

PROPOSED NEW B8 INDUSTRIAL UNIT

**LAND ASSOCIATED WITH THE FORMER WING FAT CASH
AND CARRY, 1 – 7 GORTON ROAD, MANCHESTER**

TRANSPORT STATEMENT

Prepared on behalf of:



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1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by Williams Build and Design Limited to provide highways and transport advice in relation to a full planning application for the proposed construction and operation of a Class B8 industrial unit on land located at No. 1 – 7 Gorton Road, Manchester.

1.1.2 This Transport Statement (TS) has been prepared to accompany the planning application for the proposed scheme. It seeks to inform Manchester City Council (MCC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the nature of the proposals and to provide an assessment of the highway-related implications associated with the scheme.

1.2 Report Structure

1.2.1 Following this introductory chapter, the structure of the remainder of this TS is as follows:

- **Chapter 2** sets out the existing conditions on and around the site, including the site location, the site planning history, the local highway network, and a review of the Traffic Regulation Order (TRO) regime and accident record on the local highway network;
- **Chapter 3** provides a high-level review of the accessibility of the site by sustainable, non-car modes of travel;
- **Chapter 4** describes the development proposals in detail and the proposed highway-related conditions around the site, including the access strategy, servicing arrangements and proposed parking arrangements;
- **Chapter 5** sets out the multi-modal trips that could be generated by the proposed development with reference to the TRICS Database, and forecasts the distribution of these trips across the local highway network; and
- **Chapter 6** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The application site is located at No. 1 – 7 Gorton Road, Ardwick, approximately 2.5km (as the crow flies) to the east of Manchester City Centre. The site is bound by Gorton Road to the south, Stainforth Street to the east, the A635 Ashton Old Road to the north, and Gable Street to the west.

2.1.2 The location of the site is shown on **Plan 2.1** in the context of the local highway network.

Plan 2.1 – Site Location – Local Context



2.1.3 The location of the site is shown on **Plan 2.2** in the context of the wider highway network.

Plan 2.2 – Site Location – Wider Context



2.2 Previous and Existing Site Use and Access Arrangements

- 2.2.1 The site previously accommodated Wing Fat Cash and Carry which had a gross floor area (GFA) of approximately 2,480m². However, Wing Fat was the subject of a fire disaster in October 2017 and the site has remained vacant ever since, and currently comprises only the footprint of the former building.
- 2.2.2 Vehicular and pedestrian access to the existing site can be achieved via a circa 8m wide priority-controlled kerbed bellmouth junction on the eastern side of the site, off Stainforth Street. Access to the existing site is controlled by a palisade security gate, as shown on **Plan 2.3**.

Plan 2.3 – Existing Site Access off Stainforth Street



2.3 Site Planning History

- 2.3.1 In March 2019, a full planning application was submitted to MCC (reference 123120/FO/2019) for the redevelopment of the application site, comprising the erection of a new single storey sui generis cash and carry / wholesale warehouse building with a GFA of 2,260m², proposed as a direct replacement of the former Wing Fat Cash and Carry. The proposals submitted under this planning application also included an ancillary bakery (113m²), a new vehicular access from Gorton Road, and other associated infrastructure.
- 2.3.2 This application was granted planning permission by MCC on 22nd March 2019 and the approved site layout plan is contained in **Appendix 1** to the rear of this report.
- 2.3.3 To date, the development approved under application reference 123120/FO/2019 has not commenced. Nonetheless, the planning permission remains valid until 22nd March 2022, in accordance with Condition 1 of the Decision Notice.
- 2.3.4 With regards to the above, the most-recently approved scheme therefore establishes a ‘fallback’ position, against which the impact of this planning application is assessed in this TS. It should nonetheless be noted that no significant highway-related issues were raised by MCC in respect of the approved scheme at the site.

2.4 Local Highway Network

A635 Ashton Old Road

- 2.4.1 The A635 Ashton Old Road borders the application site to the north. It is a dual carriageway road which runs in a general west / east orientation, providing a link between Manchester City Centre to the west and Ashton-under-Lyne to the east.
- 2.4.2 The section of the A635 which borders the application site to the north (i.e. between Gable Street and Stainforth Street) comprises two westbound lanes, two eastbound lanes and a dedicated lane for right-turning vehicles onto Stainforth Lane. The eastbound and westbound carriageways are separated by a circa 1.5-2.0m wide kerbed central reservation, and the road is subject to a 30mph speed limit.
- 2.4.3 Furthermore, the A635 features wide, circa 2.5m wide footways on both sides of the carriageway, and street lighting is present. The A635 also provides several signalised pedestrian crossing points along its length. The closest crossing points to the application site are located to the directly east of Stainforth Street and to the west of Gable Street, both of which are puffin crossings.

Stainforth Street

- 2.4.4 Stainforth Street borders the application site to the east. It serves the existing primary means of access to the application site, and also provides access to Kay Street.
- 2.4.5 Stainforth Street comprises a circa 6.5m wide carriageway, with 2m wide footways on both sides. It is subject to a Traffic Regulation Order (TRO) in the form of a one-way operation (north to south) between the A635 Ashton Old Road (north) and Gorton Road (south).
- 2.4.6 Alongside the one-way operation, a TRO regime in the form of double yellow lines is also in place along the full length of Stainforth Street in order to prevent loading at any time. This is also stipulated by signage.
- 2.4.7 A puffin crossing is located along Stainforth Street, approximately 5m to the south of the A635 and street lighting is equally spread along the entirety of its length. A 30mph speed limit is also in place.

Gorton Road / Gable Street

- 2.4.8 Gorton Street borders the application site on its southern boundary and runs in a general south-east / north-west direction between the A6010 Pottery Lane to the south-east of the application site, and the A635 Ashton Old Road to the north-west via Gable Street.
- 2.4.9 To the east of its junction with Stainforth Street, Gorton Road is a single lane, two-way road with a carriageway width of circa 7.5m. Immediately to the west of Stainforth Street, Gorton Road transitions into a one-way street (east to west).
- 2.4.10 Approximately 100m to the west of Stainforth Street, Gorton Road branches into two routes, with Gorton Road branching off to the west and leading to a cul-de-sac which serves Ashbury Garage whilst, to the north, the road becomes Gable Street and leads to the signalised junction with the A635 Ashton Old Road.
- 2.4.11 **Plan 2.4** shows the TRO regime along Gorton Road / Gable Street within the vicinity of the application site, including the one-way operation set out above.

Plan 2.4 – TRO Regime along Gorton Road / Gable Street



- 2.4.12 It should also be noted that Gorton Street is subject to a 30mph speed limit along its full length. It benefits from 3.0m+ footways on both sides of the carriageway, and street lighting is also present.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the online Crashmap resource (www.crashmap.co.uk) for the most recently available complete five-year period (2016-2020 inclusive). The Crashmap extract is shown on **Plan 2.5**.

Plan 2.5 – Crashmap Extract (2016-2020 inclusive)



- 2.5.1 **Plan 2.3** shows that no accidents have been recorded along Gorton Road / Gable Street or Stainforth Street between 2016 and 2020 (inclusive), with the closest accidents to the site being recorded at the following locations:

- 1 'slight' severity accident adjacent to the A635 / Gable Street signalised junction; and
- 1 'slight' severity accident adjacent to the A635 / Stainforth Street signalised junction.

- 2.5.2 A total of 2 'slight' accidents have therefore been recorded within the vicinity of the site within the most recently available five-year period (2016-2020 inclusive). This equates to less than one accident (i.e. 0.4 accidents) per year, on average.
- 2.5.3 It is expected that accidents will be concentrated at junctions such as this is where traffic streams make conflicting movements. The pattern of accidents is typical of an urban road network and is not considered to present a material concern in the context of the proposed development.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 105 of the National Planning Policy Framework (NPPF) states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

3.1.3 The Greater Manchester Transport Strategy 2040 (published in February 2017 and last updated in January 2021) sets out Greater Manchester’s long-term vision for the ‘right-mix’ of transport modes across their network; specifically, for 50% of trips to be made by walking, cycling and public transport, with no net increase in motor vehicle traffic by 2040.

3.1.4 With regards to the above, this Chapter of the report examines the accessibility of the site by the following non-car modes of transport:

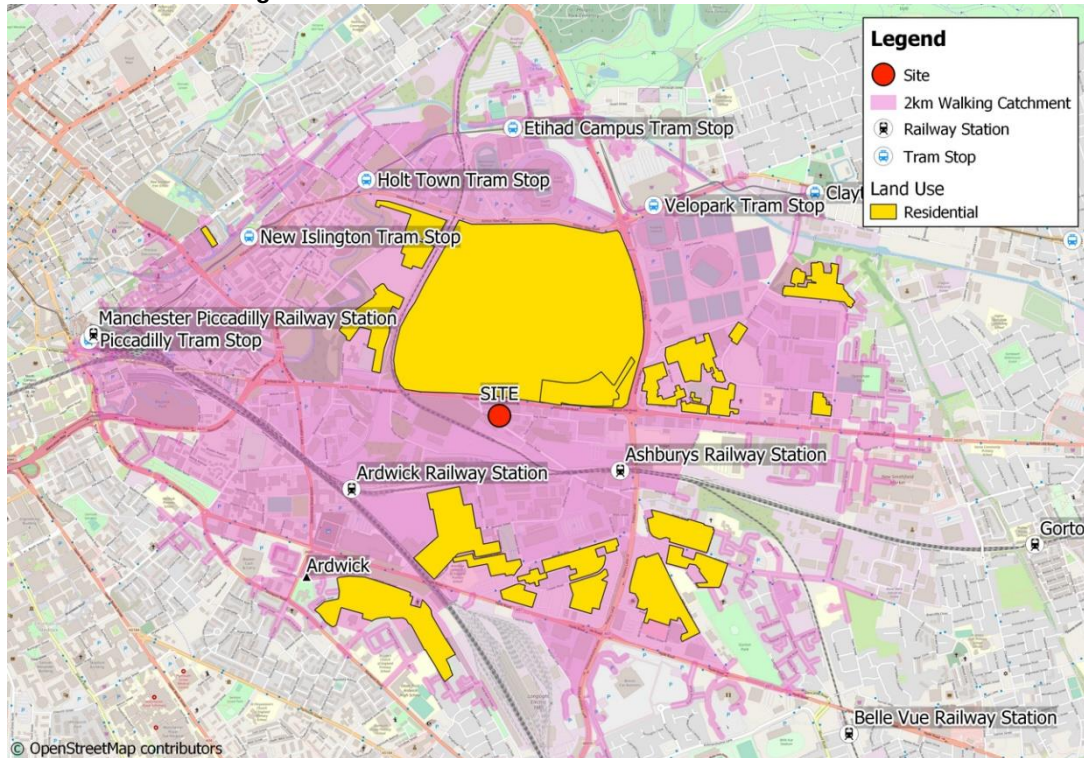
- Accessibility on foot;
- Accessibility by cycle; and,
- Accessibility by public transport.

3.2 Pedestrian Accessibility

3.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document, *‘Providing for Journeys on Foot’*, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

- 3.2.2 **Plan 3.1** shows a 2km walking catchment measured from the centre of the proposal site, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.

Plan 3.1 – 2km Walking Catchment

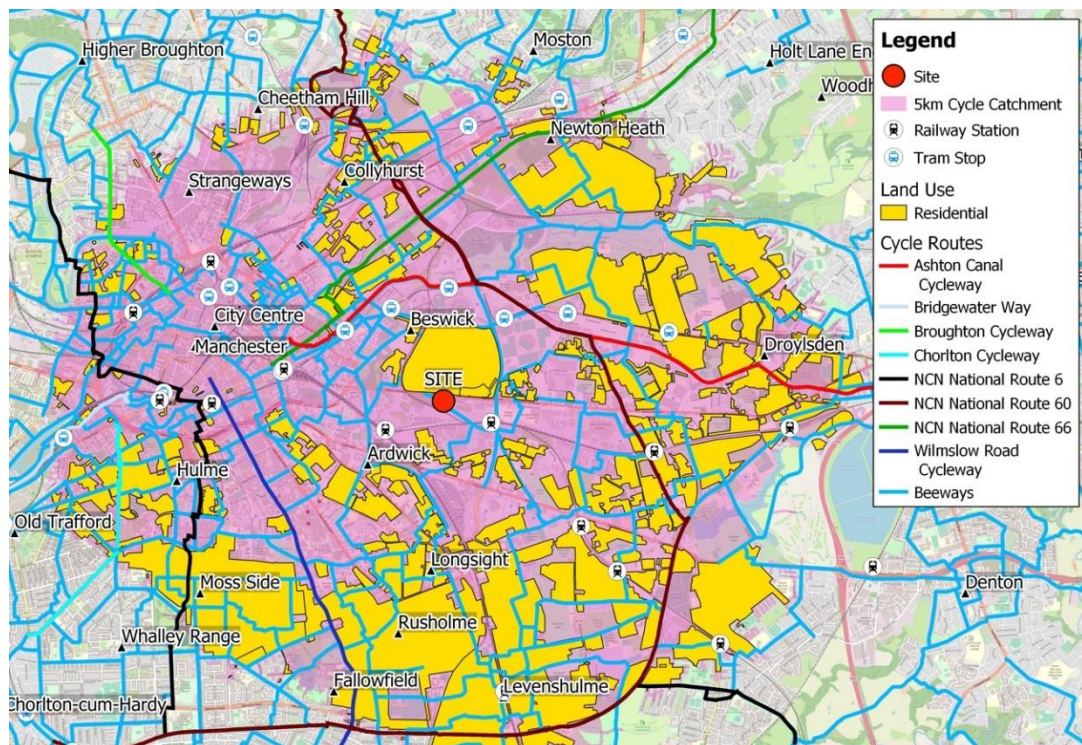


- 3.2.3 The site is very well located to encourage staff trips to be made to the site on foot. **Plan 3.1** illustrates that the 2km catchment incorporates large residential areas to the north and south of the site, and also includes part of Manchester City Centre.
- 3.2.4 Within the 2m catchment, there are also a number of public transport facilities, including bus stops, three railway stations (Ashburys, Ardwick and Manchester Piccadilly) and five Metrolink stations (Velopark, Holt Town, Etihad Campus, New Islington and Piccadilly).
- 3.2.5 It should also be noted that the local highway network provides a safe and realistic opportunity to reach the areas contained within the 2km walking catchment. This includes footways, street lighting and signalised pedestrian crossing points equipped with dropped kerbs and tactile paving at the key junctions surrounding the site.
- 3.2.6 Accordingly, it is considered that the site is highly accessible by foot.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 3.2** shows a 5km cycle catchment measured from the centre of the site.

Plan 3.2 – 5km Cycle Catchment



- 3.3.3 As shown on **Plan 3.2**, the 5km catchment incorporates the whole of Manchester City Centre, in addition to surrounding areas such as Cheetham Hill, Newton Heath, Droylsden, Levenshulme, Rusholme, Fallowfield, Moss Side and Hulme, amongst others.
- 3.3.4 The 5km catchment also incorporates (in blue) Greater Manchester's 'Beeway' network which has been introduced by Transport for Greater Manchester (TfGM) to encourage active travel and provides extensive cycling connections between the site and the surrounding areas of Greater Manchester.

- 3.3.5 In addition to the above, there are multiple other on- and off-road cycle routes that surround the site; for example, National Cycle Route (NCN) 6, 60 and 66, Ashton Canal Cycleway, Broughton Cycleway and Chorlton Cycleway, as shown on **Plan 3.2**.
- 3.3.6 The 5km catchment also includes 13 railway stations and 14 Metrolink stops which therefore provides staff and visitors the opportunity to access the site by a multi-modal journey by rail/tram and cycle.
- 3.3.7 It should also be noted that the TfGM website (<https://activetravel.tfgm.com/cycling/>) also provides a range of online resources to encourage people to take up cycling, alongside tools to help users plan their journeys by cycle. This includes information relating to the benefits of cycling, cycling courses, locations of Cycling Hubs, and the Bee Network bike hire scheme, amongst other things.
- 3.3.8 With regards to the above, the site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Accessibility by Bus

- 3.4.1 Guidance within the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.
- 3.4.2 The closest bus stops to the site are located along the A635 Ashton Old Road, to the west of Stainforth Street. These bus stops can be safely accessed within a circa 200-220m walk distance from the site, utilising the footways and signalised pedestrian crossing facilities located along Stainforth Street and the A635, and are therefore within the CIHT’s lower walk distance threshold.
- 3.4.3 The location of the closest bus stops to the application site are shown on **Plan 3.3**.

Plan 3.3 – Location of Bus Stops



3.4.4 **Table 3.1** details the public bus services that serve the nearest stops to the application site and their typical frequencies.

Table 3.1 – Local Bus Services and Frequencies

Bus Stop	Service / Route Description	Typical Service Times / Frequency		
		Weekday	Saturday	Sunday / Bank Holiday
219	Ashton / Stalybridge - Manchester	Every 10-20 minutes	Every 10-20 minutes	No Service
	Manchester – Ashton / Stalybridge	Every 10-20 minutes	Every 10-20 minutes	No Service
220	Manchester – Ashton / Stalybridge	06:46	No Service	No Service
221	Ashton / Stalybridge - Manchester	06:56, 07:19, 07:51 & 08:22	No Service	No Service
	Manchester – Ashton / Stalybridge	17:27, 17:58 & 18:23	No Service	No Service

3.4.5 As shown in **Table 3.1**, the bus stops nearest to the site are served by three public bus services which provide frequent services between Manchester City Centre and Stalybridge. These services also stop at destinations such as Ashton-under-Lyne, Dukinfield, Fairfield, Openshaw, Audenshaw and Ardwick, amongst others.

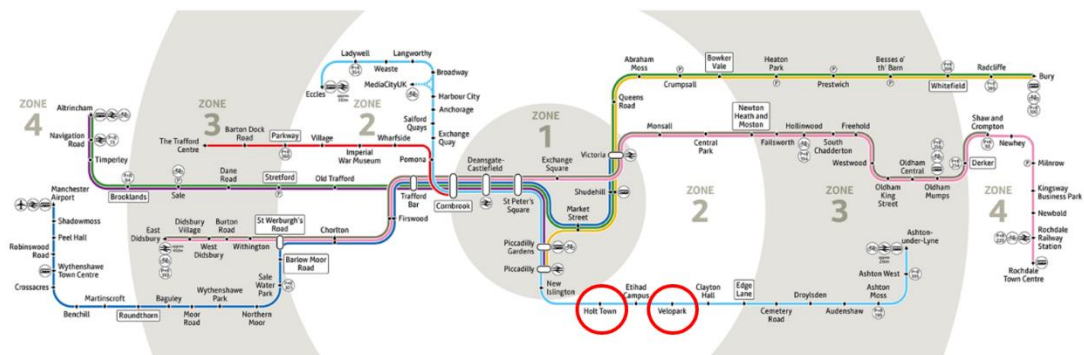
Accessibility by Rail

- 3.4.6 The nearest railway station is Ashburys which is located approximately 850m to the south-east of the application site (circa 11-minute walk). Ashburys Railway Station is operated by Northern Rail and provides regular services to Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple.
- 3.4.7 Manchester Piccadilly is a major transport interchange offering services to major national destinations, including London, Glasgow, Liverpool, Birmingham, Sheffield, Cardiff, Bristol and Newcastle. Ashburys Railway Station therefore offers a gateway for trips to the site to be made by rail from a variety of destinations nationally.
- 3.4.8 Having regard to the above, the site is therefore considered to be accessible by rail.

Metrolink / Tram Accessibility

- 3.4.9 Holt Town and Velopark are the nearest tram stops to the site, both of which can be accessed within an approximate 1.6km (circa 20 minute) walk distance from the site.
- 3.4.10 Both of these stops are located on the Ashton-under-Lyne to Eccles line which offers frequent services (approximately every 10 minutes) in the west and eastbound directions respectively. This line also provides access to Piccadilly, Manchester Piccadilly, St Peter's Square, Deansgate-Castlefield and Cornbrook, all of which offer further interchange opportunities to all other lines of the Metrolink network.
- 3.4.11 For ease of reference, **Plan 3.4** illustrates the existing Metrolink network map.

Plan 3.4 – Metrolink Network Map



- 3.4.12 With regards to the above, the site is therefore considered to be accessible by tram.

3.5 Accessibility Summary

- 3.5.1 With regards to the above, the site is well located to facilitate journeys to / from the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance to a range of public transport infrastructure.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 This planning application proposes to construct a new B8 industrial unit at the application site, with a gross floor area (GFA) of circa 1,750m². The proposed development will also feature associated access, parking and servicing infrastructure.

4.1.2 The proposed site layout plans are contained in **Appendix 2**, to the rear of this report.

4.2 Proposed Site Access Arrangements

4.2.1 Vehicular access to the site will be achieved via the existing circa 8m site access located to the east of the site, off Stainforth Street. The site access will lead to the proposed car parking and servicing area.

4.2.2 When having regard to the straight alignment of Stainforth Street and the wide footways along western side of the carriageway, at either side of the site access, appropriate levels of visibility splays (i.e. 2.4m x 40m) will be achievable from the site access in accordance with the 30mph speed limit of Stainforth Street and the design standards set out within Table 7.1 of Manual for Streets (MfS).

4.3 Servicing Arrangements

4.3.1 As shown on the proposed site layout plan in **Appendix 2**, the service yard will be located to the south of the proposed building and the bin store will be located to the east. All service vehicles will access the site via the site access along Stainforth Street.

4.3.2 The Transport Assessment (dated March 2019) that accompanied the previously approved planning application on the site (ref. 123120/FO/2019) demonstrates that 16.5m articulated vehicles can safely and satisfactorily utilise the existing site access, which is anticipated to be the largest vehicle to regularly require access to the proposed development.

4.4 Proposed Car Parking Arrangements

4.4.1 Appendix B of MCC's Core Strategy (2012-2027) outlines the appropriate *maximum* car parking standards for new developments.

- 4.4.2 For B8 developments, the **maximum** parking standards are 1 space per 100m². Set against the context of the proposed development (1,750m²), this equates to a total **maximum** car parking requirement of 18 spaces.
- 4.4.3 As shown on the proposed site layout plan in **Appendix 2**, the proposed development includes 12 car parking spaces, and therefore falls within MCC's maximum car parking requirement set out above.
- 4.4.4 Moreover, the proposed 12 car parking spaces equates to a provision of circa 67% when compared against MCC's maximum car parking requirement of 18 spaces. This represents a provision which is 24% higher than that which was approved as part of application 123120/FO/2019.
- 4.4.5 With regards to the above, it is therefore considered that this level of vehicle parking is sufficient for the scale and nature of the development, and should also be viewed in the context of the highly sustainable nature of the site in terms of its access to non-car modes of transport (see **Chapter 3**).

4.5 Proposed Cycle Parking Arrangements

- 4.5.1 Appendix B of MCC's Core Strategy also contains the **minimum** cycle parking standards for new development.
- 4.5.2 For B8 developments, the **minimum** cycle parking standard is 1 space per 850m² (minimum of 2 spaces). When applied to the proposed development (1,750m²), this equates to a **minimum** cycle parking requirement of 2 spaces.
- 4.5.3 With regards to the above, 2 secure cycle parking spaces will be provided to the north of the site access in accordance with these standards. The cycle parking is also shown on the proposed site plan in **Appendix 2**.

5.0 FORECAST TRAFFIC GENERATION AND DISTRIBUTION

5.1 Introduction

5.1.1 This Chapter of the report sets out the multi-modal traffic generation forecasts associated with the approved use of the site, the proposed development, and the resultant net difference in trip demand. The distribution of the net forecast development-related traffic across the local highway network is also considered in this Chapter.

5.2 Approved Use Trip Generation – Sui Generis (Cash and Carry)

5.2.1 The vehicle trip demand associated with the site's approved use as a cash and carry (as per application 123120/FO/2019) has been forecast in accordance with trip rates derived from the industry-standard TRICS database.

5.2.2 TRICS is a widely accepted national database of historical trip demand data and contains observed traffic information for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

5.2.3 For the purpose of obtaining trip rates for the site's approved use, the following search criteria has been applied within the TRICS database:

- TRICS land use category – “Retail – Cash and Carry – Wholesale and Clubs”;
- Mainland Britain sites only (excluding Greater London);
- Multi-modal surveys;
- Weekday surveys only; and
- Selection by GFA.

5.2.4 The full TRICS output is contained in **Appendix 3** and the average multi-modal trip rates (per 100m²) are summarised in **Table 5.1** for the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours and for an average weekday.

Table 5.1 – Approved Use Multi-modal Trip Rates (per 100m²)

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	0.163	0.096	0.052	0.104	2.021	2.05
Cyclists	0.003	0	0	0	0.019	0.019
Pedestrians	0.024	0.003	0	0.013	0.107	0.107
Public Transport	0	0	0	0	0.002	0.002

5.2.5 **Table 5.2** summarises the resultant multi-modal trip generation forecasts of the approved use of the site when the above trip rates are applied to the approved floorspace (i.e. 2,260m² GFA).

Table 5.2 – Approved Use Multi-modal Trip Generation (2,260m²)

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	4	2	1	2	46	46
Cyclists	0	0	0	0	0	0
Pedestrians	1	0	0	0	2	2
Public Transport	0	0	0	0	0	0

5.2.6 A review of **Table 5.2** demonstrates that, if the approved cash & carry use were built out, the existing site is capable of generating around 6 two-way vehicle trips in the AM peak hour, 3 two-way vehicle trips in the PM peak hour and 92 two-way vehicle trips per day, on average. The approved development is also forecast to generate an average of 4 two-way pedestrians trips per day, and no cyclist or public transport trips.

5.2.7 This is therefore the ‘fallback’ position in planning and traffic generation terms, against which the impact of the proposed development should be assessed by comparison.

5.3 Proposed Use Trip Generation – B8 Storage and Distribution

5.3.1 The TRICS database has been interrogated for weekday surveys of commercial warehousing developments in order to calculate the anticipated future trip demand of the proposed development.

5.3.2 The full TRICS outputs are included in **Appendix 4**. The selection criteria that has been applied within TRICS is set out as follows:

- TRICS land use category – “Employment – Warehousing (Commercial)”;
- Mainland Britain sites only (excluding Greater London);
- Multi-modal surveys;
- Weekday surveys only; and
- Selection by GFA.

5.3.3 **Table 5.3** shows the weekday peak hour and daily multi-modal trip rates (per 100m²) and **Table 5.4** shows the resultant traffic forecasts when these trip rates are applied to the proposed B8 floorspace (i.e. 1,750m²).

Table 5.3 – Proposed Use Multi-modal Trip Rates (per 100m²)

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	0.129	0.054	0.034	0.125	0.959	0.951
Cyclists	0.001	0.001	0.001	0.002	0.022	0.025
Pedestrians	0.011	0.002	0	0.009	0.08	0.072
Public Transport	0.005	0	0	0.005	0.02	0.022

Table 5.4 – Proposed Use Multi-modal Trip Generation (per 1,750m²)

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	2	1	1	2	17	17
Cyclists	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1
Public Transport	0	0	0	0	0	0

5.3.4 As shown in **Table 5.4**, the proposed development is forecast to generate a total of some 3 two-way vehicle trips in the AM and PM peak hours respectively, and 34 two-way vehicle trips over the course of a typical weekday.

5.4 Proposed Development Forecast Traffic Distribution and Assignment

5.4.1 It is anticipated that future potential employees at the site would commute from similar places to existing employees already working within the Manchester 015 middle super output area (MSOA). Therefore, the vehicular trips estimated to be generated by the proposed development (see **Table 5.4**) have been distributed on the wider surrounding highway network using the 2011 'Location of usual residence and place of work by method of travel to work' census dataset (WU03EW).

5.4.2 The distribution methodology, based on 2011 census statistics, is contained in **Appendix 5** and is summarised in **Table 5.5**.

Table 5.5 – Summary of Forecast Vehicle Trip Distribution

Route	Route Description	Distribution	
		Arrivals	Departures
A	A635 Ashton Old Road (West)	45%	53%
B	A635 Ashton Old Road (East)	55%	0%
C	Gorton Road (South)	0%	47%
Total		100%	100%

5.4.3 **Table 5.6** summarises the assignment of the gross vehicle trips that are forecast to be generated by the proposed development (see **Table 5.4**) on the local highway network accordingly.

Table 5.6 – Gross Forecast Vehicle Trip Assignment

Route	Route Description	AM Peak Hour		PM Peak Hour		Daily	
		Arrive	Depart	Arrive	Depart	Arrive	Depart
A	A635 Ashton Old Road (West)	1	1	0.3	1	8	9
B	A635 Ashton Old Road (East)	1	0	0.3	0	9	0
C	Gorton Road (South)	0	0	0	1	0	8
Total		2	1	1	2	17	17

5.5 Net Forecast Trip Generation of the Proposed Development

- 5.5.1 The likely net operational impact of the proposed development is effectively the difference between the predicted total new trip demand anticipated to be generated by the proposed B8 development and the trip demand associated with the approved use of the site, as summarised in **Table 5.7**.

Table 5.7 – Net Forecast Multi-modal Trip Generation of the Approved and Proposed Uses

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	-2	-1	0	0	-29	-29
Cyclists	0	0	0	0	+1	+1
Pedestrians	0	0	0	0	+1	+1
Public Transport	0	0	0	0	0	0

- 5.5.2 Review of **Table 5.7** demonstrates that the proposed development is forecast to generate a net decrease of 3 two-way vehicle trips in the weekday AM peak hour, with no change forecast in the number of PM peak hour vehicle trips. When assessed on a daily basis, the proposed development is forecast to result in a net decrease of 58 two-way vehicle trips, on average.
- 5.5.3 With regards to the above, the proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective.

- 5.5.4 Even when the proposed development is considered in isolation (i.e. not by comparison to the approved use of the site), the gross trip-generating potential is still insignificant and would not give rise to any unacceptable impact on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

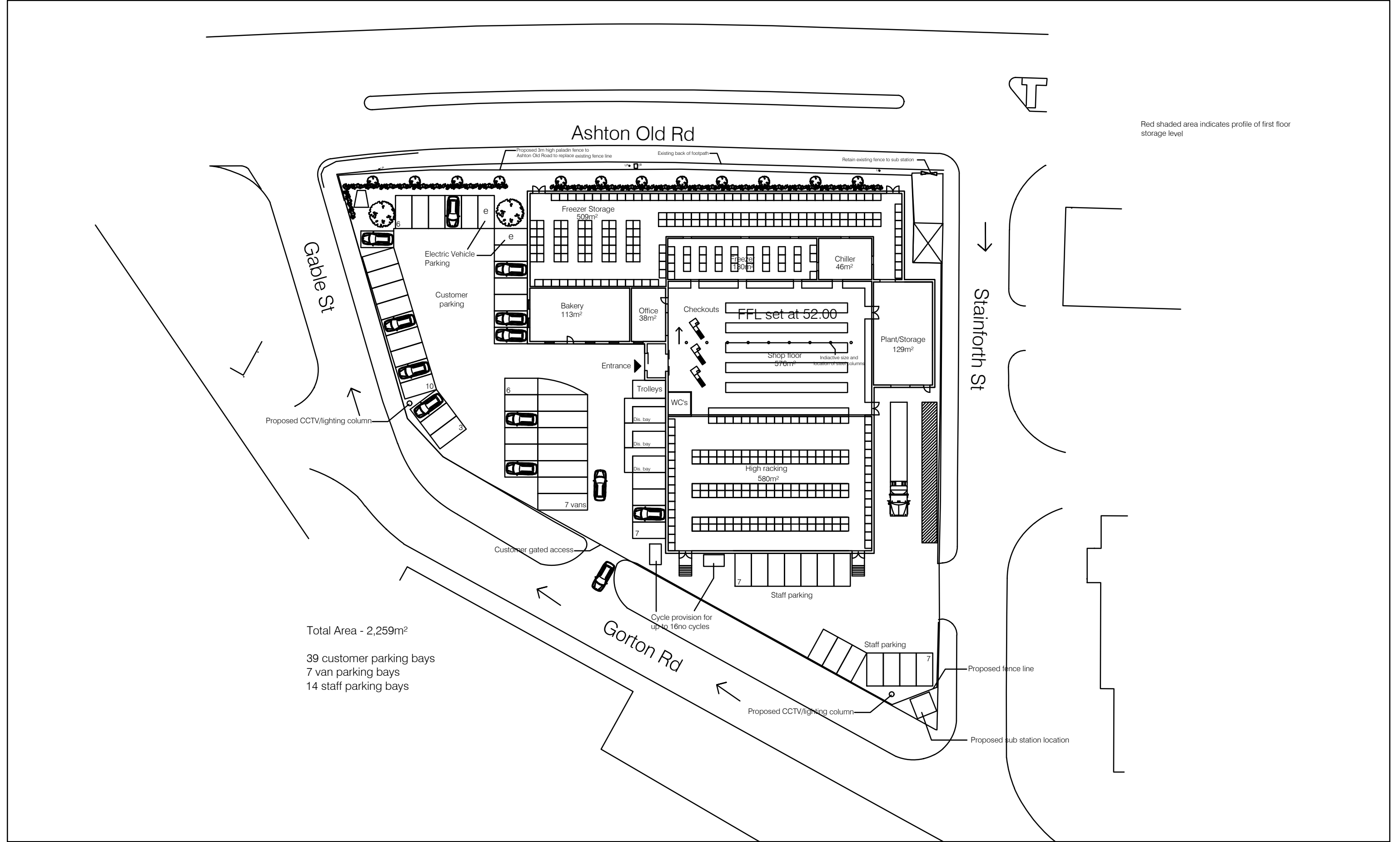
- 6.1.1 Axis have been appointed by Williams Build and Design Limited to provide highways and transport advice in relation to a full planning application for the proposed construction and operation of a Class B8 industrial unit (circa 1,750m² GFA) on land located at No. 1 – 7 Gorton Road, Manchester.
- 6.1.2 The application site previously accommodated Wing Fat Cash and Carry (2,480m² GFA); however, Wing Fat was subject to a fire disaster in October 2017 and the site has remained vacant ever since.
- 6.1.3 This new planning application follows a previously approved planning application (Ref. 123120/FO/2019) for the redevelopment of the site to feature a new single storey sui generis replacement cash and carry / wholesale warehouse building (2,260m² GFA), alongside an ancillary bakery, new vehicular access from Gorton Road, and other associated infrastructure. This application was approved by MCC on 22nd March 2019 and therefore establishes a 'fallback' position against which the highway and transport-related impact of this new planning application is assessed.
- 6.1.4 A high-level review of the accidents recorded on the local highway network within the most recently available five-year period (2016-2020 inclusive) has been carried out. The analysis does not indicate that there are any existing highway safety issues that could be exacerbated by the proposed development.
- 6.1.5 The sustainability of the site has also been assessed in terms of its accessibility by walking, cycling and public transport modes of transport. Accessibility by these modes has been found to be high, with very good pedestrian and cycle friendly infrastructure and public transport provision in the area. Overall, the site is considered to be very accessible to sustainable travel modes.
- 6.1.6 Vehicular access to the proposed development will be provided via the existing priority-controlled kerbed bellmouth junction to the east of the site, off Stainforth Street. Having regard to the straight alignment of Stainforth Street and the wide footways at either side of the site access, appropriate 2.4m x 40m visibility splays will be achievable from the site access in accordance with the 30mph of Stainforth Street and guidance contained within MfS.

- 6.1.7 A total of 12 car parking spaces will be provided as part of the proposed development which, when set against the context of MCC's maximum parking standards, equates to a circa 67% provision. This is considered to be sufficient in view of the scale and nature of the proposals, and the highly accessible nature of the site in relation to sustainable non-car modes of transport. It should also be noted that this level of provision is 24% higher than that approved as part of the previous planning application for the site's redevelopment.
- 6.1.8 A total of 2 covered and secure cycle parking spaces will be provided to the north of the site access for use by staff and visitors. This accords with the MCC's minimum cycle parking standards for B8 use developments.
- 6.1.9 This TS sets out the multi-modal trip generation forecasts associated with the approved use of the site, the proposed development, and the resultant net difference in trip demand.
- 6.1.10 When assessed in isolation, the proposed development is forecast to generate a gross total of 3 two-way vehicle trips in the AM and PM peak hours respectively, and 34 new two-way vehicle trips across an average weekday. When compared against the approved use of the site, the proposed development is actually forecast to generate a net reduction of 3 two-way vehicle trips in the AM peak hour, no net difference in vehicle trips in the PM peak hour, and a net reduction of 58 two-way vehicle trips per day, on average.
- 6.1.11 The proposed development is therefore considered to be acceptable from a trip generation perspective and would not give rise to any unacceptable impact on the local highway network.

6.2 Conclusion

- 6.2.1 Based on the evidence presented in this report, it is concluded that there are no highway or transport-related reasons why planning permission for the proposed scheme should not be granted.

APPENDIX 1 – APPROVED SITE LAYOUT PLAN



Red shaded area indicates profile of first floor storage level

KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock			TITLE	
					WING FAT			FINAL SITE LAYOUT PLAN	
								HYDROCK PROJECT NO.	
								C-10612	
					PROJECT			STATUS DESCRIPTION	
WING FAT, ASHTON OLD ROAD, MANCHESTER			SUITABLE FOR COMMENT AND REVIEW		S0				
DRAWING NO.			REVISION						
10612-HYD-XX-XX-DR-TP-0006			P1						

P01	VP	13/05/19	SD	13/05/19	SD	13/05/19
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APPENDIX 2 – PROPOSED SITE LAYOUT PLAN

APPENDIX 3 – TRICS OUTPUTS (EXISTING AND APPROVED USE)

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-211214-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : B - CASH AND CARRY - WHOLESALE AND CLUBS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	PK PERTH & KINROSS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2230 to 40000 (units: sqm)
 Range Selected by User: 2230 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 13/10/10 to 29/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Axis 76 Water Lane Wilmslow

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Secondary Filtering selection:Use Class:

Sui Generis 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

Axis 76 Water Lane Wilmslow

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LIST OF SITES relevant to selection parameters

1	HE-01-B-01 CENTURION WAY HEREFORD	BOOKER	HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	40000 sqm	
	Survey date: WEDNESDAY	13/10/10	Survey Type: MANUAL
2	LE-01-B-01 MURRAYFIELD ROAD LEICESTER BRAUNSTONE FRITH	BOOKER	LEICESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	9500 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
3	NF-01-B-01 ST NICHOLAS ROAD GREAT YARMOUTH	BOOKER	NORFOLK
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2230 sqm	
	Survey date: FRIDAY	19/10/12	Survey Type: MANUAL
4	PK-01-B-01 GLOVER STREET PERTH	BOOKER WHOLESALE	PERTH & KINROSS
	Edge of Town Centre Residential Zone Total Gross floor area:	3183 sqm	
	Survey date: THURSDAY	12/05/11	Survey Type: MANUAL
5	TW-01-B-01 ADDISON STREET SUNDERLAND	BOOKER	TYNE & WEAR
	Edge of Town Centre Commercial Zone Total Gross floor area:	3400 sqm	
	Survey date: THURSDAY	29/11/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	11638	0.155	5	11638	0.060	5	11638	0.215
08:00 - 09:00	5	11638	0.163	5	11638	0.096	5	11638	0.259
09:00 - 10:00	5	11638	0.220	5	11638	0.168	5	11638	0.388
10:00 - 11:00	5	11638	0.222	5	11638	0.222	5	11638	0.444
11:00 - 12:00	5	11638	0.247	5	11638	0.232	5	11638	0.479
12:00 - 13:00	5	11638	0.163	5	11638	0.194	5	11638	0.357
13:00 - 14:00	5	11638	0.177	5	11638	0.211	5	11638	0.388
14:00 - 15:00	5	11638	0.229	5	11638	0.232	5	11638	0.461
15:00 - 16:00	5	11638	0.225	5	11638	0.215	5	11638	0.440
16:00 - 17:00	5	11638	0.136	5	11638	0.206	5	11638	0.342
17:00 - 18:00	4	13991	0.052	4	13991	0.104	4	13991	0.156
18:00 - 19:00	3	17633	0.032	3	17633	0.078	3	17633	0.110
19:00 - 20:00	3	17633	0.000	3	17633	0.032	3	17633	0.032
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.021			2.050			4.071

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2230 - 40000 (units: sqm)
Survey date range:	13/10/10 - 29/11/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	11638	0.005	5	11638	0.000	5	11638	0.005
08:00 - 09:00	5	11638	0.003	5	11638	0.000	5	11638	0.003
09:00 - 10:00	5	11638	0.003	5	11638	0.002	5	11638	0.005
10:00 - 11:00	5	11638	0.002	5	11638	0.000	5	11638	0.002
11:00 - 12:00	5	11638	0.000	5	11638	0.002	5	11638	0.002
12:00 - 13:00	5	11638	0.003	5	11638	0.000	5	11638	0.003
13:00 - 14:00	5	11638	0.000	5	11638	0.003	5	11638	0.003
14:00 - 15:00	5	11638	0.003	5	11638	0.000	5	11638	0.003
15:00 - 16:00	5	11638	0.000	5	11638	0.005	5	11638	0.005
16:00 - 17:00	5	11638	0.000	5	11638	0.003	5	11638	0.003
17:00 - 18:00	4	13991	0.000	4	13991	0.000	4	13991	0.000
18:00 - 19:00	3	17633	0.000	3	17633	0.000	3	17633	0.000
19:00 - 20:00	3	17633	0.000	3	17633	0.004	3	17633	0.004
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	11638	0.017	5	11638	0.003	5	11638	0.020
08:00 - 09:00	5	11638	0.024	5	11638	0.003	5	11638	0.027
09:00 - 10:00	5	11638	0.005	5	11638	0.000	5	11638	0.005
10:00 - 11:00	5	11638	0.009	5	11638	0.007	5	11638	0.016
11:00 - 12:00	5	11638	0.005	5	11638	0.012	5	11638	0.017
12:00 - 13:00	5	11638	0.009	5	11638	0.012	5	11638	0.021
13:00 - 14:00	5	11638	0.017	5	11638	0.021	5	11638	0.038
14:00 - 15:00	5	11638	0.015	5	11638	0.014	5	11638	0.029
15:00 - 16:00	5	11638	0.002	5	11638	0.003	5	11638	0.005
16:00 - 17:00	5	11638	0.002	5	11638	0.007	5	11638	0.009
17:00 - 18:00	4	13991	0.000	4	13991	0.013	4	13991	0.013
18:00 - 19:00	3	17633	0.002	3	17633	0.008	3	17633	0.010
19:00 - 20:00	3	17633	0.000	3	17633	0.004	3	17633	0.004
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.107			0.214

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	11638	0.000	5	11638	0.000	5	11638	0.000
08:00 - 09:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
09:00 - 10:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
10:00 - 11:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
11:00 - 12:00	5	11638	0.002	5	11638	0.000	5	11638	0.002
12:00 - 13:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
13:00 - 14:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
14:00 - 15:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
15:00 - 16:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
16:00 - 17:00	5	11638	0.000	5	11638	0.000	5	11638	0.000
17:00 - 18:00	4	13991	0.000	4	13991	0.000	4	13991	0.000
18:00 - 19:00	3	17633	0.000	3	17633	0.000	3	17633	0.000
19:00 - 20:00	3	17633	0.000	3	17633	0.002	3	17633	0.002
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

APPENDIX 4 – TRICS OUTPUTS (PROPOSED USE)

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-211214-1208

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 10/09/01 to 03/04/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

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Licence No: 339901

Secondary Filtering selection:Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	3 days
Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	GC-02-F-01	DISTRIBUTION CEN.	GLASGOW CITY
	BARRACHNIE ROAD		
	GLASGOW		
	GARROWHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	11504 sqm	
	Survey date: MONDAY	10/09/01	Survey Type: MANUAL
3	HF-02-F-02	SUPERSTORE DISTRIBUTION	HERTFORDSHIRE
	BLACK FAN ROAD		
	WELWYN GARDEN CITY		
	PANSHANGER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18600 sqm	
	Survey date: FRIDAY	06/09/02	Survey Type: MANUAL
4	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
5	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
	ROUNDHOUSE ROAD		
	DARLINGTON		
	FAVERDALE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	80066 sqm	
	Survey date: TUESDAY	07/10/08	Survey Type: MANUAL
6	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	25207	0.104	6	25207	0.052	6	25207	0.156
08:00 - 09:00	6	25207	0.129	6	25207	0.054	6	25207	0.183
09:00 - 10:00	6	25207	0.113	6	25207	0.069	6	25207	0.182
10:00 - 11:00	6	25207	0.069	6	25207	0.055	6	25207	0.124
11:00 - 12:00	6	25207	0.061	6	25207	0.058	6	25207	0.119
12:00 - 13:00	6	25207	0.077	6	25207	0.079	6	25207	0.156
13:00 - 14:00	6	25207	0.159	6	25207	0.103	6	25207	0.262
14:00 - 15:00	6	25207	0.073	6	25207	0.110	6	25207	0.183
15:00 - 16:00	6	25207	0.056	6	25207	0.085	6	25207	0.141
16:00 - 17:00	6	25207	0.058	6	25207	0.101	6	25207	0.159
17:00 - 18:00	6	25207	0.034	6	25207	0.125	6	25207	0.159
18:00 - 19:00	6	25207	0.026	6	25207	0.060	6	25207	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.959			0.951			1.910

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	3824 - 80066 (units: sqm)
Survey date range:	10/09/01 - 03/04/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	25207	0.003	6	25207	0.001	6	25207	0.004
08:00 - 09:00	6	25207	0.001	6	25207	0.001	6	25207	0.002
09:00 - 10:00	6	25207	0.001	6	25207	0.001	6	25207	0.002
10:00 - 11:00	6	25207	0.000	6	25207	0.001	6	25207	0.001
11:00 - 12:00	6	25207	0.001	6	25207	0.002	6	25207	0.003
12:00 - 13:00	6	25207	0.001	6	25207	0.000	6	25207	0.001
13:00 - 14:00	6	25207	0.009	6	25207	0.009	6	25207	0.018
14:00 - 15:00	6	25207	0.001	6	25207	0.003	6	25207	0.004
15:00 - 16:00	6	25207	0.000	6	25207	0.001	6	25207	0.001
16:00 - 17:00	6	25207	0.003	6	25207	0.002	6	25207	0.005
17:00 - 18:00	6	25207	0.001	6	25207	0.002	6	25207	0.003
18:00 - 19:00	6	25207	0.001	6	25207	0.002	6	25207	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.025			0.047

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	25207	0.007	6	25207	0.000	6	25207	0.007
08:00 - 09:00	6	25207	0.011	6	25207	0.002	6	25207	0.013
09:00 - 10:00	6	25207	0.013	6	25207	0.001	6	25207	0.014
10:00 - 11:00	6	25207	0.001	6	25207	0.002	6	25207	0.003
11:00 - 12:00	6	25207	0.001	6	25207	0.001	6	25207	0.002
12:00 - 13:00	6	25207	0.007	6	25207	0.005	6	25207	0.012
13:00 - 14:00	6	25207	0.028	6	25207	0.022	6	25207	0.050
14:00 - 15:00	6	25207	0.003	6	25207	0.012	6	25207	0.015
15:00 - 16:00	6	25207	0.002	6	25207	0.003	6	25207	0.005
16:00 - 17:00	6	25207	0.004	6	25207	0.008	6	25207	0.012
17:00 - 18:00	6	25207	0.000	6	25207	0.009	6	25207	0.009
18:00 - 19:00	6	25207	0.003	6	25207	0.007	6	25207	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.072			0.152

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	25207	0.007	6	25207	0.001	6	25207	0.008
08:00 - 09:00	6	25207	0.005	6	25207	0.000	6	25207	0.005
09:00 - 10:00	6	25207	0.004	6	25207	0.002	6	25207	0.006
10:00 - 11:00	6	25207	0.000	6	25207	0.000	6	25207	0.000
11:00 - 12:00	6	25207	0.000	6	25207	0.001	6	25207	0.001
12:00 - 13:00	6	25207	0.002	6	25207	0.000	6	25207	0.002
13:00 - 14:00	6	25207	0.001	6	25207	0.001	6	25207	0.002
14:00 - 15:00	6	25207	0.000	6	25207	0.001	6	25207	0.001
15:00 - 16:00	6	25207	0.000	6	25207	0.002	6	25207	0.002
16:00 - 17:00	6	25207	0.001	6	25207	0.007	6	25207	0.008
17:00 - 18:00	6	25207	0.000	6	25207	0.005	6	25207	0.005
18:00 - 19:00	6	25207	0.000	6	25207	0.002	6	25207	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

APPENDIX 5 – FORECAST TRIP DISTRIBUTION

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

usual residence	place of work E02001059 : Manchester 015	Route	
		Arrive	Depart
E02001045 : Manchester 001	28	B	C
E02001046 : Manchester 002	35	B	C
E02001047 : Manchester 003	52	B	C
E02001048 : Manchester 004	22	B	C
E02001049 : Manchester 005	57	B	C
E02001050 : Manchester 006	17	B	C
E02001051 : Manchester 007	39	B	C
E02001052 : Manchester 008	21	B	C
E02001053 : Manchester 009	36	B	C
E02001055 : Manchester 011	40	B	C
E02001056 : Manchester 012	67	B	C
E02001057 : Manchester 013	40	A	A
E02001061 : Manchester 017	79	B	C
E02001062 : Manchester 018	14	A	A
E02001063 : Manchester 019	9	A	A
E02001064 : Manchester 020	21	B	C
E02001065 : Manchester 021	38	B	C
E02001066 : Manchester 022	12	B	C
E02001067 : Manchester 023	29	B	C
E02001068 : Manchester 024	8	A	A
E02001069 : Manchester 025	7	A	C
E02001070 : Manchester 026	6	B	C
E02001071 : Manchester 027	19	B	C
E02001072 : Manchester 028	9	A	A
E02001073 : Manchester 029	16	A	A
E02001074 : Manchester 030	14	A	A
E02001075 : Manchester 031	12	B	C
E02001076 : Manchester 032	5	B	C
E02001077 : Manchester 033	12	A	A
E02001078 : Manchester 034	17	B	C
E02001079 : Manchester 035	11	A	A
E02001080 : Manchester 036	8	B	C
E02001081 : Manchester 037	5	A	A
E02001082 : Manchester 038	8	A	A
E02001083 : Manchester 039	19	A	A
E02001084 : Manchester 040	14	B	C
E02001085 : Manchester 041	8	B	C
E02001086 : Manchester 042	10	A	A
E02001087 : Manchester 043	18	B	A
E02001088 : Manchester 044	18	A	A
E02001089 : Manchester 045	13	B	C
E02001090 : Manchester 046	17	B	A
E02001091 : Manchester 047	16	B	A
E02001092 : Manchester 048	18	B	A
E02001093 : Manchester 049	14	B	A
E02001094 : Manchester 050	14	B	A
E02001095 : Manchester 051	5	B	A
E02001096 : Manchester 052	7	B	A
E02001097 : Manchester 053	4	B	A
E02006902 : Manchester 054	5	A	A
E02006912 : Manchester 055	0	A	A
E02006913 : Manchester 056	14	B	C
E02006914 : Manchester 057	2	A	A
E02006915 : Manchester 058	12	A	A
E02006916 : Manchester 059	9	A	A
E02006917 : Manchester 060	1	A	A
County Durham	8	B	C
Halton	6	A	A
Warrington	58	A	A
Blackburn with Darwen	13	A	A
Blackpool	5	A	A
Cheshire East	117	B	C
Cheshire West and Chester	26	A	C
Burnley	11	B	C
Chorley	17	A	A
Fylde	5	A	A
Hyndburn	16	B	C
Lancaster	8	A	A
Pendle	7	B	C
Preston	7	A	A
Ribble Valley	6	B	C
Rossendale	47	B	C
South Ribble	11	A	A
West Lancashire	8	A	A
Bolton	126	A	A
Bury	234	B	C
Oldham	330	B	C
Rochdale	203	B	C
Salford	236	A	A
Stockport	435	B	C
Tameside	927	B	C
Trafford	228	A	A
Wigan	99	A	A
Knowsley	9	A	A
Liverpool	15	A	A
St. Helens	27	A	A
Wirral	10	A	A
Doncaster	8	B	C
Sheffield	5	B	C
Bradford	14	B	C
Calderdale	14	B	C
Kirklees	22	B	C
Leeds	15	B	C
High Peak	79	B	C
Staffordshire Moorlands	7	B	C
Birmingham	7	A	A
Elmbridge	5	A	A
Woking	8	A	A
South Somerset	9	A	A
Wrexham	6	A	A

ARRIVAL MOVEMENTS



DEPARTURE MOVEMENTS



Distribution - Arrivals			
Route	Route Description	Count	%
A	Ashton Old Road (West)	45	45%
B	Ashton Old Road (East)	55	55%
C	Gorton Road (South)	0	0%
TOTAL		100	100%

Distribution - Departures			
Route	Route Description	Count	%
A	Ashton Old Road (West)	53	53%
B	Ashton Old Road (East)	0	0%
C	Gorton Road (South)	47	47%
TOTAL		100	100%

Trip Assignment - Arrivals		
AM Arrivals		
A	1	
B	1	
C	0	
PM Arrivals		
A	0.3	
B	0.3	
C	0	
Daily Arrivals		
A	8	
B	9	
C	0	

Trip Assignment - Departures		
AM Departures		
A	1	
B	0	
C	0	
PM Departures		
A	1	
B	0	
C	1	
Daily Departures		
A	9	
B	0	
C	8	



PROPOSED B8 INDUSTRIAL UNIT AT LAND OF THE FORMER WING FAT CASH AND CARRY, 1-7 GORTON ROAD, MANCHESTER

FORECAST VEHICLE TRIP DISTRIBUTION

Job No. - 3160-01

January 2022

Appendix 5