

TRANSPORT STATEMENT REPORT

(V1 18.03.21)

PROPOSED CHANGE OF USE FROM WHOLESALE BUSINESS (SUI GENERIS) TO 2 RETAIL UNITS (CLASS E) & 3 WHOLESALE BUSINESS UNITS (SUI GENERIS)

160-162 Cheetham Hill Rd, Manchester, M8 8LQ

Vir Vij

Document Control Page

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Produced By:	Akhtar Miah
Checked By:	Petros Price
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Table of Contents

1.0	Introduction	1
1.1	Background.....	1
1.2	National Planning Policy Framework (NPPF), March 2012 (updated June 2019)	1
1.3	Manchester’s Local Development Framework (Adopted July 2012)	1
2.0	Site and Surrounding Highway Network	3
2.1	Site Location	3
2.2	Pedestrian and Public Transport Accessibility	5
2.3	Accident History	5
3.0	Proposed Development	6
3.1	Change of Use from Wholesale Business to Wholesale & Retail Units	6
3.2	Parking	6
3.3	Parking on Cheetham Hill Rd	7
3.4	Servicing	7
3.5	Pedestrian Access	7
4.0	Trip Assessment (TRICS) & Impact	8
4.1	TRICS Data	8
4.2	Impact.....	9
5.0	Summary & Conclusions	10
5.1	Summary	10
5.2	Conclusions	10

Appendices

Appendix 1 – Existing Site Plans
Appendix 2 – Accident Data
Appendix 3 – Proposed Site Plans
Appendix 4 – TRICS Data

1.0 Introduction

1.1 Background

- 1.1.1 Modal Highway Consultants Ltd was appointed by Vir Vij to prepare a Transport Statement for a proposed development involving:

*Change of Use from Wholesale Business (Sui Generis) to 2 Retail Units (Class E)
& 3 Wholesale Business Units (Sui Generis)*

- 1.1.2 The site is an existing 3-storey commercial building at 160-162 Cheetham Hill Rd, Manchester, M8 8LQ.
- 1.1.3 This Transport Statement (TS) considers the potential transport characteristics and impacts of the proposed development. It has been prepared following guidance set out in the Department for Transport's 'Guidance on Transport Assessments' document, dated March 2007.

1.2 National Planning Policy Framework (NPPF), March 2012 (updated June 2019)

- 1.2.1 The NPPF sets out the Government's Planning Policies for England and how these are expected to be applied. One of the core objectives is to encourage sustainable growth and achieve economic growth through the Planning System.
- 1.2.2 The NPPF aims to promote sustainable transport through a pattern of development that facilitates the use of sustainable modes of transport. To that end, the NPPF advocates that developments should be located and designed to allow the following:
- The efficient delivery of goods and supplies;
 - Give priority to pedestrian and cyclist movements and access to high quality public transport facilities;
 - Create safe and secure layouts that minimise conflicts between traffic and pedestrians or cyclists;

1.3 Manchester's Local Development Framework (Adopted July 2012)

- 1.3.1 The Manchester LDF is Manchester's Core Strategy Development Plan Document, Adopted July 2012. It sets out the policies for Manchester's development up to 2027. The sections below highlight the relevant policies in the LDF.
- 1.3.2 The LDF objective in respect of Transport is to *"Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation"*.
- 1.3.3 The LDF acknowledges that a sustainable transport system *"is an essential element in supporting the City and in particular the Regional Centre as the key economic driver for the North of England"*.
- 1.3.4 Furthermore, the overall provision of transport services, their intrinsic facilities and connectivity are important for the City to:

- “support existing and new businesses within the City, and thereby, and thereby to help contribute to sustainable economic growth”.

1.3.5 The LDF has three Transport Policies T1, T2 and T3, all of which are relevant to the proposed development. The relevant aspects of each are mentioned below.

Policy T1 – Sustainable Transport

1.3.6 Support will be afforded to proposals that “*promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services...*”

Policy T2 – Accessible Areas of Opportunity and Need

1.3.7 This policy advocates managing the pattern of development such that new development is:

- “...located to ensure good access to the City’s main economic drivers, including the Regional Centre...”.
- “...easily accessible by walking, cycling and public transport; connecting residents to jobs...”

2.0 Site and Surrounding Highway Network

2.1 Site Location

- 2.1.1 The site is located at 160-162 Cheetham Hill Rd, Manchester, M8 8LQ. It is a 3-storey building, currently housing two separate wholesale businesses. The site is situated on the east side of Cheetham Hill Rd between Broughton St to the north and Derby St to the south. The local area, within around up to 1 km, is commercial/industrial by nature, with residential districts beyond that periphery to the north, east and west. Manchester City Centre is just inside the ring road to the south, approximately 700 metres away
- 2.1.2 Appendix 1 shows the Existing site plan.
- 2.1.3 According to the LDF, the site is just inside the defined Regional Centre (Figure 8.1 in the LDF) as well as being part of the North Manchester Regeneration Area (Figure 2.2 in the LDF). Therefore, the site has strategic prominence in terms of economic vitality and regeneration merits.
- 2.1.4 Cheetham Hill Rd is part of the A665 running between the M60 to the north and the Manchester Ring Rd. It is a single carriageway with two running lanes in each direction. The road is subject to a speed of 30mph. There are existing Single Yellow Line restrictions that prohibit waiting and loading at the following times:
- Mon-Fri
 - 8.00-09.30 am
 - 4.00-6.30 pm
 - Sat
 - 8.00-9.30am
- 2.1.5 The local area is characteristically commercial, with various businesses. Prominently, both wholesale and food retail businesses dominate frontages, with further wholesale businesses in the surrounding side streets.
- 2.1.6 Figures 1 and 2 below show the location of the site.

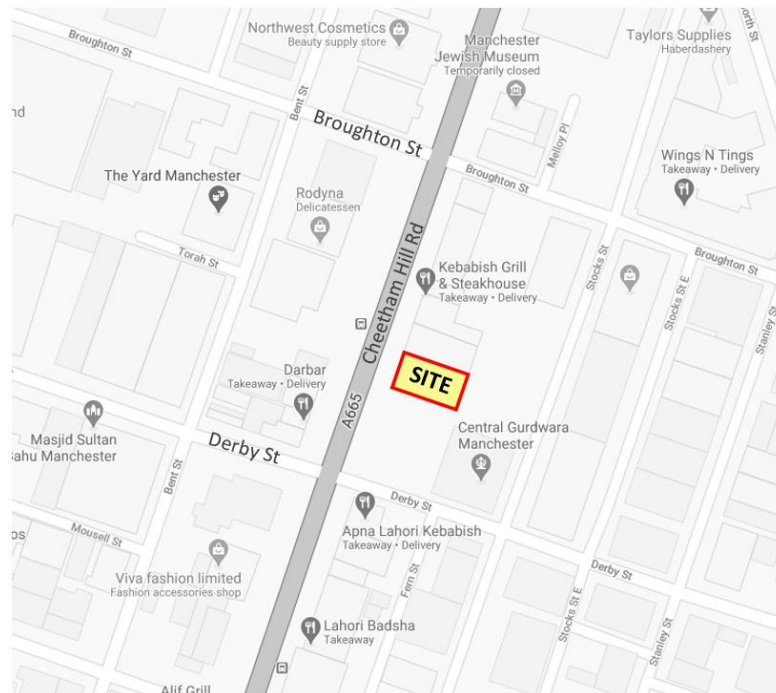


*Figure 1 – Site Location Plan in relation to the local road network.
Based on and adapted from Google Maps*

2.1.7 Figure 2 below shows the site in relation to the wider road network, specifically with reference to Manchester.

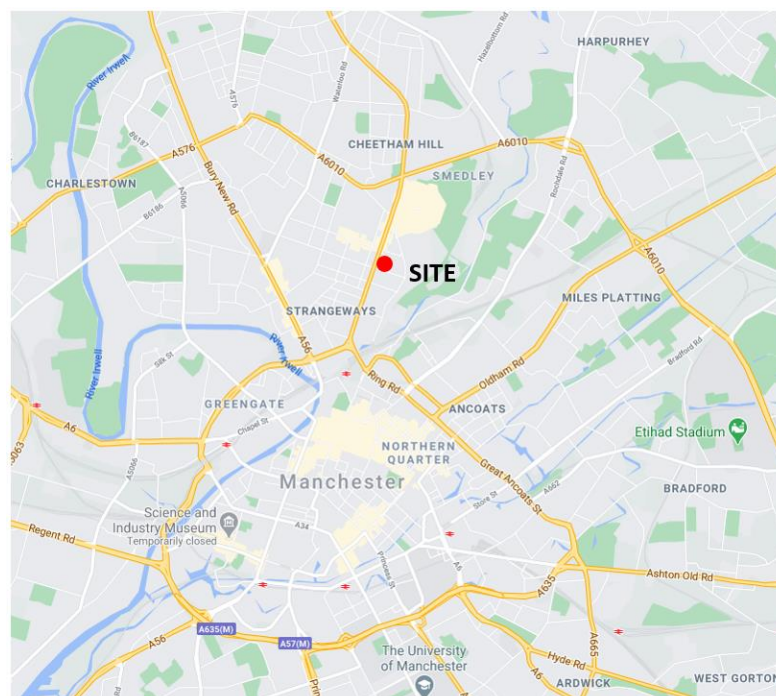


*Figure 2 – Site Location Plan in relation to Manchester.
Based on and adapted from Google Maps.*

2.2 Pedestrian and Public Transport Accessibility

- 2.2.1 The existing pedestrian access to the site is centrally located on the site frontage, with the building set-back from the footpath by around 5 metres.
- 2.2.2 The public footpath fronting the site is around 2.0. metres wide. There is a signalised pedestrian (pelican) crossing 75 metres to the south. North of the site (around 75 metres), the junction of Cheetham Hill Rd/Broughton is signalised with inclusive pedestrian phases on three arms (Broughton St East being the exception).
- 2.2.3 There are bus stops on both sides of Cheetham Hill Rd. The Northbound bus stop is situated immediately opposite the site, whilst the nearest southbound bus stop is situated just over 100 metres to the south. Around 7 buses per hour serve these stops, with the following routes:
- Route 135 running between Piccadilly Gardens and Bury (4-5 buses per hour)
 - Route 41 CrossCity running between Middleton and Sale (2 buses per hour)
- 2.2.4 The timetables for those routes can be found online on the TFGM website (tfgm.com) as well as the moovit website (moovitapp.com).

2.3 Accident History

- 2.3.1 Crashmap was interrogated for accident data. The 5 years to 2020 were included in the search. The area of interest was the section of Cheetham Hill Rd between Broughton St and Derby Rd. Two accidents (both slight severity) occurred on Cheetham Hill Rd:
- Accident 1, March 2019, appearing to be relate to lane changing.
 - Accident 2, May 2019, appearing to relate to a shunt, possibly at the signalised junction.
- 2.3.2 None of the accident records in the study area indicate an underlying highway safety issue. Appendix 2 shows the accident data.

3.0 Proposed Development

3.1 Change of Use from Wholesale Business to Wholesale & Retail Units

3.1.1 The proposed development is for:

Change of Use from Wholesale Business (Sui Generis) to 2 Retail Units (Class E) & 3 Wholesale Business Units (Sui Generis)

3.1.2 Appendix 3 shows the Proposed site plans.

3.1.3 The breakdown of Gross Floor Areas (GFA) is as follows:

- Ground floor
 - Unit 1, Retail Class E, 67m², front of building north side
 - Unit 2, Retail Class E, 56m², front of building south side
 - Unit 3, Wholesale Sui Generis, 61m², rear of building north side
 - Unit 4, Wholesale Sui Generis, 68m², rear of building south side
- First Floor
 - Unit 5, Wholesale Sui Generis, 94m²
- Second Floor
 - Unit 6, Wholesale Sui Generis, 99m²
- Total = 445m²

3.1.4 Of the above, the wholesale units on the upper the First and Second floors will remain as per the existing use.

3.2 Parking

Car Parking

3.2.1 The site has a crossover at the front, off Cheetham Hill Rd. Historically, 4-5 cars have parked on the site frontage, which is just over 4.7m deep (from the back of footpath to the front of the building). The overall site is just over 13m wide.

3.2.2 The proposed parking is arranged as two spaces either side of the main entrance, totalling 4 car parking spaces. That configuration safeguards pedestrian access to the building for the ground floor retail units. The existing and proposed levels of parking are below the maximum standards in the LDF:

- The LDF stipulates 1 space per 20m² for non-food retail, which would equate to 10 spaces if allowing for the retail components only (123m² for Units 1 and 2)
- The LDF does not have any parking standards for the wholesale units (Sui Generis).

3.2.3 Cycle Parking

3.2.4 Secure parking for 2 cycles will be provided in the rear yard adjacent the bin storage.

3.3 Parking on Cheetham Hill Rd

- 3.3.1 The existing kerbside restrictions allow for parking (waiting) outside of the restriction times, which are generally off-peak periods. Hence weekday daytime parking is permitted between 9.30am and 4pm. Early morning parking is permitted up to 8am, whilst evening parking is permitted after 6.30pm. The loading permissions follows the same pattern.
- 3.3.2 Between Broughton St and Derby St, off-peak parking capacity is estimated to allow for approximately 18 cars on both side of the road. This estimated figure is derived by allowing 5 metres per car and excluding crossovers, Double Yellow Lines (DYL's) and the first 5 metres from a junction where DYL's are absent

3.4 Servicing

- 3.4.1 The client has informed us that existing servicing for the wholesale units takes place in the following pattern:
- Around 1-2 inbound courier deliveries each week
 - Around 1-2 outbound courier deliveries each day
- 3.4.2 The outbound deliveries are to external retail businesses that placed online orders. Therefore, in respect of the proposed wholesale units, the above pattern is expected to continue.

Waste Collection

- 3.4.3 This will be from the rear yard via the communal access road off Stocks St.

3.5 Pedestrian Access

Ground floor Units

- 3.5.1 The pedestrian access for the Ground Floor units will be via the central front doors.

Upper floor units

- 3.5.2 Both the First and Second Floor units can be accessed from either north or south doorways at the front of the building.

4.0 Trip Assessment (TRICS) & Impact

4.1 TRICS Data

- 4.1.1 TRICS is the national database of traffic survey information for a wide range of developments. The interrogation of TRICS comprised small retail units. Appendix 4 contains the TRICS output.

Vehicular Trips

- 4.1.2 Since the wholesale businesses will continue to operate as per the existing set-up – which has been demonstrated to produce negligible trips – only the retail portion of the proposed development is considered (123m²).
- 4.1.3 Trip rates during the conventional highway traffic peak were considered: 8-9am and 5-6pm. Based on the TRICS data, the table below shows the estimated vehicular trips to the site.

Peak	Vehicular Trips		
	Direction	Trip Rate	Trips
AM	Arrival	6.3	8
	Departure	5.9	7
		<i>AM 2-way Trips</i>	<i>15</i>
PM	Arrival	4.6	6
	Departure	5.5	7
		<i>PM 2-way Trips</i>	<i>13</i>

Table 1 – Estimated Vehicular Trips

- 4.1.4 The vehicular trips rates are very much dependent on the exact type of businesses that may occupy the retail units. The above derived trips are considered to be at the upper threshold, as the TRICS database for local shops includes high footfall businesses such as take-aways and convenience stores.

Pedestrian Trips

- 4.1.5 The data from TRICS was also used to derive an estimate of possible pedestrian volumes to and from the site. The table below shows derivation.

Peak	Pedestrian Trips		
	Direction	Trip Rate	Trips
AM	Arrival	11.1	14
	Departure	11.7	14
		<i>AM 2-way Trips</i>	28
PM	Arrival	7.1	9
	Departure	7.9	10
		<i>PM 2-way Trips</i>	19

Table 2 – Estimated Pedestrian Trips

- 4.1.6 Again, the level of pedestrian trips is dependent on the nature of the future retail businesses that may occupy the premises.

4.2 Impact

Trip Assessment

- 4.2.1 The trip assessments (for the retail units) show that the site will have a low or negligible impact on the surrounding highway network. The derived trip numbers are considered to be at the upper threshold, with actual numbers dependent on the exact future retail businesses.
- 4.2.2 The wholesale units/businesses are expected to generate negligible traffic, in line with existing practice.
- 4.2.3 The local area, within around 1km of the site is commercial/industrial by nature. Therefore, pedestrian trips are expected either by bus or footfall from local businesses.

Public Transport

- 4.2.4 Pedestrians visiting the site have the option of travelling by bus, with the NB stop situated opposite and the SB stop less than 100 metres south of the site. The volume of estimated pedestrian trips and the proportion of those that may travel by bus is anticipated to have a very low impact on the existing public transport capacity.

5.0 Summary & Conclusions

5.1 Summary

- 5.1.1 This Transport Statement considered the proposed development at 160-162 Cheetham Hill Rd, Manchester, M8 8LQ. The site is a 3-storey building located on the east side of Cheetham Hill Rd between Broughton St and Derby St.
- 5.1.2 The proposal is for change of use from an existing Wholesale business to a mix of Retail Units (Class E) and Wholesale Units (Sui Generis).
- 5.1.3 The site will have 4 parking spaces located at the front of the building, with access via an existing crossover. The estimated/potential trips to the site were considered using TRICS data.
- 5.1.4 Cycle Parking for two cycles will be included in the rear yard.

5.2 Conclusions

- 5.2.1 The Wholesale Business will continue to generate the existing level of trips, which is 1 or 2 weekly inbound deliveries and 1 or 2 daily outbound deliveries. As most orders are online, hardly any actual customer trips are expected.
- 5.2.2 Based on the TRICS data, the proposed Retail Units (Class E) are estimated to generate around 13-15 two-way trips in the peak hours. That level of traffic is expected to be at the upper threshold as the TRICS database for local shops includes high footfall businesses such as take-aways and convenience stores. Actual trip generation is dependent on the nature of the future retail businesses.
- 5.2.3 In general, the proposed development is not expected to impact the highway network in any adverse manner.

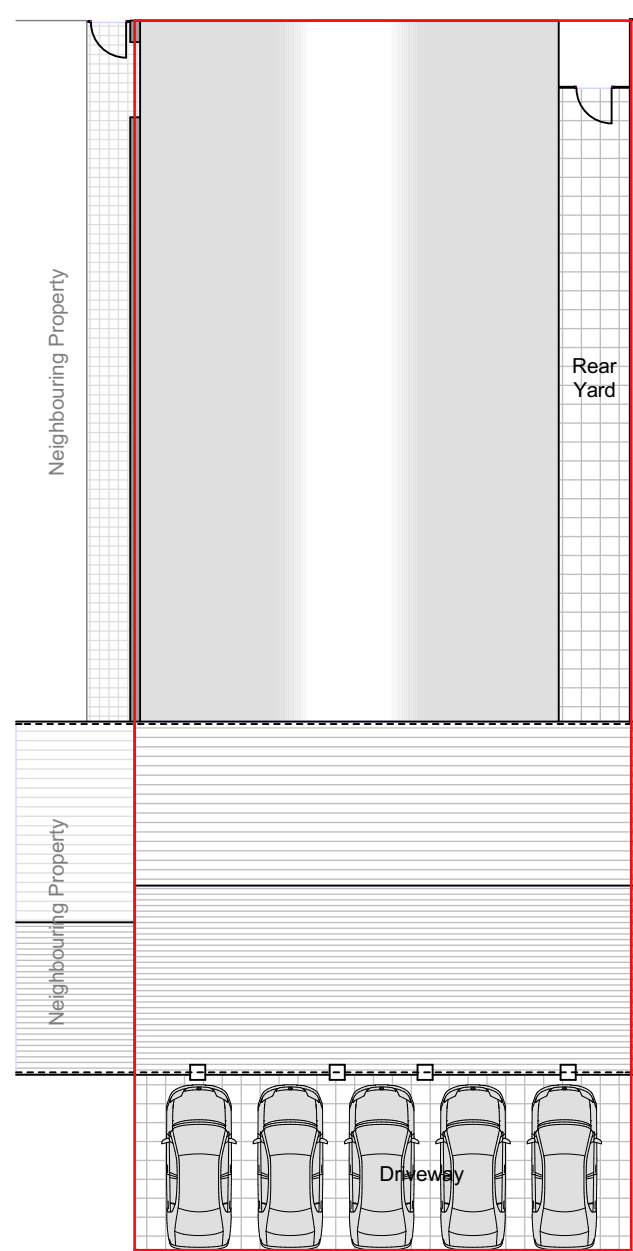
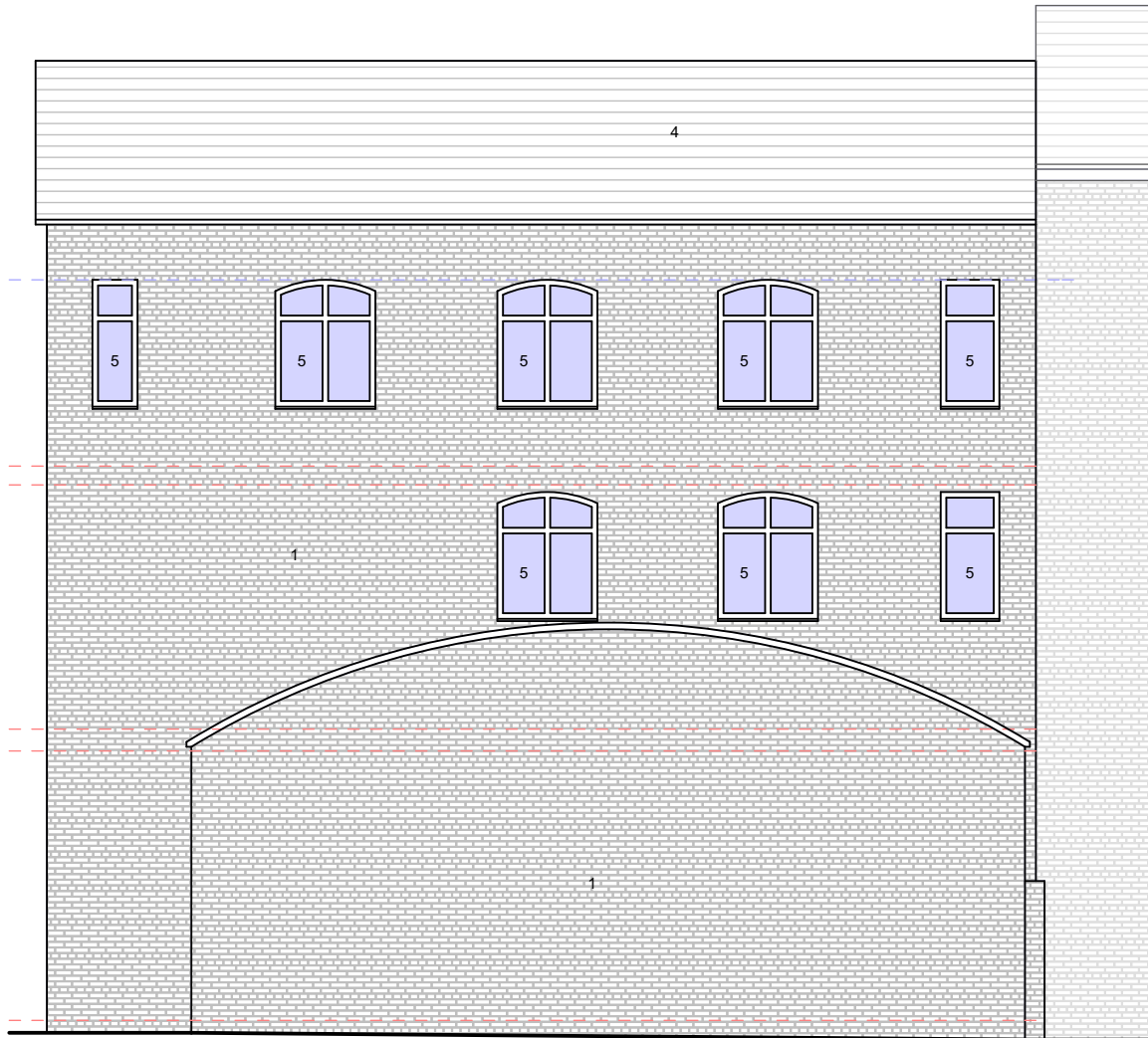
APPENDICES

Appendix 1 – Existing Site Plans

EXISTING GA FRONT ELEVATION
@1:100



EXISTING GA REAR ELEVATION
@1:100



Cheetham Hill Road

EXISTING GA SITE PLAN
@1:200

notes

This drawing is subject to a detailed building and site survey, therefore no guarantee of its accuracy can be given. This drawing has been draughted in accordance with the clients design requirements. All areas are approximate and are subject to a detailed building and site survey and further design development. All dimensions should be checked prior to commencement of construction on site. Measurements should not be taken off the drawing.

All dimensions shown are in millimetres (mm).

Text Key

1. Existing brickwork
2. Existing stone cladding
3. Existing render
4. Existing slate roof tiles
5. Existing uPVC door/window



PL0 Planning Issue

02.10.20



NADA Architects Ltd
169 Kingsway
Burnage
Manchester
M19 2ND
Mob: 07974 735527
E: ahmed@nadaarchitects.com
W: www.nadaarchitects.com

D - design PL - planning PT - pre-tender
T - tender P - preliminary
C - construction R - record

MR VIR VIJ

CHANGE OF USE.
160-162 CHEETHAM HILL
ROAD, MANCHESTER, M8 8LQ

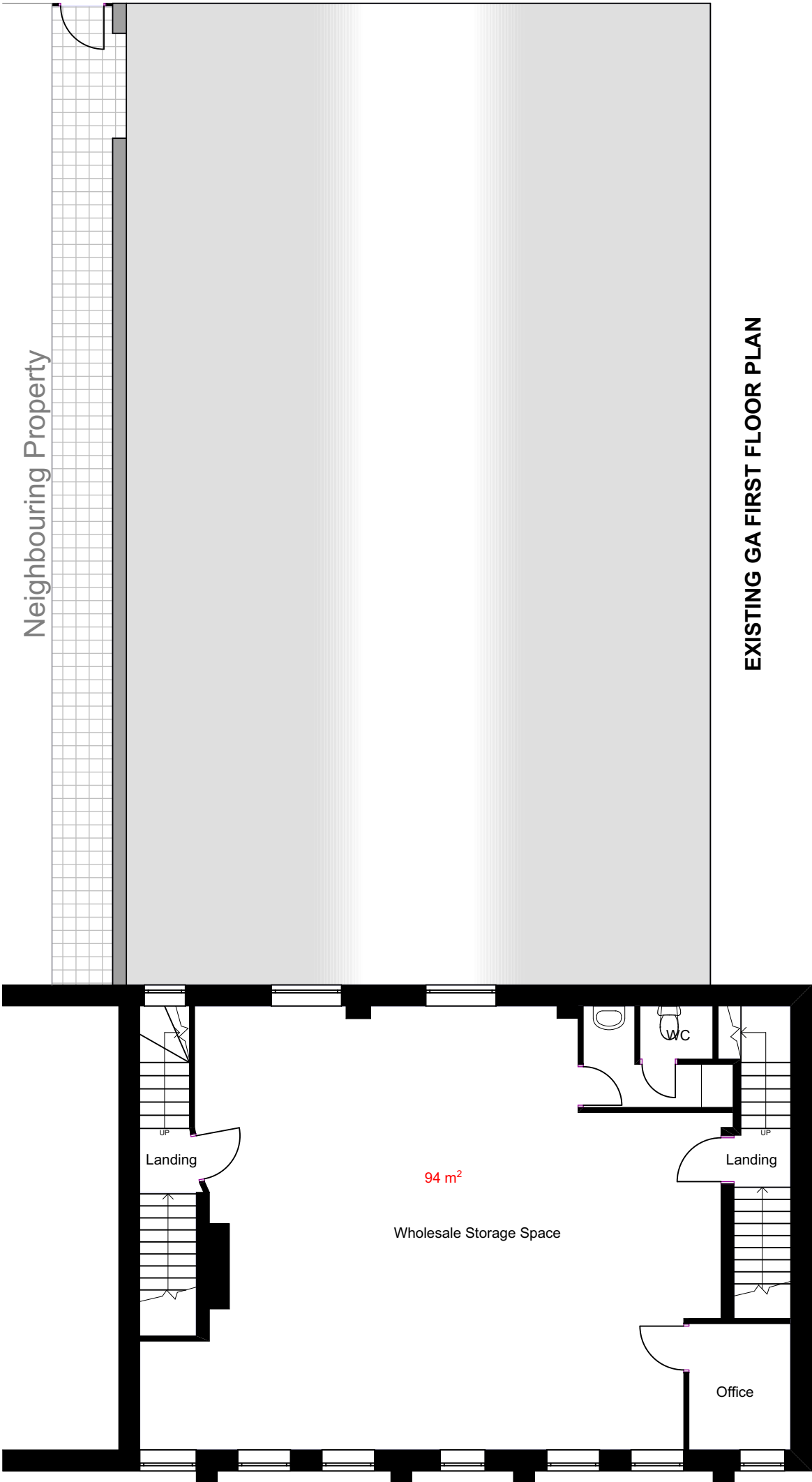
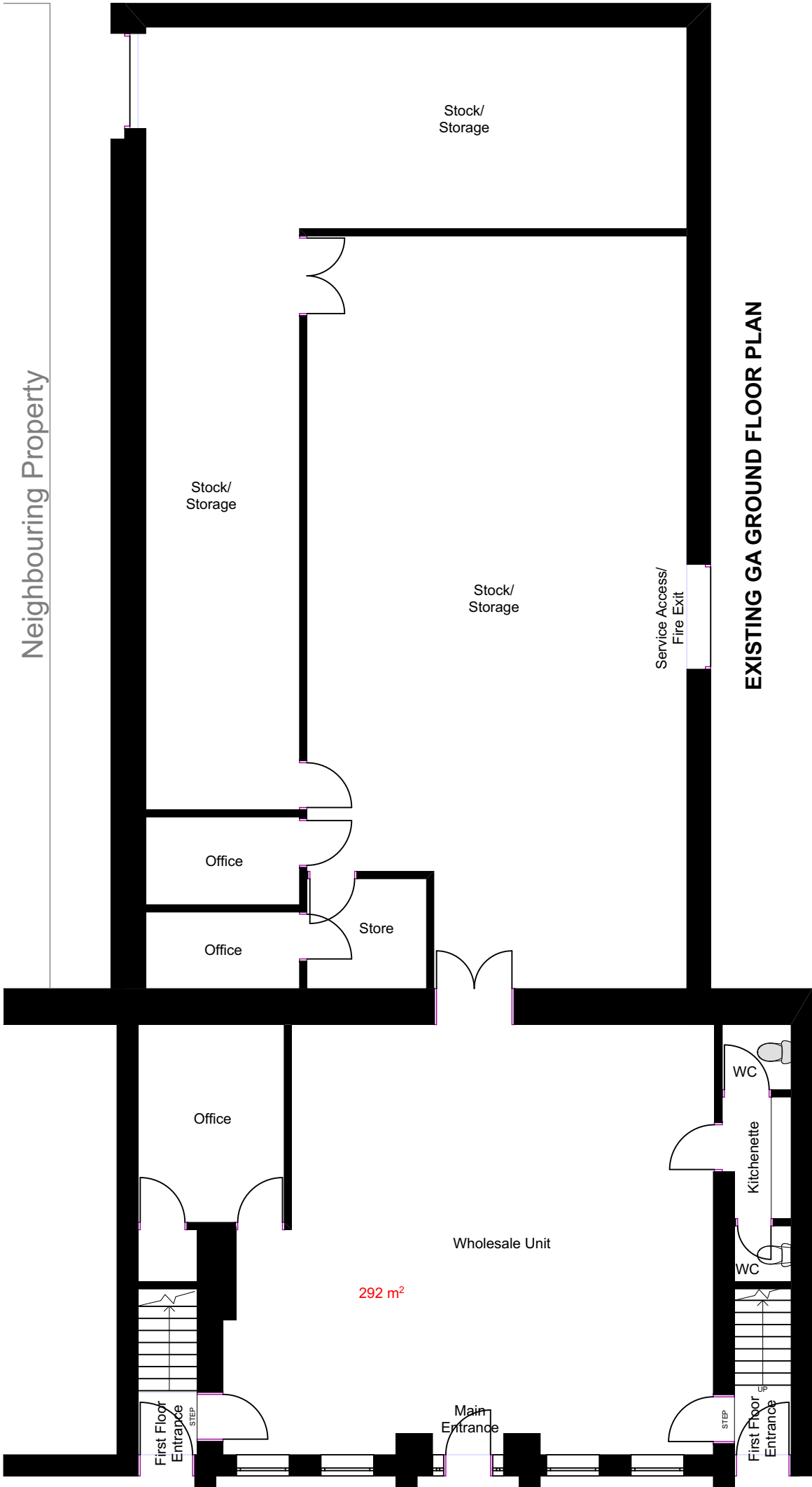
EXISTING GA SITE PLAN &
ELEVATIONS

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1:100 @ A3			

job no	(category) dwg no	revision
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Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Architect. This drawing shall be read in conjunction with associated specifications and related consultant's documents.



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PL0 Planning Issue

02.10.20

revisions



NADA Architects Ltd

169 Kingsway

Burnage

Manchester

M19 2ND

Mob: 07974 735527

E: ahmed@nadaarchitects.com

W: www.nadaarchitects.com

D - design

PL - planning

PT - pre-tender

T - tender

P - preliminary

C - construction

R - record

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EXISTING GA FLOOR PLANS

scale

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date

02.10.20

drawn

MH

checked

AC

job no

(category) dwg no

revision

20-786

(03)001

PL0

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Neighbouring Property

EXISTING GA SECOND FLOOR PLAN

Store

Store

Store

Wholesale Storage Space

99 m²

WC

Store

Store

Ridge Line

The diagram illustrates the proposed second floor plan of a building. The plan is divided into several functional areas:

- Central Area:** A large, light green rectangular area labeled "(Sui Generis) Wholesale Unit" with a total area of **99 m²**. This area is bisected by a vertical dashed line.
- Store Areas:** Surrounding the central unit are several smaller, light green rectangular areas, each labeled "Store". There are three stores on the left side and two on the right side of the central unit.
- Staircases:** Two sets of stairs are located on the left and right sides of the central unit, indicated by a series of parallel lines and arrows.
- WC:** A small area labeled "WC" (Toilet) is located on the right side of the plan, near the top right corner.
- Neighbouring Property:** A large, grey rectangular area to the left of the main building is labeled "Neighbouring Property".
- Proposed GA Second Floor Plan:** The title of the plan is written vertically on the right side of the diagram.

All dimensions shown are in millimetres (mm).

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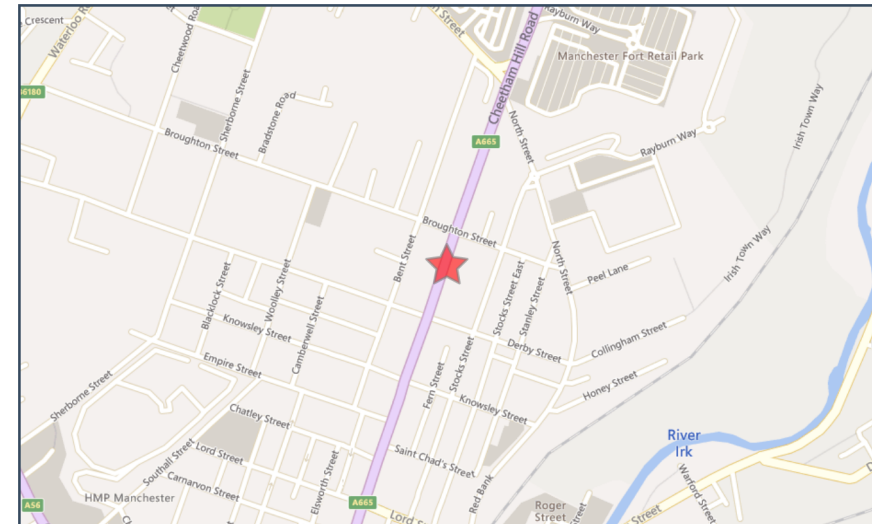
Appendix 2 – Accident Data



crashmap.co.uk

Crash Date: Sunday, March 17, 2019 **Time of Crash:** 10:02:00 AM **Crash Reference:** 201906A255079

Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	5
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	384257 399839
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		Unknown	Unknown	Vehicle is changing lane to the right (including slip road)	Front	Other	None	None
2	Car (excluding private hire)		Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

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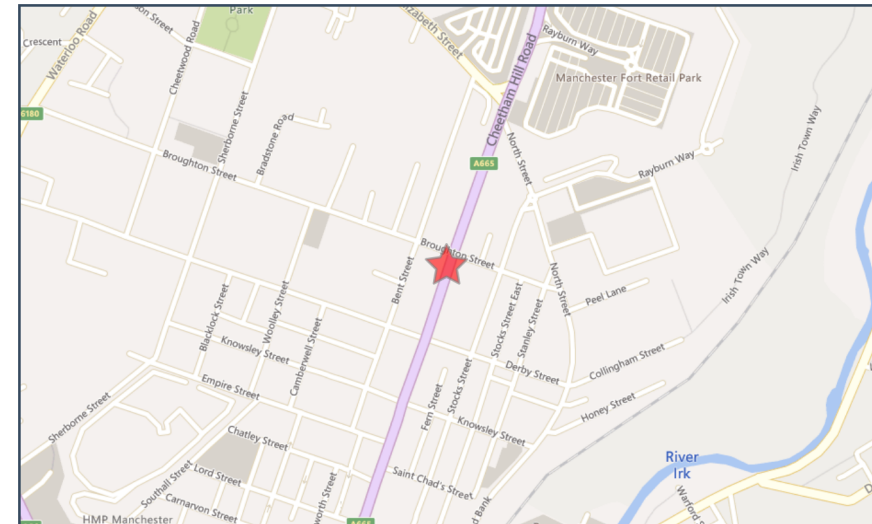
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Crash Date:	Tuesday, May 14, 2019	Time of Crash:	8:00:00 AM	Crash Reference:	201906A257099
Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	384260 399866
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	12	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	11	Male	46 - 55	Vehicle is moving off	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

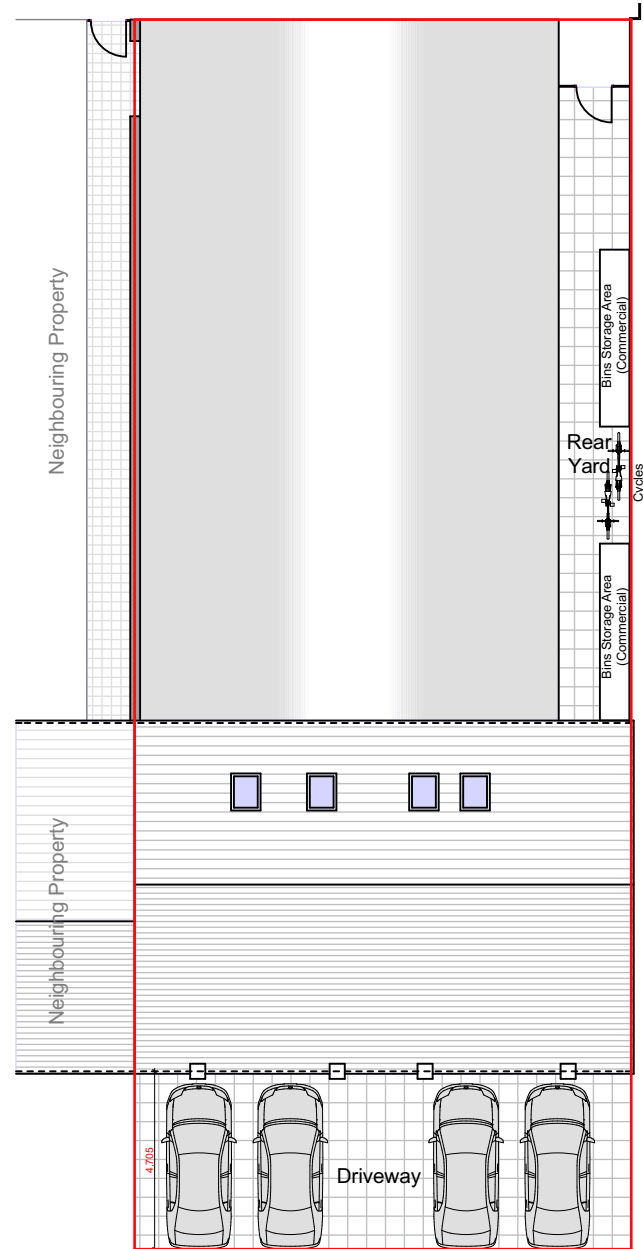
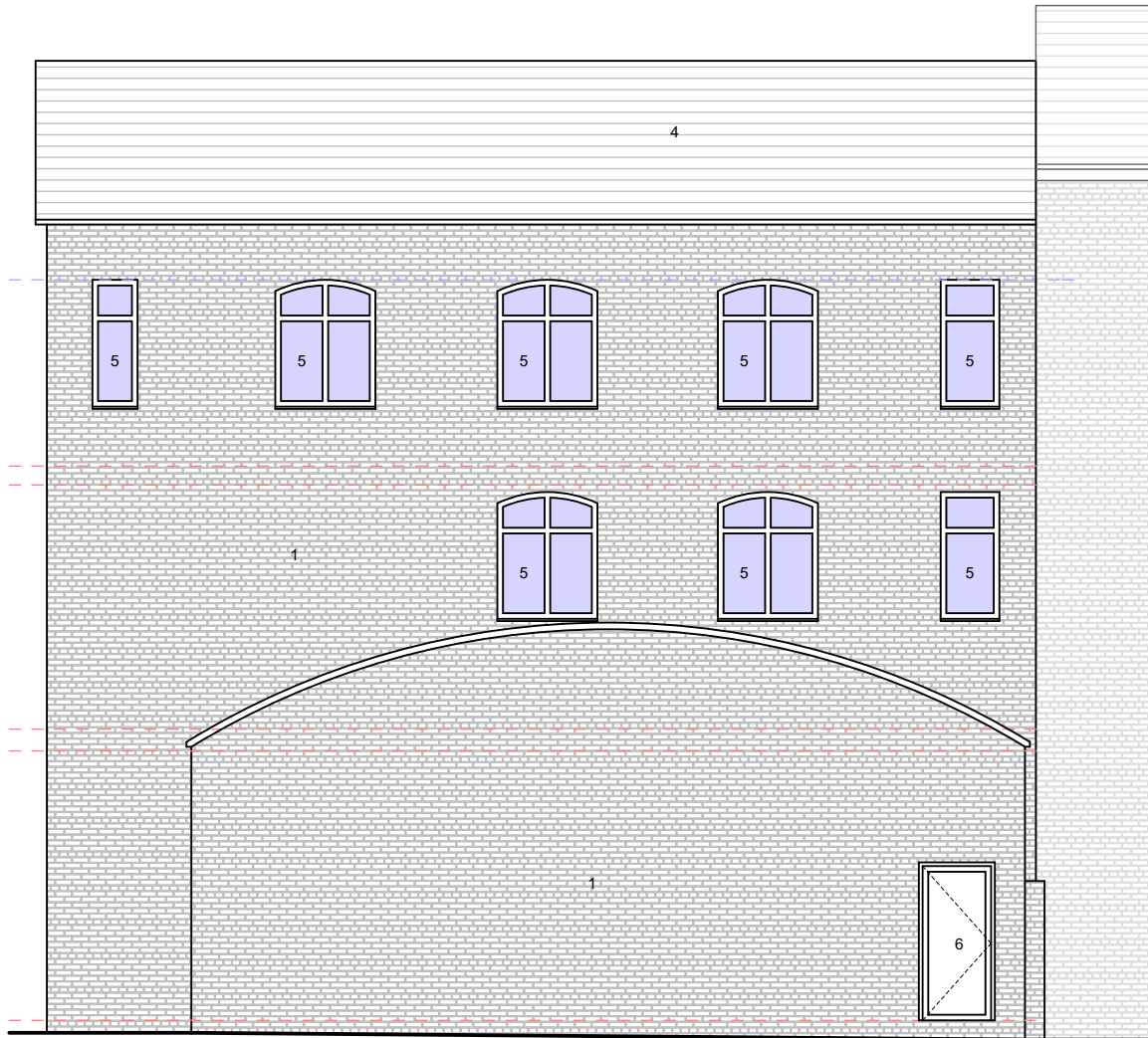
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Appendix 3 – Proposed Site Plans

PROPOSED GA FRONT ELEVATION
@1:100



PROPOSED GA REAR ELEVATION
@1:100



Cheetham Hill Road
PROPOSED GA SITE PLAN @1:200

notes

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Text Key

1. Existing brickwork
2. Existing stone cladding
3. Existing render
4. Existing slate roof tiles
5. Existing uPVC door/window



PL4	Front parking amended	18.03.21
PL3	Cycle stands added	17.03.21
PL2	Bin storages added	09.02.21
PL1	Layout amended	26.01.21
PL0	Planning Issue	02.10.20



NADA Architects Ltd
169 Kingsway
Burnage
Manchester
M19 2ND
Mob: 07974 735527
E: ahmed@nadaarchitects.com
W: www.nadaarchitects.com

D - design	PL - planning	PT - pre-tender
T - tender	P - preliminary	
C - construction	R - record	

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PROPOSED GA SITE PLAN & ELEVATIONS

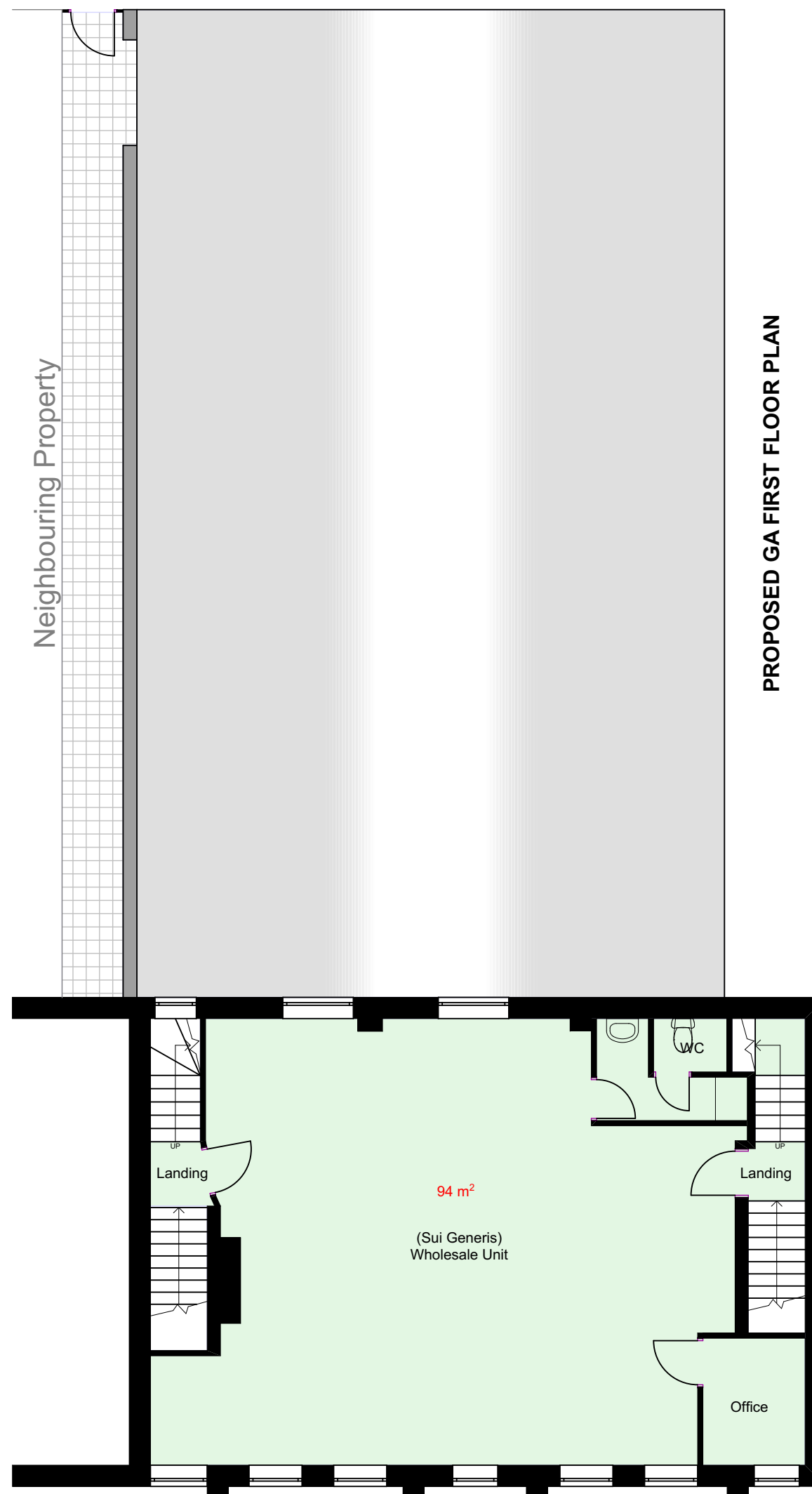
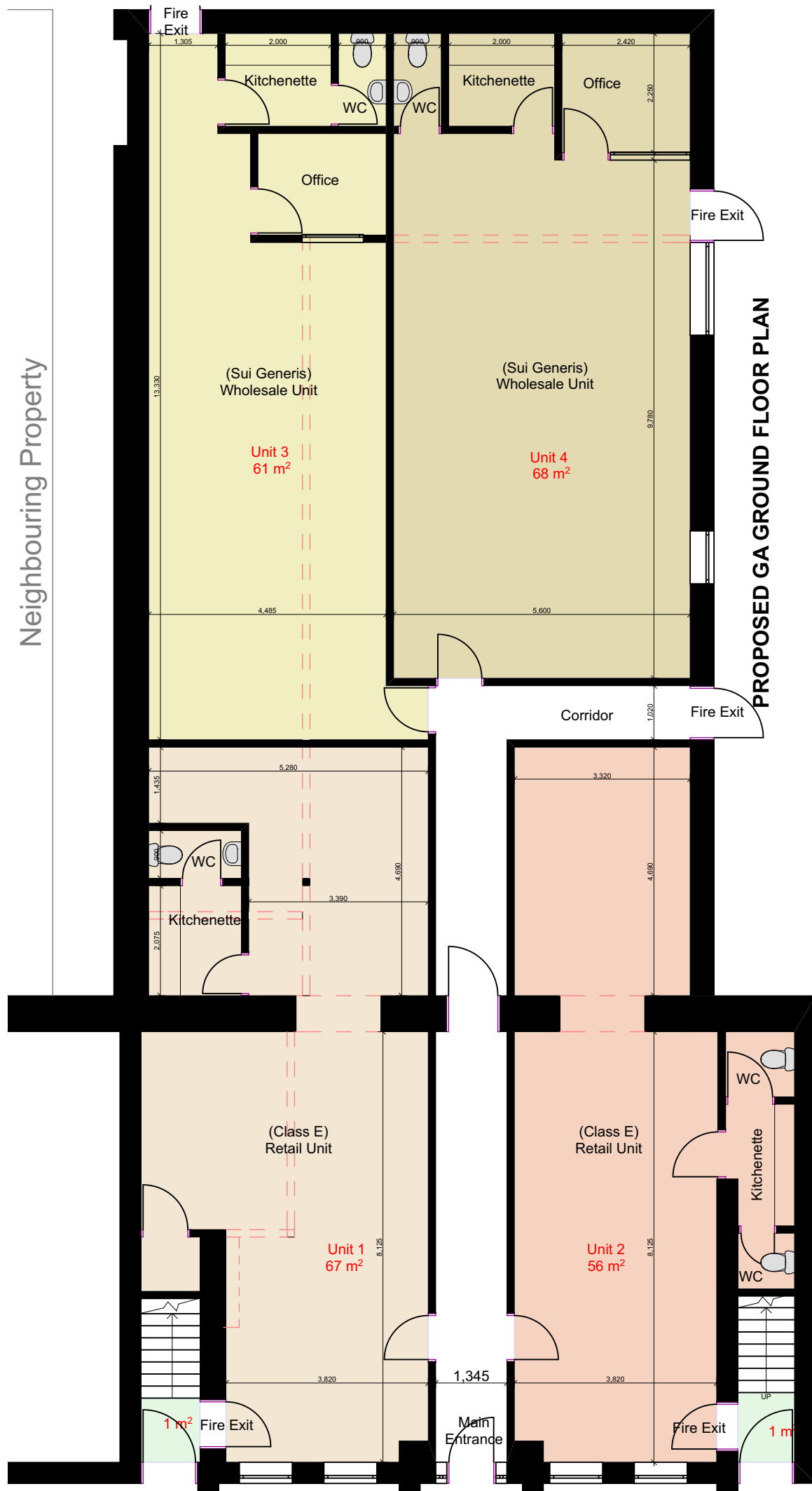
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job no	(category)	dwg no	revision
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20-786 (04)001 PL4

Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Architect. This drawing shall be read in conjunction with associated specifications and related consultant's documents.

PLANNING



notes

This drawing is subject to a detailed building and site survey, therefore no guarantee of its accuracy can be given.

This drawing has been draughted in accordance with the clients design requirements.

All areas are approximate and are subject to a detailed building and site survey and further design development.

All dimensions should be checked prior to commencement of construction on site. Measurements should not be taken off the drawing.

All dimensions shown are in millimetres (mm).

PL3	Layout amended	26.01.21
PL2	Unit labels amended	08.12.20
PL1	Unit labels added	07.12.20
PL0	Planning Issue	02.10.20

revisions



NADA Architects Ltd

169 Kingsway

Burnage

Manchester

M19 2ND

Mob: 07974 735527

E: ahmed@nadaarchitects.com

W: www.nadaarchitects.com

D - design PL - planning PT - pre-tender
T - tender P - preliminary
C - construction R - record

MR VIR VIJ

CHANGE OF USE.

160-162 CHEETHAM HILL

ROAD, MANCHESTER, M8 8LQ

PROPOSED GA FLOOR

scale	date	drawn	checked
1:100 @ A3	02.10.20	MH	AC

job no	(category) dwg no	revision
--------	-------------------	----------

20-786 (03)003 PL3

Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Architect. This drawing shall be read in conjunction with associated specifications and related consultant's documents.

PLANNING

Neighbouring Property

EXISTING GA SECOND FLOOR PLAN

Store

Store

Store

Wholesale Storage Space

99 m²

WC

Store

Store

Ridge Line

The diagram illustrates the proposed second floor plan of a building. The plan is divided into several functional areas:

- Central Area:** A large, light green rectangular area labeled "(Sui Generis) Wholesale Unit" with a total area of **99 m²**. This area is bisected by a vertical dashed line.
- Store Areas:** Surrounding the central unit are several smaller, light green rectangular areas, each labeled "Store". There are three stores on the left side and two on the right side of the central unit.
- Staircases:** Two sets of stairs are located on the left and right sides of the central unit, indicated by a series of parallel lines and arrows.
- WC:** A small area labeled "WC" (Toilet) is located on the right side of the plan, near the top right corner.
- Neighbouring Property:** A grey rectangular area at the top of the plan is labeled "Neighbouring Property".
- Proposed GA Second Floor Plan:** The title of the plan is written vertically on the right side.

All dimensions shown are in millimetres (mm).

Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Architect. This drawing shall be read in conjunction with associated specifications and related consultant's documents.

Appendix 4 – TRICS Data

Filtering Summary

Land Use	01/I	RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Selected Trip Rate Calculation Parameter Range	240-800 sqm GFA	
Actual Trip Rate Calculation Parameter Range	260-585 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 28/10/14
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
	Thursday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre) 4	
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	100,001 to 125,000	2
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-756701-210317-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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:	260 to 585 (units: sqm)
Range Selected by User:	240 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/10/14

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	4
------------------	---

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.

Secondary Filtering selection:

Use Class:

A1	1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	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:

0.6 to 1.0	2 days
1.1 to 1.5	2 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	4 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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-01-I-02	Gross floor area:	260 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	180 sqm
Location:	CHESTER		
Postcode:	CH3 5UQ	No of Employees:	28
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	10
Site(2):	CH-01-I-03	Gross floor area:	365 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	210 sqm
Location:	CHESTER		
Postcode:	CH2 1BS	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	17/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	5
Site(3):	TV-01-I-04	Gross floor area:	585 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	354 sqm
Location:	MIDDLESBROUGH		
Postcode:	TS3 0PL	No of Employees:	21
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	13
Site(4):	TW-01-I-02	Gross floor area:	540 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	410 sqm
Location:	SUNDERLAND		
Postcode:	SR3 4BX	No of Employees:	34
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/11/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	16

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	4	438	4.971	4	438	4.286	4	438	9.257
08:00 - 09:00	4	438	6.286	4	438	5.943	4	438	12.229
09:00 - 10:00	4	438	4.914	4	438	4.629	4	438	9.543
10:00 - 11:00	4	438	5.429	4	438	4.057	4	438	9.486
11:00 - 12:00	4	438	5.314	4	438	6.286	4	438	11.600
12:00 - 13:00	4	438	6.343	4	438	5.714	4	438	12.057
13:00 - 14:00	4	438	5.600	4	438	4.857	4	438	10.457
14:00 - 15:00	4	438	4.057	4	438	4.571	4	438	8.628
15:00 - 16:00	4	438	5.029	4	438	5.543	4	438	10.572
16:00 - 17:00	4	438	5.371	4	438	5.314	4	438	10.685
17:00 - 18:00	4	438	4.571	4	438	5.543	4	438	10.114
18:00 - 19:00	4	438	5.886	4	438	6.629	4	438	12.515
19:00 - 20:00	2	563	4.267	2	563	4.800	2	563	9.067
20:00 - 21:00	2	563	3.200	2	563	3.111	2	563	6.311
21:00 - 22:00	2	563	4.178	2	563	4.000	2	563	8.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			76.712			76.579			153.291

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: 260 - 585 (units: sqm)
Survey date range: 01/01/12 - 28/10/14
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	4	438	0.000	4	438	0.000	4	438	0.000
08:00 - 09:00	4	438	0.286	4	438	0.286	4	438	0.572
09:00 - 10:00	4	438	0.286	4	438	0.229	4	438	0.515
10:00 - 11:00	4	438	0.229	4	438	0.286	4	438	0.515
11:00 - 12:00	4	438	0.343	4	438	0.343	4	438	0.686
12:00 - 13:00	4	438	0.229	4	438	0.171	4	438	0.400
13:00 - 14:00	4	438	0.171	4	438	0.171	4	438	0.342
14:00 - 15:00	4	438	0.171	4	438	0.114	4	438	0.285
15:00 - 16:00	4	438	0.114	4	438	0.171	4	438	0.285
16:00 - 17:00	4	438	0.114	4	438	0.057	4	438	0.171
17:00 - 18:00	4	438	0.114	4	438	0.171	4	438	0.285
18:00 - 19:00	4	438	0.114	4	438	0.171	4	438	0.285
19:00 - 20:00	2	563	0.000	2	563	0.000	2	563	0.000
20:00 - 21:00	2	563	0.000	2	563	0.000	2	563	0.000
21:00 - 22:00	2	563	0.000	2	563	0.000	2	563	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.171			2.170			4.341

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL OGVS
 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	4	438	0.000	4	438	0.000	4	438	0.000
08:00 - 09:00	4	438	0.114	4	438	0.000	4	438	0.114
09:00 - 10:00	4	438	0.171	4	438	0.057	4	438	0.228
10:00 - 11:00	4	438	0.000	4	438	0.000	4	438	0.000
11:00 - 12:00	4	438	0.000	4	438	0.057	4	438	0.057
12:00 - 13:00	4	438	0.000	4	438	0.000	4	438	0.000
13:00 - 14:00	4	438	0.057	4	438	0.057	4	438	0.114
14:00 - 15:00	4	438	0.000	4	438	0.000	4	438	0.000
15:00 - 16:00	4	438	0.000	4	438	0.000	4	438	0.000
16:00 - 17:00	4	438	0.057	4	438	0.057	4	438	0.114
17:00 - 18:00	4	438	0.000	4	438	0.057	4	438	0.057
18:00 - 19:00	4	438	0.000	4	438	0.057	4	438	0.057
19:00 - 20:00	2	563	0.000	2	563	0.089	2	563	0.089
20:00 - 21:00	2	563	0.000	2	563	0.000	2	563	0.000
21:00 - 22:00	2	563	0.089	2	563	0.089	2	563	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.488			0.520				1.008

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL PSVS
 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	4	438	0.057	4	438	0.057	4	438	0.114
08:00 - 09:00	4	438	0.000	4	438	0.000	4	438	0.000
09:00 - 10:00	4	438	0.000	4	438	0.000	4	438	0.000
10:00 - 11:00	4	438	0.000	4	438	0.000	4	438	0.000
11:00 - 12:00	4	438	0.057	4	438	0.057	4	438	0.114
12:00 - 13:00	4	438	0.000	4	438	0.000	4	438	0.000
13:00 - 14:00	4	438	0.057	4	438	0.057	4	438	0.114
14:00 - 15:00	4	438	0.057	4	438	0.000	4	438	0.057
15:00 - 16:00	4	438	0.000	4	438	0.057	4	438	0.057
16:00 - 17:00	4	438	0.057	4	438	0.057	4	438	0.114
17:00 - 18:00	4	438	0.000	4	438	0.000	4	438	0.000
18:00 - 19:00	4	438	0.000	4	438	0.000	4	438	0.000
19:00 - 20:00	2	563	0.000	2	563	0.000	2	563	0.000
20:00 - 21:00	2	563	0.000	2	563	0.000	2	563	0.000
21:00 - 22:00	2	563	0.000	2	563	0.000	2	563	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.285			0.570

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	4	438	0.400	4	438	0.171	4	438	0.571
08:00 - 09:00	4	438	0.343	4	438	0.400	4	438	0.743
09:00 - 10:00	4	438	0.286	4	438	0.343	4	438	0.629
10:00 - 11:00	4	438	0.400	4	438	0.343	4	438	0.743
11:00 - 12:00	4	438	0.286	4	438	0.286	4	438	0.572
12:00 - 13:00	4	438	0.229	4	438	0.343	4	438	0.572
13:00 - 14:00	4	438	0.343	4	438	0.343	4	438	0.686
14:00 - 15:00	4	438	0.457	4	438	0.629	4	438	1.086
15:00 - 16:00	4	438	0.971	4	438	0.743	4	438	1.714
16:00 - 17:00	4	438	0.743	4	438	0.571	4	438	1.314
17:00 - 18:00	4	438	0.229	4	438	0.400	4	438	0.629
18:00 - 19:00	4	438	0.914	4	438	0.857	4	438	1.771
19:00 - 20:00	2	563	0.622	2	563	0.800	2	563	1.422
20:00 - 21:00	2	563	0.089	2	563	0.356	2	563	0.445
21:00 - 22:00	2	563	0.533	2	563	0.444	2	563	0.977
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.030			7.029			14.059

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLE OCCUPANTS
 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	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	4	438	6.229	4	438	5.257	4	438	11.486
08:00 - 09:00	4	438	9.257	4	438	8.057	4	438	17.314
09:00 - 10:00	4	438	6.171	4	438	5.486	4	438	11.657
10:00 - 11:00	4	438	7.029	4	438	5.029	4	438	12.058
11:00 - 12:00	4	438	6.286	4	438	7.771	4	438	14.057
12:00 - 13:00	4	438	8.171	4	438	7.143	4	438	15.314
13:00 - 14:00	4	438	6.743	4	438	6.114	4	438	12.857
14:00 - 15:00	4	438	5.257	4	438	6.114	4	438	11.371
15:00 - 16:00	4	438	6.857	4	438	7.143	4	438	14.000
16:00 - 17:00	4	438	7.200	4	438	7.200	4	438	14.400
17:00 - 18:00	4	438	5.943	4	438	8.114	4	438	14.057
18:00 - 19:00	4	438	8.629	4	438	9.200	4	438	17.829
19:00 - 20:00	2	563	6.667	2	563	7.911	2	563	14.578
20:00 - 21:00	2	563	4.800	2	563	4.622	2	563	9.422
21:00 - 22:00	2	563	5.511	2	563	5.333	2	563	10.844
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			102.231			101.975			204.206

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	4	438	5.086	4	438	3.600	4	438	8.686
08:00 - 09:00	4	438	11.143	4	438	11.714	4	438	22.857
09:00 - 10:00	4	438	8.857	4	438	7.543	4	438	16.400
10:00 - 11:00	4	438	8.343	4	438	7.371	4	438	15.714
11:00 - 12:00	4	438	8.686	4	438	9.200	4	438	17.886
12:00 - 13:00	4	438	11.714	4	438	11.257	4	438	22.971
13:00 - 14:00	4	438	9.086	4	438	8.400	4	438	17.486
14:00 - 15:00	4	438	8.914	4	438	8.514	4	438	17.428
15:00 - 16:00	4	438	11.200	4	438	12.571	4	438	23.771
16:00 - 17:00	4	438	9.314	4	438	9.714	4	438	19.028
17:00 - 18:00	4	438	7.143	4	438	7.943	4	438	15.086
18:00 - 19:00	4	438	7.143	4	438	8.343	4	438	15.486
19:00 - 20:00	2	563	6.133	2	563	6.133	2	563	12.266
20:00 - 21:00	2	563	5.778	2	563	7.022	2	563	12.800
21:00 - 22:00	2	563	4.178	2	563	4.978	2	563	9.156
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			126.977			127.636			254.613

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	4	438	0.114	4	438	0.400	4	438	0.514
08:00 - 09:00	4	438	0.114	4	438	1.086	4	438	1.200
09:00 - 10:00	4	438	0.171	4	438	0.114	4	438	0.285
10:00 - 11:00	4	438	0.114	4	438	0.343	4	438	0.457
11:00 - 12:00	4	438	0.857	4	438	1.086	4	438	1.943
12:00 - 13:00	4	438	0.857	4	438	0.743	4	438	1.600
13:00 - 14:00	4	438	0.629	4	438	0.286	4	438	0.915
14:00 - 15:00	4	438	0.400	4	438	0.171	4	438	0.571
15:00 - 16:00	4	438	1.257	4	438	0.229	4	438	1.486
16:00 - 17:00	4	438	0.629	4	438	0.229	4	438	0.858
17:00 - 18:00	4	438	0.629	4	438	0.343	4	438	0.972
18:00 - 19:00	4	438	0.171	4	438	0.171	4	438	0.342
19:00 - 20:00	2	563	0.533	2	563	0.178	2	563	0.711
20:00 - 21:00	2	563	0.089	2	563	0.267	2	563	0.356
21:00 - 22:00	2	563	0.356	2	563	0.356	2	563	0.712
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		7.661			7.113			14.774	

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL RAIL PASSENGERS
 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	4	438	0.114	4	438	0.057	4	438	0.171
08:00 - 09:00	4	438	0.057	4	438	0.057	4	438	0.114
09:00 - 10:00	4	438	0.057	4	438	0.057	4	438	0.114
10:00 - 11:00	4	438	0.000	4	438	0.000	4	438	0.000
11:00 - 12:00	4	438	0.000	4	438	0.000	4	438	0.000
12:00 - 13:00	4	438	0.057	4	438	0.057	4	438	0.114
13:00 - 14:00	4	438	0.229	4	438	0.171	4	438	0.400
14:00 - 15:00	4	438	0.000	4	438	0.000	4	438	0.000
15:00 - 16:00	4	438	0.000	4	438	0.114	4	438	0.114
16:00 - 17:00	4	438	0.000	4	438	0.000	4	438	0.000
17:00 - 18:00	4	438	0.000	4	438	0.000	4	438	0.000
18:00 - 19:00	4	438	0.114	4	438	0.114	4	438	0.228
19:00 - 20:00	2	563	0.000	2	563	0.000	2	563	0.000
20:00 - 21:00	2	563	0.000	2	563	0.000	2	563	0.000
21:00 - 22:00	2	563	0.000	2	563	0.000	2	563	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.628			0.627			1.255

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL COACH PASSENGERS
 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	4	438	0.057	4	438	0.057	4	438	0.114
08:00 - 09:00	4	438	0.000	4	438	0.000	4	438	0.000
09:00 - 10:00	4	438	0.000	4	438	0.000	4	438	0.000
10:00 - 11:00	4	438	0.000	4	438	0.000	4	438	0.000
11:00 - 12:00	4	438	0.057	4	438	0.057	4	438	0.114
12:00 - 13:00	4	438	0.000	4	438	0.000	4	438	0.000
13:00 - 14:00	4	438	0.057	4	438	0.057	4	438	0.114
14:00 - 15:00	4	438	0.000	4	438	0.000	4	438	0.000
15:00 - 16:00	4	438	0.000	4	438	0.000	4	438	0.000
16:00 - 17:00	4	438	0.000	4	438	0.000	4	438	0.000
17:00 - 18:00	4	438	0.000	4	438	0.000	4	438	0.000
18:00 - 19:00	4	438	0.000	4	438	0.000	4	438	0.000
19:00 - 20:00	2	563	0.000	2	563	0.000	2	563	0.000
20:00 - 21:00	2	563	0.000	2	563	0.000	2	563	0.000
21:00 - 22:00	2	563	0.000	2	563	0.000	2	563	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.171			0.342

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	4	438	0.286	4	438	0.514	4	438	0.800
08:00 - 09:00	4	438	0.171	4	438	1.143	4	438	1.314
09:00 - 10:00	4	438	0.229	4	438	0.171	4	438	0.400
10:00 - 11:00	4	438	0.114	4	438	0.343	4	438	0.457
11:00 - 12:00	4	438	0.914	4	438	1.143	4	438	2.057
12:00 - 13:00	4	438	0.914	4	438	0.800	4	438	1.714
13:00 - 14:00	4	438	0.914	4	438	0.514	4	438	1.428
14:00 - 15:00	4	438	0.400	4	438	0.171	4	438	0.571
15:00 - 16:00	4	438	1.257	4	438	0.343	4	438	1.600
16:00 - 17:00	4	438	0.629	4	438	0.229	4	438	0.858
17:00 - 18:00	4	438	0.629	4	438	0.343	4	438	0.972
18:00 - 19:00	4	438	0.286	4	438	0.286	4	438	0.572
19:00 - 20:00	2	563	0.533	2	563	0.178	2	563	0.711
20:00 - 21:00	2	563	0.089	2	563	0.267	2	563	0.356
21:00 - 22:00	2	563	0.356	2	563	0.356	2	563	0.712
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	8.462			7.912			16.374		

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
 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	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	4	438	12.000	4	438	9.543	4	438	21.543
08:00 - 09:00	4	438	20.914	4	438	21.314	4	438	42.228
09:00 - 10:00	4	438	15.543	4	438	13.543	4	438	29.086
10:00 - 11:00	4	438	15.886	4	438	13.086	4	438	28.972
11:00 - 12:00	4	438	16.171	4	438	18.400	4	438	34.571
12:00 - 13:00	4	438	21.029	4	438	19.543	4	438	40.572
13:00 - 14:00	4	438	17.086	4	438	15.371	4	438	32.457
14:00 - 15:00	4	438	15.029	4	438	15.429	4	438	30.458
15:00 - 16:00	4	438	20.286	4	438	20.800	4	438	41.086
16:00 - 17:00	4	438	17.886	4	438	17.714	4	438	35.600
17:00 - 18:00	4	438	13.943	4	438	16.800	4	438	30.743
18:00 - 19:00	4	438	16.971	4	438	18.686	4	438	35.657
19:00 - 20:00	2	563	13.956	2	563	15.022	2	563	28.978
20:00 - 21:00	2	563	10.756	2	563	12.267	2	563	23.023
21:00 - 22:00	2	563	10.578	2	563	11.111	2	563	21.689
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			244.701			244.555			489.256

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.*

End

Inside Back Cover



Modal Highway Consultants Ltd.
Hagg End Farm
Crook
Kendal, Cumbria LA8 9HS

Tel: 015398 86015
Mob: 07903 034 743
email: enquiries@modaltp.com
website: www.modaltp.com