

How the Business Operates

The applicant (Generation UK Ltd) is the largest UK supplier of access, scaffolding, groundworks, edge protection, safety and training products. Through a nationwide network of branches and lorry fleet it provides a full hire and sale service to the Construction, Events, Industrial and Utility sectors.

The proposal is for the Change of Use of the site to a scaffold hire depot (Use class B8) inclusive of hardstanding, site buildings (including office / cabin and two 20' containers in the yard for storing valuable equipment), lighting and extended acoustic barrier on the former dairy storage yard at Paston Road, Manchester.

Vehicle Movements

The proposed development will employ 20 new members of staff as follows:

Staff

14 of the 20 staff would consist of admin and yard staff and would be based permanently on site during the working day. In addition, there would be 4 lorry driving members of staff. The vehicle movements generated by the permanent staff would be equate to 36 trips ie 18 staff arriving in the morning and 18 staff leaving in the evening.

Sales Reps

2 of the 20 staff would consist of sales reps who would be travelling to customers from during the week and would visit the site once or twice a week. At most, the vehicle movements from the sales reps would therefore be 2 visits each per week, ie 8 movements/week which equals 1.6 per day.

Delivery Lorries

4 of the 20 staff would be directly employed as lorry drivers who would be making deliveries throughout the day. Each lorry driver would arrive on site in the morning in their own car before typically leaving the site by mid-morning and returning at lunch time before re-loading and leaving and returning at the end of the day, ie 4 lorry movements delivering scaffolding and returning to the depot. This equates to a total of 16 lorry movements plus 8 car movements.

Customers

In order to improve the service provided by the applicant, at their other existing branches they operate a booking in system which enables them to deal with customers and their own lorry deliveries to prevent any unnecessary waiting time. On average 10 customer are expected each day equalling 20 trips a day.

Supplier Deliveries

In addition, there is typically 1 supplier delivery per day to replenish stock. This may be 3-5 in a week or any combination over the course of a month. This equates to an average of 2 vehicle movements per day.

The following table summarises the above movements:

Total Daily Vehicle Movements:

Vehicle	Quantity	Daily Trip Rate	Total
Staff Cars	18	2	36
Sales Reps Cars	2	0.8	1.6
Delivery Lorries	4	4	16
Customer Vehicles	10	2	20
Supplier Delivery Lorries	1	2	2
			75.6 in total

The table above demonstrates that the proposed development will generate around 76 vehicle movements per day. The distribution of the movements would be 18 vehicles arriving during the AM peak, and 18 departing during the PM peak. Other vehicle movements associated to the sales reps, delivery lorries and customers will be outside the AM and PM peak hours and spread throughout the day. For the purposes of assessment, assuming the vehicle movements are spread evenly throughout the day, broadly in line with the timed slots operated, the site will generate approximately 10 movements per hour.

The amount of predicted vehicle movement therefore is unlikely to have any discernible impact to the current traffic flows on the adjacent highways within the vicinity of the site and as such, will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.