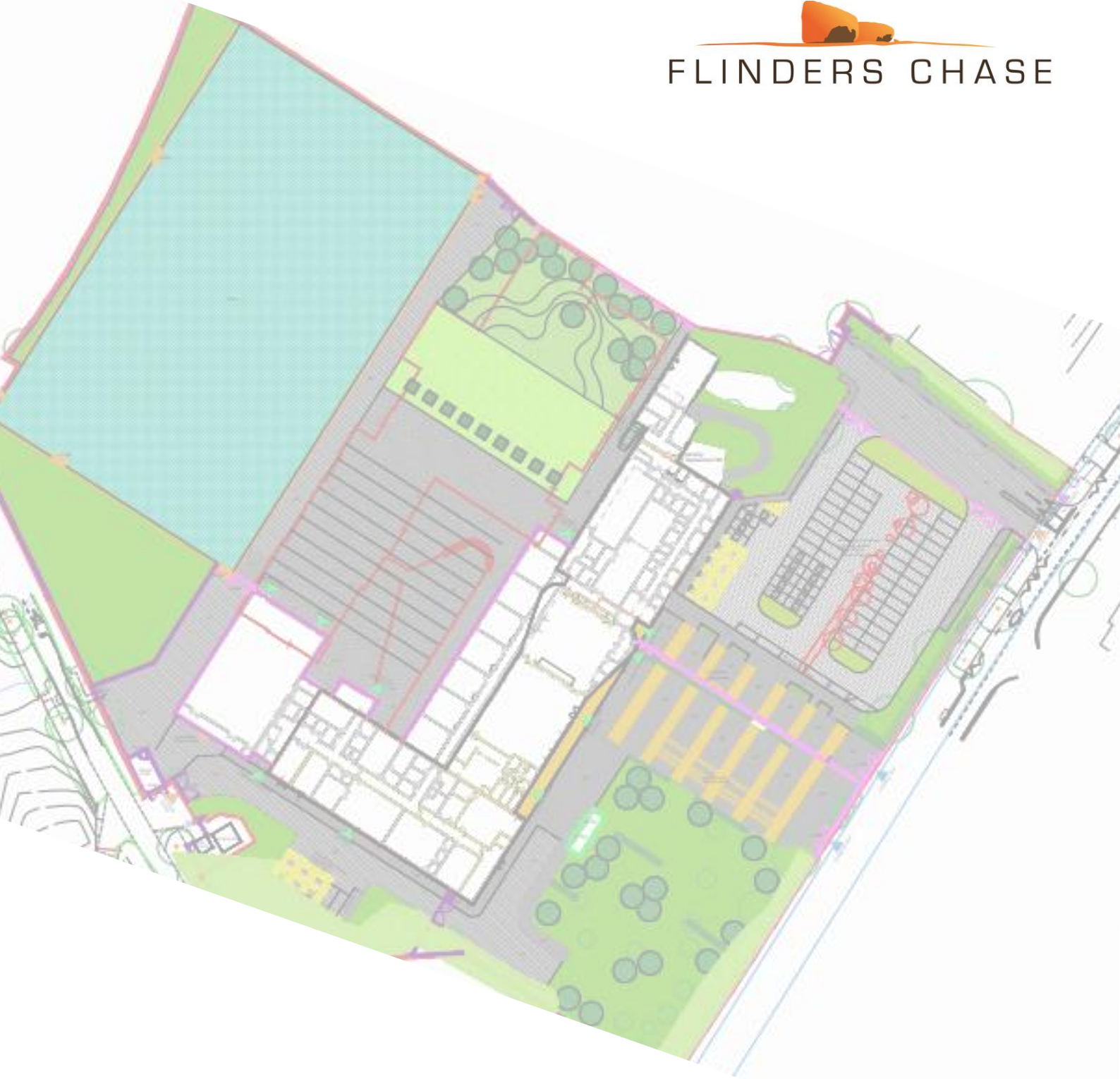




**MORGAN
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Newall Green High School

Transport Statement

FS0998-FCL-HGN-00-RP-D-0001

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1 Introduction

1.1 Background Information

The building previously known as Newall Green High School is located in Wythenshawe, approximately 8 miles south of Manchester City Centre. The school building has been mothballed since August 2021 due to poor Ofsted Reports and very low pupil numbers forcing its closure. The school was operated by the Smile Trust until March 2015 and thereafter it is assumed the school changed operators due to its change in URN and DFE reference number and indicated 'closure'¹. At this time the school had a capacity of 900 pupils aged 11-19 (5 forms of entry) including a 6th form of 150 pupils. After it's 'closure' in March 2015, the school was 'reopened' in April 2015 (according to Get Information About Schools) with a new Headteacher, URN and DFE reference number. Between 2015-2021 pupil numbers significantly reduced (with only 437 pupils attending in the year before it closed) and Ofsted reports continuing to be poor which led to the full closure of the school in August 2021, attributed in part to the COVID-19 pandemic.

The Dixons Academy Trust have identified a need for more Secondary School places within the region and are planning to re-open the school to accommodate pupils aged 11-16. The Dixons Trust focuses on improving school standards and has successfully operated a number of improved schools throughout the Northwest Region.

The Dixons Academy Trust are planning to reopen the school in September 2023 in temporary accommodation. As part of re-opening the school, refurbishment, demolition and new construction works are planned to ensure the mothballed school is fit for use before students are moved in. This construction is planned to be completed for the 2024-2025 academic year, with a full cohort of pupils predicted three years later for the 2027-2028 academic year. At full capacity the school will accommodate 750 pupils in years 7-11 (ages 11-16) with approximately 89 full time staff. The 6th form building, which was originally part of the full school site, has since been taken over by Piper Hill SEN school for their post-16 department. As a result of this, the 6th form block will stay outside of the Red Line Boundary for this development as it is now a separate institution. No 6th form aged pupils (ages 16-19) are planned to attend the reopened Newall Green High School.

The Newall Green High School site currently consists of a relatively new build structure making up the main body of the school, built in approximately 2007-2008, in addition to a number of older buildings located behind the main block. Within the demise of the school grounds is contained a small, grassed area and a large multi-use artificial sports field. It is planned to demolish the smaller, older buildings constructed prior to 2007-2008, and construct two new wings onto the refurbished main block. This will increase the volume of hardstanding space on the school site and reduce the volume of internal teaching space but make it more efficient for the volume of pupils within the reopened school. The 6th form block is outside of the red

¹ "Get Information about Schools - GOV.UK." www.get-information-schools.service.gov.uk.

line boundary and site secure line for this development as it is now operated by Piper Hill SEN School. The proposed plans can be seen in Figure 1-1 below, and more detail in Appendix A.

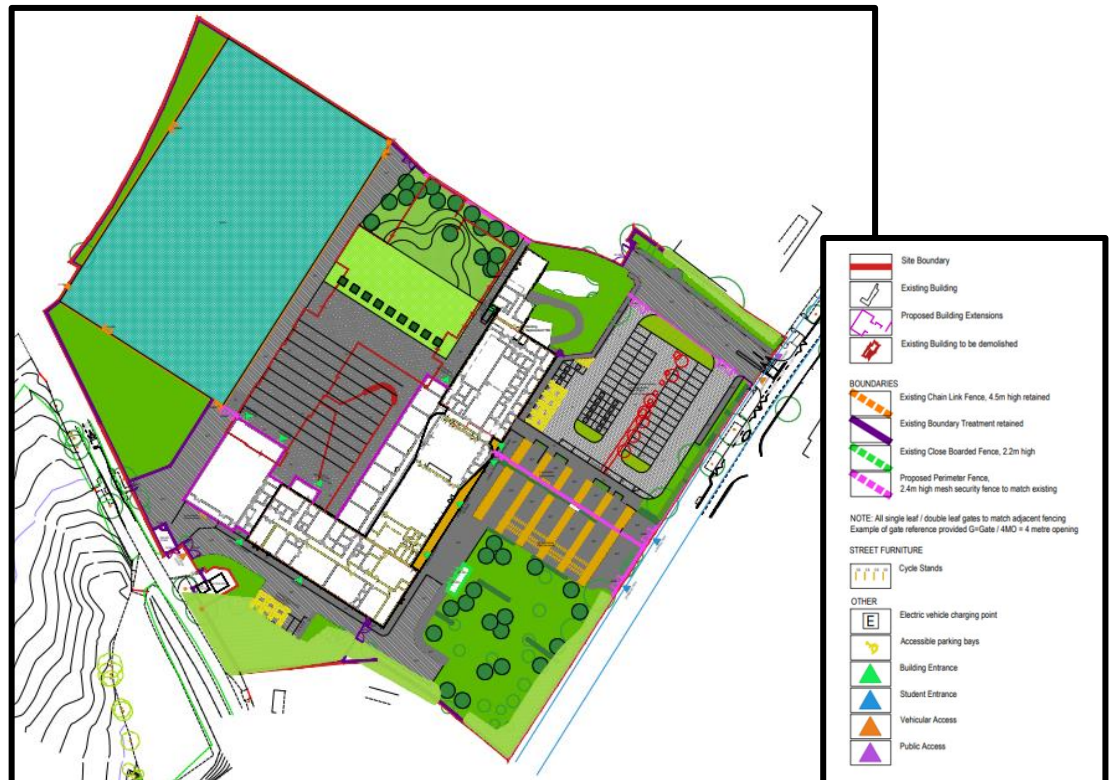


Figure 1-1 – Newall Green High School Proposed Layout

This *Transport Statement* has been prepared to support the redevelopment of the Newall Green High School building that has been mothballed since August 2021. This includes the refurbishment of the newer main teaching block, the demolition of the older buildings and the construction of two new teaching wings. It has been prepared on behalf of Morgan Sindall as part of the documentation required for the planning application. This report assesses the existing conditions at the site, reviews the site accessibility in terms of sustainable modes of travel, access to the local highway network and identifies traffic related impacts resulting from the scheme, together with any required mitigation measures.

1.2 Structure of the Transport Statement

This Transport Statement follows national guidance on the preparation of Transport Statements and sets out the findings in a logical manner as follows:

- Section 2 reviews the national, regional and local policy context and guidance;
- Section 3 reviews the existing location and the transport situation;
- Section 4 describes the development proposals and access strategy;
- Section 5 analyses the Road Traffic Collision data in the vicinity of the site; and
- Section 6 contains a summary of the assessment findings and conclusions.

2 Policy Context

2.1 National Planning Policy Guidance

2.1.1 *The National Planning Policy Framework*

In 2021 the Department for Local Government and Communities published an update of the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities, favouring sustainable development. The framework outlines those developments should be approved, without delay, if they are following the Local Development Plan. If the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 9 of the NPPF (paragraphs 104 to 113) deals specifically with transport and focuses on promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Assessment or Transport Statement. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Development should only be prevented or refused on transport grounds where the residual cumulative impact of the development is severe.

2.1.2 *Cycling and Walking Investment Strategy (CWIS) & CWIS 2*

In 2017, the UK Government set out its ambition for cycling and walking in England in their Cycling and Walking Investment Strategy. This brief document sets out the Government's ambition "to make cycling and walking the natural choice for shorter journeys, or as part of a larger journey". The document sets out three strands through which this ambition will be achieved, by delivering:

- Better Safety - A safe and reliable way to travel for short journeys.
- Better Mobility - More people cycling and walking - easy, normal, and enjoyable.
- Better Streets - Places that have cycling and walking at their heart.

Specific Objectives targeted to have been achieved by 2020 are:

- An increase in cycling activity, where cycling activity is measured as the estimated total number of cycle stages made.
- An increase in walking activity, where walking activity is measured as the total number of walking stages per person

- A reduction in the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled.
- An increase in the percentage of children aged 5 to 10 that usually walk to school.

These Objectives are further supported by the following specific aims and targets by 2025:

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

In July 2022, the Department for Transport reaffirmed its commitment to cycling and walking investment by publishing the second Cycling and Walking Investment Strategy (CWIS 2). The document continues the government's commitment to Active Travel and sets out its objectives and financial resources through to March 2025. Beyond 2025, the strategy seeks to achieve an increase in the percentage of short journeys in towns and cities that are walked or cycled to 55% by 2035, and to deliver a world class cycling and walking network in England by 2040.

2.1.3 *Gear Change: A Bold Vision for Cycling and Walking*

In July 2020, the UK Government published, "Gear Change: A Bold Vision for Cycling and walking", which set out their vision for a "Active Travel Revolution" in England's towns and communities. The document marked a step change in how transport investment would be made in England, with a clear move away from car travel.

This vision includes:

- **Healthier Happier and Greener communities** - Due to the increase in active travel and reduction in vehicle travel; resulting in cleaner, healthier, safer, and quieter streets.
- **Safer streets** - Where none are afraid to cycle to and from work and school.
- **Convenient and accessible travel** - Where cycling and walking are seen as the most convenient, desirable, and affordable way to travel and where everyone has opportunities to take up walking and cycling.

To achieve this vision "active travel" would be placed at the heart of transport decision making, with better cycling and walking measures, and infrastructure no longer seen as an afterthought but moved to the very heart of consideration for all transport policy and planning at all levels of leadership.

The document also highlights four themes encapsulating the actions needed at all levels of leadership. These include:

- **Better Streets for Cycling and People** - Where there would eventually be thousands of miles of continuous, safe, and direct cycle routes in towns and cities, physically separated from pedestrian and high-volume motor traffic.
- **Cycling at the Heart of decision making** - Including, but not limited to, the creation of a long-term cycling and walking programme and budget, the inclusion of cycling provisions in new local and strategic A-road schemes and better integration of cycling with railways and buses.
- **Empowering and encouraging Local Authorities** - Including, but not limited to, increased funding for local authorities, significantly improved capacity and assistance for local authorities and a new commissioning body and inspectorate, “Active Travel England”, led by a new national cycling and walking commissioner.
- **Enabling people to cycle and protect them when they do** - Including, but not limited to, the provision of cycling training for adults and children who want it, making legal changes to protect vulnerable road users, consulting on updates to the Highway code to improve safety for all users, and the establishment of a national electrically assisted bike support programme.

2.2 Local Planning Policy Guidance

2.2.1 Greater Manchester 2040 – A Transport Strategy

In February 2017, Transport for Greater Manchester set out the transport vision and policies for the Greater Manchester region up to 2040. The “Greater Manchester 2040” document effectively functions as the Fourth *Local Transport Plan* for the region but focuses much more on ensuring all the different strands of the transport network come together to provide better *modal integration*. The short-term objectives (between 2017 and 2023) are set out below:

- Highways measures to improve reliability and access across the wider city region and to the motorway network.
- Improved access to key employment, education and training locations across the wider city region particularly by public transport and cycling.
- Bus and rail passenger facility improvements with high-grade waiting facilities and travel information services.
- Town centre and regional centre access measures to improve access to public transport gateways and provide better walking and cycling environments in town/city centres.
- Neighbourhood connectivity schemes focused on improving walking and cycling access to local rail stations, Metrolink stops and local bus hubs from the local communities.

- Increased devolution of powers and funding by exploring radical new opportunities to reform bus services, and improve the way in which major roads and rail stations are managed

The document replaces the former LTP3 although places similar emphasis on *Active Travel*, and the promotion of walking and cycling as the preferred mode for short distance journeys.

2.2.2 City Centre Transport Strategy to 2040

In March 2021 Manchester City Council published this document setting out its strategy for achieving its vision for “....a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit.” This document also outlines the councils’ priorities for action over the initial five years (2021-2026) including:

- Implementing bus routing and terminus provision improvements including measures to support service changes, such as more cross city services, proposals in the Piccadilly Gardens area, better use of Shudehill, radial corridor improvements through QBT measures and a potential new interchange at Piccadilly Station:
- Developing and delivering “Streets for All” in the city centre through expanding pedestrian priority zones, improved walking routes and crossing points while maintaining good access for buses, bikes, servicing and delivery vehicles and disabled access.
- Developing and delivering Active Travel investment that builds on the existing MCF programme and delivers the bike hire scheme, supporting people to travel into and within the city centre - removing barriers to walking and cycling.
- Corridor improvements that support more people travelling into the city centre by bus and active travel and support the safe and efficient movement of delivery and servicing vehicles, such as on the A6 / Chapel St. Recognising that different corridors have different movement roles and requirements alongside the need to provide continuous networks as people travel from one place to another.
- Delivering Clean Air Plan interventions, including Electric buses and vehicle charging infrastructure alongside investigating a ULEZ for the city centre.
- Ensuring new and existing homes and businesses have the facilities to support sustainable travel and are integrated with the rest of the city centre.

The strategy is a sub-strategy of the “Greater Manchester Transport Strategy to 2040” and has the central aim for 90% of all trips to the City Centre in the morning peak to be made on foot, by cycle or by public transport, before 2040. Although the scheme is not located within Manchester City Centre, it is located within the Borough of Manchester and therefore, this strategy is therefore relevant.

2.2.3 *Manchester's' Local Development Framework: Core Strategy*

In July 2012 Manchester City Council adopted their “Core Strategy” document which covers the period from 2012 to 2027. It sets out the Councils’ vision for how Manchester will look in 2027 and lays out the planning policies to support and help achieve this vision.

Section II (objective 5) of the document deals with transport. Although it is now somewhat dated and superseded by subsequent TFGM documents, it has the following objective, which is perhaps more relevant now than ever before:

“To improve the physical connectivity of the city, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”

Appendix B of the document deals with Parking Standards and stipulates, that for land use classification D1 (Higher Education) a maximum of 1 car park space per 2 staff should be provided.

The following Policies within the document are relevant to the Newall Green High School Project:

- CC5 Transport
- T1 Sustainable Transport

These policies generally support the move away from high emission vehicles towards sustainable transport and particularly Active Travel.

3 Existing Highways Infrastructure and Location

3.1 Site Location

The mothballed Newall Green High School building is located within Wythenshawe, approximately 8 miles south of Manchester City Centre and 1.5 miles north of Manchester Airport. The building is positioned in a mainly residential area, with open fields including both playing fields and those for agricultural use west of the school site. The site is bordered by Greenbrow Road to the East and Clay Lane, with Capenhurst Close to the West. The South of the site is bordered by a small number of houses and the North of the site is bordered by buildings accessed via Scout Drive and a 6th form block that was originally part of the school site but is now operated by Piper Hill as an SEN post-16 institution.

The M56 is located 0.5 miles east of the school site. In the south-west direction it travels through Frodsham and towards the north of Chester, providing links to North Wales. The M56 also connects to the A5103, 1.4 miles north-east of the school site, which allows access to Manchester's inner and outer Ring Roads. Furthermore, the M60 can be accessed 2.5 miles north-east from the M56, allowing access into Stockport. A manual traffic count was conducted in 2021 and positioned on the M56 prior to the junction 4 slip road where a count of 103,507 average daily vehicles was recorded (DfT count site 6047). When travelling north bound on the M56, there is no slip road off the motorway at junction 4, instead vehicles must exit the motorway at junction 6 (approximately 1.5 miles prior to junction 4) and continue on local roads to Newall Green High School. A similar route is required to be taken in reverse if planning to travel south on the M56 starting from the school site.

These connections can be seen in Figure 3-1 below. The position of Newall Green High School in relation to local area can be seen in Figure 3-2.

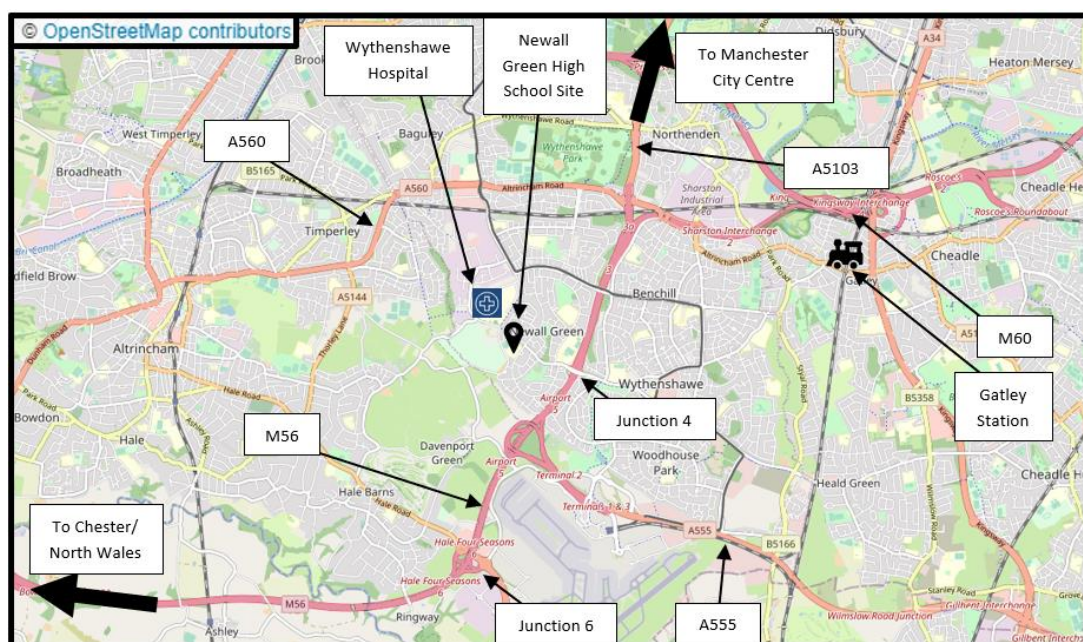


Figure 3-1 - Position of Newall Green High School in Relation to the Strategic Highway Network

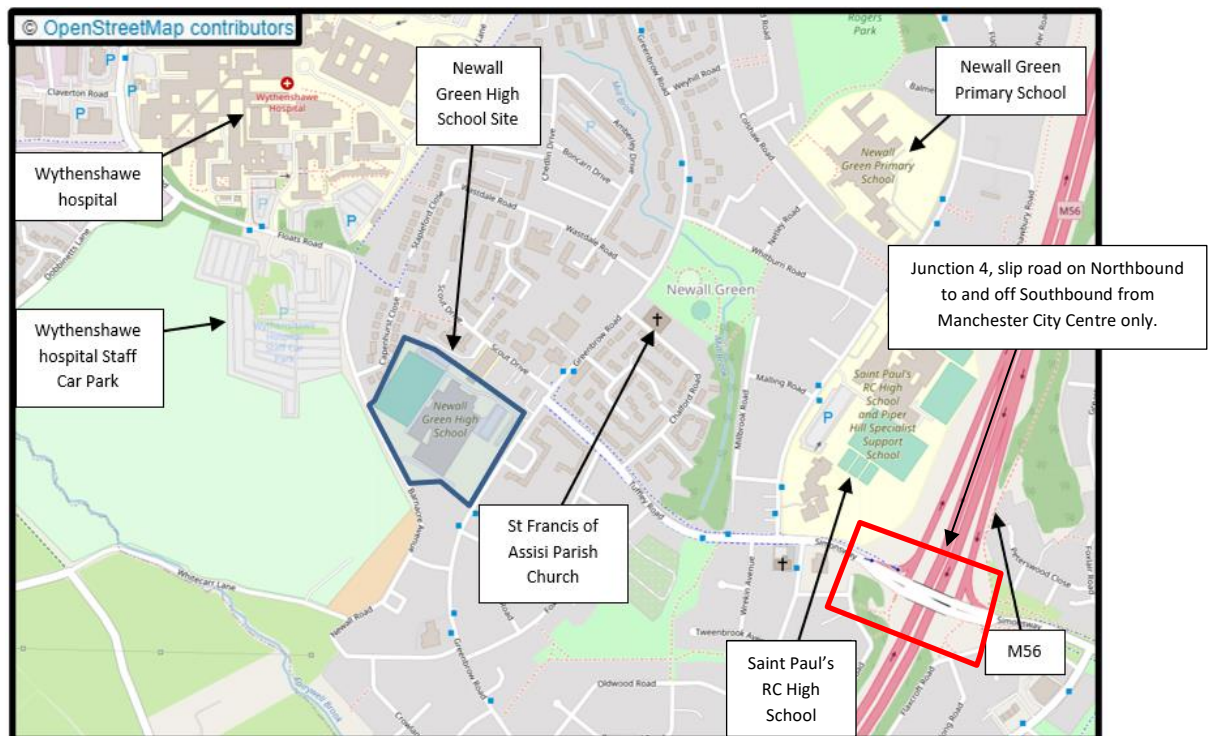


Figure 3-2 - Position of Newall Green High School in Relation to Local Area

Overall, the site has good connectivity to the strategic and local highway network. The local highway network which immediately serves Newall Green High School is discussed in more detail in the following paragraphs.

3.2 Existing Local Road Network and Parking Availability

The local roads surrounding Newall Green High School are Capenhurst Close accessed by Clay Lane, Scout Drive and Greenbrow Road, which can be seen in Figure 3-3 below.

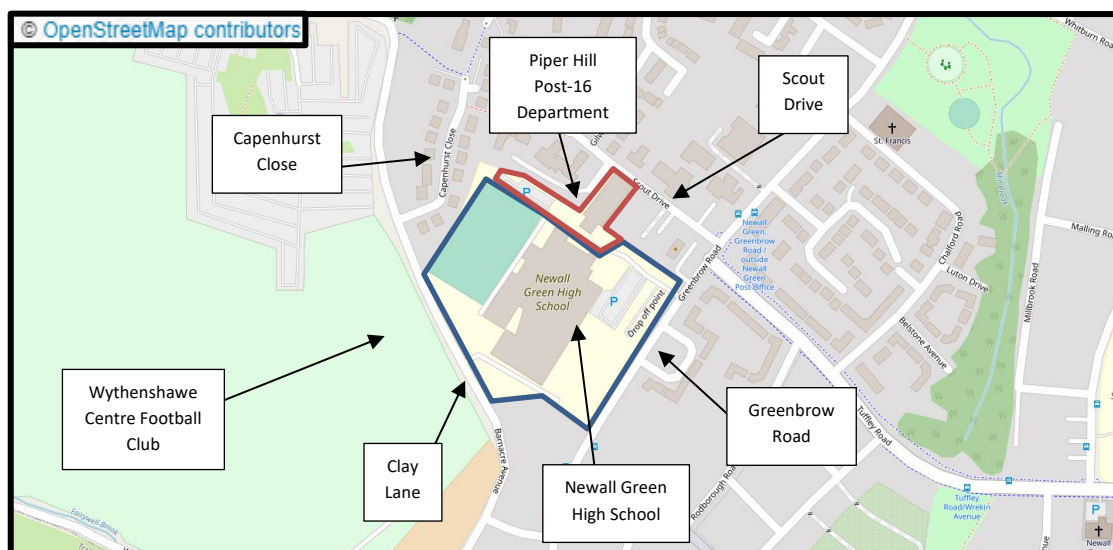


Figure 3-3 - Roads Adjacent to School Site

3.2.1 Greenbrow Road

Greenbrow Road bounds the eastern side of Newall Green High School and currently provides the main pedestrian and vehicle access points into the site. It is an unclassified residential road with a 20mph speed limit enforced from its junction off Simonsway (approximately 0.3 miles east of the school site) to its junction with Wastdale Road (approximately 0.2 miles north of the school site). There are three points of pedestrian access and one point of vehicle access into the school grounds currently from Greenbrow Road which are described in *section 3.3.1 School Existing Access*. There is regular street lighting along Greenbrow Road with footways of 2.4m and 2.0m on the near and far side of the road in relation to the school respectively. The width of the carriageway is an average of 7.5m. There is an uncontrolled pedestrian crossing at the main school pedestrian entrance, which is characterised by a buildout in the footway reducing the width of the road to 6.0m, this also acts as a speed calming measure. There are no additional speed calming measures over the length of the road bar “School Zone Slow Down Signs” as seen in *Picture 3-1* below.



Picture 3-1 - School Zone Slow Down Signs

Along the length of Greenbrow Road between its junction with Tuffley Road (40 meters north-east of the school site) and just prior to its junction with Rodborough Road (600 meters south-west of the school site) parking restrictions interchange between School Keep Clear markings and single and double yellow lines. School Keep Clear markings are present along the near side of the road to the school site between the Newall Green pub and the footway buildout which provides an uncontrolled pedestrian crossing. It is indicated by a sign that the region of no stopping is active Monday-Friday 8am – 5pm, thereby covering the entirety of a standard school day.



Picture 3-2 and Picture 3-3 – School Keep Clear Markings on Greenbrow Road



Picture 3-4 - School Keep Clear Markings

On the far side of the road over this same distance, there is double yellow line parking restriction extending partly past the two junctions with Marwood Drive to accommodate the uncontrolled pedestrian crossing buildout.



Picture 3-5 – Footway Build-Out at Uncontrolled Pedestrian Crossing Showing Double Yellow Line Parking Restriction

Past the southern Marwood Drive junction, single yellow lines are present, on the far side of the road from the school site, which extend to approximately 150m prior to the junction with Rodborough Road. Likewise on the near side of the road to the school, single yellow lines are present from the pedestrian build out up to the same position, with the exception of a short length of approximately 25m of additional School Keep Clear markings located at the southern end of the school site. These School Keep Clear Markings were originally placed to accommodate a bus stop located immediately outside the school site, assumed to be for dedicated bus services, however, this bus stop was removed between March of 2017 and August of 2018 and replaced with a length of single yellow line parking restriction. Despite this, the School Keep Clear Markings were retained.

The single yellow line parking restrictions have regular enforcement signs along the full length of their location indicating the parking restriction is enforceable between 8am-9am and 3pm-4pm to coincide with standard school start and finishing times.



Picture 3-6 and Picture 3-7 – Single Yellow Line Parking Restrictions



Picture 3-8 - Parking Restriction Enforcement Time Sign

In addition to the uncontrolled pedestrian crossing located immediately outside the site boundary, a zebra crossing is available for use approximately 100m north-east of the entrance to the school site to cross Greenbrow Road. A short section of pedestrian guard railing exists between the junction of Tuffley Road and Scout Drive on both sides of the road.



Picture 3-9 and Picture 3-10 – Zebra Crossing and Pedestrian Guard Railing

3.2.2 Clay Lane and Capenhurst Close

Clay Lane borders the western side of the school site and provides an additional vehicular access point into the rear of the school as well as a secondary pedestrian access point onto the hardstanding to the rear of the main school building. Opposite the vehicular entrance into the school site on Clay Lane, is the access point into Wythenshawe Celtic Football Club, which accommodates both vehicular and pedestrian access into the club.



Picture 3-11 - Entrance to Wythenshawe Football Club

Clay Lane is an unclassified road with a 20mph speed limit along its length. Street lighting is present throughout the length of the road although vegetation growth is likely to impact upon its effectiveness. No continuous footway is available on either side of the road along the full length of Clay Lane. A short length of approximately 10m of footway can be seen on either side of the road immediately adjacent to the pedestrian entrance to the school, this is in the form of a build-out and reduces the road to a single lane from 4.4m to 3.25m. This build out is used as a speed calming measure, which is assisted by speed humps to reduce the speed of motor vehicles over this short length.



Picture 3-12 and Picture 3-13 – Pedestrian Crossing Buildout and Speed Calming measure

Warning signs indicating a school crossing point are also evident prior to the length of single carriageway at the stopping points for vehicles to allow passing traffic. In addition to the build out, a short length of pedestrian guard railing is located at this crossing, implemented in such

a way to reduce the speed of any pedestrians exiting the school grounds or the opposing field and ensuring any cyclists dismount before either leaving or entering the school gates.



Picture 3-14 and Picture 3-15 - Pedestrian Gate into School Grounds and Vehicular Give Way Points

Along the full length of Clay Lane, a significant number of overhanging trees line the road. It is therefore considered unlikely that large/tall vehicles often use the route.

Capenhurst Close

Capenhurst Close is a residential road with a 20mph speed limit that is accessed off Clay Lane approximately 120 metres from the pedestrian and vehicle access points into the school site. This road is a cul-de-sac for motor vehicles, however, pedestrians and cyclists can access Scout Drive, Stapleford Close and Floats Road via footpaths. These are described in more detail in *section 3.5.1: Walking Infrastructure*. Capenhurst Close has regular street lighting and footpaths of 1.7m in width on both sides of the road. The carriageway is approximately 5.9m in width with no parking restrictions therefore, on street parking occurs regularly, with many people accessing Wythenshawe Hospital parking along this road instead of using the pay and display car park. Houses on the eastern side of the road form part of the western boundary of the site (currently backing onto the Multi-Use Games Pitch).

3.2.3 Scout Drive

Scout Drive is a majority residential road with a 20mph speed limit along its length that borders the north side of the Newall Green High School site. The road is a cul-de-sac for motor vehicles, however, pedestrians and cyclists can access Capenhurst Close via a footpath, this is described in more detail in *section 3.5.1: Walking Infrastructure*. There are footways of 1.7m along the length of the road with a carriageway of 4.8m, regular street lighting can be seen throughout the length of the road. No parking restrictions are present on the road; however, a No Stopping sign is present outside the Paintpots Day Nursery indicating a region of No Stopping Monday – Friday, 8am – 5pm to coincide with the nursery operating hours.

Access is gained into the Maples Medical Centre, Paintpots Day Nursery and Green Acres within the first 150 metres of Scout Drive, after which the road becomes residential. The 6th Form Centre which is part of the original Newall Green High School site is bordered by Scout

Drive, however, there is no access from this road into the site. A large turning circle is available for vehicles to turn around approximately 160m from Scout Drives' junction with Greenbrow Road, which also provides additional parking spaces.



Picture 3-16 - Turning Circle on Scout Drive

3.3 Existing Access, Servicing and Parking Arrangements.

3.3.1 School Existing Access

The main vehicular access point into Newall Green High School is located on the north-eastern corner of the school site accessed via Greenbrow Road. This can be seen on *Figure 3-4* and *Picture 3-17* below. At this point a wide entrance into the school is available with both a left and right turn lane for use when exiting the school grounds. The width of the access point is approximately 11m in total.



Picture 3-17 - Entrance Point into Newall Green High School from Greenbrow Road

The front car park and drop-off area (as described in section 3.3.2: *Parking Arrangements* below) are outside the secure line of the school and are accessed via a set of manually controlled gates off Greenbrow Road. It is assumed that these gates were opened in the morning and kept open until the school closes for the evening. A secondary set of access-controlled gates are located internal to these manually operated gates and have previously provided access through to a car park internal to the secure line of the school site and 6th form block. The 6th form block is now part of the Piper Hill post-16 SEN education facility and is a

separate institution to Newall Green High School, having its own secure school line which includes the car park adjacent to the multi-use sports pitch. However, vehicles can still access the secure line of the Newall Green High School site via this route, this is explained below.



Picture 3-18 - Access Control Gates into Piper Hill Post-16 Educational Building

Due to the 6th form block now being part of the Piper Hill SEN school, it is likely that a number of vehicles access the SEN post-16 school site at both drop-off and pick-up time.

Three points of pedestrian access into the school site can be accessed from Greenbrow Road, these points of access allow entry into the site but not into the secure line of the school. Instead, pedestrians are required to enter through either the pupil entrance or via the main reception. The points of access into the secure line of the school can be seen on Figure 3-5 below.

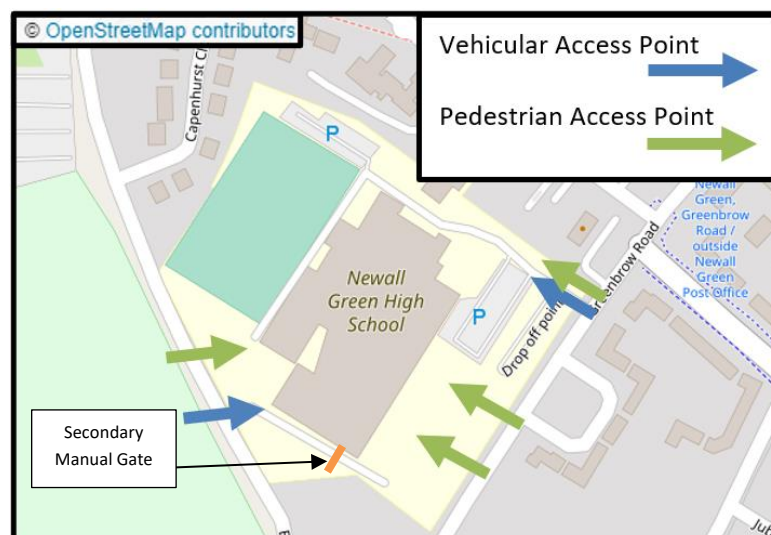


Figure 3-4 - Current Entry Points into Newall Green High School Site

A single-entry point for vehicles is available on Clay Lane. This entry point is intended for the use of servicing arrangements as the main car park cannot be accessed by vehicles arriving via this route and vehicles remain outside of the secure line of the school site. The gate controlling this entry point is manually operated and can be opened when required, it is

assumed that this gate will only be opened when servicing is needed and locked throughout the majority of the school day. A second manually operated gate is located within the school grounds on the south side of the school building further limiting the extent to which a vehicle may proceed. This entry point does not allow vehicle access into the secure line of the school.



Picture 3-19 and Picture 3-20 – Manual Vehicle Access Gates Outside the Secure Line of the School Site

To access the secure line of the school, a third manually operated gate would be required to open and allow the necessary vehicles to enter the secure line, this is shown in *Figure 3-5* and Picture 3-21 below. A vehicle entry point is also available to the north of the school site, through a set of manually controlled gates. However, access must first be acquired through the secure line of the Piper Hill Post-16 site before entering the Newall Green High School secure line.

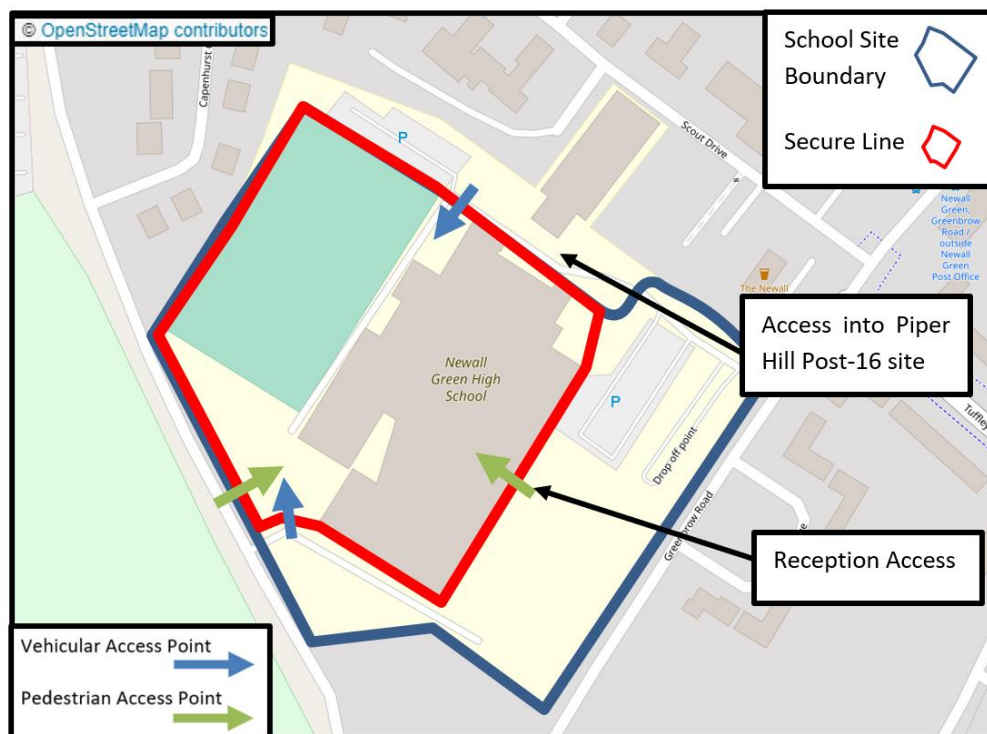


Figure 3-5 - Current Entry Points into the Secure Line of the Newall Green High School Site



Picture 3-21 - Vehicle Access into School Site and Into Secure Line from Clay Lane

The singular pedestrian entry point located on Clay Lane is the only entry point on the school secure line that can be directly accessed from the road. This gate is manually operated and is unknown if it was previously used as an entry or exit point at the start and end of the day. However, it is more likely that prior to closure, this entry point had the sole purpose of allowing students access to the opposing playing fields during PE lessons and therefore only operated by members of the staff throughout the school day when required.



Picture 3-22 - Pedestrian Access Gate Clay Lane

3.3.2 *Parking Arrangements*

There are two separate areas of car parking currently located on the Newall Green High School site. The first car park is accessed from Greenbrow Road and is outside the secure line of the school site. It contains 42 standard parking spaces, with 4 of these spaces dedicated for visitor use only, 4 additional blue badge bays are also provided within this area. The second car park was also accessed from Greenbrow Road through the same entrance, however, was located behind the secure line of the school site, adjacent to the multi-use games pitch and accessed through the access-controlled gate. This secondary car park contained 39 standard car parking spaces, with 7 blue badge bays and is now behind the secure line of the Piper Hill Post-16 site and therefore will not be included within this project, nor available for use by Newall Green High School once reopened.



Picture 3-23 and Picture 3-24 – Newall Green High School Current Main Car Park Layout

Furthermore, the school site currently has a ‘drop off zone’ which was originally designed to accommodate parents dropping off their children at the school without stopping on the highway and potentially causing an unsafe environment. Buses could not safely access this area due to its constrained design and layout.



Picture 3-25 – Newall Green High School Current Drop-Off Area

3.4 Site Accessibility by Public Transportation Infrastructure

Newall Green High School is well placed to take advantage of good bus services available for pupils, staff and visitors, but links to the rail system are not as easily accessible.

3.4.1 Bus Routes

The public bus stops within the vicinity of Newall Green High School site are shown below on Figure 3-6 with the bus routes servicing these stops detailed in Table 3-1.

Public Service	Route	Frequency
11	Stockport → Cheadle → Gatley → Civic Centre → Greenbrow Road + Newall High School → Wythenshawe Hospital → A560 → Timperley → Altrincham	3 per hour
18	Manchester Airport → Civic Centre → Newall Green → Wythenshawe Hospital → A650 → Brooklands → Sale → Ashton Upon Mersey → Carrington → Urmston → The Trafford Centre → Trafford Park	1 per hour
101	Piccadilly Gardens → A5103 → Wythenshawe → Wythenshawe Hospital → Newall Green → Civic Centre	4 per hour
751	Stepping Hill Hospital → Bramhall → Smithy Green → Civic Centre → Newall Green → A560 → Timperley → Altrincham → Altrincham Grammar School for Girls	1 per day
769	St Catherine's Community Centre → Parrs Wood → Cheadle → Gatley → Newall Green → Painswick Park → Hale Barns	1 per day
774	Civic Centre → Newall Green → Baguley → A650 → Timperley → Altrincham College	1 per day

Table 3-1 - Bus Services Utilising the Bus Stops Indicated

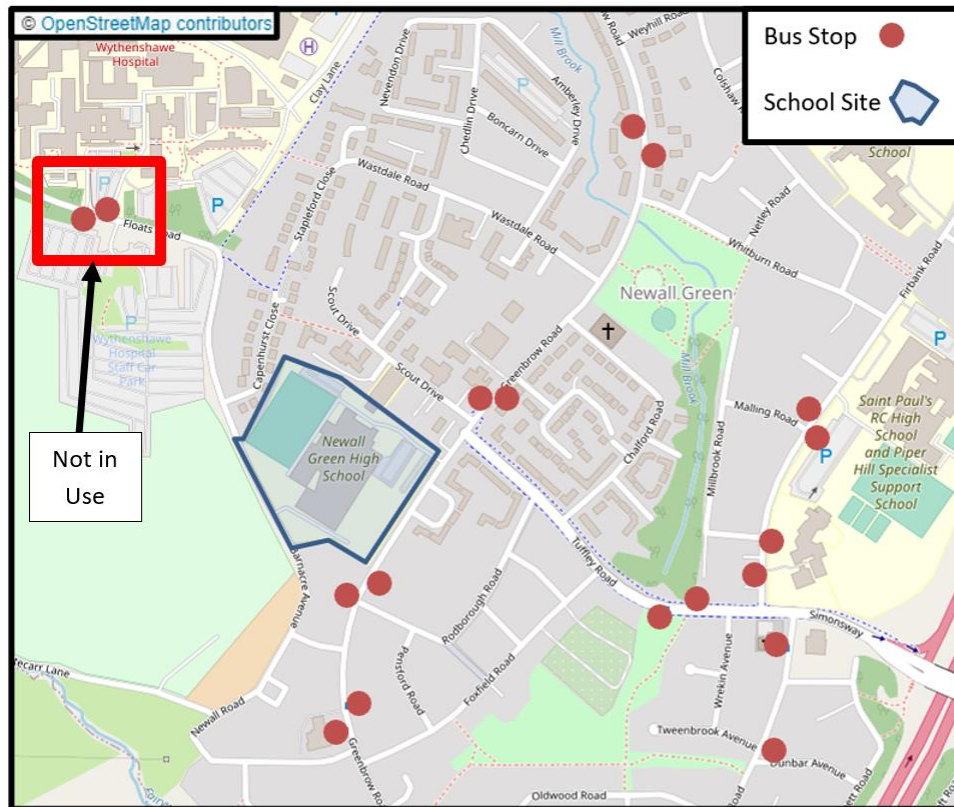


Figure 3-6 - Position of Bus Stops Located Around Newall Green High School

The bus stops indicated on Figure 3-6 are a mix of flag and pole construction and sheltered bus stops. The frequency and routes of the public services available surrounding Newall Green High School provide a regular and easily accessible mode of transportation for pupils, staff and visitors to the school site.



Picture 3-26 and Picture 3-27 - Bus Stops Located Along Greenbrow Road

3.4.2 Train/Rail Links

The nearest railway station to Newall Green High School is Gatley Station, located approximately 3 miles (11-minute drive) from the site. This is an approximate 1-hour walk or 17-minute cycle ride from Newall Green High School which renders the service unattractive to staff, pupils and visitors to use to commute to the school site.

The station has two platforms and provides a number of services to different locations within the north of England detailed in Table 3-2 below.

Final Destination	Frequency
Barrow-in-Furness	1 per hour
Liverpool Lime Street	2 per hour
Crewe	2 per hour
Manchester Airport	2 per hour
Manchester Piccadilly	1 per hour
Windermere	1 per hour

Table 3-2 - Train Services Running Through Gatley Train Station

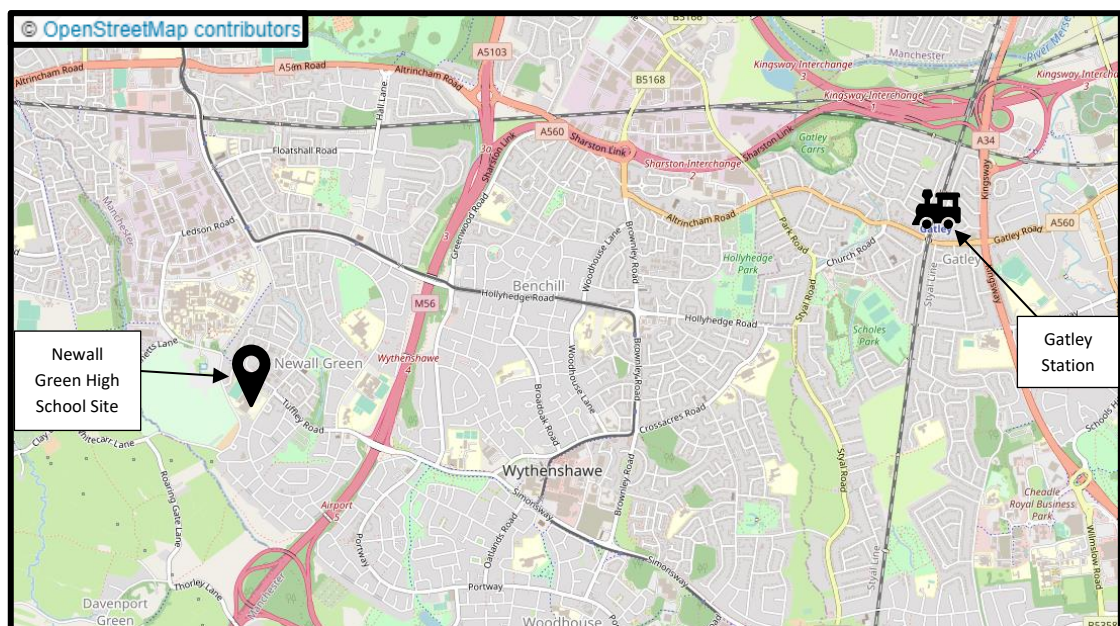


Figure 3-7 - Location of Newall Green High School in relation to the closest Train Station (Gatley)

Although the frequency of the trains through Gately and the range of destinations is high, the distance of the station from Newall Green High School means that it is unlikely for rail travel to be used by staff, pupils or general visitors to Newall Green High School.

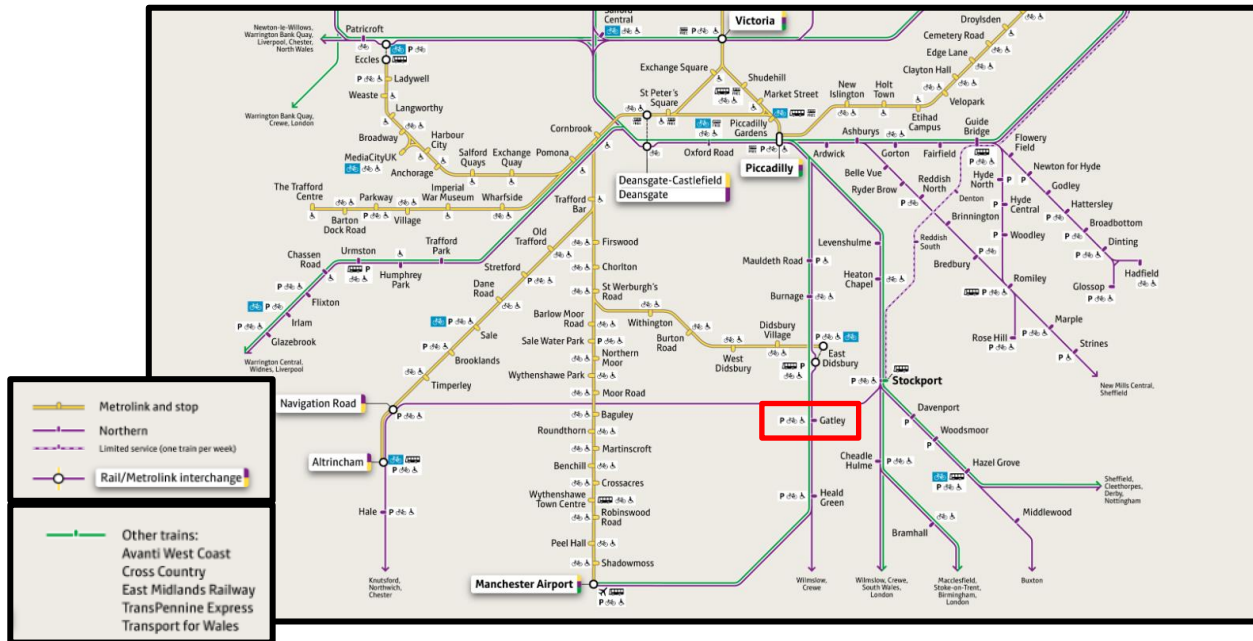


Figure 3-8 - Extract of Greater Manchester Train Network Map (See Appendix D for Full Map)

3.5 Site Accessibility by Active Transport Modes

3.5.1 Walking Infrastructure

The highways adjacent and surrounding Newall Green High School are in good condition with an average of 1.7m footway on both sides of surrounding roads, excluding Clay Lane. The footway is widened to approximately 2.4m outside the main entrance to the Newall Green High School site with a 3.0m grass verge. Pedestrian guard rails are located at key locations in the vicinity of the school to reduce the likelihood of collision between pedestrians and vehicles.

Two formal crossing points exist within close proximity to the school in the form of the pedestrian crossing buildout directly adjacent to the main entrance to the school site and the zebra crossing approximately 100m north-east of the entrance to the school site to cross Greenbrow Road.

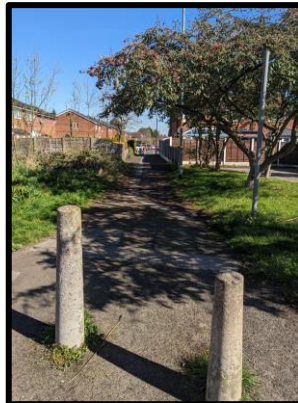


Picture 3-28 and Picture 3-29 – Uncontrolled Pedestrian Build-Out Crossing and Zebra Crossing

A number of footways exist connecting roads that are cul-de-sacs for motor vehicles, thereby allowing only pedestrians and cyclists access. These include footways between Scout Drive to Capenhurst Close, and Capenhurst Close to Stapleford Close and Floats Road. These footways are lit by regular streetlights, but are isolated, therefore making them less appealing during winter months when the sun sets earlier.



Picture 3-30 and Picture 3-31 – Footpath from Capenhurst Close to Scout Drive



Picture 3-32 - Footpath from Capenhurst Close to Stapleford Close



Picture 3-33 and Picture 3-34 – Shared Footway and Cycleway from Capenhurst Close to Clay Lane

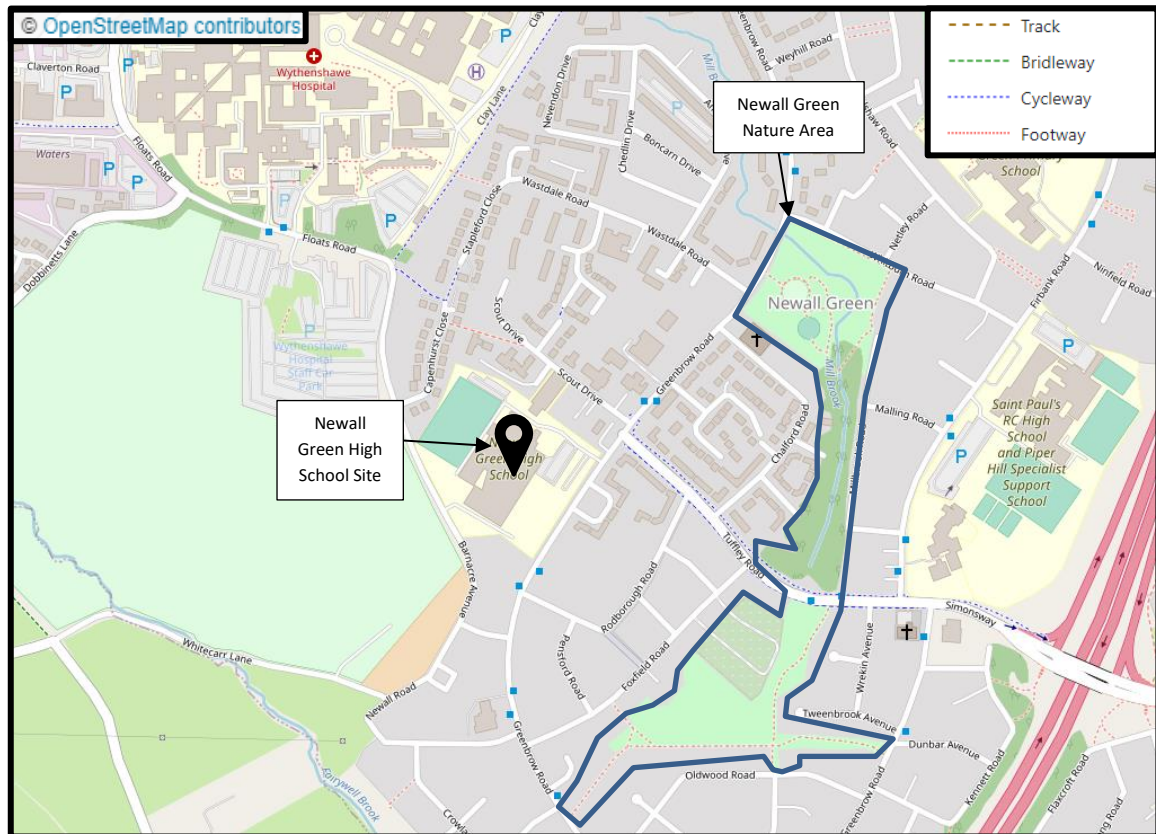


Figure 3-9 - Footpaths Within the Vicinity of Newall Green High School

Furthermore, footways are available through Newall Green Nature Area (highlighted in Figure 3-9 above), which may provide a viable off-road walking route for a number of parents, staff, pupils and visitors. However, these footpaths do not have any streetlighting available and therefore, during the darker months of the year will provide little to no amenity for commuting to Newall Green High School.

3.5.2 Cycling Infrastructure

The Newall Green High School site is well served by the existing cycling network within Wythenshawe. The Manchester Cycle Map (as shown in Figure 3-10 below) indicates that an off-road cycle route connects Newall Green High School to the east along Tuffley Road in the form of a shared surface. A number of shared surface routes are indicated surrounding the Newall Green High School site in addition to many of the roads being indicated as safe to cycle on due to them having 20mph speed limits (therefore lower risk to vulnerable road users). A small number of on road routes that are signposted but without dedicated infrastructure are also apparent within the local area surrounding the school site.

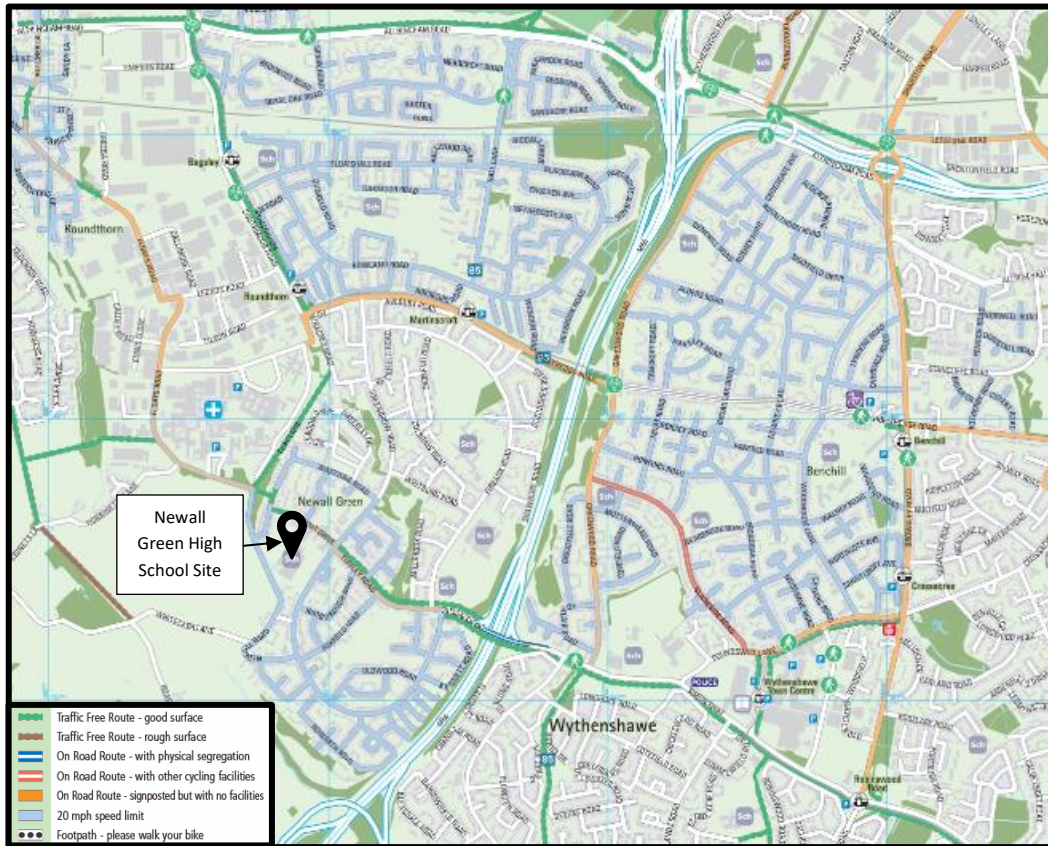


Figure 3-10 – Extract of Manchester Cycle Map (Wythenshawe)

Newall Green High School currently has approximately 47 cycle stands which hold a maximum of two cycles each, totalling approximately 94 cycle parking spaces. These cycle stands are currently being stored on the multi-use games pitch as the school is not in operation.



Picture 3-35 and Picture 3-36 – Available Cycle Stands on the Newall Green High School Site

3.6 Summary of Existing Conditions

Newall Green High School has excellent connectivity to the local highway network, and good connectivity to the strategic national motorway network. It is sited close to the M56 which provides links in the south-west towards Chester and north Wales and in the eastern direction towards Stockport. It also connects to the A5103 for access to the Manchester Outer and Inner Ring Roads and into Manchester City Centre. Overall, the roads and footways in the vicinity of the main entrance to the school site are in good condition with adequate street lighting. From the rear access into the school site (Clay Lane), no footways are provided. There are a number of off-road footpaths available to connect cul-de-sacs for pedestrians and cyclists as well as provide routes through local parks. A number of these footpaths do not have adequate streetlighting and/or are isolated from the road and therefore will be used mostly within the brighter months of the year.

There are numerous bus stops surrounding the school site, with a relatively frequent number of bus services serving these stops to destinations including Stockport, Altrincham, Cheadle, Urmston and Manchester City Centre. Included within the demise of the school site is one car park available for use by Newall Green High School (a second car park is now part of the Piper Hill post-16 SEN building), with a total of 42 standard parking spaces, with 4 of these spaces dedicated for visitor use only and 4 additional blue badge bays. A 'Drop Off Zone' is also currently in place on the school grounds for parents to drop off their children at the start of the school day. No dedicated bus drop-off point is available on the school site and the closest trainline is over an hour walk from the school, making it unlikely to be a regular method of travel for parents, staff, pupils or visitors commuting to the school site.

The Newall Green High School site is well connected to the cycling network within the area, with many of the surrounding roads having a 20mph speed limit, therefore reducing the risks to cyclists and making these roads suggested cycle routes. Furthermore, a number of off-road shared pedestrian and cyclist spaces are provided within close proximity to the school site allowing greater connectivity.

4 Development Proposals

4.1 Introduction to the Proposals

As described at the start of this report, Newall Green High School was closed in August 2021 and the building has since been mothballed. The Dixons Academy Trust is planning to reopen the school at a lower capacity of 750 pupils for year groups 7-11, whereas it previously held up to 900 pupils in year groups 7-13. As part of this re-opening, a number of older buildings on the school site will be demolished and replaced by two new wings onto the main school building. There will be 89 full time staff working at the school once it reaches its full pupil capacity.

The proposed layout can be seen below in Figure 4-1 and in Appendix A, with the existing multi-use games court and access points remaining as they currently are. The 6th form centre and adjacent car parking facilities are outside the red line boundary of this project as they have been taken over by Piper Hill SEN School as their Post-16 site.



Figure 4-1 - Newall Green High School Proposed New Layout

Reference has been made to the Trafford Councils Supplementary Planning Document *SPD3: Parking Standards and Design* as well as Stockport's Unitary Development Plan Appendix 9 to determine the level of car and cycle parking provision to be made within the development proposals. This is due to the Manchester City Council Local Plan not providing parking standard information for either primary or secondary schools within the borough.

Borough	Max Car Parking Spaces	Blue Badge Spaces	Motorcycle Spaces	Pedal Cycle Spaces
Trafford	2 spaces per classroom	Case-by-case basis	1 space per 10 staff	1 space per 5 staff plus 1 space per 3 pupils
Stockport	2 spaces per classroom	1 space per 8 classrooms	10-25 classrooms 1 space >25 classrooms 2 spaces	4 spaces per classroom

Table 4-1 – Guidance Presented Within Surrounding Boroughs Local Plans

It should be noted that these standards are the starting point, but account should be taken of variations between location and primary and secondary school.

Manchester City Councils LDF Core Strategy stipulates that for land use classification D1 (Higher Education) a maximum of 1 standard car parking space per 2 staff should be provided.

4.2 Proposals Relating to Access, Servicing and Vehicle Parking.

The main vehicular access into Newall Green High School will remain as present with the primary entrance being from Greenbrow Road and proposals to reconfigure the main car park and remove the 'drop off' zone from the front of the school. It is proposed to expand the number of parking spaces in the front car park to 69 standard spaces including 4 blue badge bays, 5 drop-off bays and 14 EV charging points. In addition to the expanded car park, new 'drop off' bays will be implemented to the south of the main parking area, accessed from Greenbrow Road. The car park will remain outside of the secure line of the school site, but remain gated to prevent unauthorised access during the school day, and have an increase of 23 parking spaces from current numbers. However, due to the secondary car park (located adjacent to the multi-use sports pitch) now being allocated for and within the secure line of the Piper Hill SEN Post-16 School Site, staff and visitors to Newall Green High School will not be able to access these spaces. A small parking area is proposed to the south of the school building within the delivery and servicing area. There is currently a hardstanding in place, however, it is proposed to "white line" this area to provide an extra 3 blue badge bays, 2 standard parking bays and 1 mini-bus bay. Overall, this provides, 67 standard parking bays (14 of which are EV enabled) plus 7 blue badge bays and 1 minibus bay within the demise of the school site. Appendix B includes a swept path analysis of the new car park layout.

The school will have 34 proposed classrooms, giving a maximum suggested number of standard parking spaces by both Trafford and Stockport councils guidance notes of 64 spaces for the development. No motorcycle parking is proposed for within the school site, it is however suggested that motorcycles are able to use standard parking bays if necessary.

The secondary vehicular access point located on Clay Lane on the west of the school site will be retained for deliveries and servicing and will stay outside the secure line of the school site.

Current unmarked hardstanding to the southwest side of the building will be marked as an additional 3 blue badge bays, 2 standard parking bays and 1 mini-bus bay to be accessed via this entrance and can be seen on Figure 4-1 above. Vehicles will continue to be unable to access the main car park from this entrance point and kitchen deliveries being taken from a point on the south-eastern point on the building.

The vehicular access point into the site at the northern point, adjacent to the multi-use games pitch will be retained, however, it is unlikely that this point of vehicular access will be use often as vehicles are required to access the secure line of the Piper Hill Post-16 SEN school site to access this point of entry. It will be retained for emergency access.

A vehicle tracking exercise has been undertaken to ensure the redesigned car park is accessible for all required vehicles, with the results included within Appendix B.

4.3 Proposals Relating to Public Transportation Infrastructure

The proposals for the school will have no impact on the existing public transport services. There are currently no plans for the school to have dedicated bus services.

4.4 Proposals Relating to Active Transportation Modes

4.4.1 Walking Infrastructure

The current pedestrian access points into the site will be retained post development, with three pedestrian access points onto the school site available from Greenbrow Road. With one of these access points dedicated to student access and two points for visitor access. Pedestrian access into the secure line of the school site will be accessed mainly through the school building with separate student and visitor entrances as currently in place.

The pedestrian gate that allows access to the school site from Clay Lane will be retained, however, it will not be used during the start and end of the day for pupil/staff access to the site. Instead, it is proposed for the gate to be used for access across Clay Lane to Wythenshawe football club playing fields, during the school day, under staff supervision.

4.4.2 Cycling Infrastructure

The proposals do not alter any of the surrounding cycling infrastructure. However, it is proposed to construct a large, cycle storage area outside the secure line of the school site but on the pupil side of the school front accessed from Greenbrow Road, this can be seen on Figure 4-1 above and Appendix A. This cycle storage area will provide 252 standard cycle parking spaces in the form of 126 cycle stands. An additional 4 cycle stands will be available for use on the public side of the school front accessed from Greenbrow road (8 cycle spaces) for use by visitors to the school site. Lastly, 3 cycle stands (6 cycle spaces) will be provided on the west of the building at the service entrance. In total there will be 266 standard cycle

parking spaces available for use by staff, pupils and visitors to the Newall Green High School site.

The school will provide space for up to 750 pupils aged 11-16 and 89 full time staff members, according to the Trafford Local Plan, this would equate to approximately 268 cycle parking spaces required. The school will have 34 classrooms which would equate of approximately 136 cycle parking spaces required to align with the Stockport Local Plan.

4.5 Summary of Proposals

The proposals for the re-opening and development of Newall Green high School are shown on the General Arrangement drawings in Appendix A.

In transport terms, the school will make good use of existing transport infrastructure without overburdening it, due to the reduction in pupil capacity from the former school and is likely to provide a lesser impact than when the school was previously in operation. There are currently no plans for the school to provide any new dedicated bus services, therefore, patronage is likely to increase on the existing public services. However, due to the wide range and high frequencies of public bus services available plus the fact it is envisioned that the pupil catchment will be mainly from within a 1-mile radius (within a reasonable walking distance for secondary school aged pupils) it is not expected that the transport network will be significantly impacted.

The number of motor vehicle parking spaces on the full site (including the Piper Hill 6th form centre) is planned to increase, with a greater number of parking spaces available at the front of the Newall Green High School building. However, staff and visitors to Newall Green High School will be unable to access the parking now dedicated to the 6th form centre and therefore the volume of available spaces to the high school is set to decrease. The post-16 site has its own secure line and is a separate institution to Newall Green High School, as part of this site is included the car park adjacent to the multi-use games pitch. The car park in front of the main Newall Green High School building is planning to be expanded to accommodate 67 standard parking bays (14 of which are EV enabled) plus 7 blue badge bays and 1 minibus bay within the demise of the school site. This overall quantum of car parking is slightly above that required to align with the Trafford and Stockport Parking Standards, but will ensure no overspill parking occurs on the public highway. The servicing of the school will continue to occur from Clay Lane to the west of the school site with no alterations to the layout of the highway within or outside of the school boundary.

The local roads surrounding Newall Green High School are adequate in terms of their width and condition for traffic, pedestrian and cyclist access to the site. The number and quality of cycle parking proposed on the site is in line with the guidance suggested by both Trafford and Stockport planning policy.

5 Road Traffic Collision Data Analysis

5.1 Introduction

As part of a Transport Statement, it is required that Road Traffic Collision (RTC) data be analysed for the surrounding area. This is to help identify if any common factors exist between incidents that occur within the proximity of the development and thereby identify any safety issues that may need to be addressed within the development proposals. The analysis should identify any existing locations where there is a high frequency of RTC's occurring and identify any concerns with respect to more vulnerable road users (pedestrians, cyclists and motorcyclists).

5.2 Scope of Study Area

The CrashMap database provided RTC data for the period between 1st January 2017 and 31st December 2021, which can be viewed in Appendix C. It should be noted that the data provided by the database only summarises RTC's that resulted in injury and were reported to the police. It is also worth noting that the former Newall Green High School closed in August 2021. Therefore, four of the six incidents occurred whilst the school was open with two of the incidents occurring in October and December of 2021 after its closure. The area which was analysed is shown in Figure 5-1 below.

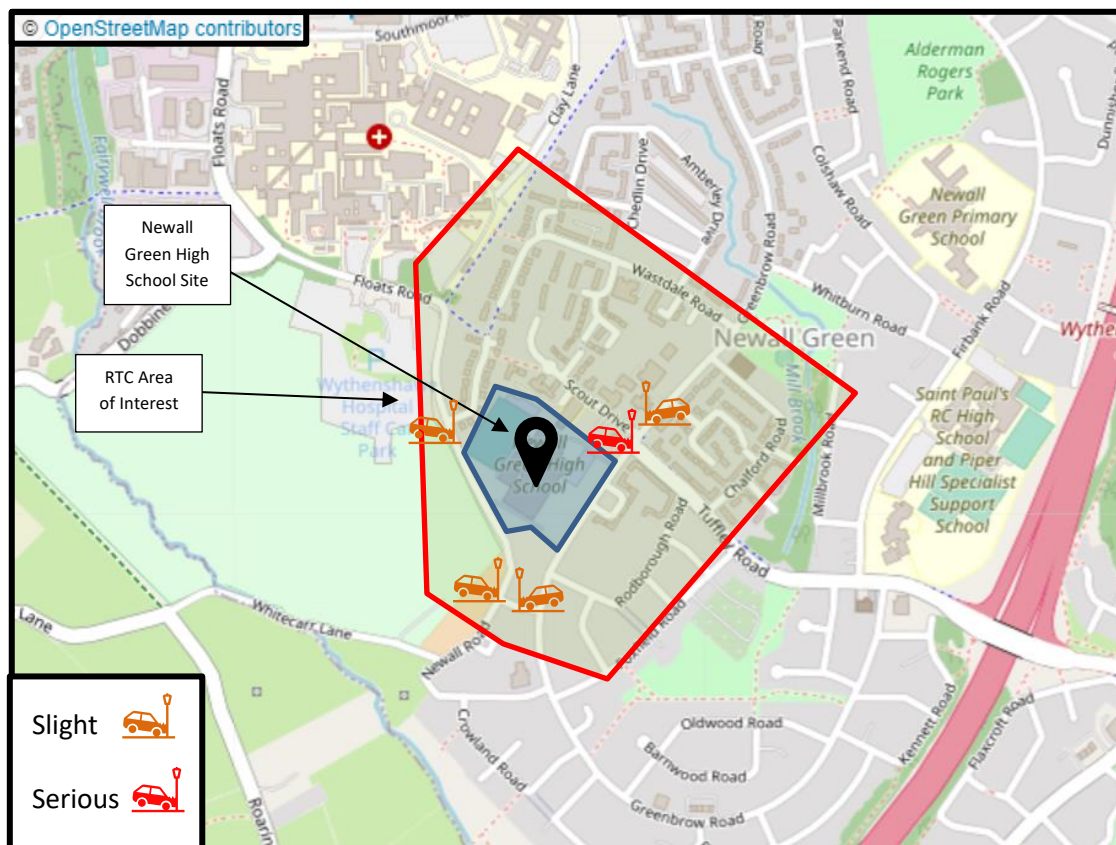


Figure 5-1 - Study Area for RTC's

5.3 Road Traffic Collisions within the Area of Interest

The data provided for the study area shows that, over the five-year period analysed, there were a total of five RTC's that occurred. These involved a total of 8 motor vehicles that resulted in the injury (slight or serious) of 7 individuals. Of these incidents:

- 0 (0%) involved a pedestrian
- 1 (20%) involved a pedal cycle
- 1 (20%) involved a motorcycle
- 2 (40%) occurred on a wet road or during rainfall
- 3 (60%) occurred during daylight hours
- 5 (100%) occurred during a weekday
- 0 (0%) occurred between standard school drop-off and pick-up rush hours of 08:00 & 9:00 hrs and 15:00 & 16:00 hrs
- The average number of injured individuals was 1.40

5.3.1 Severity and Location

Four of the incidents were recorded as causing a slight injury to a person involved (7 individuals in total), with the remaining RTC resulting in a serious injury of one person.

	2017	2018	2019	2020	2021
N.O of reported RTC's	0	1	0	1	3
N.O of Recorded Injuries	0	1	0	3	3
Slight	0	0	0	3	3
Serious	0	1	0	0	0
Fatal	0	0	0	0	0

Table 5-1 - Number of RTC's by Year and Severity

The average incident rate over the five-year period is 1.0 RTC/annum. As shown in Table 5-1, no incidents occurred in either 2017 or 2019, with 1 incident occurring in both 2018 and 2020 and 3 incidents occurring in 2021. Four of the six incidents occurred whilst the school was open with two of the incidents occurring in October and December of 2021 after its closure.

The location of the RTC's are shown on Figure 5-1 above, with all incidents occurring within close proximity to a junction. There is little correlation between the location and the cause of the recorded incidents although they all occurred within close proximity to a junction. None of the recorded incidents within the five-year period occurred directly outside of the school grounds and the two incidents that occurred that had people of ages 16-20 involved occurred at 5:50pm and 6:50pm, therefore it is unlikely that they were caused by pupils travelling either to or from the school site.

5.3.2 *Time of Day/ Road Conditions*

All of the recorded incidents occurred on a weekday (100%). For the purpose of analysing the RTC data, peak period windows were taken to be between 08:00 & 09:00 hrs and between 15:00 & 16:00 hrs to coincide with 'standard' school operating hours. Using these periods, it can be concluded that none of the RTC's occurred within either 'peak' period, suggesting that the hub of activity that occurs around the school at these 'peak times' do not negatively affect the general safety of the highways.

All recorded incidents occurred between 17:45 and 22:20, however, due to them occurring equally over the course of the year and therefore at different natural daylight levels it cannot be assumed that the RTC's occurred solely as a result of the time of the day or because of poor street lighting.

Three (60%) of the incidents occurred whilst the surface of the road was in a damp/wet condition and one of these (20%) was recorded to have occurred whilst it was raining. However, none of these incidents recorded skidding to be a factor in the RTC. Therefore, there is no indication that weather or road surface conditions were a causing factor.

Two (40%) of the incidents were recorded to have occurred during hours of darkness, however, there is no correlation between the location of these RTC's or how they occurred, suggesting that there is no common factor between them.

5.3.3 *Vulnerable Road Users*

Two of the RTC's recorded (40%) involved a vulnerable road user; one being a cyclist and the other being a motorcyclist:

- In 2018 a motorcycle was proceeding along Greenbrow Road when it was clipped by a car. The motorbikes first point of contact was its front with the cars point of impact being the drivers nearside. The motorcyclist was a male of age 36/40 who sustained serious injuries.
- In 2021 a pedal cycle was proceeding normally along Rodborough Road off Greenbrow Road when it was hit from behind by a car travelling in the same direction. The cyclist was a male of age 16-20 who sustained slight injuries.

The number of RTC's involving a vulnerable road user are relatively low, and there does not seem to be a correlation between the two incidents as they occurred in different areas. No incidents occurred where a pedestrian was involved, with the vulnerable road users being a cyclist and motorcyclist. The RTC's involving vulnerable road users appear to have resulted from human error, rather than there being any contributing highway factor. Furthermore, none of the RTC's appear to be linked to the operation or function of Newall Green High School.

5.4 Summary of Road Traffic Collisions

For all five of the recorded RTC's neither the time of the day nor the environmental conditions appear to be significant factors. Two of the five incidents involved vulnerable road users (one cyclist and one motorcyclist), with no correlation between these incidents. In addition to this, none of the recorded incidents occurred during the specified 'peak periods' for drop-off and pick-up at the school and none of the incidents occurred directly adjacent to the school site. It is therefore concluded that there are no existing safety issues attributed to the local highway network that need to be addressed as part of the Newall Green High School development and re-opening.

6 Summary and Conclusions

Newall Green High School was closed in August of 2021 due to falling pupil numbers and low Ofsted scores, with the building mothballed since. The Dixons Academy Trust are planning to re-open the school to a reduced range of year groups. Prior to its closure the school could accommodate up to 900 pupils years 7-13 including 150 6th form students. It is proposed to reopen the school with a capacity of 750 for years 7-11 (5 forms of entry). It is proposed to demolish the older buildings on the site and construct two new wings onto the main block that was constructed in approximately 2007-2008 to ensure the facilities are fit for purpose. The building that was originally the 6th form block located to the north of the site has since been occupied by Piper Hill SEN School for their post-16 education. This building will remain its own institution during and post development and have its own secure school line, which incorporates the old 6th form building plus the car park adjacent to the multi-use games pitch. Both institutions will share the access into the school site from Greenbrow and will have a manually controlled gate located by the multi-use games pitch to allow pedestrian and vehicular access between the sites if required. The SEN school is accessed via an access control gate within the Newall Green School site.

In transport terms, the re-opening of Newall Green High School will not place additional burden on local transportation network more than was previously occurring before the schools closure in August 2021. There will be no dedicated bus services for the school as it is envisioned that the pupil cohort will be mainly commuting from within a 1-mile radius. All access points into the school site will remain as they currently are. No highways works are required outside the school site and the servicing arrangements will stay as previous. The front car park will be rearranged to accommodate a larger number of vehicles, and a small area of parking added within the servicing area. In total, there will be 67 standard parking bays (14 EV enabled) with a further 7 blue badge bays and a dedicated space for the school minibus. This is broadly in line with Trafford and Stockport planning policy guidelines. A total of 266 standard cycle parking spaces will be available across the site for pupils, staff and visitors to use, which is also in line with both planning policy guidelines.

Analysis of the RTC data has indicated that there are currently no safety issues related to the local highway network that need to be addressed as part of the school re-development proposals. A zebra crossing to the north of the school site and the uncontrolled crossing consisting of a footway build out at the main entrance on Greenbrow Road provide ample crossing facilities. However, with the removal of the drop-off zone for parents and no plans to implement dedicated bus services for the pupils it is recommended that the school develops a detailed Travel Plan to promote active and sustainable transportation options to the school, within 1 year of opening.



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Appendix A

Newall Green High School Proposed Layout



- Site Boundary
- Existing Building
- Proposed Building Extensions
- Existing Building to be demolished

- HARD LANDSCAPE**
- Existing pedestrian grade tarmacadam,
 - Existing vehicular grade tarmacadam,
 - Existing asphalt wearing course to be planed off and re-laid
 - Vehicular grade tarmac, to engineers specification.
 - Pedestrian grade tarmac, to engineers specification.
 - Existing Block Paving

- SOFT LANDSCAPE**
- Existing tree/vegetation to be removed Subject to Tree Survey to confirm
 - Existing Trees retained
 - Existing Formal Hedge retained
 - Existing Informal Hedge / dense vegetation retained
 - Existing Grass retained
 - Proposed Grass
 - Proposed tree planting in soft landscape. Outline Specification - Trees to be Extra Heavy Standard [16-18cm, 18-20cm girth], rootballed, installed with below ground guying system. Exact positions to be confirmed. Example tree species; Acer campestre 'Streetwise' Carpinus betulus 'Frans Fontaine' Prunus Accolade Sorbus aucuparia 'Sheenwater seedling'

- Proposed shrub planting Outline Specification: Plants in 3-5 litre containers @ 3-6 plants per sqm Example planting species - Buxus sempervirens Ceanothus 'Blue Mound' Cornus sanguinea Euonymus fortunei 'Silver Queen' Hebe 'White Gem' Heuchera 'Plum Pudding' Pachysandra terminalis Phormium 'Bronze Baby' Skimmia japonica 'rubella' Stipa tenuissima

- Proposed allotment planting TBC Outline Specification: Plants in 3-5 litre containers @ 3-6 plants per sqm
- Proposed Hedge Planting Outline Specification: Plants to be 90-120cm high planted at 400mm centres, double staggered row Example species - Fagus sylvatica to match existing

- Biodiversity Nature Area Example mix: WFG2 Flowering Meadow WFG15 Countryside, Schools & Colleges
- MUGA - carpet to be replaced on existing sub-base

- BOUNDARIES**
- Existing Chain Link Fence, 4.5m high retained
 - Existing Boundary Treatment retained
 - Existing Close Boarded Fence, 2.2m high
 - Proposed Perimeter Fence, 2.4m high mesh security fence to match existing

NOTE: All single leaf / double leaf gates to match adjacent fencing
Example of gate reference provided G=Gate / 4MO = 4 metre opening

- STREET FURNITURE**
- Cycle Stands

- OTHER**
- Electric vehicle charging point
 - Accessible parking bays
 - Building Entrance
 - Student Entrance
 - Vehicular Access
 - Public Access

Notes:
• This drawing is copyright.
• Do not scale dimensions from this drawing.
• This drawing is to be read in conjunction with all other relevant drawings.
• All discrepancies on this drawing are to be reported to the architect.
• Do not modify any element of this drawing.
• Use drawing only for purpose(s) issued.

North Sign / Key Plan

The following external model files are included within this drawing:

Rev	Date	Revision Notes	Dn	Rv
P05	24/03/23	Outline planting spec added to legend	DW	DW
P04	20/03/23	Drawing number updated. Issued for Stage Approval. Proposed hedge shown to front boundary as part of reinstatement work. Boundary details updated	DW	DW
P03	07/03/23	GA updated to suit comments received on mark-up from MS dated 06/03/23	DW	DW
P02	21/02/23	General updates and amendments to GA Plan. Specific amends include: changes to car park layout to reduce tree and shrub planting, maximise parking numbers, introduce drop off bays. Amendments to hard and soft to rear of building. Latest building layout shown.	DW	DW
P01	14/02/23	Trees omitted, entrance access points included, note to existing decking added, existing boundary to north west of school added	DW	DW
Rev	Date	Revision Notes	Dn	Rv
Client / Contractor				

Intelligence Buildings Infrastructure
www.ibigroup.com

Project
DIXON ACADEMY

Drawing Title
**EXTERNAL WORKS
GENERAL ARRANGEMENT PLAN**

Job Number 142037	Drawing Originated Date 08/02/2023	PAS 1192 Status Code S4
Scale@A1 1:500	Purpose STAGE APPROVAL	

Drawing Number FS0998-IBI-A-14-XX-D-L-7001	Revision P05
--	------------------------

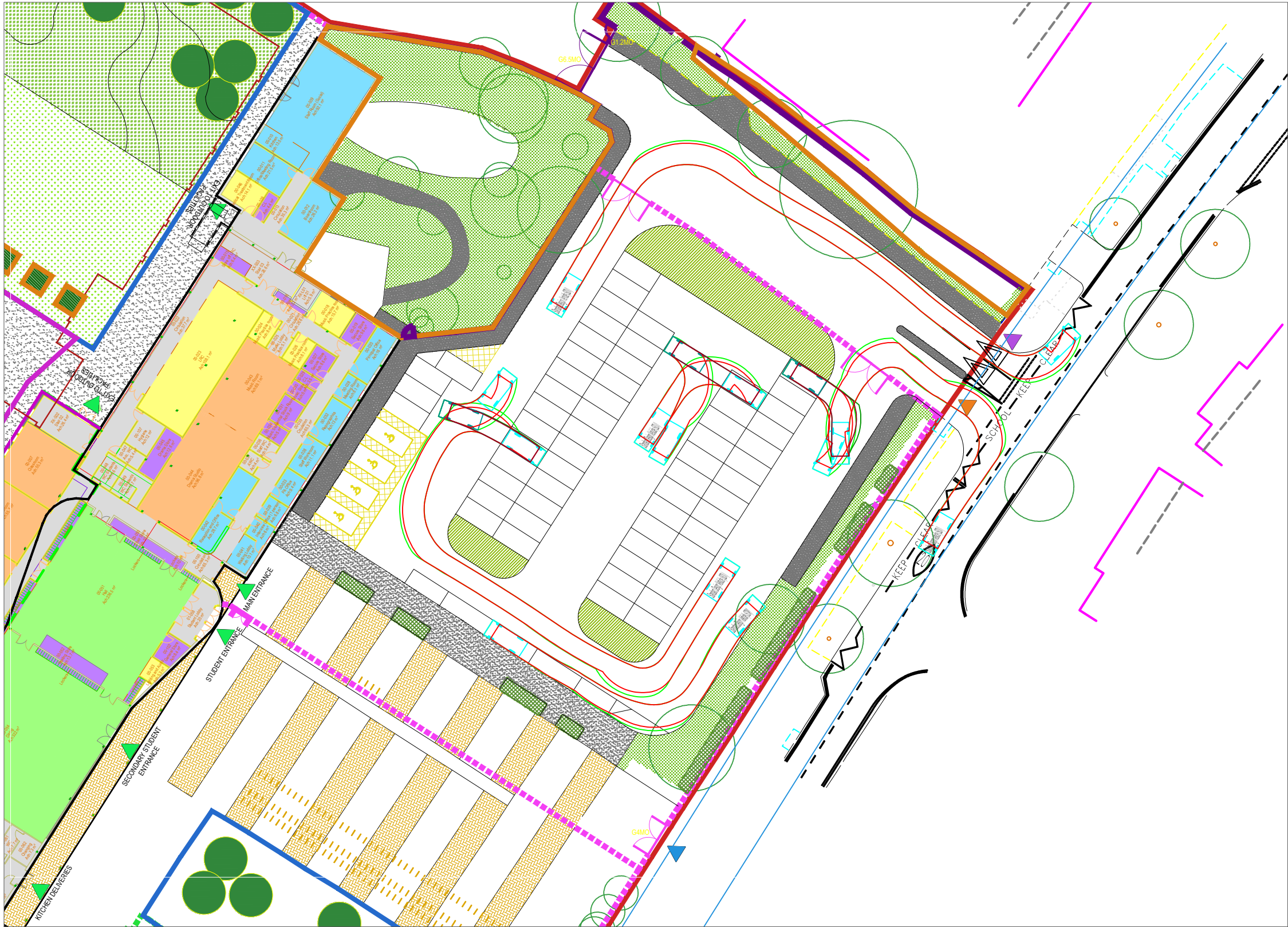


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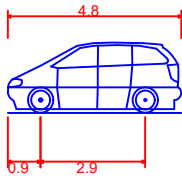


Appendix B

Vehicle Tracking



- Notes:
1. All dimensions are in millimetres unless stated otherwise.
 2. The details of the Standard Design Vehicle are shown below:



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



Project.
Newall Green

Designed By	OF	Checked By	LM	Approved By	IY
Date	04/23	Date	04/23	Date	04/23
Scale at A3 - 1:500					

P01	04/23	OF	First Issue	LM	IY
Rev	Date	Drawn	Description	Ch'kd	App'd

Title.
Car Park - Vehicle Tracking

AutoCAD Location 70146/Surveys&Drawings/FC

Drawing No. FS0998-FCL-HGN-00-DR-D-0100



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Appendix C

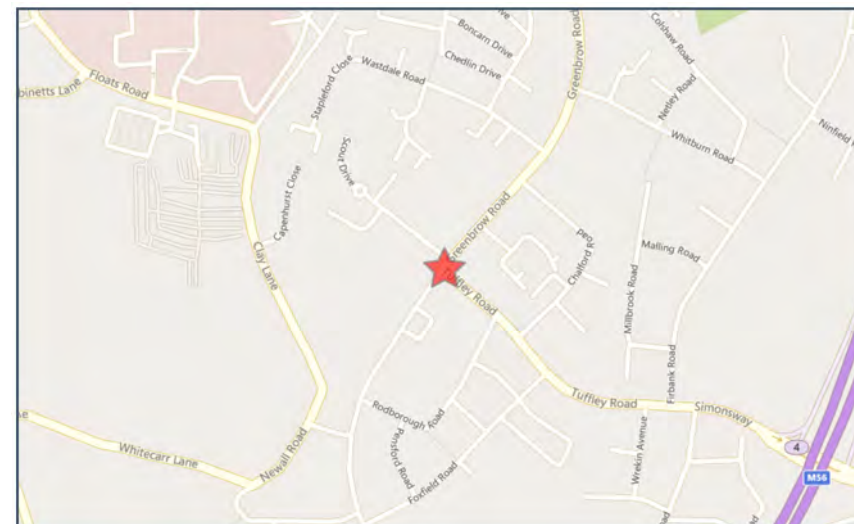
Road Traffic Collision Data



Validated Data

Crash Date: Wednesday, June 20, 2018 **Time of Crash:** 5:45:00 PM **Crash Reference:** 201806E445125

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	381018 387529
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	0	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Monday, May 11, 2020 **Time of Crash:** 6:50:00 AM **Crash Reference:** 202006E471214

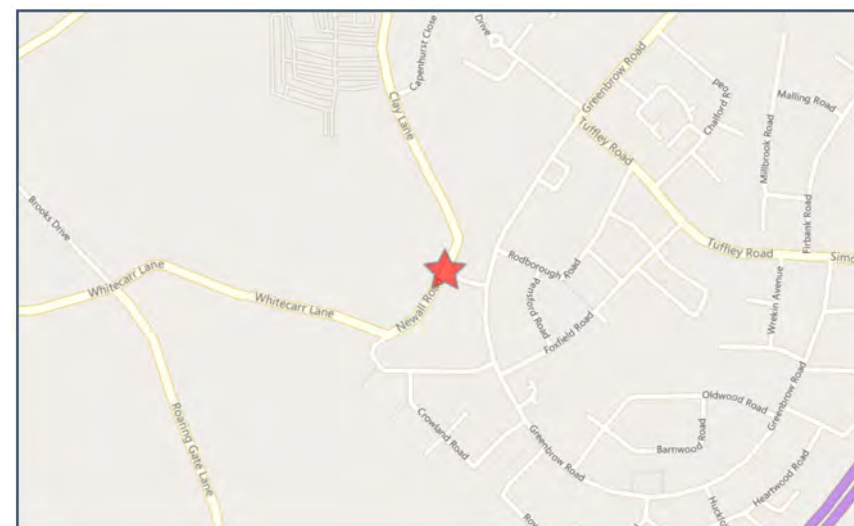
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 3

Number of Vehicles: 3

OS Grid Reference: 380808 387294



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	13	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Commuting to/from work	None	None
3	Car (excluding private hire)	2	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, June 24, 2021 **Time of Crash:** 5:50:00 PM **Crash Reference:** 2021061070478

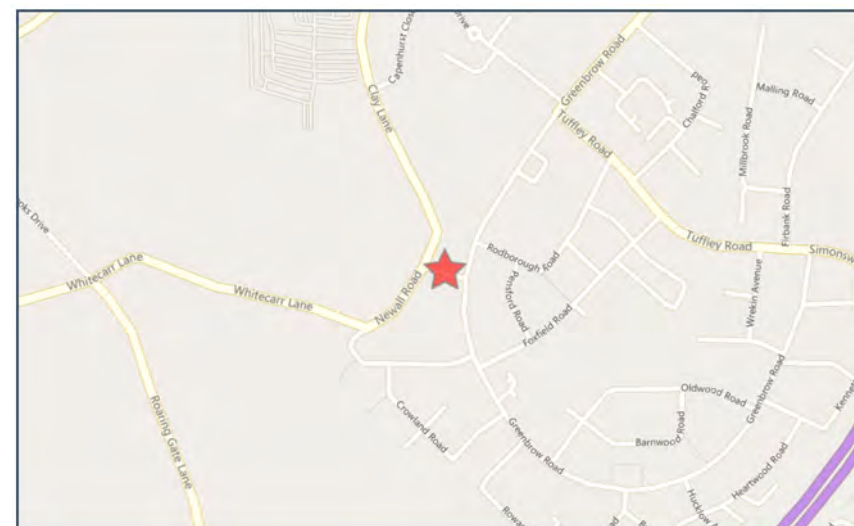
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Unknown
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 380840 387282



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, October 05, 2021 **Time of Crash:** 10:20:00 PM **Crash Reference:** 2021061104018

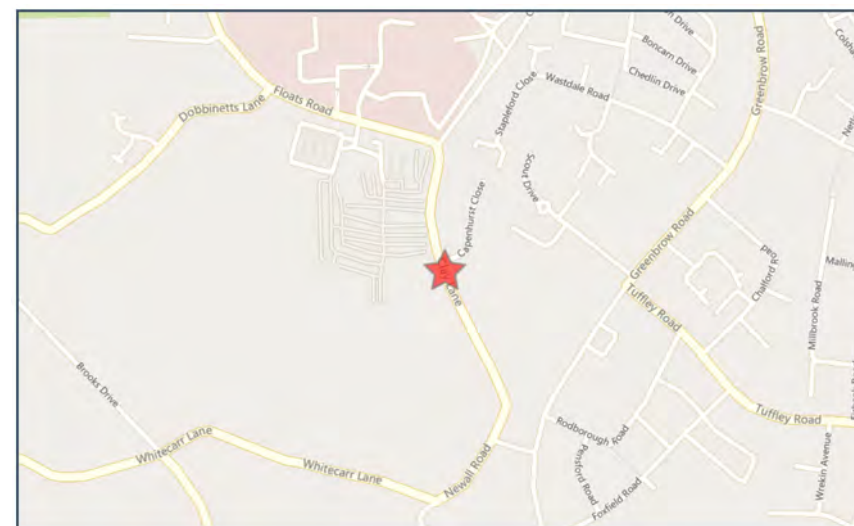
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 380734 387550



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

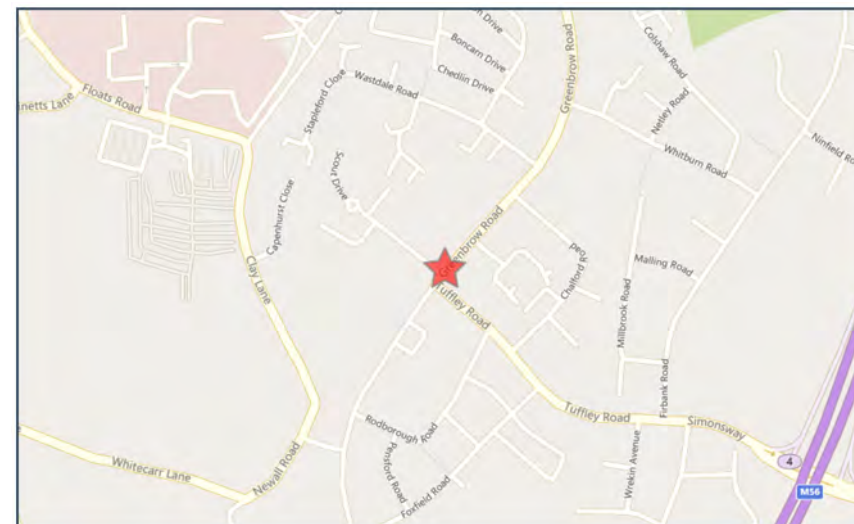
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Validated Data

Crash Date: Thursday, December 02, 2021 **Time of Crash:** 7:42:00 PM **Crash Reference:** 2021061136077

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	381030 387552
Local Authority:	Manchester City				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	4	Unknown	26 - 35	Vehicle is in the act of turning left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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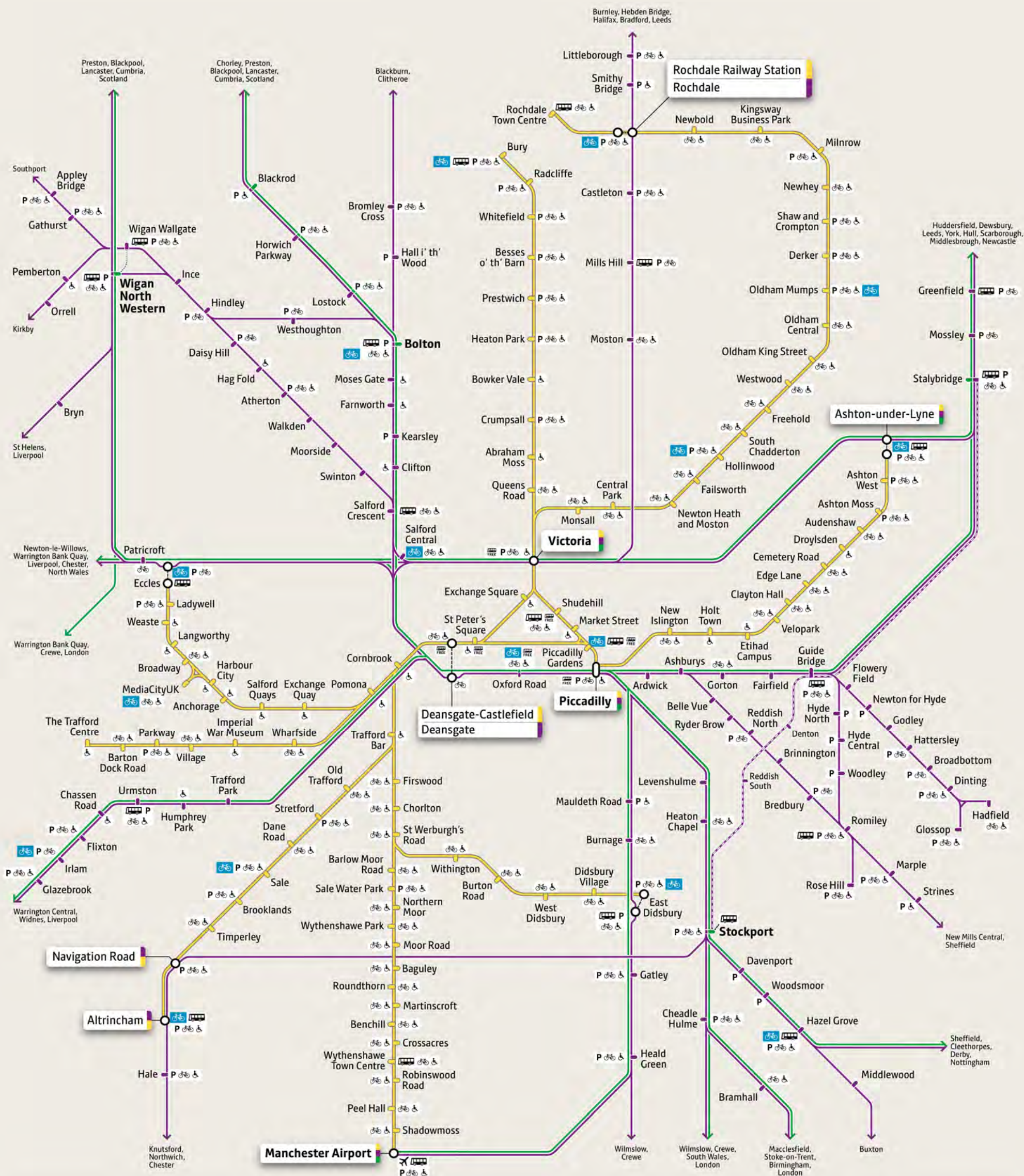


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Appendix D

Greater Manchester Train Network Map



- Metrolink and stop
- Northern
- Limited service (one train per week)
- Rail/Metrolink interchange

- Other trains:
 - Avanti West Coast
 - Cross Country
 - East Midlands Railway
 - TransPennine Express
 - Transport for Wales

- Major bus interchange
- Interchange with free bus
- Parking available
- Cycle Hub Membership required

- Cycle parking or storage available
- Within easy walking distance
- Station or stop with step-free access to all platforms

National Rail Enquiries
08457 48 49 50
@nationalrailenq

Public transport information
0161 244 1000

7am - 8pm Mon to Fri
8am - 8pm Sat, Sun & public holidays

Please refer to individual operators for specific routing and timetable information

TIGM-21-183-September 2021



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Appendix E

Manchester Cycle Map



KEY



	Traffic Free Route - good surface		National Cycle Network (NCN) - National and Regional
	Traffic Free Route - rough surface		
	On Road Route - with physical segregation		Cycle Access Point
	On Road Route - with other cycling facilities		Library
	On Road Route - signposted but with no facilities		Museum / Art Gallery
	20 mph speed limit		School
	Footpath - please walk your bike		College
	Pedestrian Crossing		University
	Pedestrian / Cyclist Crossing		Leisure Centre / Sports
	Cyclops Crossing		Theatre
	Pegasus Crossing		Hospital
	Cycle Hub		Health Centre
	Cycle Parking		Fire Station
	Cycle Shop		Tourist Information Centre
	Rail Station		
	Metrolink Station		