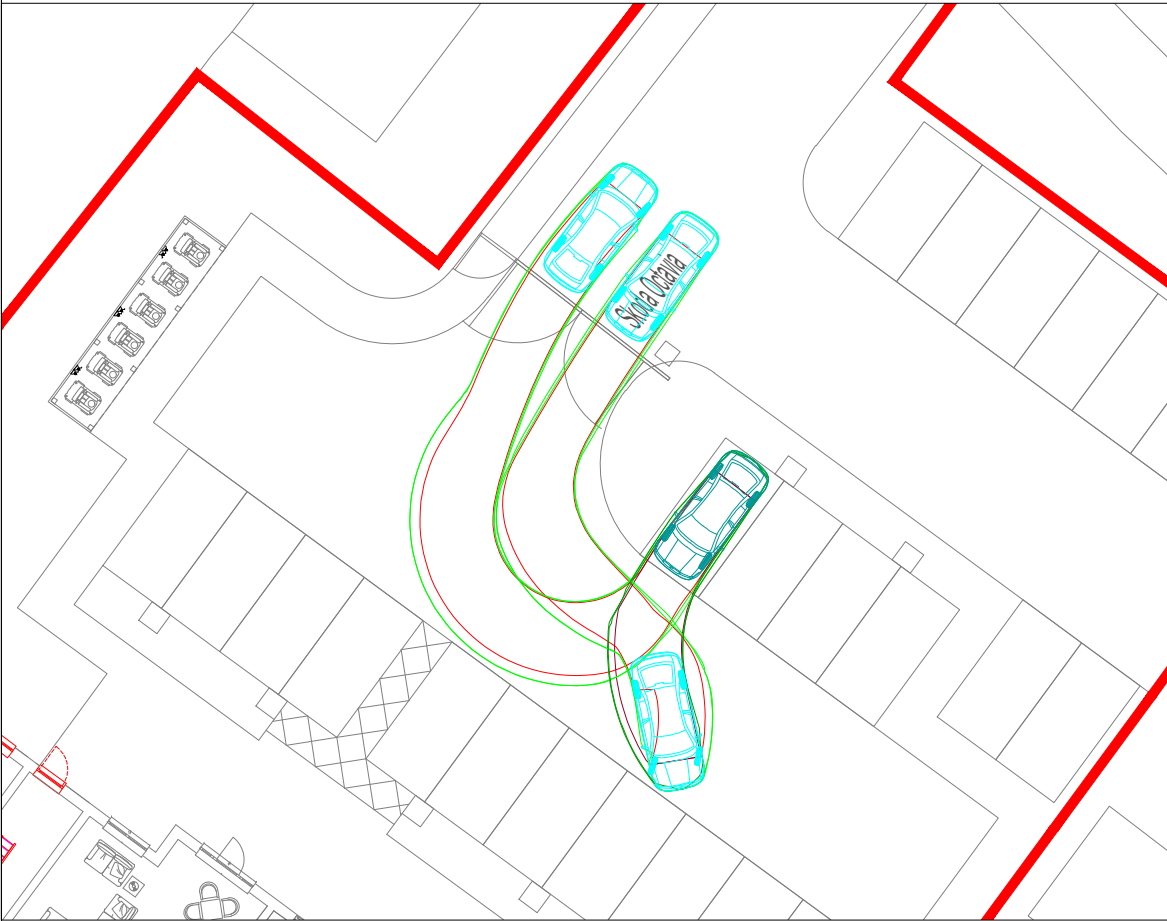
Appendix E



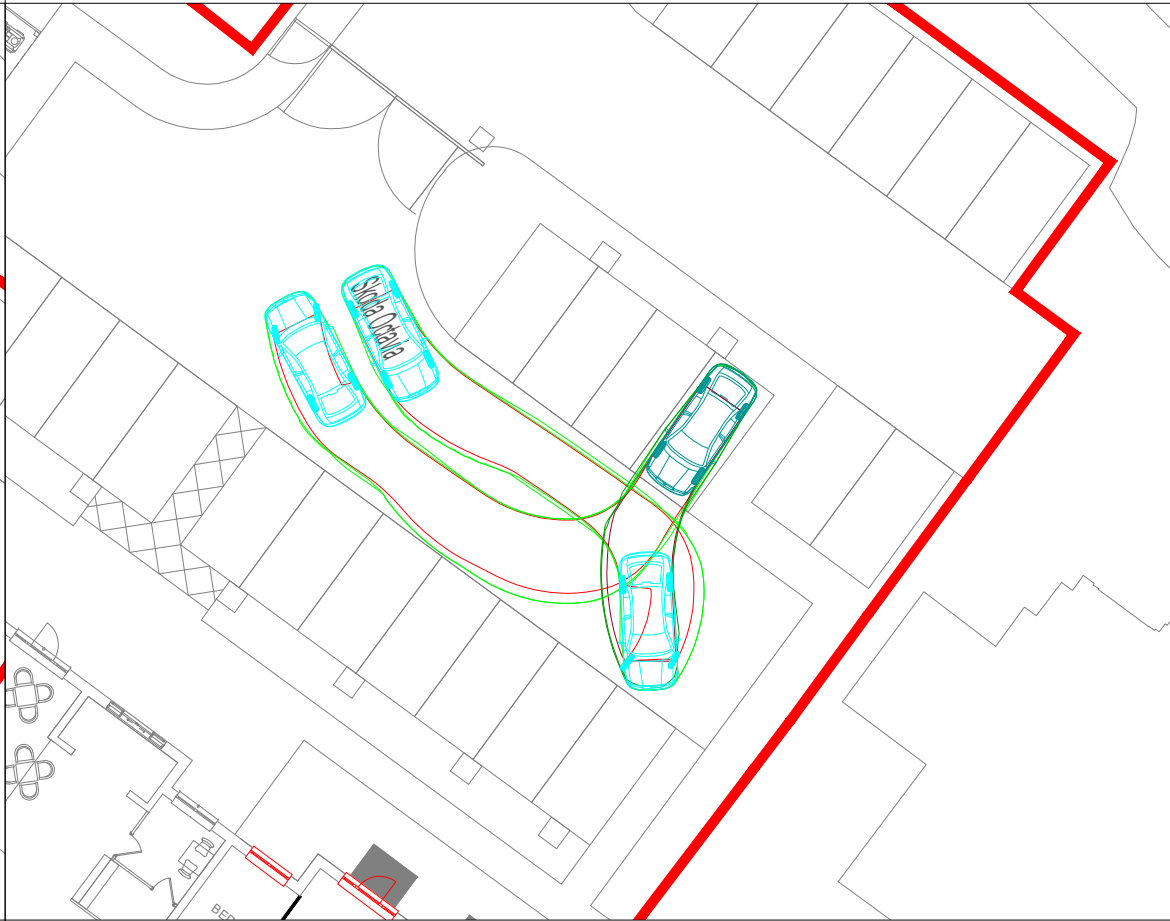
CAR PARK VEHICLE TRACKING SPACE 1



CAR PARK VEHICLE TRACKING SPACE 2



CAR PARK VEHICLE TRACKING SPACE 3



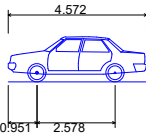
CAR PARK VEHICLE TRACKING SPACE 4

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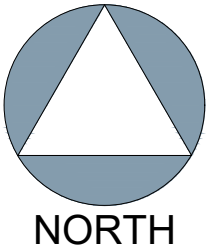
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VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



P03	UPDATED SITE PLAN	30.11.23	LOM	HLC
P02	UPDATED SITE PLAN	20.11.23	LOM	HLC
P01	FIRST ISSUE	28.07.23	LOM	HLC

Rev	Description	Date	By	App'd
	Date Created	27.07.23	Drawn By	LOM
	Approved By	HLC	Suitability Code	-

PBA Project Number	Scale	(AT A3)
536.0079	1:250	

PBA Drawing No:	Revision
536.0079-0002	P03

Project Name	Project Phase
GREENFINCH PUBLIC HOUSE, 108 PALATINE ROAD, WEST DIDSBURY	PRELIMINARY

Title
CAR PARKING VEHICLE TRACKING ASSESSMENT



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Client

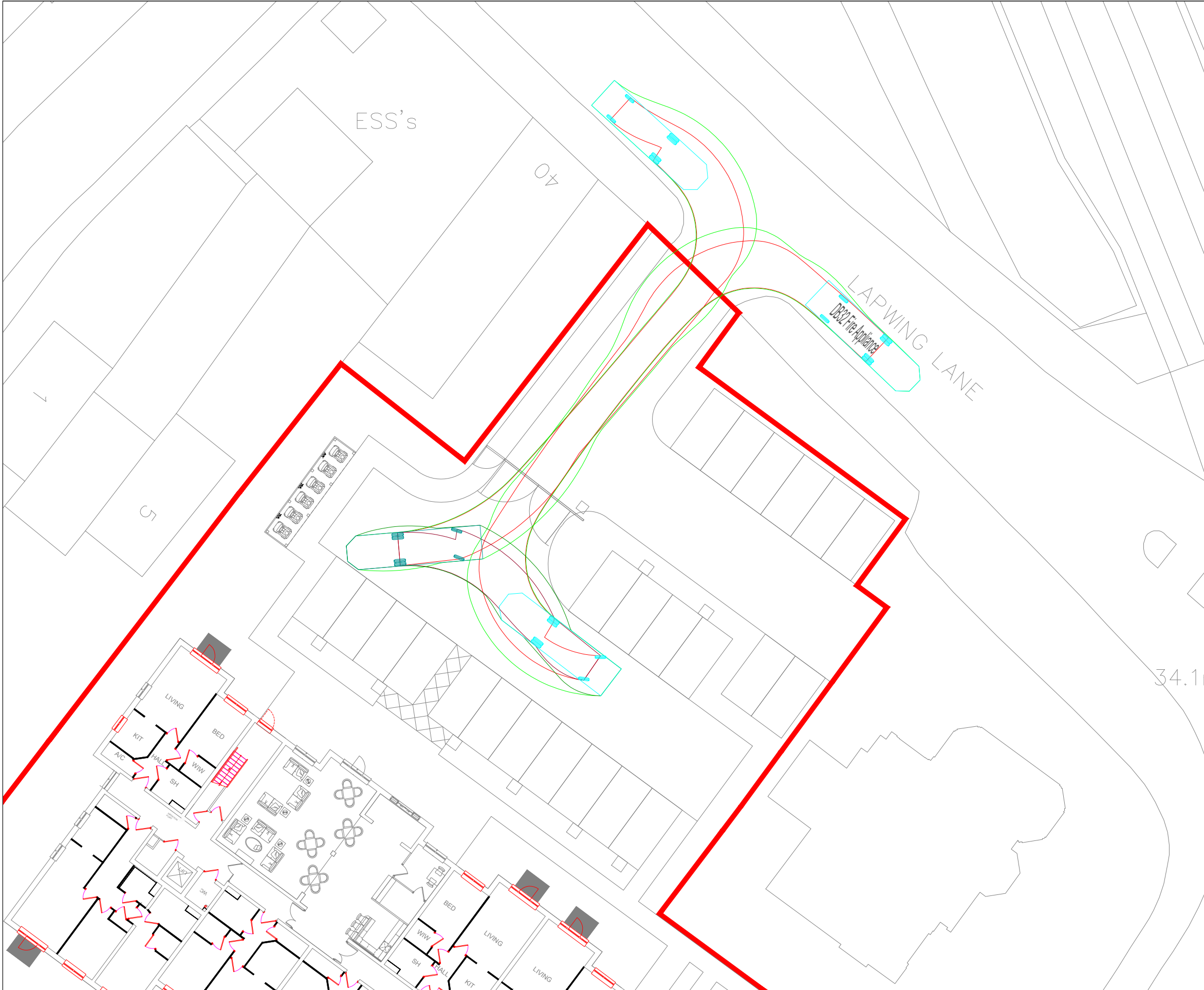


Appendix F

Lodge Name	Town	Postcode	Number of Units	How many residents are bike owners?
Chantry Lodge	Andover	SP10 1AL	69	3
Eliot Lodge	Ashbourne	DE6 1BW	38	0
Headley Lodge	Ashtead	KT21 2TP	33	0
Llewelyn Lodge	Bexhill on sea	TN39 3DB	39	0
Nicholls Lodge	Bishop Stortford	CM23 3FN	52	2
Mitchell Lodge	Bitterne	SO18 6TG	34	0
Follymill Lodge	Bridport	DT6 3QS	26	1
Chelmer Lodge	Chelmsford	CM2 0FY	54	0
Lewis Carroll Lodge	Cheltenham	GL50 4FH	65	3
Eaton Lodge	Chester	CH2 3QY	33	2
Harington Lodge	Chichester	PO19 7JW	35	0
Castle Lodge	Chippenham	SN15 3YY	46	0
Keyes Lodge	Dartford	DA1 2FH	67	0
Simmonds Lodge	Drayton	PO6 2DE	51	1
McIndoe Lodge	East Grinstead	RH19 1FU	49	0
Tamarisk Lodge	East Wittering	PO20 8FL	26	5
Allingham Lodge	Eastbourne	BN21 1ER	58	0
Jefferies Lodge	Eltham	SE9 2SY	38	0
Hawthorn Lodge	Farnham	GU9 7GG	60	0
New Pools Lodge	Fishponds	BS16 4FB	41	0
Russell Lodge	Fleet	GU51 4JS	31	0
Cooper Lodge	Frinton-on-Sea	CO13 9NH	40	0
Petlands Lodge	Haywards Heath	RH16 3NY	43	0
Amelia Lodge	Henleaze	BS9 4AS	33	1
Daniels Lodge	Highcliffe	BH23 5JT	48	1
Worthington Lodge	Hythe	CT21 5NG	43	0
Arlington Lodge	Leamington Spa	CV32 5BF	50	5
Emmeline Lodge	Leatherhead	KT22 7FU	38	0
Hale Lodge	Littlehampton	BN17 5ET	38	0
Betjeman Lodge	Ludlow	SY8 1DG	44	1
Knights Lodge	Lymington	So41 9PB	41	0
Kings Lodge	Maidstone	ME14 1BG	52	0
William Lodge	Malmesbury	SN16 0BT	26	0
Maxwell Lodge	Market Harborough	LE16 9HE	44	0
Peel Lodge	Marlow	SL7 3FH	30	1
Avonbank Lodge	Newbury	RG14 1EZ	58	1
Atkins Lodge	Orpington	BR6 0JQ	27	0
Neville Lodge	Peacehaven	BN10 7PE	31	0
Mount's Bay Lodge	Penzance	TR18 2FJ	50	3
Health Lodge	Pinner	HA5 5PB	30	0
St Peters Lodge	Portishead	BS20 6PJ	57	4
Windsor Lodge	Princes Risborough	HP27 9EE	36	0
Hadley Lodge	Quinton	B32 2AW	43	0
King Edgar Lodge	Ringwood	BH24 1DH	25	0
Sarum Lodge	Salisbury	SP1 1AL	47	0
Hardy Lodge	Shaftesbury	SP7 8GY	42	0
River View Lodge	Shepperton	TW17 9EQ	22	0
Ballard Lodge	Shepperton	TW17 8BF	20	0
Beatrice Lodge	Sittingbourne	ME10 4SB	45	0
Grace Lodge	Thornbury	BS35 2FP	36	0
Alexandra Lodge	Thornbury	BS35 1BU	62	0
Sachs Lodge	Torquay	TQ1 2ER	33	0
Tregolls Lodge	Truro	TR1 1GW	58	3
King Harold Lodge	Waltham Abbey	EN9 1LN	28	0
Ash Lodge	Walton on Thame	KT12 2EZ	58	1
Greenacres Lodge	Warlingham	CR6 9FA	36	0
Nightingale Lodge	Waterlooville	PO8 8AW	27	0
St Athelm Lodge	Wells	BA5 2DZ	31	0
Tatterton Lodge	Wetherby	LS22 7AA	55	0

	Average Units	Average Cycles	Average per room
Average	42.64444444	0.75555556	0.017717561

Appendix G

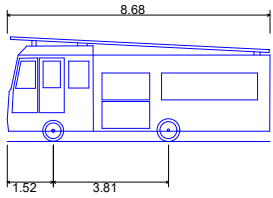


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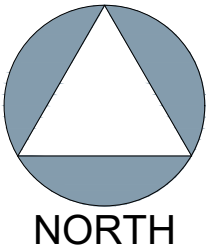
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VEHICLE PROFILE



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	



P03	UPDATED SITE PLAN	30.11.23	LOM	HLC
P02	UPDATED SITE PLAN	20.11.23	LOM	HLC
P01	FIRST ISSUE	28.07.23	LOM	HLC

Rev	Description	Date	By	App'd
	Date Created	27.07.23	Drawn By	LOM
	Approved By	HLC	Suitability Code	-

PBA Project Number	Scale	(AT A3)
536.0079	1:250	

PBA Drawing No:	Revision
536.0079-0003	P03

Project Name

GREENFINCH PUBLIC HOUSE, 108 PALATINE ROAD, WEST DIDSBURY

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS FIRE TENDER

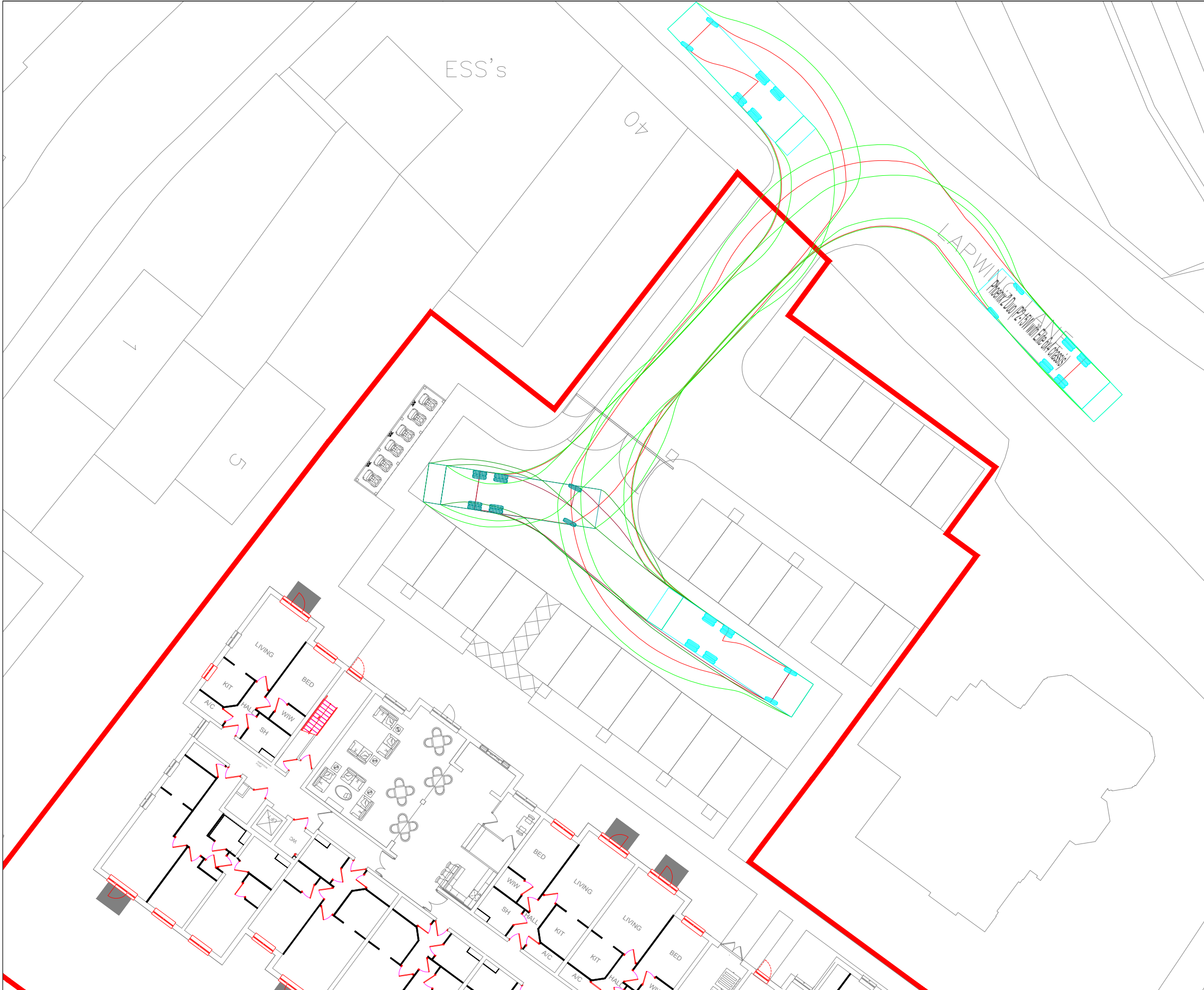


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Appendix H

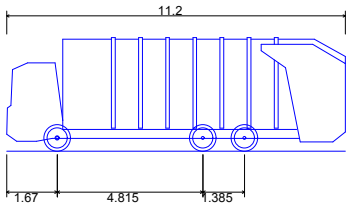


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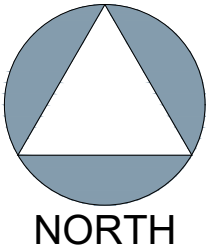
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VEHICLE PROFILE



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



P03	UPDATED SITE PLAN	30.11.23	LOM	HLC
P02	UPDATED SITE PLAN	20.11.23	LOM	HLC
P01	FIRST ISSUE	28.07.23	LOM	HLC

Rev	Description	Date	By	App'd
	Date Created	27.07.23	Drawn By	LOM
	Approved By	HLC	Suitability Code	-

PBA Project Number	Scale	(AT A3)
536.0079	1:250	

PBA Drawing No:	Revision
536.0079-0004	P03

Project Name
GREENFINCH PUBLIC HOUSE, 108
PALATINE ROAD, WEST DIDSBURY

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE

paulbasham
associates

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Client
Churchill
Retirement Living

Appendix I

Calculation Reference: AUDIT-247601-230728-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	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: 17 to 88 (units:)
 Range Selected by User: 17 to 88 (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 21/11/22

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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 11

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 4 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

C3 11 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

Population within 1 mile:

1,001 to 5,000 2 days
10,001 to 15,000 3 days
20,001 to 25,000 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:

5,001 to 25,000 1 days
25,001 to 50,000 1 days
50,001 to 75,000 1 days
100,001 to 125,000 3 days
125,001 to 250,000 4 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 7 days
1.6 to 2.0 1 days

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

Travel Plan:

Yes 1 days
No 10 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 11 days

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

LIST OF SITES relevant to selection parameters

1	AL-03-N-01 GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 23/10/18	RETIREMENT BUNGALOWS	CALDERDALE	Survey Type: MANUAL
2	CF-03-N-01 CARDIFF ROAD CARDIFF LLANDAFF Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 60 Survey date: WEDNESDAY 05/10/16	RETIREMENT FLATS	CARDIFF	Survey Type: MANUAL
3	IW-03-N-01 CHURCH ROAD BEMBRIDGE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 27/06/19	RETIREMENT FLATS	ISLE OF WIGHT	Survey Type: MANUAL
4	KC-03-N-08 CANTERBURY ROAD HERNE BAY EDDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 88 Survey date: TUESDAY 26/09/17	RETIREMENT FLATS	KENT	Survey Type: MANUAL
5	LN-03-N-01 NEWPORT ROAD LINCOLN ERMINE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 39 Survey date: FRIDAY 28/06/19	RETIREMENT FLATS	LINCOLNSHIRE	Survey Type: MANUAL
6	MM-03-N-01 BRYNGWYN ROAD NEWPORT Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 65 Survey date: FRIDAY 27/09/19	RETIREMENT FLATS	MONMOUTHSHIRE	Survey Type: MANUAL
7	NF-03-N-02 YARMOUTH ROAD NORWICH THORPE SAINT ANDREW Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 48 Survey date: WEDNESDAY 20/11/19	RETIREMENT FLATS	NORFOLK	Survey Type: MANUAL
8	NY-03-N-01 EASTGATE PICKERING Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 26/09/16	RETIREMENT FLATS	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-03-N-02	RETIREMENT FLATS	PETERBOROUGH
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
10	SC-03-N-01	RETIREMENT FLATS	SURREY
	PRICES LANE		
	REIGATE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
11	TW-03-N-03	RETIREMENT FLATS	TYNE & WEAR
	CHAPEL LANE		
	WHITLEY BAY		
	MONKSEATON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	12/10/21	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/N - RETIREMENT FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	44	0.013	11	44	0.019	11	44	0.032
08:00 - 09:00	11	44	0.044	11	44	0.048	11	44	0.092
09:00 - 10:00	11	44	0.079	11	44	0.104	11	44	0.183
10:00 - 11:00	11	44	0.119	11	44	0.133	11	44	0.252
11:00 - 12:00	11	44	0.108	11	44	0.094	11	44	0.202
12:00 - 13:00	11	44	0.106	11	44	0.075	11	44	0.181
13:00 - 14:00	11	44	0.081	11	44	0.094	11	44	0.175
14:00 - 15:00	11	44	0.125	11	44	0.138	11	44	0.263
15:00 - 16:00	11	44	0.081	11	44	0.069	11	44	0.150
16:00 - 17:00	11	44	0.073	11	44	0.050	11	44	0.123
17:00 - 18:00	11	44	0.071	11	44	0.060	11	44	0.131
18:00 - 19:00	11	44	0.035	11	44	0.058	11	44	0.093
19:00 - 20:00	1	17	0.118	1	17	0.000	1	17	0.118
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.053			0.942			1.995

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: 17 - 88 (units:)
 Survey date range: 01/01/15 - 21/11/22
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix J

3 Parking trip rates

The car park surveys have allowed a trip rate for each CRL site to be calculated. The total 12 hour weekday flows (Tuesday, Wednesday or Thursday) recorded between 07:00 and 19:00 are presented in **Table 3.1**. These values represent total car parking activity associated with each site (including parking within the site and on-street parking).

Table 3.1: Total vehicle movements (on-site car park and on-street)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	28	28	56
Lord Roseberry Lodge, Epsom	14	14	28
Churchill Lodge, Lilliput	44	47	91
Mitchell Lodge, Bitterne	23	24	47
Mulberry Lodge, Emsworth	30	30	60
Park View Lodge, Faversham	24	24	48
Mottisfont Lodge, Romsey	38	38	76
St Mary's Lodge, Birchington	11	10	21

Applying the 12 hour flows to the number of residential units, a rate per unit can be determined. The parking rate for each site is shown in **Table 3.2**.

Table 3.2: Total car parking trip rates (per unit)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	0.72	0.72	1.44
Lord Roseberry Lodge, Epsom	0.45	0.45	0.90
Churchill Lodge, Lilliput	0.86	0.92	1.78
Mitchell Lodge, Bitterne	0.64	0.67	1.31
Mulberry Lodge, Emsworth	1.00	1.00	2.00
Park View Lodge, Faversham	0.67	0.67	1.33
Mottisfont Lodge, Romsey	1.23	1.23	2.45
St Mary's Lodge, Birchington	0.35	0.32	0.68
CRL Site Average	0.74	0.75	1.49

3.1 Parking trip rates

In order to determine whether the current parking provision is adequate for CRL developments, an average parking accumulation across all eight sites has been identified to highlight an overall trend. Both on-site only and total parking demand results are presented in **Figure 3.1** overleaf.