



Transport Statement Plant Hill Road, Manchester

Irwell Valley Homes

December 2022

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Document Record

Project Name	P1894_20221128_Plant Hill Road, Manchester - Transport Statement			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	08/12/2022			
Prepared by:	JA			
Checked by:	JT			
Authorised by:	JT			

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Irwell Valley Homes to prepare a Transport Statement to support a planning application for residential development on the site of a redundant Police Station, Plant Hill Road, Manchester.

Site Location and Development Proposals

- 1.2 The site is located in Blackley, approximately 3.4km southwest of Middleton and 6.6km north of Manchester city centre. The site is bound by Prospect House Specialist Support Primary School to the north, woodland to the east, Plant Hill Road to the south and Bank House Road to the west. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The development proposals seek to demolish the redundant police station on Plant Hill Road, Manchester, to provide 12no. 3-bed semi-detached properties. Access will be taken via a new priority T-junction with Plant Hill Road and via private drives from both Plant Hill Road and Bank House Road, in a similar nature to existing residential properties in the vicinity of the site.



Report Structure

1.4 Following this introductory section:

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

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

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

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

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

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

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

National Policy Context

National Planning Policy Framework (NPPF – MHCLG, July 2021)

- 2.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



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

Local Policy

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

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

Manchester City Council Core Strategy – 2012 to 2027

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



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

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

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

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

Summary

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



3. ACCESSIBILITY

Introduction

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

Active Travel Options

Pedestrian Facilities

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

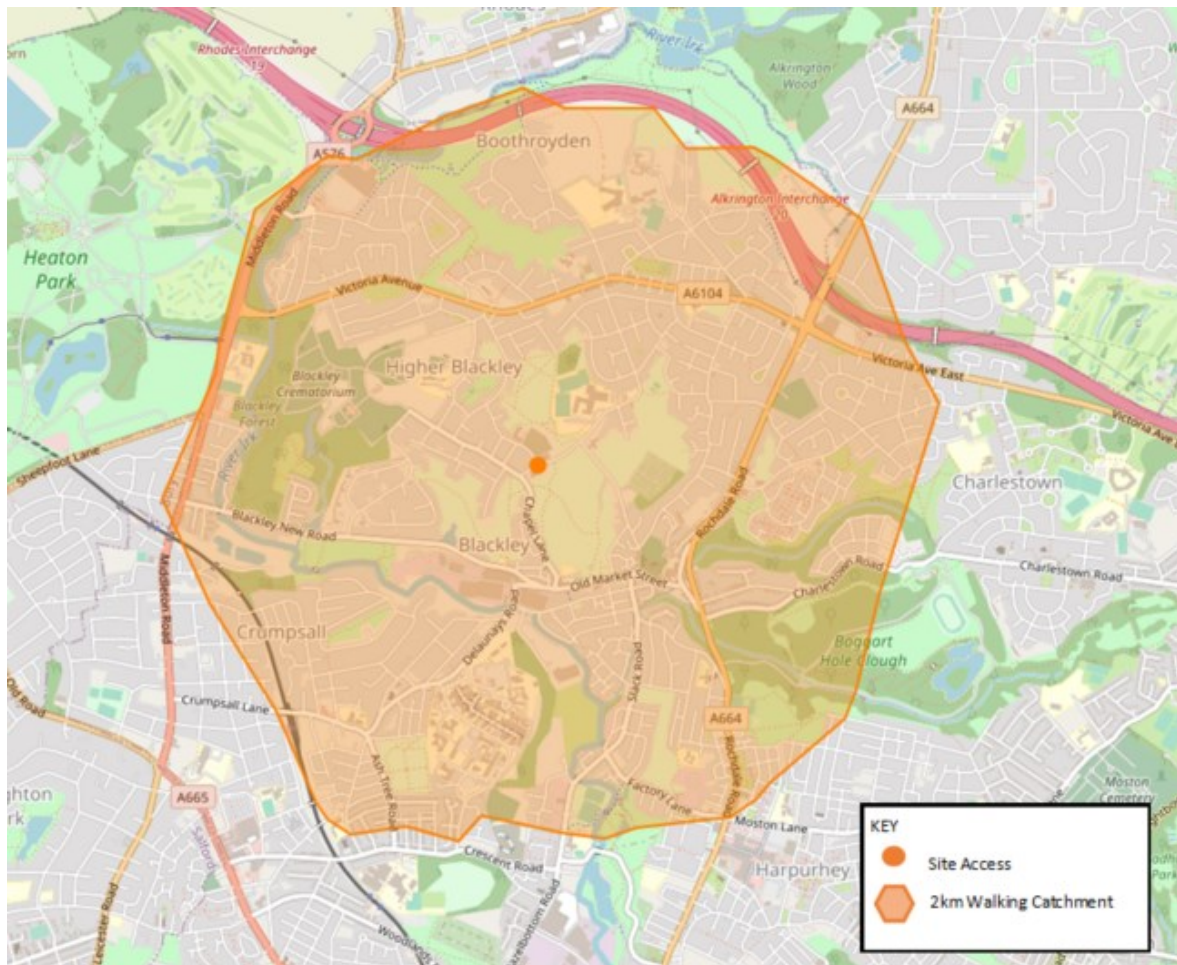
Table 3.1: Walking Distances by Journey Type

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

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment from the site includes Blackley, Higher Blackley, Boothroyden and Crumpsall. The 2km walking area also includes a large number of facilities, such as retail, employment and education. The 2km walking catchment is illustrated in **Figure 3.1**, overleaf.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.4 Pedestrian access to the site will be taken via Plant Hill Road and Bank House Road. Plant Hill Road, a single carriageway running broadly east – west along the southern boundary of the site, is bound by approximately 2.2m wide footways and street lighting on both sides.
- 3.5 Running broadly north – south along the western boundary of the site, Bank House Road is a designated School Zone, subject to a 20mph speed limit. Bank House Road benefits from a 2.5m wide footway along the east side of the carriageway, with a 2.2m footway to the west. Street lighting is present on both sides, as Bank House Road extends north, into a residential area where dwellings take direct frontage access, on both sides. Dropped kerbs and tactile paving support pedestrian movement north – south, across access points into the school, situated to the north of the site.
- 3.6 Approximately 90m west of the site, Plant Hill Road meets Chapel Lane at a priority T-junction with dropped kerbs supporting pedestrian movement north – south across Plant Hill Road.

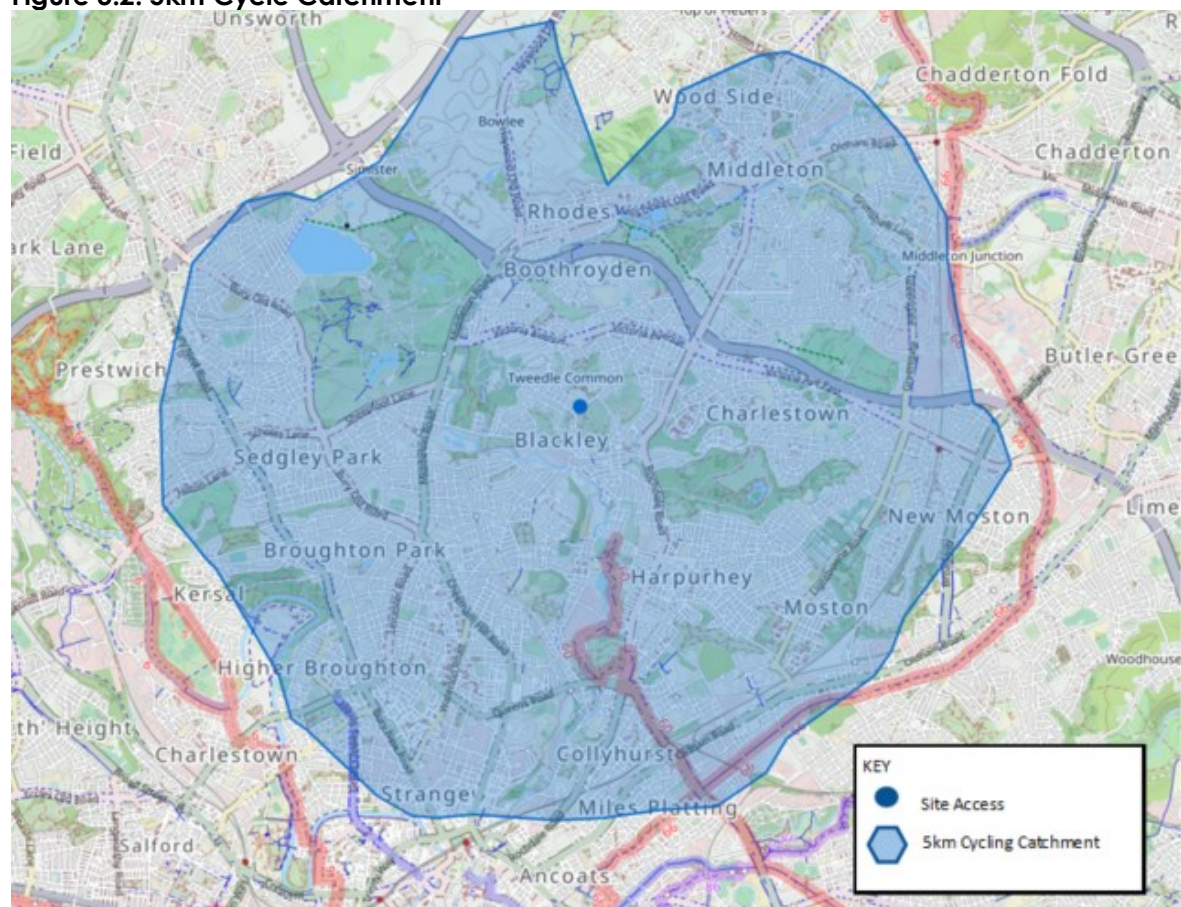
Chapel Lane benefits from approximately 2.2m wide footways on both sides. Chapel Lane has a parade of shops located on the east side of the carriageway and dwellings take direct frontage access on both sides.

- 3.7 The walking catchment covers several commercial/retail/employment areas that would allow residents to commute on foot. Details of the amenities located within walking distance of the site are provided in the latter part of this section.

Cycle Access

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

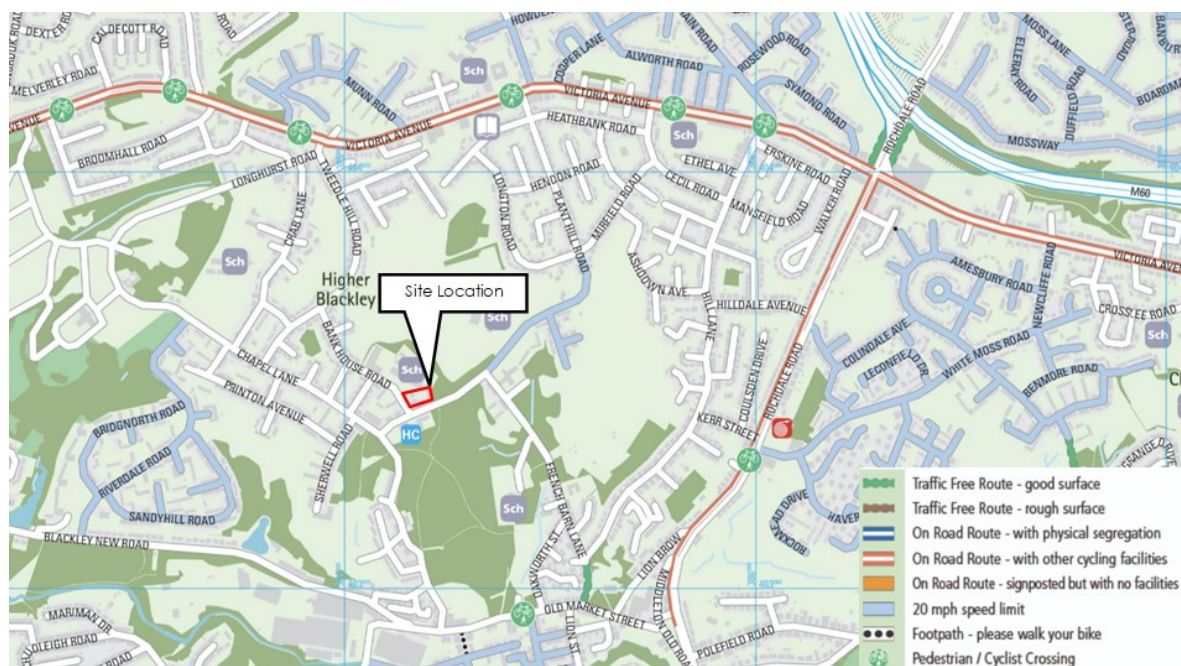
Figure 3.2: 5km Cycle Catchment



(Source: Open Street Map)

- 3.9 As can be seen in **Figure 3.2**, the cycling catchment includes National Cycle Network (NCN) Route 60, which runs between north and east Manchester, forming part of the Fallowfield loopline. To the south of the site, it connects with NCN Route 66, which connects Manchester to Spurn Head via Braford, Leeds, York, Beverley and Kingston upon Hull. Approximately 1.9km south of the site, NCN Route 60 can be accessed in a 6-minute cycle, via French Barn Lane.
- 3.10 TfGM have partnered with British Cycling to inspire more people to cycle and to promote enjoyable, safe and responsible cycling. They have committed to the target of increasing the total number of journeys made by bike across the city region from 2% today to 10% by 2025. This will be achieved through an investment program upgrading cycle routes, raising awareness, and by creating cycle hubs at bus, train and metrolink stops.
- 3.11 **Figure 3.3** shows an extract of the Manchester cycle map, which illustrates cycle facilities in the vicinity of the site.

Figure 3.3: Local Cycle Routes



- 3.12 **Figure 3.3** demonstrates that Plant Hill Road, to the south of the site, is subject to a 30mph speed limit, and gives access to Victoria Avenue, which runs broadly east – west, benefitting from an on-road route, in the form of advisory cycle lanes. To the east of the site, Rochdale Road also benefits from an on-road cycle route. Given the formal cycle routes in the vicinity of the site, and the proximity to the national cycle network, it is considered that cycling would represent an attractive option for regular commuting, given that a number of

employment areas are located within a reasonable cycling distance of the site. There are also a range of amenities located within cycling distance of the site that may be utilised by residents; detailed in the latter part of this section.

Public Transport

Bus Services

- 3.13 The site benefits from a number of bus stops, to the north, south and west. **Figure 3.4** highlights the bus stop locations.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

- 3.14 Plant Hill Road, to the south of the site, benefits from two bus stops, on both sides of the road. The eastbound stop comprises a flag, whereas the westbound stop benefits from a flag, pole and shelter. Further stops are located on both sides of Chapel Lane, comprising a flag, pole, shelter, seating and timetable information.
- 3.15 Approximately 100m / 150m north of the site, on Bank House Road, further stops can be accessed in a 2 minute walk. Both stops comprise of a flag, pole and timetable information.
- Table 3.2**, overleaf, summarises the bus services that can be accessed from the stops.

Table 3.2: Bus Services



Service		Approximate Headway		
		Weekday	Saturday	Sunday
Plant Hill Road				
41	Sale – Middleton	60 mins	60 mins	60 mins
56	Shudehill – Higher Blackley	30 mins	30 mins	-
115	Middleton – Moston Circular	60 mins	60 mins	-
156	Manchester - Middleton	30 mins	30 mins	60 mins
Chapel Lane				
41	Sale – Middleton	60 mins	60 mins	60 mins
115	Middleton – Moston Circular	60 mins	60 mins	-
116	Middleton – Higher Blackley	60 mins	60 mins	-
Bank House Road				
41	Sale – Middleton	60 mins	60 mins	60 mins
56	Shudehill – Higher Blackley	30 mins	30 mins	-

(Source: Public Transport Operator Websites)

Metrolink Services

- 3.16 The closest Metrolink station is Bowker Vale, approximately 2.6km west of the site. Bowker Vale is located on the Green Line of the Metrolink tram network, providing a route towards Bury and Altrincham, as well as a range of destinations along the route. Residents could utilise this tram service in order to access employment and leisure opportunities. The stop benefits from step free access to all platforms, 6 cycle lockers and 4 cycle stands.
- 3.17 The 41 bus service can be utilised to access this tram stop in a 9 minute journey, which includes a 2 minute walk from the A576 Middleton Road to the tram stop.

Local Amenities

- 3.18 **Table 3.4**, overleaf, provides a summary of local facilities, which are available within the preferred maximum walking (2km) or cycling (5km) distances of the site.



Table 3.4: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Prospect House Specialist Primary	65m	1 min	1 min
Pete's Chippy	90m	1 min	1 min
Premier Convenience Store	130m	2 mins	1 min
King's Crown Barbers	130m	2 mins	1 min
Co-op Academy Manchester	350m	5 mins	2 mins
Crab Lane Primary School	550m	7 mins	2 mins
Pike Fold Primary School	650m	8 mins	2 mins
Fox Inn	750m	9 mins	2 mins
Co-op Blackley	800m	9 mins	3 mins
The Village Surgery	1.0km	12 mins	3 mins
St. Peter's Church	1.0km	13 mins	4 mins
Lloyd's Pharmacy	1.3km	16 mins	5 mins
North Manchester General Hospital	1.3km	16 mins	5 mins
Crumpsall Community Hall	1.5km	19 mins	6 mins
Delaunay's Dental	1.6km	20 mins	6 mins

(Source: Google Maps)

Summary

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

4. LOCAL HIGHWAY NETWORK

Introduction

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

Highway Network

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

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The site will take access from Plant Hill Road, to the south of the site, via a private access road and dedicated private drives, taking direct frontage access from Plant Hill Road. . In the vicinity of the site, Plant Hill Road runs broadly east – west and is subject to a 30mph speed limit. 7.0m wide, the carriageway is bound by footways and street lighting on both sides. Approximately 90m west of the site, Plant Hill Road forms the minor arm of a priority T-junction with Chapel Lane.
- 4.4 Chapel Lane, running broadly north – south to the west of the site, is subject to a 30mph speed limit and gives access to residential access roads along its length, with dwellings also taking direct frontage access on both sides. The carriageway is approximately 7.0m wide and has no on-street parking restrictions. However, for a period of 50m, layby parking bays



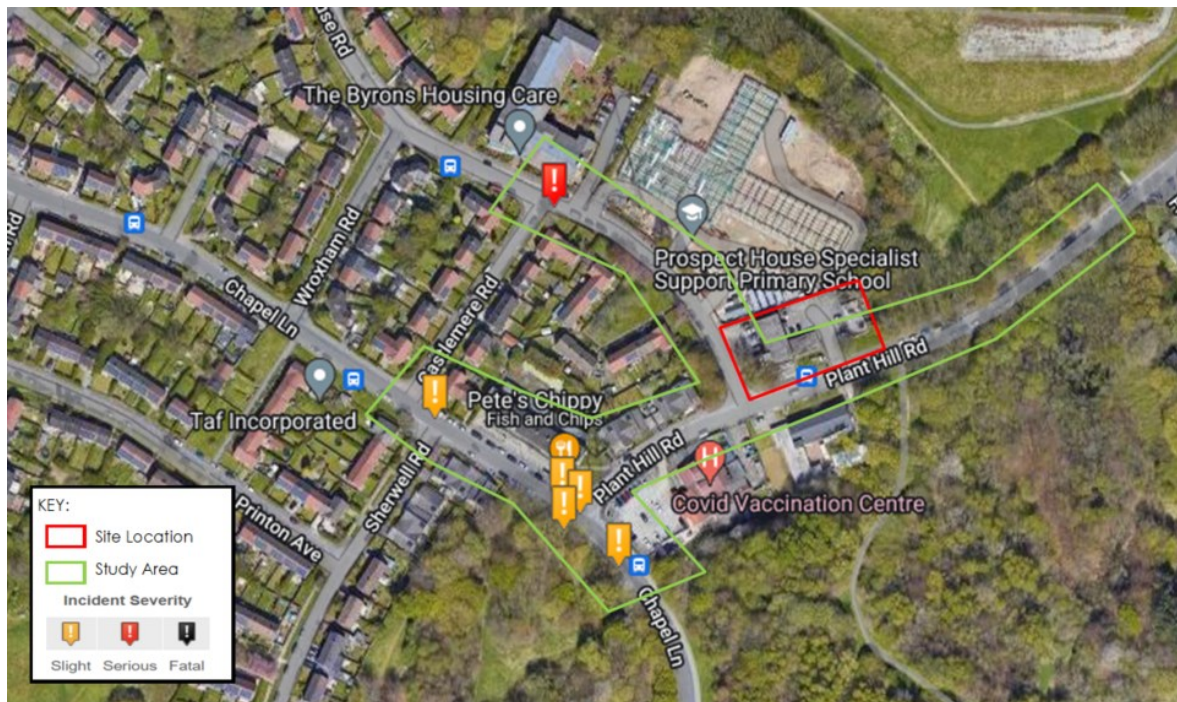
are present on the east side of the carriageway, adjacent to a parade of shops. To the south, Chapel Lane extends towards a number of local amenities and educational facilities that could be accessed by residents of the site.

- 4.5 Back to the site, Bank House Road runs broadly north – south along the western boundary, giving access to dwellings along its length. Signage on the approach to Bank House Road indicates it is a School Zone, subject to a 20mph speed limit. In the vicinity of the school frontage, 'SCHOOL – KEEP – CLEAR' road markings prevent stopping on road markings between 08:00 – 17:00, Monday – Friday. There are no on-street parking restrictions in place along the west side of the carriageway. Approximately 7.0m wide, there are a number of residential access roads that form priority T-junctions with Bank House Road, which extends north for approximately 350m, from the site.
- 4.6 To the northeast of the site, Plant Hill Road provides a route through the surrounding residential area, north towards Blackley and the M60 Junction 20.

Road Safety

- 4.7 Accident data for the most recent 5-year period (2017 - 2021) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations and severity of the recorded accidents in the vicinity of the site are shown in **Figure 4.2** and **Table 4.1**, overleaf.

Figure 4.2: Locations of Recorded Accidents



(Source: Crash Map)

Table 4.1: Accident Summary

	2017	2018	2019	2020	2021	Total
Plant Hill Road						
Slight	0	0	0	0	0	0
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Bank House Road						
Slight	0	0	0	0	0	0
Serious	1	0	0	0	0	1
Fatal	0	0	0	0	0	0
Chapel Lane						
Slight	1	1	1	0	2	5
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0

(Source: Crashmaps)

- 4.8 As can be seen in **Figure 4.2**, a total of 6 accidents have been recorded within the most recent 5-year period, which equates to an average of 1.2 accidents per year. Of the accidents recorded, 5 were slight and 1 was serious. No accidents have been recorded in the immediate vicinity of the proposed site.



- 4.9 Of the accidents recorded within the study area, 1 occurred on Bank House Road. Recorded in 2017, the accident involved 1 car and pedestrians, resulting in 2 casualties suffering serious injuries.
- 4.10 The remaining 5 accidents, all classified as slight, were recorded on Chapel Lane. 1 accident, recorded in 2021, involved a pedal cyclist and a car, resulting in 1 casualty. In the vicinity of the Chapel Lane / Plant Hill Road junction, 2 accidents involved 1 car and 1 pedestrian. The final 2 accidents, recorded in 2017 and 2018, involved cars only.
- 4.11 Given the scale of the accident study area and the level of road traffic expected, it is not considered that an average of 1.2 accidents per year signifies an existing road safety issue. Furthermore, as will be discussed further in **Section 5**, the development proposals will result in a negligible traffic impact and, will not, therefore, impact on roads safety within the vicinity of the site.



5. TRIP GENERATION

Introduction

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

Trip Generation

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

- Land Use: Residential, Houses Privately Owned;
- Range: 5 – 25 ;
- Date Range: 01/01/2014 – 06/06/2022; and
- Location: Suburban Area, Edge of Town, Neighbourhood Centre.

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

Table 5.1: Trip Rates / Traffic Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.197	0.355	0.552	0.301	0.189	0.490
Trip Generation	2	4	7	4	2	6

(Source: TRICS)

- 5.4 As can be seen in **Table 5.1**, the proposals are anticipated to generate just 7 two-way trips in the AM peak hour and 6 two-way trips in the PM peak hour. This level of vehicle trip generation is not considered as material and as such, no further assessment has been undertaken.

Summary

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



6. PARKING AND SERVICING

Introduction

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

Access

- 6.2 The proposed development is to take vehicular access from Plant Hill Road, to the south of the site via a new private drive, providing access to parking spaces associated with dwellings 1, 2, 6, 7, 11 and 12.. The remaining dwellings take direct frontage access from the existing highway network, to the south via Plant Hill Road, and to the west, via Bank House Road.
- 6.3 The drawing attached at **Appendix A**, demonstrates the proposed site access layout, with the new site access forming the minor arm of an informal junction with Plant Hill Road.

Parking

- 6.4 Manchester's Residential Quality Guidance provides a guide to providing parking in new residential developments. The Residential Quality Guidance states the following:
- "There is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car". It goes on to state: "Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street".*
- 6.5 The residential quality guidance goes on to state that *"for residential schemes within Manchester's suburban areas, new development will continue to be required to accord with existing policy and standards (MCC Core Strategy; Appendix B)."* From reviewing the core strategy, Appendix B, there is no reference to a specific standard for residential car parking.
- 6.6 With the above in mind, the level of parking to be provided for the proposed dwellings, has been designed to meet the expected operational needs of each of the dwellings and to minimise the need for vehicles associated with the proposed dwellings to park on-street. It is proposed for there to be 12 parking spaces capable of EV charging, allocated at a rate of 1 per dwelling. This is deemed sufficient to meet the expected operational requirements of the site. It should be noted that discussions have been undertaken with the local planning



authority with regard to the design of the site and it was at their request that the level of parking per dwelling was reduced from 2 per dwelling to 1 per dwelling, to enable more landscaping to be provided to the front of properties.

- 6.7 In the absence of specific council guidance, private cycle storage has been provided, at a rate of 1 store per dwelling, which will be capable of accommodating up to two cycles per dwelling.

Servicing

General Servicing and Refuse Collection

- 6.8 It is expected that the site will be serviced from the roadside on Plant Hill Road and Bank House Road, to the south and west of the site, respectively, as part of an existing collection route.

Fire Appliance Access

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



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany an outline planning application for up to 12 dwellings on land to the north of Plant Hill Road, Manchester. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- The site is located within easy access of local amenities, including retail opportunities, health facilities and schools;
- Opportunities for walking, cycling and public transport have also been outlined;
- An analysis of historic accident data suggests that there are no accident trends that might be exacerbated by the addition of development-related traffic;
- The development proposals are anticipated to generate just 7 two-way trips in the AM peak hour and 6 two-way trips in the PM peak hour;
- The servicing arrangements for the site have been considered; the site will be serviced from the roadside on Plant Hill Road and Bank House, to the southern and western boundaries of the site, respectively; and
- Car parking and cycle parking has been provided to meet the operational requirements of the site and in line with requests from the Local Planning Authority, in the absence of specific council guidance.

Conclusion

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



Appendix A

Indicative Site Layout



Notes

Jennings Design Associates take no responsibility for any dimensions obtained by scaling from this drawing. If no dimension is shown the recipient must ascertain the dimension specifically from the Architect or by site measurement. Supplying this drawing in digital form is solely for convenience and no reliance may be placed on digital data. All data must be checked against hard copy. Dimensions must be checked on site. Any discrepancies must be reported to the Architect immediately. This drawing is copyright of Jennings Design Associates

KEY

- Existing trees / Hedges
- Proposed trees
- 2.4mm x 4.8m parking bay
- Electric vehicle charging point
- 240L Bin
- Indicates site boundary taken from PDF copy of HM Land Registry
- 2 no Cycle Spaces

Accommodation Schedule	
Unit Type	No.
3B5P House 99m ²	12
Total Units	12
Car Parking Spaces	12
Site Area (ha)	0.18
Units Per Ha	67

D	Amendments to parking following planners comments	28.10.22	DH
C	Minor Amendments to gardens 6/7	07.03.22	DH
B	Minor Amendments added	10.02.22	DH
A	5G Mast annotated on site	20.01.22	DH
Rev	Description	Date	By

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manchester: 0161 336 5011
liverpool: 0151 665 0112

Client:	Irwell Valley		
Project:	Plant Hill Road, Manchester		
Project Status:	P - Preliminary		
Scale:	@ Original Size	Date:	Drawn By:
1:200	A2	10.11.2021	DH
			TK

Project Number	Drawing Number		
1227	A	DR	007
Description	Proposed Site Plan Option 2		Rev
			D



Z:\1227 - Plant Hill Road, Manchester\Drawings\Live\plots\1227_A_DR_007_ProposedSitePlan_Opt2.dwg



Appendix B

TRICS Output

Northern Transport Planning LEEDS WEST YORKSHIRE

Licence No: 640801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 8 to 25 (units:)
 Range Selected by User: 5 to 25 (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 06/06/22

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	8 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	15 days
Directional ATC Count	1 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Residential Zone	12
Village	4

Northern Transport Planning LEEDS WEST YORKSHIRE

Licence No: 640801

Secondary Filtering selection:

Use Class:

C3 16 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 5 days

5,001 to 10,000 2 days

10,001 to 15,000 6 days

15,001 to 20,000 2 days

20,001 to 25,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 3 days

50,001 to 75,000 3 days

75,001 to 100,000 2 days

125,001 to 250,000 5 days

250,001 to 500,000 1 days

500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 6 days

1.1 to 1.5 9 days

1.6 to 2.0 1 days

Travel Plan:

Yes 5 days

No 11 days

PTAL Rating:

No PTAL Present 16 days

Covid-19 Restrictions Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CHESHIRE EAST	Survey Type: MANUAL
3	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 Survey date: WEDNESDAY 16/06/21	MIXED HOUSES	EAST SUSSEX	Survey Type: MANUAL
4	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: TUESDAY 08/06/21	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
5	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
6	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	MEDWAY	Survey Type: MANUAL
7	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 06/06/22	MIXED HOUSES	MEDWAY	Survey Type: MANUAL
8	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
9	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18	MIXED HOUSES & FLATS	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
11	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	
12	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL	
13	SY-03-A-02	DETACHED & BUNGALOWS		SOUTH YORKSHIRE
	MANOR ROAD			
	NEAR SHEFFIELD			
	WALES			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	25		
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL	
14	SY-03-A-03	BUNGALOWS & DETACHED		SOUTH YORKSHIRE
	CHURCH LANE			
	NEAR BARNSELEY			
	WORSBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	19		
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL	
15	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	12		
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL	
16	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	16	0.100	16	16	0.286	16	16	0.386
08:00 - 09:00	16	16	0.197	16	16	0.355	16	16	0.552
09:00 - 10:00	16	16	0.116	16	16	0.181	16	16	0.297
10:00 - 11:00	16	16	0.181	16	16	0.212	16	16	0.393
11:00 - 12:00	16	16	0.178	16	16	0.147	16	16	0.325
12:00 - 13:00	16	16	0.205	16	16	0.189	16	16	0.394
13:00 - 14:00	16	16	0.205	16	16	0.189	16	16	0.394
14:00 - 15:00	16	16	0.181	16	16	0.181	16	16	0.362
15:00 - 16:00	16	16	0.251	16	16	0.185	16	16	0.436
16:00 - 17:00	16	16	0.247	16	16	0.189	16	16	0.436
17:00 - 18:00	16	16	0.290	16	16	0.197	16	16	0.487
18:00 - 19:00	16	16	0.301	16	16	0.189	16	16	0.490
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.452			2.500			4.952

Parameter summary

Trip rate parameter range selected:	8 - 25 (units:)
Survey date range:	01/01/14 - 06/06/22
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

