

**Proposed Residential Development
541 Wilbraham Road, Chorlton**

Transport Statement

Prepared on behalf of Southway Housing Trust

Report Details

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1 Introduction

1.1 Preamble

- 1.1.1 Egg Transport Planning has been commissioned by Southway Housing Trust to provide transport and highways advice in relation to a planning application for a proposed residential development in Chorlton, Manchester.
- 1.1.2 The development site is located at 541 Wilbraham Road and sits on the corner of Wilbraham Road and Corkland Road. The site currently accommodates a 2.5-storey building that has most recently been used as a children's day nursery. The proposals involve demolishing the building and all structures, and replacing it with a 3 storey apartment block which would provide 9 social rented homes and be managed by Southway Housing Trust.
- 1.1.3 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to accompany the planning application. The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) is Manchester City Council (MCC).

1.2 Structure of the Report

- 1.2.1 Following the introductory section, the report is structured as follows:
- section 3 - describes the existing conditions including land use, the local highway network, recent personal injury accident data and car ownership statistics. It also provides an overview of the sustainable transport options at the site;
 - section 4 – explains the development proposals, the access strategy and the parking provision;
 - section 5 – presents a forecast of the trips that would be generated in the peak hours and the likely impact of the proposals in terms of on-street parking;
 - section 6 – summarises and concludes the report.

2 Existing Conditions

2.1 Site Location and Lawful Use

- 2.1.1 The site is located in the Manchester suburb of Chorlton at 541 Wilbraham Road (postcode M21 0AH). It sits on the corner of Wilbraham Road and Corkland Road. The site location, in the context of the surrounding local highway network is shown on **Figure 2.1**.

Figure 2.1 - Site Location (source: google earth)



- 2.1.2 The site accommodates a 2.5-storey building which has most recently been used as a children's day nursery. The most recent Ofsted report for the nursery, in September 2018, states that the nursery offered places for 25 children and had 6 staff.

2.2 Local Highway Network and On-street Parking Opportunities

- 2.2.1 Wilbraham Road, Corkland Road and Albany Road form a 4-arm signalised junction adjacent to the site. The junction features pedestrian crossing point across all arms and advanced stop lines for cyclists. Parking restrictions (double yellow lines) are in place on all roads on their approach to the junction.

- 2.2.2 Wilbraham Road runs in an east-west orientation and carries a single lane of traffic in each direction. It is subject to a 30mph speed limit and has footways and street lighting on both sides of the road. In the vicinity of the site, an advisory cycle path is in place on both sides of the carriageway.
- 2.2.3 Parking restrictions (double yellow lines) are in place along much of Wilbraham Road in the vicinity of the site. On-street parking bays are in place on the southern side of Wilbraham Road, to the east of Corkland Road which provide parking spaces for around 7 cars. Parking at this location is limited to a 2-hour stay between 7am and 7pm on weekdays and Saturdays.
- 2.2.4 Corkland Road forms the eastern boundary of the site. It is a residential road and carries a single lane of traffic in each direction; it is subject to a 20mph speed limit and has footways on both sides of the road.
- 2.2.5 Parking is uncontrolled on the eastern side of Corkland Road, aside from a section outside the Corkland Road medical practice where two spaces for disabled drivers are located. On the western side of Corkland Road, parking is restricted between 8am and 6pm on weekdays and Saturdays. There are no restrictions that affect loading on Corkland Road.
- 2.2.6 Albany Road is located to the north of Wilbraham Road and also carries a single lane of traffic in each direction and is subject to a 20mph speed limit. It provides the access to the Morrisons car park and south of the access, double yellow parking restrictions are in place on the eastern side of the road. On its eastern side, north of the car park access, on-street parking is restricted between 8am and 6pm on weekdays and Saturdays. On the western side of the road Albany Road offers unrestricted on-street parking and includes a disabled parking bay.
- 2.2.7 Keppel Road is located on the northern side of Wilbraham Road to the west of the site. It is a residential street and is without any parking restrictions.
- 2.2.8 The opportunities for on-street parking in the immediate vicinity of the site are shown on **Figure 2.2.**

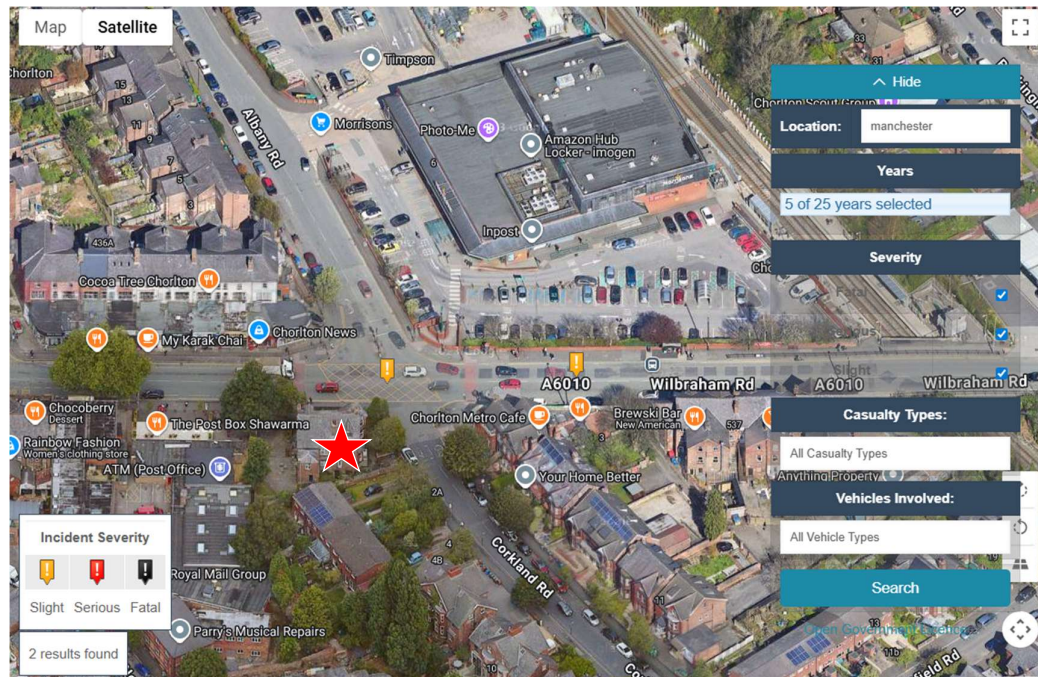
Figure 2.2 – On-street Parking Opportunities (source: google earth)



2.3 Road Safety

- 2.3.1 The crashmap website (www.crashmap.co.uk) has been used to determine whether there is any evidence of existing safety issues on the road network in the vicinity of the site. The study area considers Wilbraham Road, Corkland Road and Albany Road in the vicinity of the site.
- 2.3.2 The accident records recorded over a 5-year period (2019 to 2023) have been considered. An extract from the crashmap website showing the accidents over this 5-year period is shown on **Figure 2.3**.

Figure 2.3 – Recorded Accidents over 5 Year Period



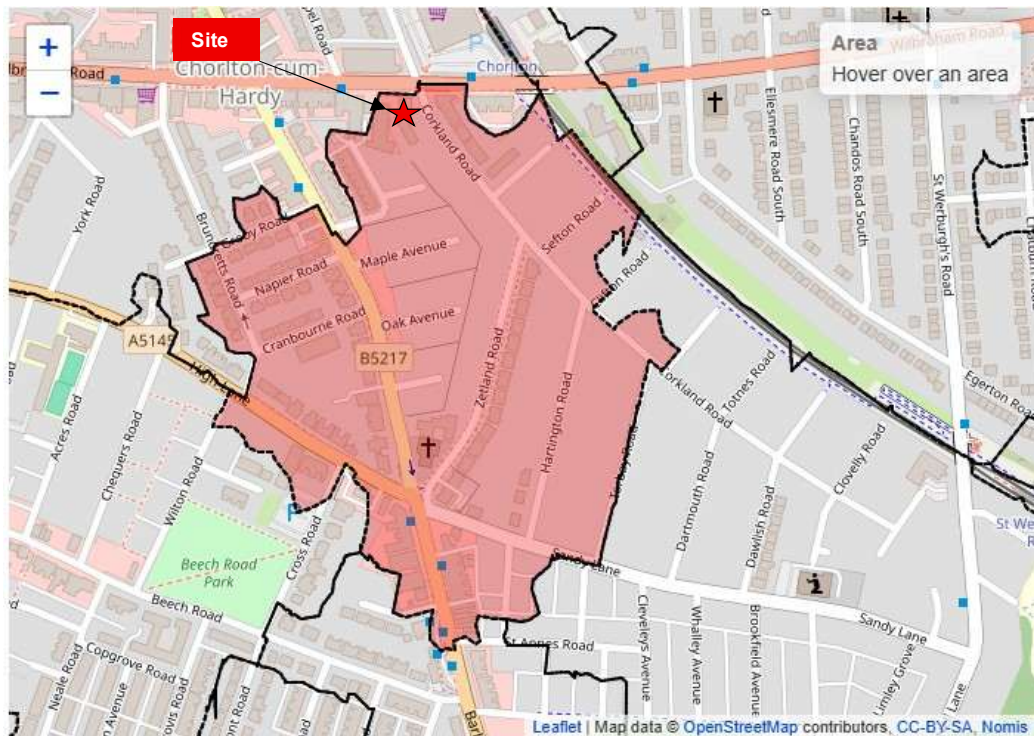
2.3.3 **Figure 2.3** shows that over the 5 year period, 1 accident occurred at the Wilbraham Road / Corkland Road / Albany Road junction. A further accident was recorded on Wilbraham Road to the east of the junction.

2.3.4 There are no clusters of accident and given that Wilbraham Road carries fairly high traffic volumes, the accident record is considered to be exemplary. In summary, there is no evidence of an existing highway safety issue on the roads around the site.

2.4 Car Ownership Statistics

2.4.1 Data from the 2021 census has been used to establish local car ownership levels. The census dataset 'RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household' has been used and filtered to only include people residing in flats. Data has been extracted for the census area (super output areas - lower layer), 'Manchester 033A' and the extent of this census area is shown on **Figure 2.4**.

Figure 2.4 – Extent of Census Area 'Manchester 033A'



- 2.4.2 The car ownership data and analysis is contained in **Appendix A**. The results show that within this census area, the car ownership levels of people living in flats is fairly low, with only around 0.72 cars per household.
- 2.4.3 It should be noted that this level of car ownership is for all flats and doesn't distinguish between privately owned and social rented.

2.5 Sustainable Travel

- 2.5.1 The site is located in the centre of Chorlton, which means that there is a large range of shops, restaurants, takeaways, a post office and other amenities such as schools, medical services in very close proximity to the site. The highway network has excellent infrastructure in place, such as footways, street lighting and dedicated crossing points. Residents of the site could therefore easily access a multitude of everyday destinations on foot.
- 2.5.2 The site is close to bus stops that provide regular bus services into Manchester city centre, Stockport and other destinations such as West Didsbury.
- 2.5.3 The site is also located around 120m from Chorlton Metrolink stop. This stop is serviced by two Metrolink lines that connect with Manchester city centre, Manchester Airport and East Didsbury. All lines run with a 12 minute frequency and so Chorlton Metrolink stop has a tram stopping every 6 minutes on average.

- 2.5.4 The site's location in the centre of Chorlton coupled with the close proximity of public transport provision, means this site is likely to be one of the most sustainable in terms of transport, outside of the city centre. Residents of the site would not have to rely on the car for day to day journeys.

3 Proposed Development

3.1 Overview

- 3.1.1 The proposals demolition of the exiting building and constructing of a new 3-storey building which would contain 9 social rented apartments. The proposed layout of the site is contained within **Appendix B**.

3.2 Access Arrangements

- 3.2.1 The layout only includes a pedestrian access which would be taken from Corkland Road, The door to the building would be to the rear (south) of the building.

3.3 Car Parking

- 3.3.1 The proposals would not provide any dedicated off-street parking and so all parking demands generated by the development would need to be catered for through on-street parking. As set out in section 2, there are streets located close to the site (Corkland Road, Albany Road and Keppel Road) that offer unrestricted on-street parking.
- 3.3.2 Spaces dedicated for disabled drivers are located on Corkland Road close to the site and also on Albany Road.

3.4 Cycle Parking

- 3.4.1 The site layout shows that the development would include a shed for long-term cycle parking. This would provide secure and covered parking for residents and visitors, providing space for 14 bikes which equates to approximately 1.5 space per apartment.

3.5 Refuse and Deliveries

- 3.5.1 As shown on the site layout, a bin store is proposed in the south eastern corner of the site which would be accessed via a gate from Corkland Road.
- 3.5.2 Refuse could be collected kerbside from Corkland Road and dropped kerbs are in place on the western side of Corkland Road which provide a step-free route between the bin store and the refuse collection vehicle during collection times.
- 3.5.3 It is envisaged that deliveries could be undertaken from Corkland Road.

4 Traffic Impacts

4.1 Impact on Parking

- 4.1.1 As set out in section 3, the proposals do not include for any dedicated off-street parking and so all parking demands generated by the proposals would need to be accommodated through on-street parking. As set out in section 2, the site is in a highly sustainable area with excellent public transport connections and so residents would not have to rely on the car for everyday journeys.
- 4.1.2 The census statistic presented in section 2 indicate that car ownership for residents of flats in the census area in which the site is located, is fairly low, with each household having 0.72 cars. Applying this to the 9 flats which are proposed would results in the residents owning just under 7 cars.
- 4.1.3 It is generally accepted that car ownership levels are strongly linked to household incomes with more affluent households having higher levels of car ownership. The car ownership levels derived through census data are based on 'all' households and don't distinguish between privately owned and affordable / social rented housing. The fact that the development would be social housing rather than privately-owned housing is likely to result in car ownership levels being lower than that derived though census data. The forecast of 7 cars is therefore highly robust.
- 4.1.4 Several of the streets surrounding the site offer uncontrolled on-street parking and it is considered that the small increase in parking demands generated by the proposals (i.e. a maximum of 7 cars) could be absorbed through existing on-street parking capacity.
- 4.1.5 Furthermore, many of the flats in the census area will have their own dedicated driveways. Residents of these flats may be more likely to own a car than a resident of a flat that is without any dedicated parking. Using the census data to forecast car ownership for the proposed development, which doesn't provide any dedicated off-street parking, could result in an over-estimate of the car ownership levels.
- 4.1.6 Finally, the site has a lawful use as children's day nursery and it could therefore generate parking demands for staff parking and parking generated by parents dropping-off and picking-up their children. As set out in section 2, the nursery offered places for 25 children and had 6 staff and so there may be times in the day when the levels of parking generated by the nursery would have exceeded the parking demands generated by the proposed residential use. These parking demands that could be generated by the site 's previous extant use have not been accounted for, and so the net impact of the proposals in terms of parking would be less than 7 vehicles.

5 Summary and Conclusions

- 5.1.1 Egg Transport Planning has been commissioned by Southway Housing Trust to provide transport and highways advice in relation to a planning application for a proposed residential development in Chorlton, Manchester.
- 5.1.2 The development site is located at 541 Wilbraham Road and sits on the corner of Wilbraham Road and Corkland Road. The site currently accommodates a 2.5-storey building that has most recently been used as a children's day nursery.
- 5.1.3 The proposals involve demolishing the building and replacing it with a 3 storey apartment block which would provide 9 social rented homes and would be managed by Southway Housing Trust.
- 5.1.4 Recent accident data has been analysed and it was found that there is no evidence of an existing highway safety issue on the roads around the site.
- 5.1.5 The site's location in the centre of Chorlton, coupled with the close proximity of public transport provision, means this site is likely to be one of the most sustainable in terms of transport, outside of the city centre. Future residents of the development would not require a car for everyday journeys.
- 5.1.6 The site layout shows that the development would include a secure and safe shed for cycle parking and space for 14 bikes.
- 5.1.7 Refuse could be collected kerbside from Corkland Road and dropped kerbs are in place on the western side of Corkland Road which provide a step-free route between the bin store and the refuse collection vehicle during collection times. Deliveries could be undertaken from Corkland Road.
- 5.1.8 Census data has been analysed and it has been found that car ownership levels of people living in flats is fairly low, with only around 0.72 cars per household. This level of car ownership is based on all flats and doesn't distinguish between private and social rented/affordable flats. The levels of car ownership for the development are therefore likely to be lower than this.
- 5.1.9 The proposals would not provide any dedicated off-street parking and so all parking demands generated by the development would be catered for through on-street parking. A forecast has been made of the car ownership levels and it is estimated that residents are likely to own around a maximum of 7 cars, however this is likely to be an overestimate given the fact that the proposals are for social housing.

- 5.1.10 The parking generated by the development could be accommodated through existing on-street parking. Several streets are located close to the site, i.e., Corkland Road, Albany Road and Keppel Road have unrestricted on-street parking and disabled parking and are therefore suitable to accommodate the modest parking demands generated by the proposals.
- 5.1.11 Overall, the development would not have a severe impact on the operation of the highway network or a material impact on highway safety. The proposals are therefore in accordance with transport-related policies in the NPPF and it is therefore considered that there is no transport-related reason to object to the planning application.

Appendix A – Census Data on Car Ownership

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 26 September 2025]

population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005154 : Manchester 033A
number of people aged 17 years or over Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	656	322	334
No cars or vans in household	193	50	143
1 car or van in household	307	165	142
2 or more cars or vans in household	156	107	49

Vehicles H' Holds (flats) H' holds x vehicles

0	143	0
1	142	142
2	49	98
	334	240

Ave vehicles per h'hold

0.72

Appendix B – Proposed Site Layout

Revision	Description	Date	Initials

Notes



1105 _ 541 WILBRAHAM RD

Do not scale from this drawing. All dimensions and levels are to be checked on site. All areas are approximate and are for information only. This drawing is to be read in conjunction with all other relevant documents and all works are to comply with the current Building regulations, British Standards and Codes of Practice etc. All details of the existing structure are to be verified by others on site prior to any works commencing. The copyright of this drawing and all works executed from this drawing remain the property of View Associates Ltd. Any 3rd party survey information contained on this drawing is not the responsibility of View Associates Ltd.			
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Stage: PLANNING	Scale: 1:200 @ A3	Drawn / Checked: HH / HI	Date: 30.06.2025
Drawing Title:		PROPOSED SITE PLAN DRAFT	