

Proposed Residential Development
Greenbrow Social Club,
Greenbrow Road,
Wythenshawe
Transport Statement

August 2023

Client: Wythenshawe Community Housing Group

Ref: RHC-22-125-TS

Contents

1.0	INTRODUCTION	3
2.0	EXISTING CONDITIONS	5
3.0	PROPOSED DEVELOPMENT	12
4.0	VEHICLE IMPACT	14
5.0	CONCLUSION	17

Appendices

Appendix A – Site Layout

Appendix B – Diagram 001 Facilities & Amenities Plan

Appendix C – Diagram 002 Public Transport Plan

Appendix D – Drawing Number RHC-22-125-01 Access Design & Visibility Extents

Appendix E – Drawing Number RHC-22-125-02 Swept Path Analysis (Large Car)

Appendix F – TRICS Outputs (Community Centre)

Appendix G – TRICS Outputs (Residential)

Appendix H – 2011 Method of Travel to Work Census Data

Revision History

Revision	Comments	Written By
- August 2023	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

1.0 INTRODUCTION

- 1.1 Roberts Highway Consultants Limited has been appointed by Wythenshawe Community Housing Group to provide transport planning support in relation to a planning application for the proposed residential development comprising 23 dwellings at the Greenbrow Social Club site off Greenbrow Road, Wythenshawe. The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Location Plan



© Google Maps

- 1.2 The site is located within the unitary authority of Manchester City Council, who act as both the Local Planning Authority and the Local Highway Authority for the area. This report will therefore be submitted to Manchester City Council's highways department for consultation.

Methodology and Scoping

- 1.3 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.4 In addition to the above, this report has been prepared with reference to the following national policy/guidance documents:

- National Planning Policy Framework (July 2021);
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure;
- Design Manual for Roads and Bridges;
- Manual for Streets / Manual for Streets 2, and;
- Manchester City Council's Manchester Streetscape Manual.

Report Structure

1.5 This Transport Statement report will review all existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:

- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 2.0**;
- The development proposals, which include for: development quantum, the proposed site access and car parking arrangements are included within **Chapter 3.0**;
- Analysis of the projected vehicle movements associated with the development proposals and their impact upon the highway network will be outlined within **Chapter 4.0**, and;
- A summary of all findings will be presented in the conclusions in **Chapter 5.0**.

Disclaimer

1.6 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.7 Roberts Highway Consultants Limited accepts no responsibility or liability for:

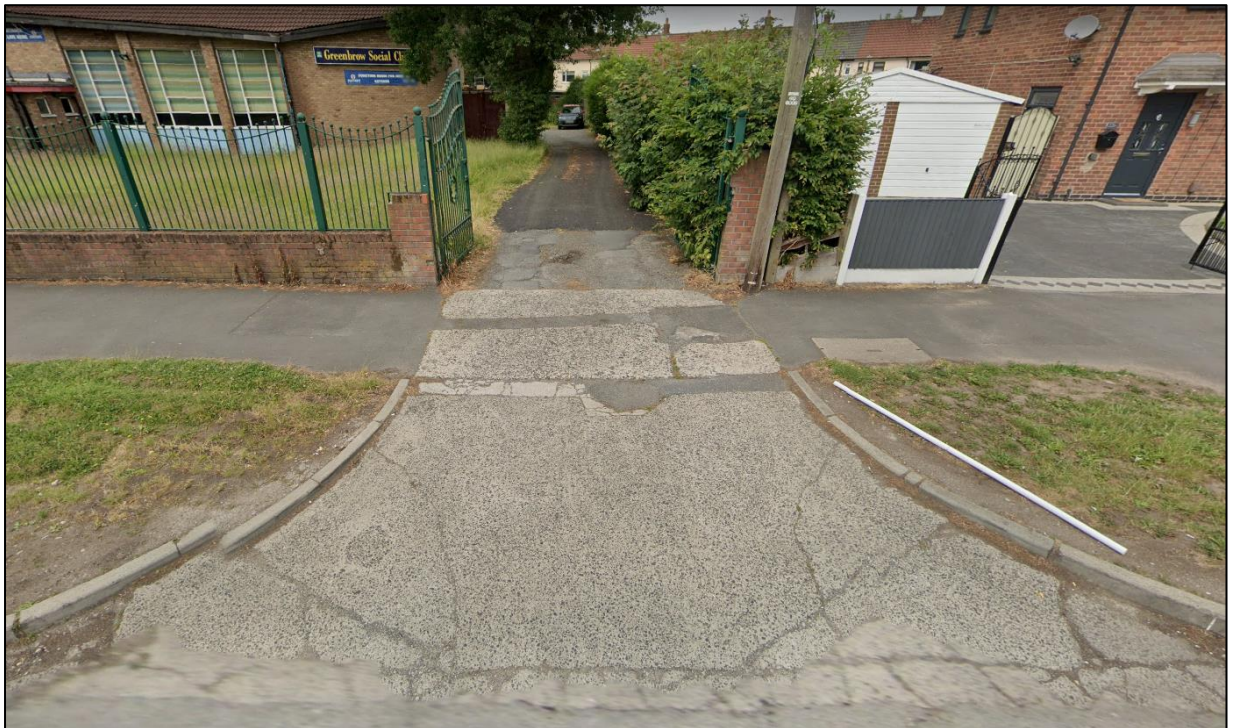
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
- b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

- 2.1 The development site, which is irregular in shape, currently comprises Greenbrow Social Club, located on the southwestern edge of Wythenshawe, circa 1km to the north of Manchester Airport.
- 2.2 The site is bound to the north and west by existing residential dwellings, with Greenbrow Road forming the immediate eastern boundary of the site. Newall Road comprises the southern boundary of the site with residential dwellings noted beyond the carriageways.
- 2.3 Access into the site is currently available directly onto Greenbrow Road via an existing private drive measuring circa 3.5m in width. The access comprises gates which are setback circa 5.5m from Greenbrow Road, with these gates opening inwards away from the highway. **Image 1** outlines the existing access arrangements which serve the Social Club.

Image 1: Existing Site Access



© Google Maps. Image Dated June 2021

Greenbrow Road

- 2.4 Greenbrow Road, from which the site takes access, is a 'C' class road linking Hollyhedge Road with Tuffley Road and Simonsway. The carriageway measures circa 7.5m in width and comprises a 20mph speed limit. Small sections of on-street parking are noted along Greenbrow Road however, it is noted that most of the residential properties which line the carriageway benefit from off-street parking.

- 2.5 Street-lit footways of approximately 2m in width are located along either side of Greenbrow Road, with these footways separated from the carriageway edge via grass verges. Tactile paving is located at many of the dropped kerbs at junctions along the carriageway to assist with facilitating pedestrian movement.
- 2.6 Greenbrow Road provides access to several residential sideroads in addition to many facilities and amenities discussed within this chapter.

Road Collision Data

- 2.7 Personal Injury Collision (PIC) data has been obtained from Crashmap.co.uk for collisions recorded by local police forces using the STATS19 form. The results have been obtained for the most recently available five-year period (01/01/2017 to 31/12/2021) and indicate that four collisions occurred within the study area deemed appropriate for the site. **Plan 2** illustrates the location of these collisions.

Plan 2: Map of Collision Records



© Google Maps.

- 2.8 A review of the collisions which have occurred within the study area outlined that three 'slight' collisions and one 'serious' collision occurred within the last five years.
- 2.9 The 'serious' collision which was recorded occurred along Newall Road to the west of the site during December 2020. It was noted that the collision involved a single vehicle.

- 2.10 The remaining three 'sight' collisions occurred along Greenbrow Road, with two of these at the Greenbrow Road/Newall Road junction, with one at the Greenbrow Road/Foxfield Road junction. Further analysis did not specify that the collisions were a result of the highway layout or arrangement.
- 2.11 In conclusion, with only four collisions occurring within the study area over the five-year period, it is considered that there are no highway safety issues within the study area which will be exacerbated by the proposed redevelopment of the site.

Sustainable Transport Opportunities

- 2.12 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling to highlight travel time to these services. **Table 1** provides a summary of key amenities and facilities using these travel modes.

Table 1: Accessibility Assessment to Local Amenities/Facilities

Amenity/Facility	Approx. Distance (m)	Approx Walking Time	Approx Cycling Time
Retail			
Greenbrow Road Shops (take away, Spar, barbers etc.)	420	5	1
Newall Green Public House	440	5	1
Greenbrow Road Shops (take away, One Stop, bookies etc.)	500	6	2
Education			
Newall High School	420	5	1
Paint Pots Newall Green Day Nursery	500	6	2
Newall Green Primary School	1100	14	4
Leisure			
Tree of Life Community Centre	220	2	1
Wythenshawe Celtic FC	350	3	1
Health			
The Maples Medical Centre/Pharmacy	490	6	2
Wythenshaw Hospital	1200	15	4
Lyoyds Pharmacy	2100	25	7
Transport			
Greenbrow Road Bus Stop	40	<1	<1

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.*

Accessibility on Foot

- 2.13 **Table 1** demonstrates that many key facilities and amenities residents may require within the local area are located within the 1.6km distance desired by the DfT. The DfT National Travel Survey (England) 2021 found that walking constitutes 31% of all journeys made in a year, and that the average walking trip time was 19 minutes (1.6km).
- 2.14 It should be noted that there are yet further facilities and amenities located beyond those outlined within **Table 1. Diagram 001**, attached within **Appendix B**, outlines the location of these facilities and amenities in context to the site.

- 2.15 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highways Engineers (IHT) suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable and should be used for planning and evaluation purposes. **Table 2** replicates those distances on the IHT guidance.

Table 2: IHT Suggested Walking Distances

Suggested Acceptable Walking Distances			
	Town Centre's	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 2.16 It is generally accepted that for purposes of planning and evaluation, and in the absence of any other anecdotal evidence, the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating a 2km iso-distance has been produced and presented in **Plan 3**.

Plan 3: 2km Walking Map Shown in 1km Isochrones

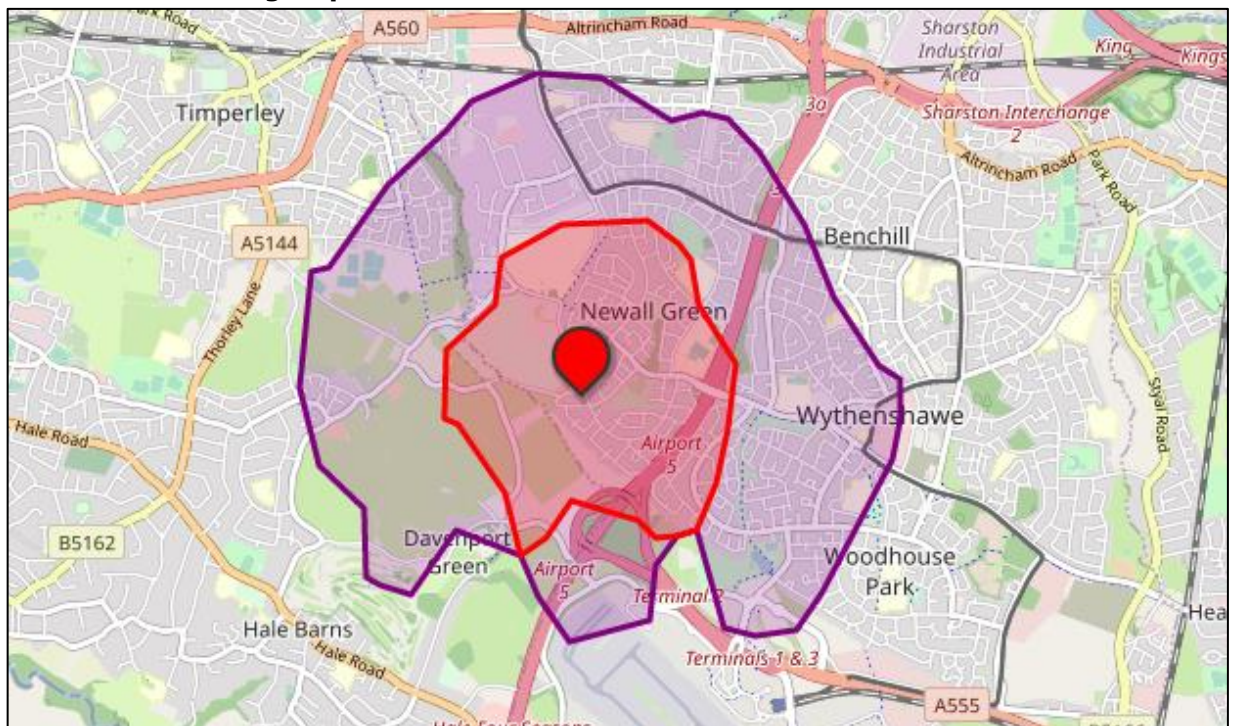


Image Source: Openrouteservice.org

- 2.17 **Plan 3** illustrates that the urban areas of Newall Green, Wythenshawe and parts of Woodhouse Park are located within a 2km walking distance of the site, with these areas providing further facilities and amenities residents could utilise as part of a walking journey.

Accessibility by Cycle

- 2.18 The DfT National Travel Survey (England) 2021 found that, nationally, approximately 29% of people who commute do so principally by cycle.
- 2.19 A review of Sustrains.org.uk indicates that National Cycle Network Route 85, part of the National Cycle Network, is located within an 800m cycling distance of the site. The route connects with the wider cycle network route 558 which connects communities within the south of Manchester. **Plan 4** outlines the location of National Cycle Route 85.
- 2.20 In addition to the National Cycle Network, cyclists have the ability to cycle on the surrounding roads. A review of these roads suggests that cycling would be a suitable form of travel for residents, with cyclists utilising Greenbrow Road, a carriageway of suitable width (7.5m) and low vehicle speed limit (20mph). Adjacent residential roads also comprise of low vehicle speed limits and are considered quiet in nature.

Plan 4: National Cycle Network Route Map

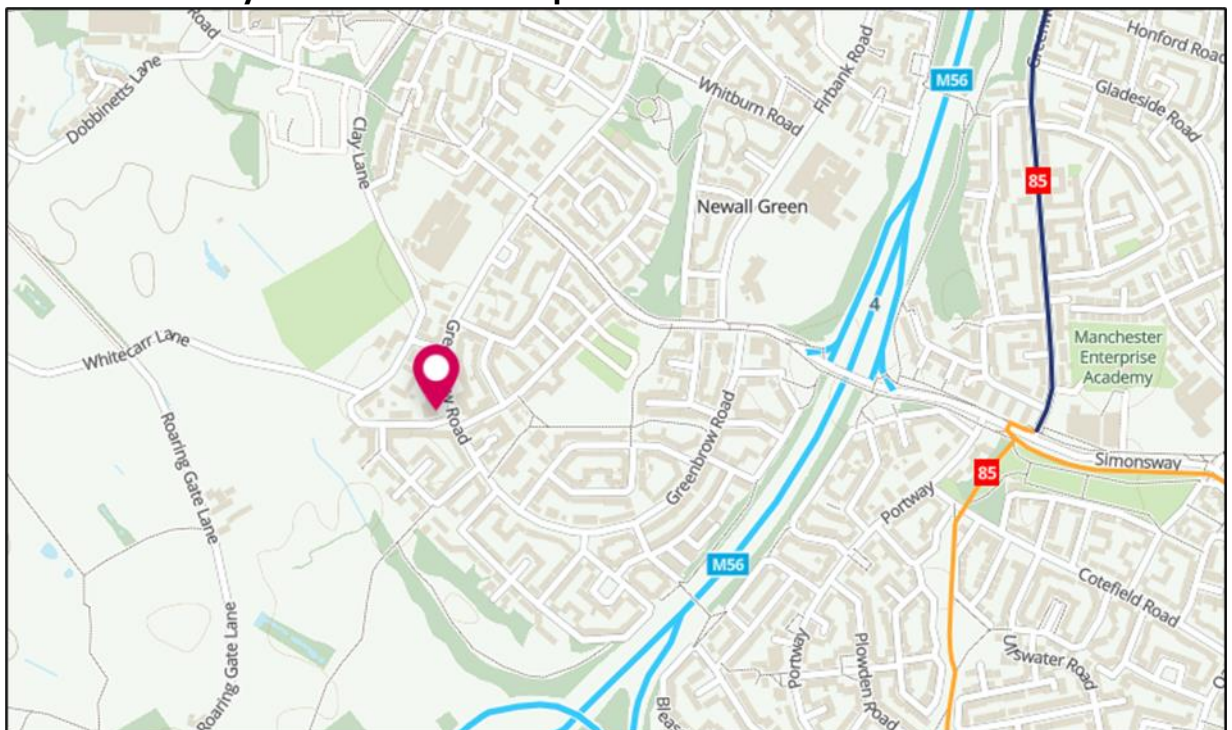


Image Source: Sustrains.org / Map Layer: OS Maps

Accessibility by Bus

- 2.21 The closest bus stops to the site are situated outside the site frontage along Greenbrow Road, with the stops located within a suitable walking distance of the site, as set out by CIHT's document entitled "Buses in Urban Developments" (2018) which recommends a 250m walking distance to the nearest bus stop in town/city centres.

- 2.22 The stop along the western side of the carriageway comprises of a flag-and-pole with bus timetable information and an accessible kerb. A bus cage is situated along the carriageway to assist drivers in identifying the stop. The stop along the eastern side of the carriageway comprises of similar however, this stop also has shelter provision.
- 2.23 A summary of the bus services which operate adjacent to the side along Greenbrow Road can be found within **Table 3**, with a Public Transport Plan attached within **Appendix C**.

Table 3: Summary of Bus Services within Close Proximity of Site

Service	Operating Days	Operating Times	Frequency (up to)	Route	Provider
11	Mon - Fri	05:45 – 00:08	30 mins	Stockport - Altrincham	Stagecoach
	Sat	06:34 – 00:08			
	Sun	08:38 – 23:05	Hourly		
101	Mon - Fri	04:31 – 23:26	30 mins	Manchester - Wythenshawe	
	Sat	05:00 – 22:56			
	Sun	05:47 – 22:56			
751	Mon - Fri	07:45 – 16:38	School Service	Hazel Grove - Altrincham	

- 2.24 The bus timetable information demonstrates that residents will be able to use the accessible bus services along Greenbrow Road to access local villages, towns, educational facilities, and railway stations.

Accessibility by Metrolink

- 2.25 The nearest tram stop to the site is Roundthorn Tram Stop. The stop is located within a 1.6km walking distance of the site to the north and can form part of a multimodal journey for residents of the site.
- 2.26 The stop benefits from several facilities, with a summary as follows:
- Customer Information Screens;
 - Ticket Machines;
 - Bicycle Parking (5x Cycle Lockers & 5x Cycle Stands);
 - Customer Help Points, and;
 - Ramps for accessible access.

- 2.27 Destinations such as Victoria and Manchester Airport are located within an hour commute of the site.

Accessibility by Metro Link

- 2.28 The proposed development site is located in an area with a Greater Manchester Accessibility Level (GMAL) rating of 5, where a rating of 1 indicates a very low level of accessibility and 8 indicates a very high level of accessibility. The site is therefore considered to have moderate to good access to public transport (bus and metrolink) with these services providing an alternative to private car use.

Sustainability Conclusion

- 2.29 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 105 of the NPPF which states;

'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.'

- 2.30 It is apparent that the proposed residential development would be accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

3.0 PROPOSED DEVELOPMENT

Schedule of Accommodation

3.1 The proposed development will see the demolition of the existing Greenbrow Social Club building, replacing it with 23 residential dwellings. A proposed site plan is shown in **Appendix A** with a schedule of accommodation as follows:

- 10x 1-bed flats
- 5x 2-bed flats
- 2x 2-bed houses
- 4x 3-bed houses
- 2x 4-bed houses

Vehicle Access

3.2 The main access, which will provide access to a parking area to the rear of the site, will be taken directly onto Greenbrow Road, utilising the existing private drive which serves the site.

3.3 The access will be widened to 4.8m as to allow for simultaneous two-way movement and will have radii of 4.5m - a significant improvement when based on the existing access. The access will have a security barrier setback a minimum of 6m from the carriageway edge which will be remote controlled by residents using a key fob. The barrier is setback a sufficient distance as to allow a large car to wait clear of the highway when the barrier is opening.

3.4 Manual for Streets outlines that for carriageways of 20mph, a Sight Stopping Distance (SSD) of 32m is considered safe and suitable. Visibility splays of 32m can be achieved from the site access when adopting a 2.4m setback. **Drawing Number RHC-22-125-01**, attached within **Appendix D**, outlines the proposed site access and the achievable visibility splays. It is noted that these splays fall within land under ownership of the applicant, or land which appears under the control of the Local Highway Authority.

3.5 Vehicle access will also be provided via Newall Road, which will allow for vehicles to park within six parking spaces. Each private drive will form a vehicle crossover onto the carriageway.

Pedestrian Access

3.6 Access to the site for pedestrians will be predominantly via the various pathways which link the site to the wider footway network along both Greenbrow Road and Newall Road.

Vehicle Parking

3.7 In accordance with the Manchester Residential Quality Guidance document (2017), parking standards for

apartment development will be expected to provide 100% parking provision as a starting point, with all parking needed to be provided off the highway. It is understood that reduced on-site parking provision can be acceptable, subject to the following factors:

- Secure cycle parking in excess of 50% provision relative to apartment numbers would need to be provided;
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development;
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and,
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

3.8 It is also understood that MCC's preference is to adopt maximum parking standards for developments, as to encourage sustainable transport opportunities and reduce the reliance on car travel.

3.9 It is proposed to provide 28 vehicle car parking spaces within the site, including for EVP spaces. It is considered that the number of vehicle car parking spaces proposed are suitable to cater for likely demand.

3.10 **Drawing Number RHC-22-125-02**, attached within **Appendix E**, outlined how a large car can enter, turn and exit the site within a forward gear in the unlikely event that all car parking spaces are occupied.

Cycle Parking/Storage

3.11 Cycle storage for the flats will be situated at the front of the building, most likely in the form of Sheffield Loop stands.

3.12 It is expected that bicycles for each of the houses would be stored within the boundary of each property, in sheds or similar storage facilities. Each of the dwellings will have enough enclosed garden space for this to be achieved.

Servicing

3.13 Refuse collection would be in keeping with existing operations along Greenbrow Road. Residents would be responsible for placing the relevant bins at the back line of pavement on collection day or within the bin stores for refuse collection (where in residential flats).

4.0 VEHICLE IMPACT

Existing Traffic Generation

- 4.1 As the Greenbrow Social Club is still in situ, likely vehicle trips associated with the site will be considered in comparison to the proposed trip generation. While there is no 'social club' use class on the Trip Rate Information Computer System (TRICS®), to provide a comparable assessment, the 'community centre' land classification is the most relevant land use within the database.
- 4.2 The applicant of the site has confirmed that the Gross Floor Area of the existing building measures circa 698sq.m. The TRICS database has therefore been used to provide an estimate of the number of trips that the existing site is expected to generate. A summary of the likely vehicle trips associated within the existing land use can be found within **Table 4**, with full TRICS outputs contained within **Appendix F**.

Table 4: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per 100sq.m)			Trip Generation (698 sq.m)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.260	0.130	0.584	2	1	3
PM Peak (17:00-18:00)	0.000	0.082	0.082	0	1	1
Daily (07:00-19:00)	7.593	6.837	14.430	53	48	101

- 4.3 **Table 4** outlines that the existing land use could generate three two-way vehicle movements during the generic AM peak period, and a single two-way vehicle movement during the generic PM peak period. Over an average 12-hours (07:00-19:00), the existing land use could generate 101 two-way vehicle movements.

Proposed Traffic Generation

- 4.4 To ascertain the number of vehicle movements likely to be generated from the proposed development, further analysis of the TRICS database has been undertaken. A summary of the likely projected person trip rates can be found within **Table 5**, with the full TRICS data available in **Appendix G**.

Table 5: TRICS Total Person Trip Rate Analysis for the Proposed Development

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.119	0.373	0.492	0.322	0.220	0.542

- 4.5 The 2011 census modal split results for the Baguley ward, in which the site is situated, have been applied to the total person trips presented in **Table 5** to provide a forecast of trips for each travel mode. The census data shows that there are 6,442 economically active people in employment, with an additional 4,091 people not in employment. It is also important to note that 138 of the 6,442 economically active

people in employment work from home. These people are still considered as having a potential travel demand to/from the area, as their circumstances may change, and their employers may implement policies or practices making them more, or less able to work from home, especially after the change in working arrangements since the Covid-19 pandemic.

- 4.6 A review of the recently released 2021 Method of Travel to Work census data for the Baguley ward has been undertaken as to compare the results against the 2011 Method of Travel to Work census data. It is important to note that the 2021 census was undertaken during a period of rapid change and that care should be taken when using this data for planning purposes.
- 4.7 The results of the data outlined that 19.3% of the working population living within the Baguley ward worked from home, a typical result of the Covid-19 pandemic. There was a reduction in car drivers from 55.7% to 46.5%. Taking this into consideration, the 2011 census data has been used to ensure for a robust assessment.
- 4.8 Roberts Highway Consultants Limited have provided a forecast of trips based on those economically active residents who are likely to travel during the AM and PM peaks driving a car or van (55.7%). A copy of the 2011 census data for the Baguley ward can be found within **Appendix H**. The resulting vehicular trip rates and trip generation for the proposals are shown in **Table 6**.

Table 6: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per unit)			Trip Generation (23 units)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.066	0.208	0.274	2	5	7
PM Peak (17:00-18:00)	0.179	0.122	0.302	4	3	7
Daily (07:00-19:00)	1.576	1.603	3.179	36	37	73

- 4.9 It can be seen from the above that the proposed development would generate approximately seven vehicle movements during each peak hour (two-way) during a typical weekday, with 73 two-way vehicle movements likely to occur during a 12hr period (07:00-19:00).

Comparison of Vehicle Flows

- 4.10 A comparison of the vehicle trip generation during a generic weekday has been provided within **Table 7**.

Table 7: Net Vehicle Trip Generation

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)			12hr
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	
Existing Site	2	1	3	0	1	1	101
Proposed Development	2	5	7	4	3	7	73
Net (+/-)	0	+4	+4	+4	+2	+6	-28

-
- 4.11 When comparing vehicle flows from the existing land use against those likely to be generated by the proposed development during the generic peak period, the proposals will result in an increase of four two-way vehicle movements during the generic AM peak period, with an increase of six two-way vehicle movements during a generic PM peak period. It is however noted that over an average weekday, the development proposals would reduce vehicle movements to and from the site by 28 two-way movements.
- 4.12 In light of the above, given the projected traffic flows outlined within this chapter, it is considered that the proposed development will not result in a severe impact on the highway network and is therefore acceptable on transport grounds in accordance with Paragraph 111 of the NPPF.

5.0 CONCLUSION

- 5.1 This Transport Statement has been produced to provide information in support of a proposed residential development comprising 23 dwellings at the Greenbrow Social Club site off Greenbrow Road, Wythenshawe.
- 5.2 A review of available collision data supplied by crashmap.co.uk highlights that there are no road safety concerns within the study area.
- 5.3 The site is well located in terms of access to local amenities and facilities by foot, cycle or public transport removing the reliance on single car occupancy vehicle trips and allowing for sustainable travel modes.
- 5.4 Access to the site will utilise the existing access which serves the site. The access will be widened to 4.8m to allow for simultaneous two-way vehicle movement, with suitable visibility splays achievable from the access when considering the carriageway speed limit.
- 5.5 It is proposed to provide 28 vehicle car parking spaces within the site, including for EVP spaces. It is considered that the number of vehicle car parking spaces proposed are suitable to cater for likely demand.
- 5.6 Swept paths of a large car have been undertaken to demonstrate that the internal arrangement of the site allows for a vehicle to enter, turn and exit the site within a forward gear.
- 5.7 Whilst the development proposals will result in a minor increase in vehicle movements during the generic peak periods, there will be an overall reduction of 28 vehicle movements during an average weekday. It is therefore considered that the cumulative impacts of the proposed development are negligible.
- 5.8 Based on the information provided above and attached, it is considered that there are no highways or transportation reasons why the Local Highway Authority cannot provide an 'in principle' support for the proposed planning application.

Appendix A: -

Key

- 3000 x 6000mm parking space
- Pavement
- Block Paved Parking Space
- Private Garden
- Front Garden
- Access Road - Tarmac
- Shed (Cycle Storage)

Schedule of Accommodation

Social Rent
10no 1B2P Flats @ 50m²
5no 2B3P Flats @ 61m²
2no 2B4P Houses Semi-Detached @ 79m²
2no 3B5P Houses Semi-Detached @ 96m²

Shared Ownership
2no 3B5P Houses Semi-Detached @ 96m²
2no 4B6P Houses Detached @ 108m²

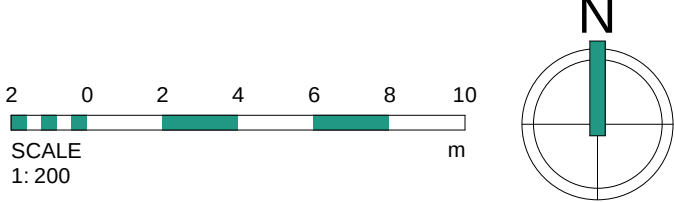
23no Total

30 no parking spaces
Flats - 100% parking spaces
2B4P Houses - 100% parking spaces
3B5P Houses - 100% parking spaces
4B6P Houses - 200% parking spaces
1no - parking space for 27 Newell Road
1no - parking space for 29 Newell Road
1no - parking space for 33 Newell Road

Site Area: 3010m²

Caveats

- Overlooking distances subject to LPA Approval
- Density and parking mix subject to LPA Approval



Layout subject to confirmation of red line boundary, all statutory approvals including highways, planning and building regulations, relevant surveys and reports such as topographical, ecology, trees, ground investigation and flood risk.

Area Schedule		
Type	Description	Area
Car Parking	Salmon	331 m²
Front Garden	Dark Green	634 m²
Plot Hardstanding	Light Grey	507 m²
Private Garden	Light Green	358 m²
Unadopted Drive	Red Fleck	401 m²
Total: 36		2231 m²

Fence Schedule		
Type	Fence Height	Length
440x440x1800mm	0.0	
1800mm Wall & Railing	1.250	89.0
Fence - TSW 2100mm	2.100	158.3
Total: 51		247.3



00 Proposed Site Plan
1 : 200

DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR
PRIOR TO CONSTRUCTION

1	23.11.22	ED	Access road widened to 4.8m in line with highways consultant comments
Rev	Date	Int	Description

btp ARCHITECTS

RIBA Chartered Practice

CLIENT:
WCHG

PROJECT:
Greenbrow Social Club

DESCRIPTION:
Proposed Site Plan

PURPOSE OF ISSUE:
Planning

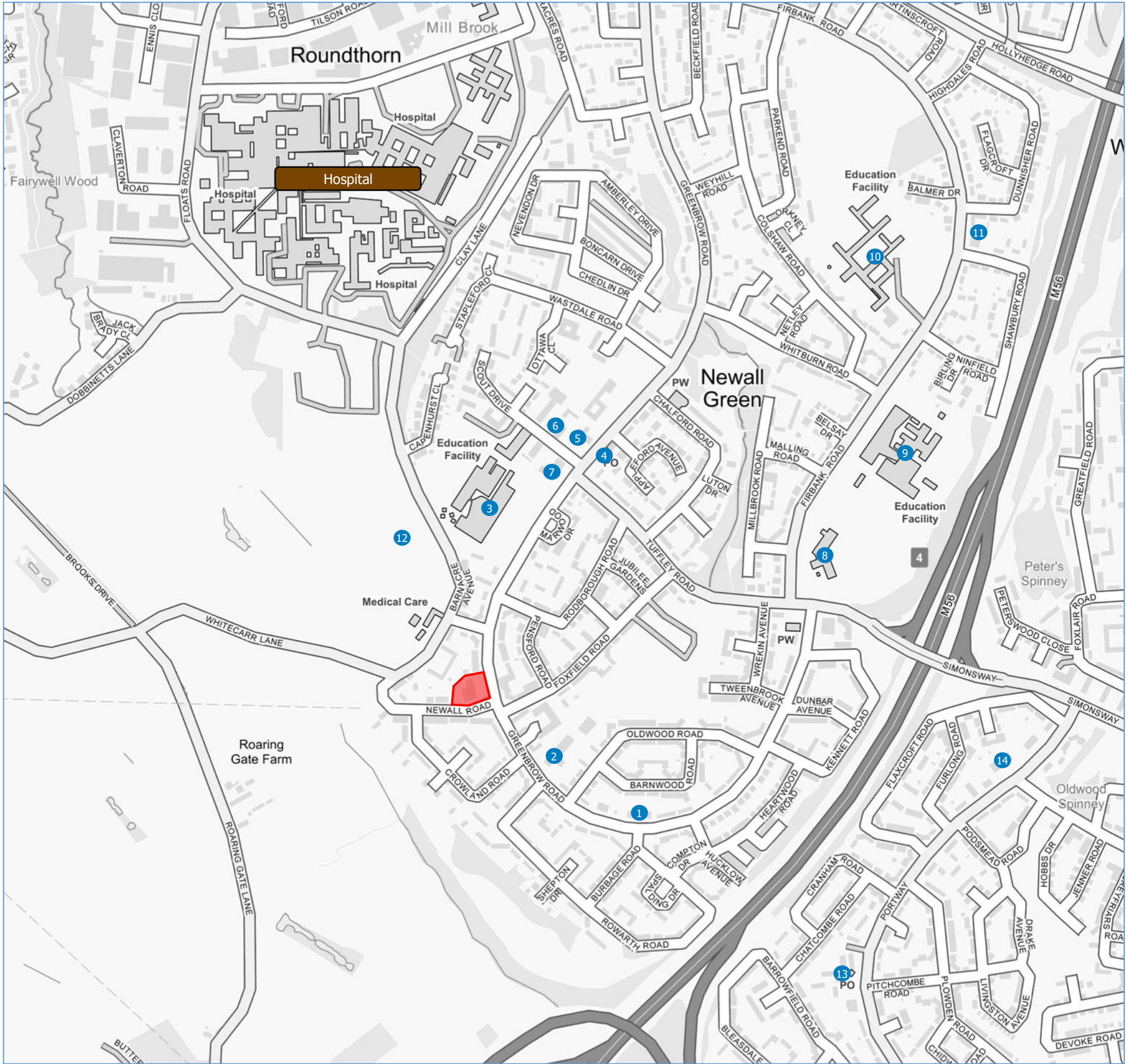
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ED	MA	21.10.22	1 : 200

JOB NO:	STATUS CODE:	DRAWING NO:	REV:
3953	S2	105	1

FILE IDENTIFIER:
SW-BTP-00-SP-DR-A-3953_105.1

Elizabeth House 486 Didsbury Road Heaton Mersey Stockport SK4 3BS
0161 443 1221 info@bernardtaylor.co.uk www.btparchitects.co.uk

Appendix B: -



Scale:

Not To Scale.

- Notes:**
- 1. Do Not Scale From This Figure.
 - 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 - 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 - 4. Paved Footways May Not Be Available On All Routes.

 Site Location

Local Facilities Key

- 1 Greenbrow Road Shops #1
- 2 Tree of Life Community Centre
- 3 Newall High School
- 4 Greenbrow Road Shops #2
- 5 The Maples Medical Centre
- 6 Green Day Nursery
- 7 Newall Green Public House
- 8 St Peters Primary School
- 9 St Paul's Catholic High School
- 10 Newall Green Primary School
- 11 The Firkbank Pub & Kitchen
- 12 Wythenshawe Celtic FC
- 13 Portway Shops #1
- 14 Portway Shops #2

Client:		Wythenshawe Community Housing Group	
Project:		Greenbrow Social Club Greenbrow Road Wythenshawe	
Diagram Title:		Facilities & Amenities Plan Diagram 001	
Drawn & Checked By: AR		Date: 22/11/2022	
T: +44 (0) 7935229255 enquiries@robertshighwayconsultants.co.uk www.robertshighwayconsultants.co.uk		 Roberts Highway Consultants	
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Appendix C: -



Social Club Bus Stop
Services: 11, 101, 751

Scale:
Not To Scale.

- Notes:**
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 - 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 - 4. Paved Footways May Not Be Available On All Routes.

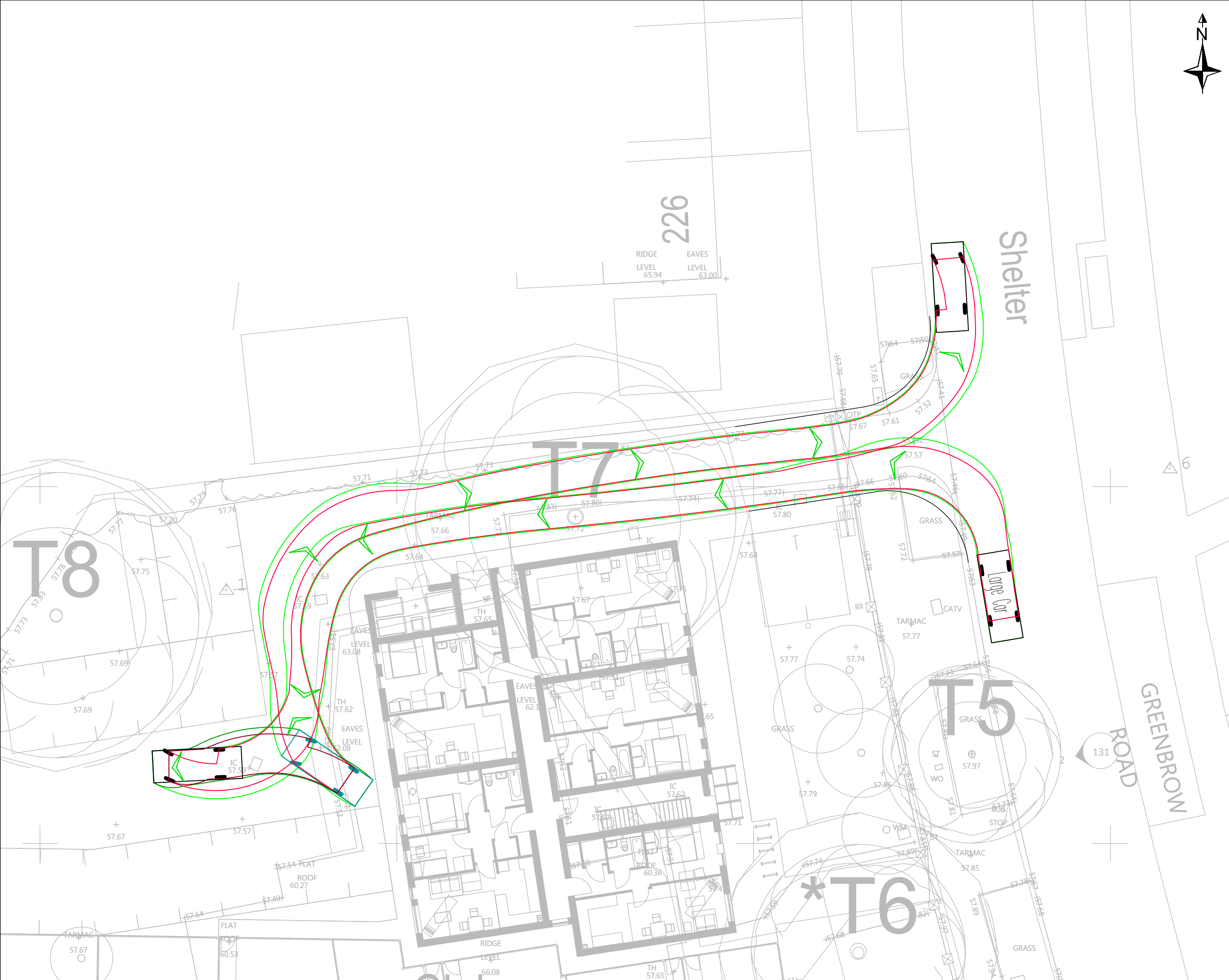
Site Location

Selected Bus Stops Close To Site

Client:		Wythenshawe Community Housing Group	
Project:		Greenbrow Social Club Greenbrow Road Wythenshawe	
Diagram Title:		Public Transport Plan Diagram 002	
Drawn & Checked By:		AR	Date: 21/11/2022
T: +44 (0) 7935229255 enquiries@robertshighwayconsultants.co.uk www.robertshighwayconsultants.co.uk			

Appendix D: -

Appendix E: -



- Notes:
1. Do Not Scale This Drawing. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. Contractor To Check All Dimensions & Report Any Omissions Or Errors.



Large Car
Overall Length 4.98m
Overall Width 1.79m
Overall Body Height 1.52m
Min Body Ground Clearance 0.28m
Track Width 1.70m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 6.20m

Rev	Description	Date
Client: Wythenshawe Community Housing Group		
Project: Greenbrow Social Club Wythenshawe Manchester		
Drawing Title: Swept Paths (Large Car)		
Drawing Number: RHC-22-125-02		
Revision: -	Sheet Size: A3	Scale: 1:200
Drawn & Checked By: AR	Date: 24/11/2022	Status: Information

E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)7935 229255
W: www.robertshighwayconsultants.co.uk
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Appendix F: -

Calculation Reference: AUDIT-608801-221121-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	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: Gross floor area
 Actual Range: 100 to 625 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/05/19

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	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local Centre)	4
--	---

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:

Retail Zone	1
Village	2
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

F2(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
500,001 or More	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
1.6 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:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	15/10/12	Survey Type: MANUAL
2	EC-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CHESHIRE EAST
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
3	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
4	WY-07-Q-01 WATERLOO LANE LEEDS BRAMLEY	COMMUNITY CENTRE	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone		
	Total Gross floor area:	625 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	347	0.288	3	347	0.000	3	347	0.288
08:00 - 09:00	4	385	0.260	4	385	0.130	4	385	0.390
09:00 - 10:00	4	385	0.454	4	385	0.130	4	385	0.584
10:00 - 11:00	4	385	0.519	4	385	0.195	4	385	0.714
11:00 - 12:00	4	385	0.714	4	385	0.844	4	385	1.558
12:00 - 13:00	4	385	0.454	4	385	0.714	4	385	1.168
13:00 - 14:00	4	385	0.454	4	385	0.324	4	385	0.778
14:00 - 15:00	4	385	0.260	4	385	0.260	4	385	0.520
15:00 - 16:00	4	385	0.844	4	385	0.649	4	385	1.493
16:00 - 17:00	3	408	0.163	3	408	1.224	3	408	1.387
17:00 - 18:00	3	408	0.000	3	408	0.082	3	408	0.082
18:00 - 19:00	3	408	1.224	3	408	0.000	3	408	1.224
19:00 - 20:00	3	408	1.959	3	408	0.000	3	408	1.959
20:00 - 21:00	3	408	0.000	3	408	0.571	3	408	0.571
21:00 - 22:00	3	408	0.000	3	408	1.714	3	408	1.714
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.593			6.837			14.430

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:	100 - 625 (units: sqm)
Survey date range:	01/01/12 - 24/05/19
Number of weekdays (Monday-Friday):	4
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 G: -

Calculation Reference: AUDIT-608801-221121-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	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: 15 to 22 (units:)
 Range Selected by User: 6 to 467 (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: 01/01/14 to 24/11/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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)	3
------------------------------------	---

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	3
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 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

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:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	BH-03-D-03 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES		BRIGHTON & HOVE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		15	
	Survey date: THURSDAY		16/10/14	Survey Type: MANUAL
2	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		22	
	Survey date: WEDNESDAY		01/07/15	Survey Type: MANUAL
3	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		22	
	Survey date: TUESDAY		23/06/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.15

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	3	20	0.000	3	20	0.169	3	20	0.169
08:00 - 09:00	3	20	0.119	3	20	0.373	3	20	0.492
09:00 - 10:00	3	20	0.119	3	20	0.220	3	20	0.339
10:00 - 11:00	3	20	0.288	3	20	0.356	3	20	0.644
11:00 - 12:00	3	20	0.288	3	20	0.186	3	20	0.474
12:00 - 13:00	3	20	0.271	3	20	0.203	3	20	0.474
13:00 - 14:00	3	20	0.203	3	20	0.186	3	20	0.389
14:00 - 15:00	3	20	0.220	3	20	0.339	3	20	0.559
15:00 - 16:00	3	20	0.441	3	20	0.288	3	20	0.729
16:00 - 17:00	3	20	0.390	3	20	0.203	3	20	0.593
17:00 - 18:00	3	20	0.322	3	20	0.220	3	20	0.542
18:00 - 19:00	3	20	0.169	3	20	0.136	3	20	0.305
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.830			2.879			5.709

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.

Appendix H: -

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
units Persons
area type 2011 wards
area name E05000689 : Baguley
rural urban Total

Total
Working
Population

Dwellings
23

6,442

TRICS PERSON RATES PEAK			
	Arr	Dep	Two-Way
AM	0.119	0.373	0.492
PM	0.322	0.22	0.542
Day	2.83	2.879	5.709

Arrive AM	Arrive PM	Day Arrive	Dep AM	Dep PM	Day Dep
3	7	65	9	5	66

Method of Travel to Work	2011	%age						
All categories: Method of travel to work	10,533							
Work mainly at or from home	138	2.1%	0	0	1	0	0	1
Underground, metro, light rail, tram	31	0.5%	0	0	0	0	0	0
Train	31	0.5%	0	0	0	0	0	0
Bus, minibus or coach	1,015	15.8%	0	1	10	1	1	10
Taxi	77	1.2%	0	0	1	0	0	1
Motorcycle, scooter or moped	33	0.5%	0	0	0	0	0	0
Driving a car or van	3,587	55.7%	2	4	36	5	3	37
Passenger in a car or van	405	6.3%	0	0	4	1	0	4
Bicycle	245	3.8%	0	0	2	0	0	3
On foot	839	13.0%	0	1	8	1	1	9
Other method of travel to work	41	0.6%	0	0	0	0	0	0
Not in employment	4,091							

CENSUS VEHICLE RATES PEAK			
	Arr	Dep	Two-Way
AM	0.066	0.208	0.274
PM	0.179	0.122	0.302
Day	1.576	1.603	3.179

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

