

**YEWTREE CARE HOME, NORTHERN MOOR, WYTHENSHAW
CARE HOME DEVELOPMENT**

TRANSPORT STATEMENT

**PREPARED ON BEHALF OF:
LIBERTY CARE DEVELOPMENTS**



Lymedale Business Centre,
Hooters Hall Road,
Newcastle-under-Lyme,
Staffordshire, ST5 9QF



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Prepared by:

Cameron Rose Associates

Lymedale Business Centre,
Hooters Hall Road,
Newcastle-under-Lyme,
Staffordshire, ST5 9QF

Tel: 01782 627 029

Email: info@cameron-rose.co.uk

<http://www.cameron-rose.co.uk/>

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Liberty Care Developments, in order to examine the highway and transportation issues associated with the proposed residential care home off Yewtree Lane in Northern Moor, Wythenshawe.
- 1.1.2 This Transport Statement has been submitted to support the *full planning application for the demolition of existing buildings and structures and the construction of a new care home facility including basement, access, landscaping and associated infrastructure*. The proposals include a 59 bed care home, with 20 associated parking spaces, including two disabled parking spaces, one ambulance drop off space, one motorcycle parking spaces and two electric vehicle charging spaces. The site will also accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors.
- 1.1.3 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home. The existing care home includes 43 residents (35 single rooms and 4 shared rooms i.e. a total of 39 rooms).
- 1.1.4 This Transport Statement has been prepared to support the planning application for the proposed development and includes an analysis of the existing transport provision within the vicinity of the site, including sustainable transport facilities, traffic flows and the operation of the existing highway network. This Assessment considers the adequacy of this existing and consented provision to accommodate the future demands associated with the application proposals.
- 1.1.5 Details of the pedestrian and vehicular access arrangements, quantum of car and cycle parking and servicing arrangements are set out in this report, together with a detailed assessment of the potential traffic impact of the development proposals on the surrounding local highway network.

1.1.6 This Transport Statement has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transport's 'Guidance on Transport Assessments' (2007) and gives due regard to the National Planning Practice Guidance 'Transport Evidence in Plan Making' document and the information contained in the National Planning Policy Framework (NPPF, 2021). Discussions have been held with local highway officers in relation to the development proposals and scope of assessment required.

1.1.7 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed by sustainable modes.

1.2 Structure

1.2.1 The structure of the report herein is set out as follows:

- **Section 2.0** considers the location of the development site, the local highway network and the existing infrastructure provision for sustainable modes of transport;
- **Section 3.0** sets out the details of the development proposals, site access, parking provision and servicing arrangements;
- **Section 4.0** deals with the potential trip generation of the proposed development and assesses the potential impact on the operational performance of the local highway network; and
- **Section 5.0** provides a summary and conclusion to the report derived from the analysis presented in the above chapters.

1.2.2 The report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2.0 THE DEVELOPMENT SITE

2.1 Site Location and Surrounding Area

- 2.1.1 The development site is located within the area of Wythenshawe, approximately 9.3 km south from Manchester city centre and just 200 metres south of the Manchester Outer Ring Road (M60).
- 2.1.2 The development site is bounded by residential properties fronting Barry Road to the north, Yewtree Lane to the south, Willenhall Road to the east and residential properties off Cherry Blossom Close to the west.
- 2.1.3 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home and is accessed off a private driveway off Yewtree Lane.
- 2.1.4 The location of the proposed site in relation to the local highway network is illustrated in **Figure 2-1**.



Figure 2-1: Site Location Plan

- 2.1.5 The nearest bus stop to the site is located approximately 350 metres west of the site, along Princess Parkway slip road. Further stops are accessible within approximately 500 metres south-west of the site off Sale Road. Services are provided in both directions, to a variety of local destinations, including Manchester, Hulme and Manchester Airport.

2.2 Local Highway Network

Yewtree Lane

- 2.2.1 Access to the application site is off Yewtree Lane. Yewtree Lane is a single carriageway, two-way road which runs along an east/ west alignment for approximately 850 metres; providing access to many residential dwellings along its continuation. Due to the residential nature of Yewtree Lane, there are several instances of on-street parking along the street. Where on-street parking is not evident, Yewtree Lane has carriageway width of approximately 6 metres. Yewtree Lane is subject to a speed limit of 20 mph with footways, dropped kerbs and street lighting provided along both sides of the carriageway.
- 2.2.2 To the east of the site, Yewtree Lane provides access to residential properties fronting the street and minor roads serving further houses. Yewtree Lane passes under Princess Parkway, but movements are restricted to pedestrians and cyclists, with no vehicular access permitted.
- 2.2.3 To the west of the site, Yewtree Lane retains its residential character and serves fronting properties and minor road accesses. Yewtree Lane joins Sale Road at a signalised junction.

Willenhall Road

- 2.2.4 Willenhall Road is a single carriageway, two-way road which is located along the eastern boundary of the site. It provides frontage to a small number of residential dwellings and runs along a north-south alignment for its 400 metre continuation. Within the vicinity of the site, Willenhall Road has an approximate width of 6.5 metres. Willenhall Road is subject to a 20 mph speed limit, with footways, dropped kerbs and street-lighting provided along both sides of the carriageway.
- 2.2.5 At its southern extent, Willenhall Road terminates at a priority-controlled T junction with Yewtree Lane. Dropped kerbs and tactile paving is provided at the junction.

B5166 Sale Road

- 2.2.6 The B5166 Sale Road is a local distributor road that extends north-east to south-west between the A5103 Princess Parkway and the A56 Washway Road. Sale Road provides access to the M60 either north-east of the site via Princess Parkway or north-west via Old Hall Road. Sale Road provides street-lit footway provision, with the northern side footpath measuring circa 1.2 metres in width and the southern side footpath measuring 2.0 metres in width. Sale Road is subject to a 30 mph speed limit, which is enforced by speed camera provision. Sale Road has red central hatched markings that act as a traffic calming measure and also provide right-turn lanes into side streets.
- 2.2.7 It is therefore considered that the site is well connected to the local highway network and also to the wider strategic road network, including the M56 and M60 motorways.

2.3 Personal Injury Accident Data

- 2.3.1 Personal Injury Accident data has been obtained the Crash Map website (www.crashmap.co.uk) for the proposed study area for the most recent five year period for which data is complete (from the time of reviewing). The data demonstrates that there have been one recorded accidents on Yewtree Lane, during this period.
- 2.3.2 The slight personal injury accident was recorded to the east of the junction of Yewtree Lane/ Willenhall Road. The accident resulted from a collision between a car and pedal cycle.
- 2.3.3 No personal injury accidents were recorded at the junction of Sale Road/ Yewtree Lane.
- 2.3.4 The personal injury accident data would suggest that there is no particular trend or pattern of road accidents in the vicinity of the site resulting from any deficiencies in the local road network, or the future operation of the site.

2.4 Accessibility by Sustainable Modes

2.4.1 The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide some opportunities to encourage staff and visitors to the site to seek alternative sustainable transport modes to the private car.

2.4.2 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

- walking and cycling network; and
- public transport network.

Walking and Cycling

2.4.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys on Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made' (Para 1.10).

2.4.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).

2.4.5 The accessibility of the site for journeys on foot is shown in **Figure 2-2**. Bus stops are located within 400 metres of the site. There are additional stops available within 500 metres walking distance of the site. The proximity of the site to the local bus network provides significant opportunities to travel further afield using linked trips. This connects the site to a variety of local destinations.

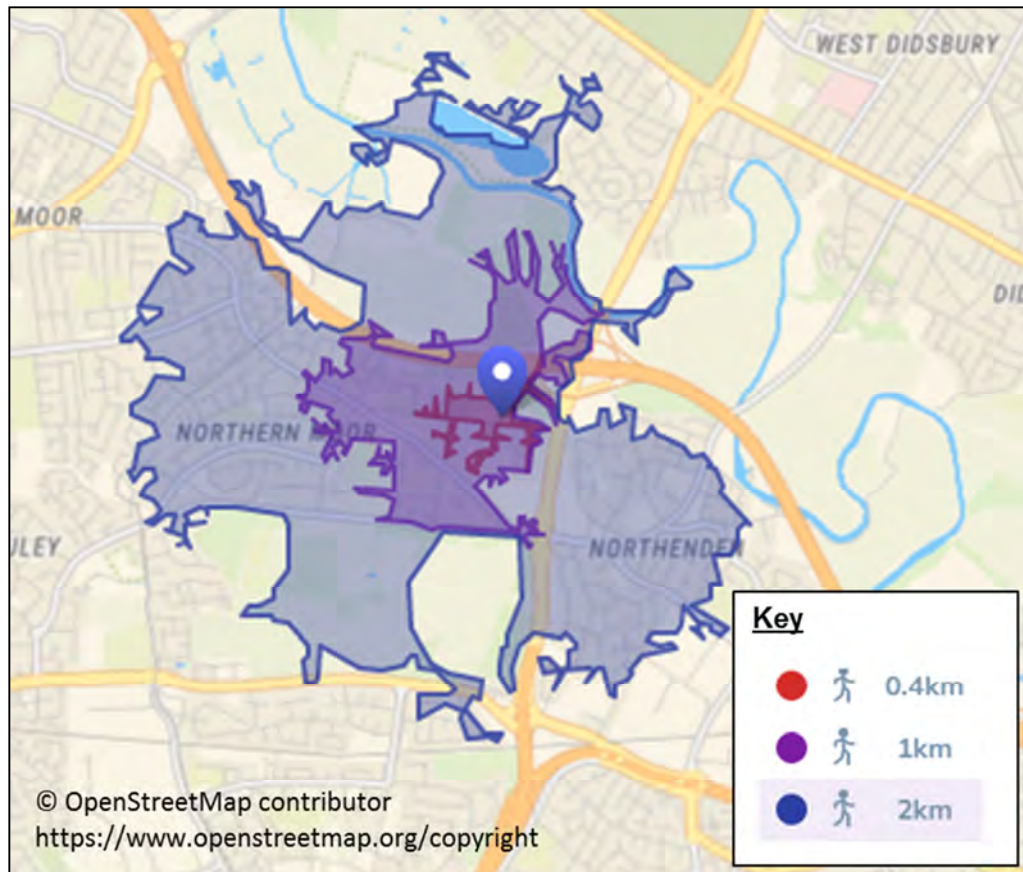


Figure 2-2: Walking Catchment

2.4.6 The local highway network provides footways on both sides of Yewtree Lane, the B5166 Sale Road and all other minor roads in the vicinity of the site, which facilitates convenient pedestrian movements and provides a connection towards various local amenities and residential areas. Street lighting is also present on all roads in the vicinity of the site, enhancing pedestrian security.

- 2.4.7 Within one kilometre of the site, medical facilities such as Northenden House Orthodontics, Rowlands Pharmacy and Northenden Group Practice plus education facilities such as Rack House Primary School and Northenden Community Primary School. Furthermore, there are several churches within this catchment including: Assembly Hall of Jehovah's Witnesses, Quakers Religious Society of Friends and St Michael's & All Saints Parish Church of England. Additional facilities include: Sale Circle Post Office, a Nisa local and a local butcher's.
- 2.4.8 Within a two kilometre distance from the site, facilities include a Tesco Metro and Heron Foods; sports facilities such as Northenden Golf Club, Withington Golf Club, Sale Golf Course, Wythenshawe Sports Ground, Wythenshawe Cricket & Football Club and Manchester Harriers Athletics Club as well as medical facilities such as Boundary House Medical Centre and Merseybank Surgery. There are numerous educational facilities within this catchment, including: The Open University, Saint Ambrose RC Primary School, Button Lane Primary School and St Wilfrid's Church of England Primary School. Nurseries within this walking distance include Happy Days Nursery, Kids Allowed Christie Fields and Kids Start Nursery. Additional facilities include Wythenshawe Park, Museum and Horticultural Centre, pubs such as The Farmers Arms, The Crown Inn and The Grapes.
- 2.4.9 Existing infrastructure, including good footways and street lighting between the application site and the surrounding areas, are conducive to journeys on foot. Designated pedestrian routes within the application site will provide safe routes through the site.
- 2.4.10 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:
- 'Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.'*
- 2.4.11 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon.

2.4.12 With regards to cycle parking provision, the proposals will provide staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors.

2.4.13 The accessibility of the site for journeys by cycle is shown in **Figure 2-3**. This illustrates a five kilometre catchment of the site.

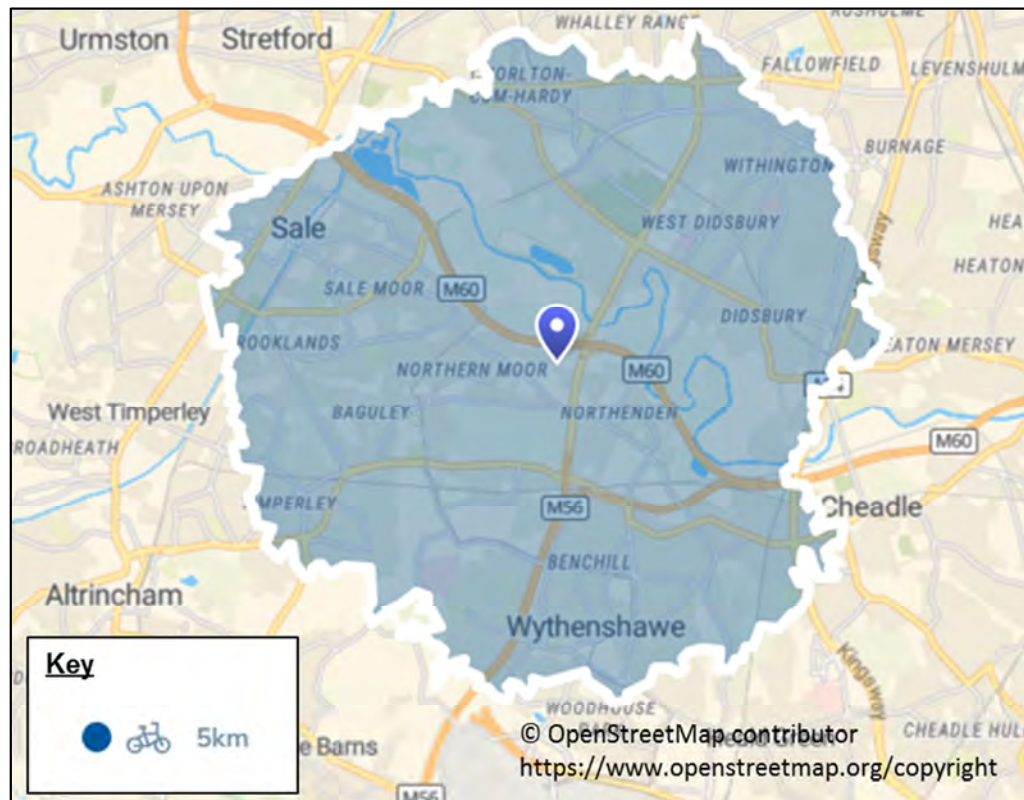


Figure 2-3: Cycling Catchment

2.4.14 This catchment indicates that cycling could be seen as a viable form of commutable transport for those working on-site and living in the surrounding residential areas; extending as far as Manchester Airport & Cheadle Hulme in the south and Broadheath to the west. Thus the location of the proposed development would provide the opportunity for employees and visitors to access the site by bicycle. Walking and cycling links in the vicinity of the development enhance the viability of such trips.

2.4.15 It is considered there are very good opportunities for travel by bicycle, with a combination of both on and off-road routes (National Cycle Route 85 & 62) connecting to nearby areas such as Stretford and Whalley Range as well as the surrounding road network. Yewtree Lane forms part of Route 85, which is a nationally recognised cycle route, meaning cyclists can access this network very easily.

2.4.16 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and provide adequate links to the nearest bus stops and residential, retail, employment and leisure facilities, thus encouraging sustainable travel to the site.

Public Transport

Bus Services

2.4.17 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

2.4.18 The nearest bus stop to the site is located approximately 350 metres west of the site, along Princess Parkway slip road. A number of further stops are located within 500 metres of the site on Sale Road and are therefore within an acceptable walking distance based on the CIHT guidelines: The location of bus stops in the vicinity of the development site are illustrated in **Figure 2-4**.

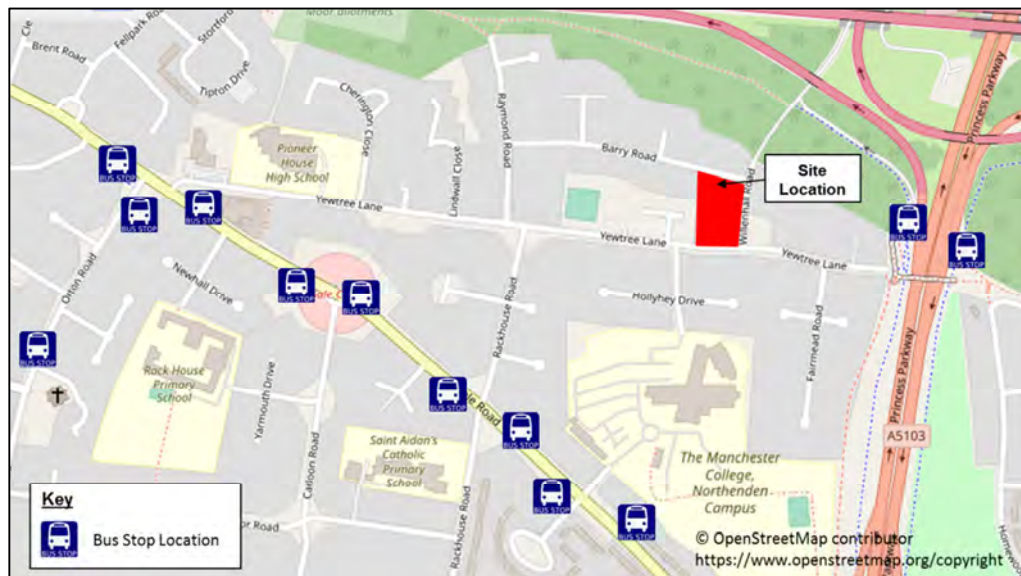


Figure 2-4: Bus Stop Locations

2.4.19 A selection of the routes and frequencies of the bus services operating in close proximity of the site are summarised in **Table 2-1**.

Table 2-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
101	Wythenshawe - Baguley - Northenden - Moss Side - Hulme - Manchester	12	15	20
102	Wythenshawe Hospital - Wythenshawe - Moss Side - Manchester	30	30	60
103	Manchester Airport - Peel Hall - Wythenshawe - Moss Side - Manchester	30	30	60
41	Middleton – Bowker Vale – Manchester City Centre - Sale	20	20	30

2.4.20 The above table demonstrates that there are a variety of local destinations, including Manchester, Middleton, Sale and Manchester Airport that can be reached via the bus services operating within an acceptable walking distance of the application site.

Metrolink

2.4.21 The nearest tram station is Northern Moor which is located approximately 1.2 kilometres to the west of the application site. At this stop access can be gained to regular tram services along the route to Manchester city centre and Manchester Airport. It is considered that travel tram can be a viable multimodal travel option for future employees.

Summary

2.4.22 Overall it is evident that the development site is accessible to pedestrians, cyclists and users of public transport. The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide opportunities to encourage staff and visitors to the site to consider alternative sustainable transport modes to the private car.

3.0 THE PROPOSED DEVELOPMENT

3.1 Application Site – Existing Land Use

- 3.1.1 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home and is accessed off a private driveway off Yewtree Lane. The existing care home includes 43 residents (35 single rooms and 4 shared rooms i.e. a total of 39 rooms).

3.2 Application Site - Proposed Land Use

- 3.2.1 The development proposals which are the subject of this planning application include:

- A 59 bed care home (use class C1), with 20 associated parking spaces including two disabled parking spaces, one ambulance drop off space, one motorcycle parking spaces and two electric vehicle charging spaces.

- 3.2.2 A copy of the site plan is included in **Appendix A**.

Vehicular and Pedestrian Access

- 3.2.3 Access to the application site will be amended to accommodate the development proposals. The existing accesses to the site will be closed with footway reinstated. The new access will be provided onto Yewtree Lane, to the west of the existing access. The site access will be designed with a 6.5 metre width, with 5 metre kerb line radii and associated dropped crossing and tactile paving.

- 3.2.4 The proposed care home access form and location are illustrated in drawing 711-01/GA-01 Rev B attached at **Appendix B**.

Car and Cycle Parking Provision

- 3.2.5 Parking guidance for new developments in Manchester is provided in Appendix B of the Manchester Core Strategy. This document does not prescribe parking requirements for care homes, however it is considered that the proposed parking provision is sufficient to service the needs of the development.

- 3.2.6 The development proposals include the provision of 20 parking spaces, including two disabled car parking space, one ambulance drop off space, one motorcycle parking spaces and two electric vehicle charging spaces.
- 3.2.7 The site will also accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors. Staff showers, changing and locker facilities will also be provided within the basement to the building as illustrated in drawing no. L0206-110 Rev P1 – Proposed Basement Floor Plan contained in **Appendix A**.
- 3.2.8 The site layout has been designed in a pedestrian/ cycle friendly way; ensuring permeability for pedestrians and cyclists. The design of the car parks will encourage low traffic speeds, enhancing safety for pedestrians and cyclists.
- 3.2.9 The level of cycle parking proposed is anticipated to increase the attractiveness of cycling as a mode of transport to customers and employees of the site. Secure staff lockers will also be provided. The location of cycle parking is illustrated in the site layout plan contained in **Appendix A**.

Parking Demand

- 3.2.10 Data provided by the operator indicates that approximately 60% of care home staff typically travel to work via public transport, on-foot or are dropped off. Despite this a robust approach has also been undertaken in the analysis presented in the remainder of this report, assuming 80% of staff travel by private car.
- 3.2.11 Based on the information presented in the next section a typical arrival/ departure profile of all staff at the care home has been generated to demonstrate the potential car park occupancy. This is detailed in **Table 3-1**.

Table 3-1: Weekday Parking Accumulation

Time	Arrivals	Departures	Robust Accumulation (assuming 80% vehicle arrivals)	Realistic Accumulation (based on 60% arriving by non-vehicle modes)
0600 – 0700	4	0	8	6
0700 – 0800	0	0	8	6
0800 – 0900	8	6	10	7
0900 – 1000	3	0	12	9
1000 – 1100	10	0	20	15
1100 – 1200	0	0	20	15
1200 – 1300	0	0	20	15
1300 – 1400	0	0	20	15
1400 – 1500	0	0	20	15
1500 – 1600	0	0	20	15
1600 – 1700	0	9	13	10
1700 – 1800	0	4	10	7
1800 – 1900	0	4	6	5
1900 – 2000	0	0	6	5
2000 – 2100	6	8	5	4

3.2.12 The above table demonstrates that there is sufficient car parking spaces provided on-site to accommodate demand. Our client has indicated that generally visiting times at their homes tend to be at weekends and evenings between 1800 and 2000. This is outside of the peak staff parking and there is therefore sufficient capacity to accommodate demand.

Servicing

3.2.13 The external areas have been designed to ensure that all deliveries shall take place fully within the site and without encroaching on the public highway. The car park and delivery zone has been designed to ensure all delivery vehicles will enter and leave the site in forward gear, in accordance with the swept path analysis.

3.2.14 Vehicles will manoeuvre on-site with as little noise as possible. Drivers should ensure they engage gears quietly, keeping engine revs to a minimum, apply brakes gently and close driver doors quietly. Each supplier servicing the site will be contacted in advance of commencing deliveries to the care home, with a request to confirm their vehicle size and delivery time window and to clarify the restrictions that will be placed upon them when servicing the site.

- 3.2.15 All vehicles will keep engines switched off whilst stationary and unloading is taking place.
- 3.2.16 The frequency and size of vehicle is relatively low. On average the proposed care home would generally receive one delivery vehicle per day in the form of one 7.5 tonne vehicle delivering foodstuffs and perishables.
- 3.2.17 A track plot analysis of a medium sized RCV has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments.
- 3.2.18 The swept path of this vehicle to and from the site is satisfactory, as demonstrated in drawing 711-01/ATR-01 Rev B attached in **Appendix B**.

4.0 DEVELOPMENT TRIP GENERATION, ASSIGNMENT AND DISTRIBUTION

4.1 Existing Land Use Trip Generation

- 4.1.1 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home. The existing care home includes 43 residents (35 single rooms and 4 shared rooms i.e. a total of 39 rooms).

4.2 Proposed Development Trip Generation – Care Home

- 4.2.1 At this stage, it is estimated that the 59 bed care home proposed would provide for approximately 55 jobs. This represents the total employment generation therefore due to the shift patterns operated in the home, it is anticipated that the maximum number of staff on site at any one time would be 25 (as can be derived from the information provided below and the data contained in **Table 3-1**).
- 4.2.2 Data provided by the developer indicates that approximately 60% of care home staff typically travel to work via public transport, on-foot or are dropped off.
- 4.2.3 **Tables 4-1 to 4-2** below show an indicative breakdown of the staffing and the shift patterns to demonstrate this more clearly. It has been assumed that all staff arrives for their shift 10 – 15 minutes prior to start time and leave 5 – 10 minutes after the end of their shift.

Table 4-1: Employee Numbers and Shift Patterns

Shifts	Total No. of staff per Shift		Shift pattern
Manager/ Deputy Manager	Day	2	09.00 – 17.00
Team Leader	Day	2	08:00 – 20:00
	Night	1	20:00 – 08:00
Care Assistant	Day	6	08:00 – 20:00
	Night	5	20:00 – 08:00
Activities Co-ordinator	Day	2	10:00 – 16:00
Kitchen Staff	Day	4	06.30 – 18.30
Housekeeper/ Laundry Staff	Day	6	10.00 – 16.00
Admin Staff	Day	1	09.00 – 16.00
Maintenance	Day	2	10:00 – 17:00

Table 4-2: Arrival and Departure Profile

Arrivals			Departures		
Time	Employee	Total	Time	Employee	Total
06:15 – 06:30	Kitchen Staff (4)	4	08:00 – 08:10	Team Leaders (1)	6
				Care Assistants (5)	
07:45 – 08:00	Team Leaders (2)	8	16:00 – 16:10	Activities Co-ordinator (2)	9
	Care Assistants (6)			Housekeeper/ Laundry Staff (6)	
				Admin Staff (1)	
08:45 - 09:00	Manager / Deputy Manager (2)	3	17:00 – 17:10	Manager / Deputy Manager (2)	4
	Admin staff (1)			Maintenance (2)	
09:45 – 10:00	Activities Co-ordinator (2)	10	18:30 – 18:40	Kitchen Staff (4)	4
	Housekeeper/ Laundry Staff (6)				
	Maintenance (2)				
19:45 – 20:00	Team Leaders (1)	6	20:00 – 20:10	Team Leaders (2)	8
	Care Assistants (5)			Care Assistants (6)	

4.2.4 Based on the information detailed above, the impact of the proposed development on the local highway network during the peak hours can be calculated as:

- AM Peak:
 - 07:30 – 08:30: c. 8 arrivals and c. 6 departures; and

- 08:00 – 09:00: c. 3 arrivals and c. 6 departures.
- PM Peak:
 - 16:00 – 17:00: no arrivals and c. 9 departures; and
 - 17:00 – 18:00: no arrivals and c. 4 departures.

4.2.5 Therefore, adopting an overly robust approach and assuming 100% of employees travel to the site by car, the maximum two-way trips will be 14 in the AM peak and nine in the PM peak. In reality there will be a two-way trip generation in the region of nine during the AM peak and six during the PM peak, based on the operator's information on staff travel.

4.2.6 A review of the applicants other care homes elsewhere in the county have demonstrated that the majority of residents do not own a car. It should be noted that the care home proposed is an end of life care home thus supporting this assumption.

4.2.7 The applicant has indicated that visiting times at their home tend to be at weekends and evenings between 1800 and 2000. This would not conflict with the peak hours on the road network. Resident's meals tend to be served around 1700 and therefore most visitors tend to wait until after mealtimes to visit.

4.2.8 Therefore it is concluded that a two-way trip movement during the AM peak of 14 vehicles and a two-way trip movement during the PM peak of nine vehicles, are considered to be robust and will not have a material impact on the operational performance of the local highway network.

4.2.9 Furthermore the existing land use of the site as a 43 resident care home would generate trips during the AM and PM peak. Adopting a linear approach to the calculation of the existing trip attraction of the site compared to the proposed; it is estimated that the site generated 10 trips during the AM peak and seven vehicles during the PM peak. This would result in a minimal increase in trips during the peak periods of four vehicles in the AM peak and two vehicles during the PM peak.

4.2.10 It is therefore considered that in operational capacity terms, the proposed development will not have a material impact on the operational performance of the local highway network. Accordingly, reference is made to paragraph 111 of NPPF which 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'*.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Liberty Care Developments, in order to examine the highway and transportation issues associated with the proposed residential care home off Yewtree Lane in Northern Moor, Wythenshawe.
- 5.1.2 The development proposals that are the subject of this planning application include a 59 bed care home, with 20 associated car parking spaces, including two disabled parking spaces, one ambulance drop off space, one motorcycle parking spaces and two electric vehicle charging spaces. The site will also accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors.
- 5.1.3 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home. The existing care home includes 43 residents (35 single rooms and 4 shared rooms i.e. a total of 39 rooms).
- 5.1.4 It is estimated that the 59 bed care home proposed would provide for approximately 55 jobs. This represents the total employment generation therefore due to the shift patterns operated in the home, it is anticipated that the maximum number of staff on site at any one time would be 25. During the AM peak period a two-way trip generation of 14 vehicles is estimated and during the PM peak a two-way trip generation of nine vehicles is estimated. This is considered robust as it assumes that 100% of staff travels to the site by car. Data provided by the developer indicates that approximately 60% of care home staff typically travel to work via public transport, on-foot or are dropped off.
- 5.1.5 Compared to the existing use of the site, the development proposals would result in a minimal increase in trips during the peak periods; of four vehicles in the AM peak and two vehicles during the PM peak.

5.2 Conclusions

- 5.2.1 The impacts of residual trips from the development would not have a significant impact on the operational performance and safety of the local highway network.
- 5.2.2 The impact of the redevelopment would not have a severe impact on the operational performance of the local highway network, as per paragraph 111 of NPPF which 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'*.
- 5.2.3 It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.



APPENDICES



APPENDIX A

SITE LAYOUT



Notes				
Do not scale, use figured dimensions only.				
All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.				
This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.				
This drawing is copyright © of C Squared Architects Ltd.				
REV	DATE	REVISION	INITIALS	CHECK
-	24/06/22	Issued for Planning	JO	HPC
A	24/08/22	Landscaping in car park and entrance porch updated	JO	HPC
B	30/08/22	EVC unit shown	JO	-

Key

+32.65
(+32.94)

Proposed Level
Existing Level

Tree Existing Context
(Refer to Tree Survey and Arboricultural Report)

Existing Site Tree Retained
(Refer to Tree Survey and Arboricultural Report)

Proposed Tree
(Refer to Landscape Architects Layout)

Existing Building Footprint (to be Demolished)

Site Boundary

1:1

10mm

20

30

40

50

60

70

80

90

100

2500

2000

1500

1000

500

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C Squared architects

Client
Liberty Care Developments Ltd

Project
Proposed Care Home, Yewtree Lane, Northern Moor, Wythenshawe

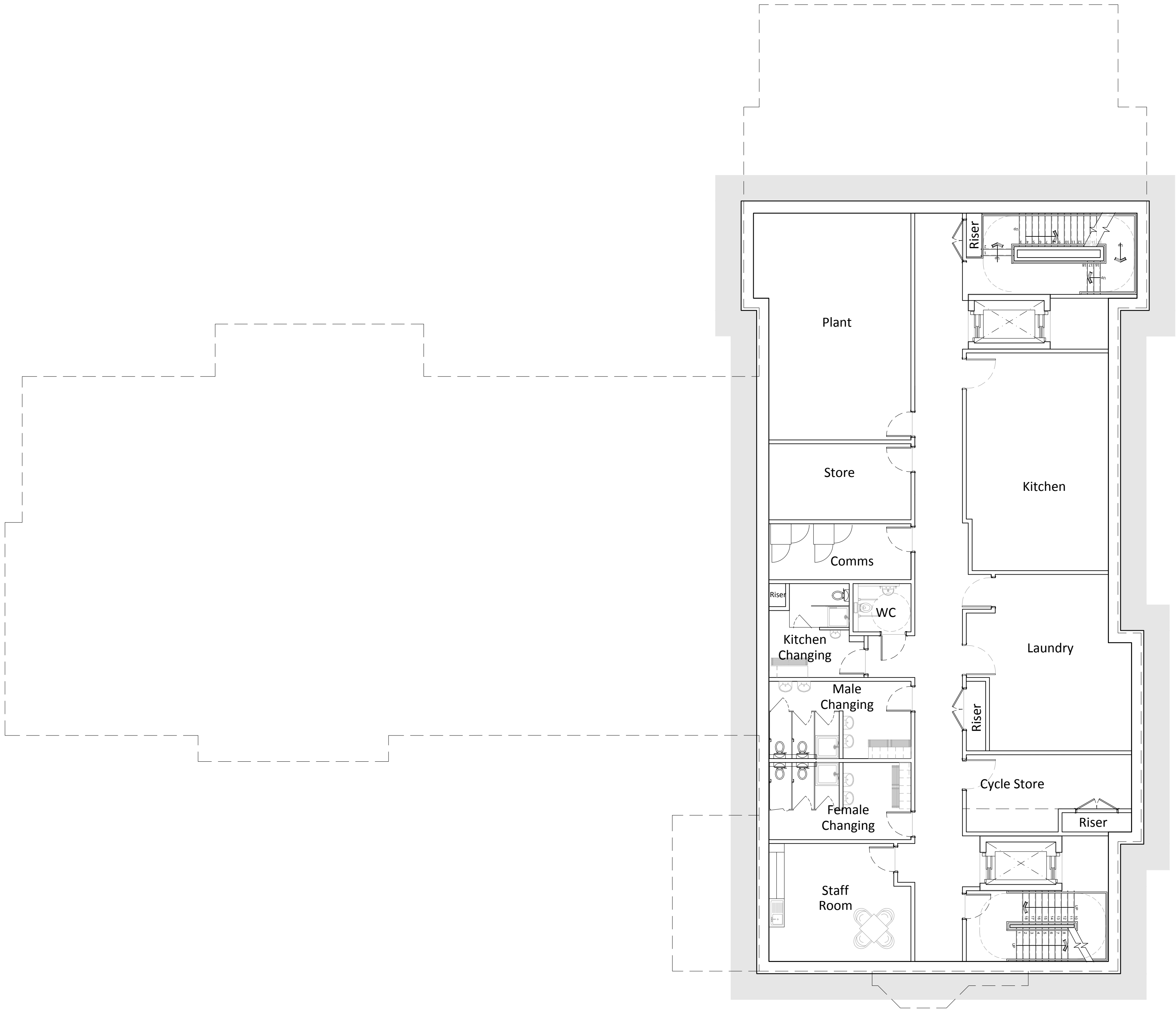
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Proposed Site Plan

Address
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Warrington
Cheshire
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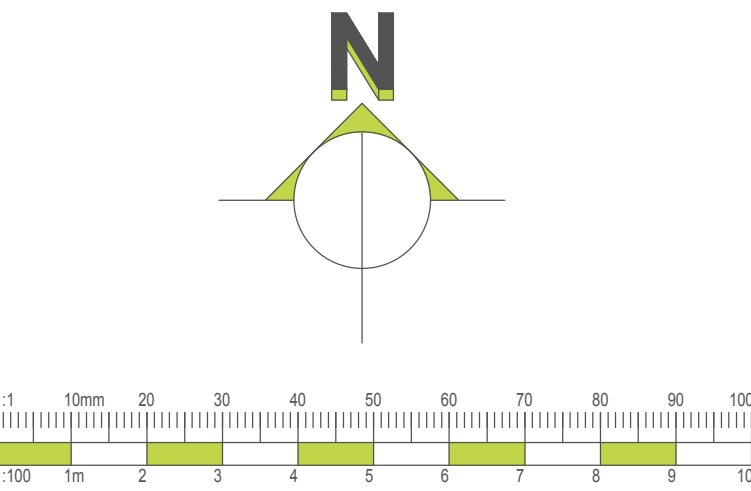
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01925 357555

Website
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Proposed Care Home, Yewtree Lane, Northern Moor, Wythenshawe	
Drawing Title	
Proposed Site Plan	
Scale	Date
1:200 @ A1	13/05/22
Drawn by	Checked by
JO	HPC
Drawing No.	Revision
L0206-105	B
PLANNING	



Notes				
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REV	DATE	REVISION	INITIALS	CHECK
P1	13/05/22	Preliminary for Planning	JO	HPC





Address
The Barns
Stretton Road
Warrington
Cheshire
WA4 4NP

Telephone
01925 357555

Website
csquaredarchitects.co.uk

Client
Liberty Care Development

Project
Proposed Care Home, Yewtree Lane, Northern Moor, Wythenshawe

Drawing Title
Proposed Basement Floor Plan

Scale 1:100 @ A1	Date 12/05/22
Drawn by BLW	Checked by JO
Drawing No. L0206-110	Revision P1

PLANNING



APPENDIX B

GENERAL ACCESS AND AUTOTRACK SWEEP PATH ANALYSIS



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Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

Lymedale Business Centre
Hooters Hall Road
Newcastle-under-Lyme
Staffordshire
ST5 9QF
01782 627029

www.cameron-rose.co.uk

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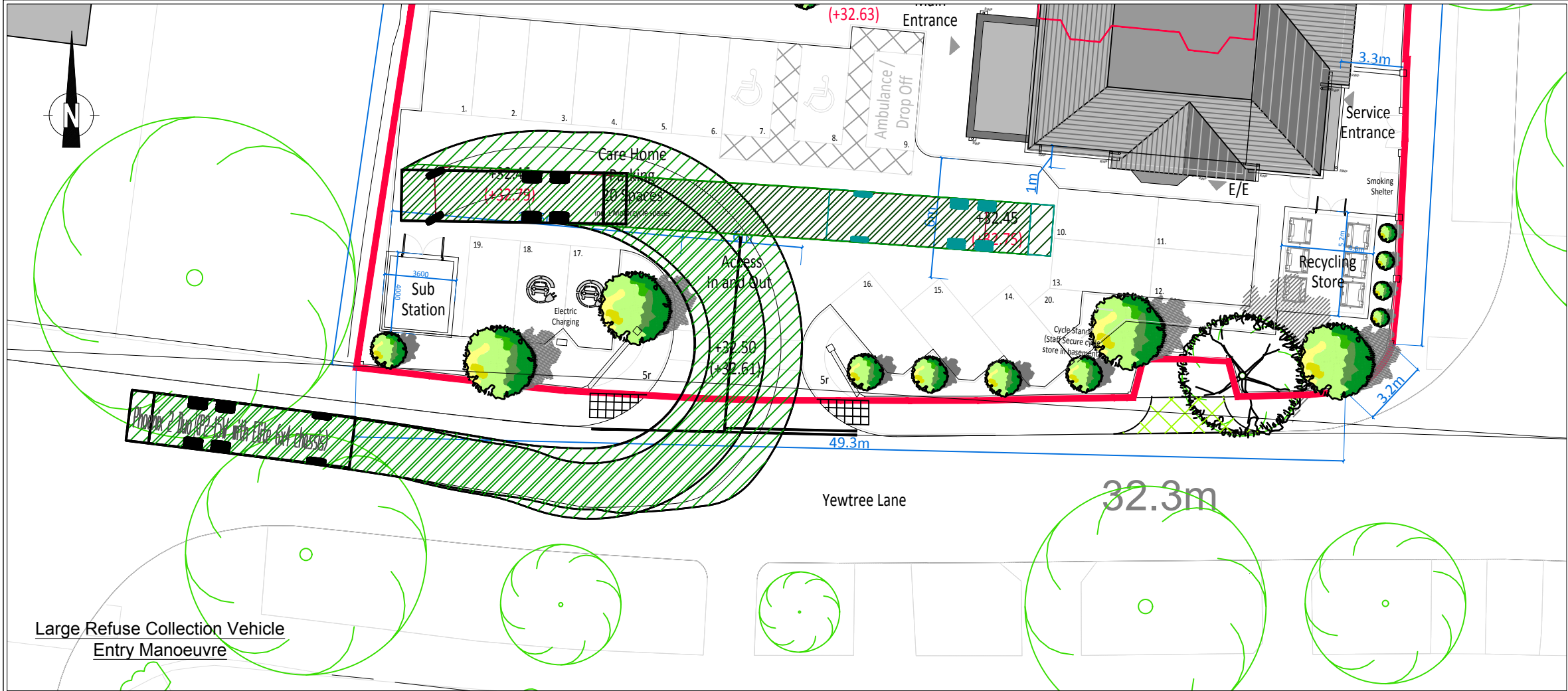
client: Liberty Care Developments

project: Yewtree Lane Northern Moor

drawing title: Site Access Arrangement
Visibility Splays
Preliminary Design

scale(s): 1/500	date: 31/08/22	drawn by: IJM	checked: CAB
drawing number: 711-01/GA-02			
xrefs:	status: Information		
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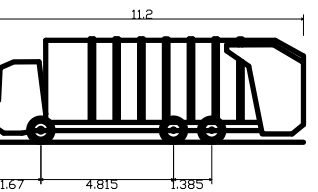
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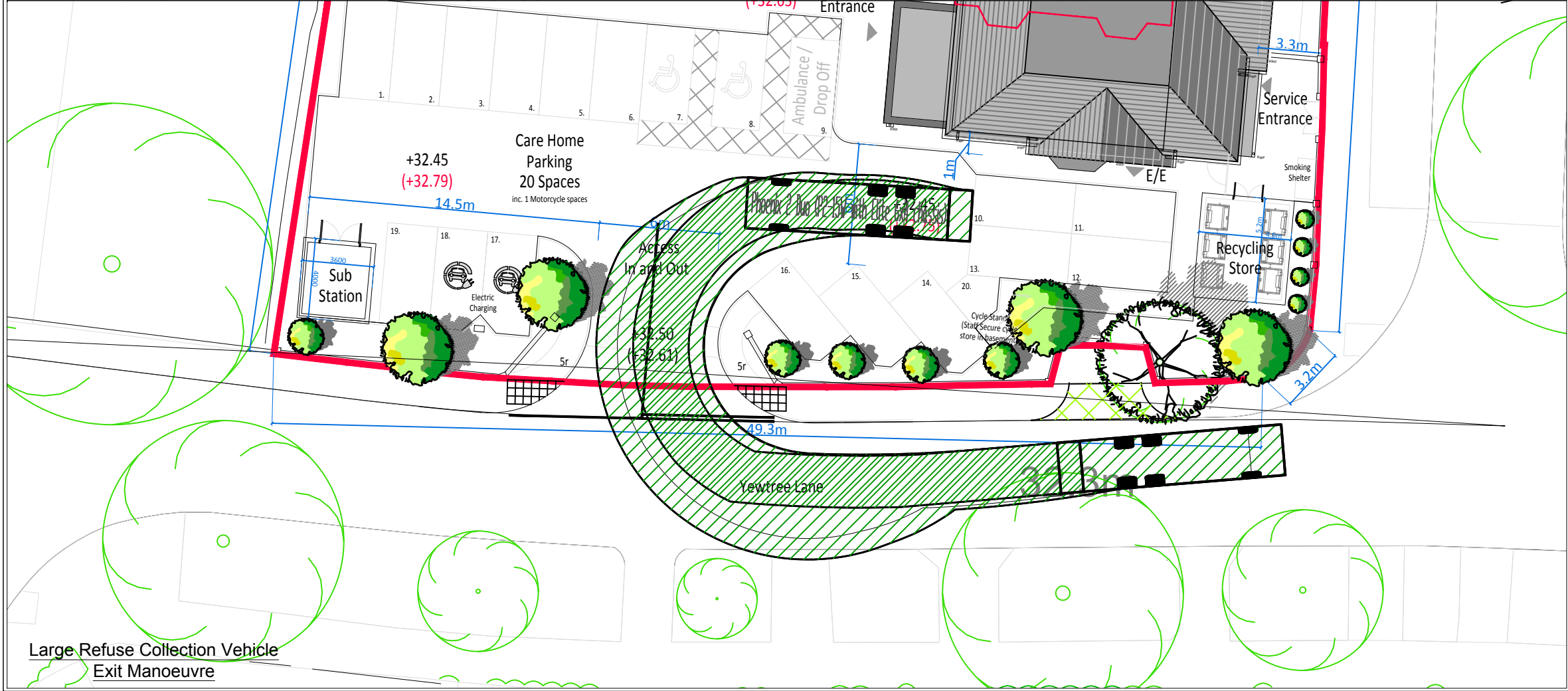
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Revision History		Date
A	Revised Site Layout	20/06/22
B	Revised Site Layout	31/08/22
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

Lyndale Business Centre
Hooters Hall Road
Newcastle-under-Lyme
Staffordshire
ST5 9QF
01782 627029
www.cameron-rose.co.uk

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ASSOCIATES

client: Liberty Care Developments

project: Yewtree Lane Northern Moor

drawing title: Proposed Site Layout
Track Plot Analysis
Large Refuse Collection Vehicle

scale(s): 1/250	date: 17/05/22	drawn by: IJM	checked: CAB
drawing number: 711-01/ATR-01	status: Information		
xrefs:	rev: B		

DATE PRINTED: