

Highway Technical Note
Date: 8th December 2020

Planning ref: 128054/FO/2020

Subject: Temporary Change of use for a period of 5 years at Units 12-16 to mixed use Class B8 (storage and distribution); and at Units 17-18 to use class B2 (Microbrewery) and class B8 (storage and distribution).

This Technical Note provides additional information to address comments raised by Manchester City Council (MCC) in their consultation response for the above application.

MCC: Highways seek further information on periods and scale of peak trip activity for the proposed use(s), together with appropriate modal trip assumptions, sufficient to demonstrate adequacy of existing on-site and adjacent on-street car parking.

Table 1 and **2** provides the trip generations for the full day and car parking accumulations using the TRICS data contained in the Transport Assessment for Industrial and warehousing uses respectively.

The tables show that the maximum car parking demands are 43 and 33 for the industrial and warehousing uses respectively. The site has 52 car parking spaces, therefore, the car park is able to accommodate the estimated parking demand.

Table 1: Trip Generation and Car Parking Accumulation (Industrial)

Time Range	Trip Rates			Trip Generation			Car Parking
	Arr	Dep	Total	Arr	Dep	Total	Accumulation
00:00-00:30	0	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0	0
03:30-04:00	0	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0	0
05:00-05:30	0	0	0	0	0	0	0
05:30-06:00	0	0	0	0	0	0	0
06:00-06:30	0.125	0	0.125	5	0	5	5
06:30-07:00	0.19	0.02	0.21	8	1	9	12
07:00-07:30	0.099	0.023	0.122	4	1	5	15
07:30-08:00	0.194	0.02	0.214	8	1	9	22
08:00-08:30	0.274	0.032	0.306	11	1	13	32
08:30-09:00	0.183	0.035	0.218	8	1	9	38

09:00-09:30	0.109	0.043	0.152	4	2	6	41
09:30-10:00	0.084	0.066	0.15	3	3	6	42
10:00-10:30	0.067	0.047	0.114	3	2	5	43
10:30-11:00	0.064	0.053	0.117	3	2	5	43
11:00-11:30	0.049	0.05	0.099	2	2	4	43
11:30-12:00	0.046	0.052	0.098	2	2	4	43
12:00-12:30	0.073	0.087	0.16	3	4	7	42
12:30-13:00	0.073	0.084	0.157	3	3	6	42
13:00-13:30	0.085	0.086	0.171	3	4	7	42
13:30-14:00	0.104	0.062	0.166	4	3	7	43
14:00-14:30	0.068	0.103	0.171	3	4	7	42
14:30-15:00	0.065	0.075	0.14	3	3	6	42
15:00-15:30	0.041	0.106	0.147	2	4	6	39
15:30-16:00	0.05	0.081	0.131	2	3	5	38
16:00-16:30	0.046	0.156	0.202	2	6	8	33
16:30-17:00	0.037	0.183	0.22	2	8	9	27
17:00-17:30	0.032	0.145	0.177	1	6	7	23
17:30-18:00	0.027	0.237	0.264	1	10	11	14
18:00-18:30	0.018	0.126	0.144	1	5	6	9
18:30-19:00	0.008	0.037	0.045	0	2	2	8
19:00-19:30	0.035	0.044	0.079	1	2	3	8
19:30-20:00	0.009	0.088	0.097	0	4	4	5
20:00-20:30	0	0	0	0	0	0	5
20:30-21:00	0	0	0	0	0	0	5
21:00-21:30	0	0	0	0	0	0	5
21:30-22:00	0	0	0	0	0	0	5
22:00-22:30	0	0	0	0	0	0	5
22:30-23:00	0	0	0	0	0	0	5
23:00-23:30	0	0	0	0	0	0	5
23:30-24:00	0	0	0	0	0	0	5
Daily Trip Rates:	2.255	2.141	4.396	93	88	181	

Table 2: Trip Generation and Car Parking Accumulation (Warehousing)

Time Range	Trip Rates			Trip Generation			Car Parking
	Arr	Dep	Total	Arr	Dep	Total	Accumulation
00:00-00:30	0	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0	0

03:30-04:00	0	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0	0
05:00-05:30	0.081	0.044	0.125	3	2	5	2
05:30-06:00	0.213	0.088	0.301	9	4	12	7
06:00-06:30	0.147	0.118	0.265	6	5	11	8
06:30-07:00	0.317	0.081	0.398	13	3	16	18
07:00-07:30	0.132	0.079	0.211	5	3	9	20
07:30-08:00	0.166	0.081	0.247	7	3	10	23
08:00-08:30	0.125	0.103	0.228	5	4	9	24
08:30-09:00	0.167	0.07	0.237	7	3	10	28
09:00-09:30	0.125	0.063	0.188	5	3	8	31
09:30-10:00	0.123	0.072	0.195	5	3	8	33
10:00-10:30	0.086	0.086	0.172	4	4	7	33
10:30-11:00	0.094	0.09	0.184	4	4	8	33
11:00-11:30	0.094	0.097	0.191	4	4	8	33
11:30-12:00	0.096	0.103	0.199	4	4	8	32
12:00-12:30	0.086	0.085	0.171	4	3	7	33
12:30-13:00	0.096	0.079	0.175	4	3	7	33
13:00-13:30	0.092	0.101	0.193	4	4	8	33
13:30-14:00	0.107	0.121	0.228	4	5	9	32
14:00-14:30	0.07	0.114	0.184	3	5	8	30
14:30-15:00	0.096	0.103	0.199	4	4	8	30
15:00-15:30	0.086	0.121	0.207	4	5	9	29
15:30-16:00	0.066	0.085	0.151	3	3	6	28
16:00-16:30	0.09	0.145	0.235	4	6	10	26
16:30-17:00	0.055	0.121	0.176	2	5	7	23
17:00-17:30	0.088	0.186	0.274	4	8	11	19
17:30-18:00	0.057	0.134	0.191	2	6	8	16
18:00-18:30	0.044	0.127	0.171	2	5	7	12
18:30-19:00	0.034	0.064	0.098	1	3	4	11
19:00-19:30	0.081	0.162	0.243	3	7	10	8
19:30-20:00	0.037	0.074	0.111	2	3	5	6
20:00-20:30	0.022	0.044	0.066	1	2	3	5
20:30-21:00	0.081	0.052	0.133	3	2	5	7
21:00-21:30	0	0	0	0	0	0	7
21:30-22:00	0	0	0	0	0	0	7
22:00-22:30	0	0	0	0	0	0	7
22:30-23:00	0	0	0	0	0	0	7
23:00-23:30	0	0	0	0	0	0	7
23:30-24:00	0	0	0	0	0	0	7
Daily Trip Rates:	3.254	3.093	6.347	134	127	261	

In order to ascertain the mode of travel to work, the middle layer super output area (MSOA) census data for Piccadilly and Ancoats (E02006912) has been obtained to show the travel to work modal split. **Table 3** shows that only 18% are drivers to work, whilst the rest travel by sustainable modes.

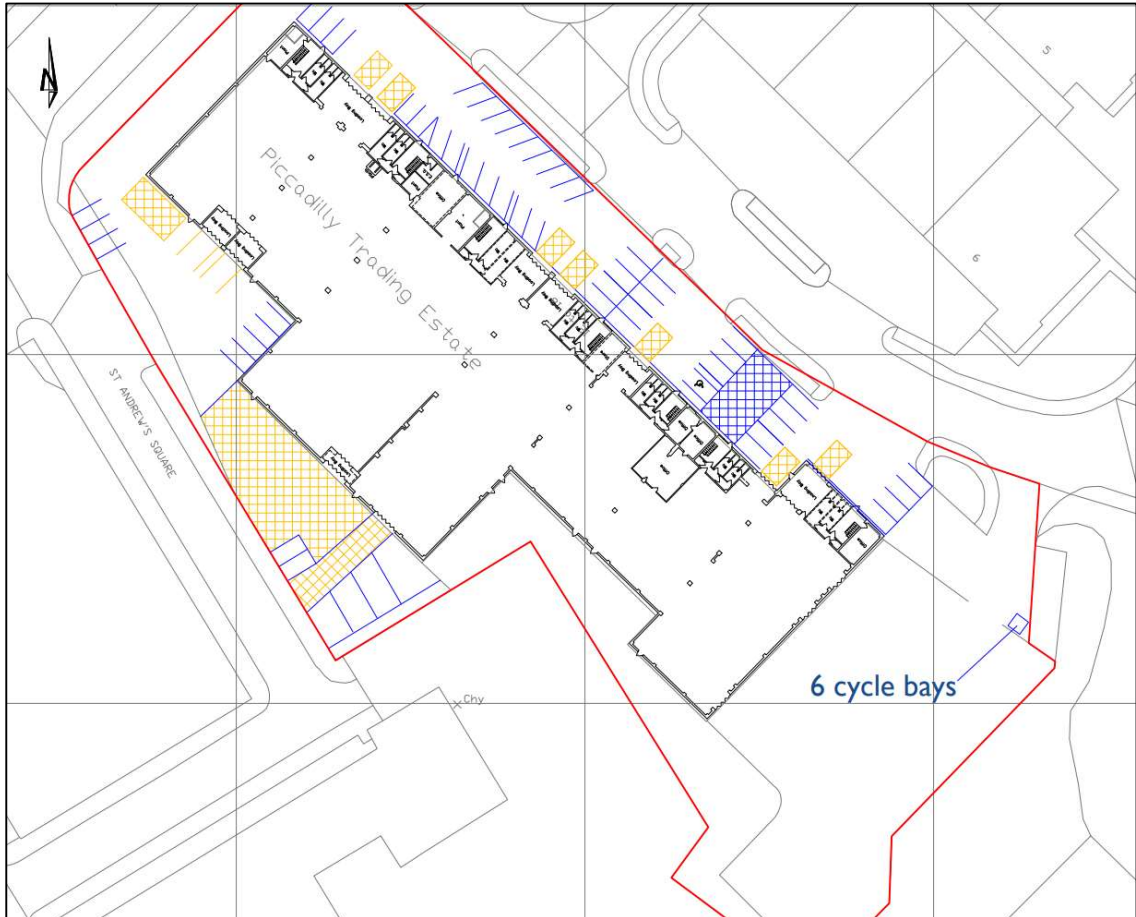
Table 3: Travel to Work Data for Piccadilly and Ancoats

2011 Census	
Driving a car or van	18%
Passenger in a car or van	2%
Bicycle	2%
On foot	47%
Motorcycle	0%
Bus, minibuss or coach	10%
Train	12%
Tram	4%
Taxi	0%
Working mainly from home	4%
Other	0%
Total	100%

MCC: Cycle parking is required.

6 cycle spaces are now proposed within the site. **Figure 1** shows an extract of the cycle parking location. **Appendix A** provides the full drawing.

Figure 1: Cycle parking location



MCC: A travel plan is required

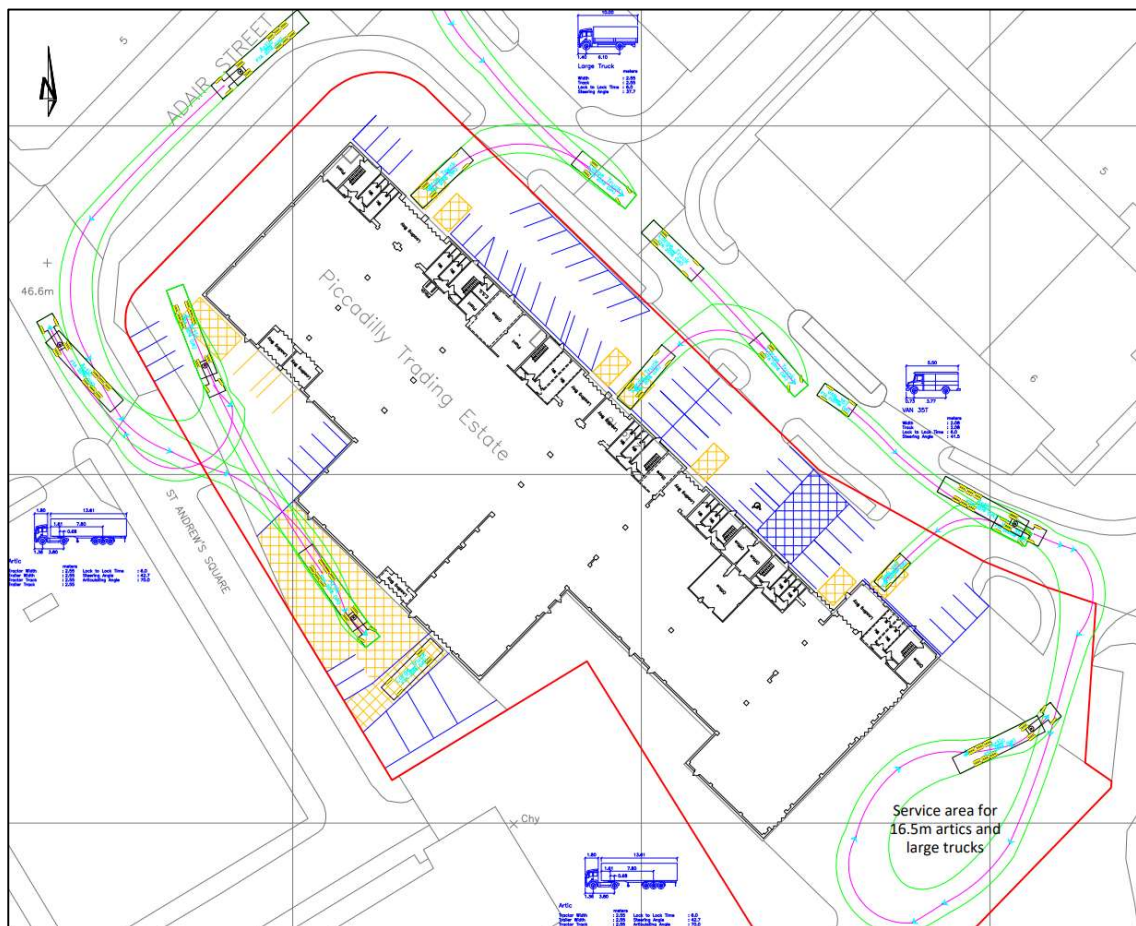
A travel plan has now been prepared for the site.

MCC: Further information regarding trip levels and servicing forecasts is required.

Details required regarding effect on highway. (Highways seek clarification on the estimated daily quantum of operational deliveries expected by vehicle size / access location).

Figure 2 shows an extract of the updated tracking plan. **Appendix B** provides the full drawing. There is a designated service area to the southeast of the site which allows for large trucks and artic vehicles to service the site. Transit type vans can access the site from various access locations whilst larger service vehicles can also access the site via the west access.

Figure 2: Service Vehicle Tracking



Tables 4 and 5 provides the goods vehicles trip generation estimates for the full day using the TRICS data contained in the Transport Assessment for Industrial and warehousing use. The impact on the highway network would be minimal.

Table 4: Goods Vehicles Trip Generation (Industrial)

Time Range	Trip Rates			Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total
00:00-00:30	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0
03:30-04:00	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0
05:00-05:30	0	0	0	0	0	0
05:30-06:00	0	0	0	0	0	0
06:00-06:30	0	0	0	0	0	0
06:30-07:00	0	0	0	0	0	0
07:00-07:30	0.008	0.003	0.011	0	0	0
07:30-08:00	0.006	0.009	0.015	0	0	1
08:00-08:30	0.008	0.007	0.015	0	0	1
08:30-09:00	0.014	0.008	0.022	1	0	1
09:00-09:30	0.014	0.014	0.028	1	1	1
09:30-10:00	0.014	0.012	0.026	1	0	1
10:00-10:30	0.014	0.016	0.03	1	1	1
10:30-11:00	0.014	0.012	0.026	1	0	1
11:00-11:30	0.007	0.013	0.02	0	1	1
11:30-12:00	0.013	0.013	0.026	1	1	1
12:00-12:30	0.015	0.018	0.033	1	1	1
12:30-13:00	0.011	0.013	0.024	0	1	1
13:00-13:30	0.016	0.013	0.029	1	1	1
13:30-14:00	0.011	0.007	0.018	0	0	1
14:00-14:30	0.012	0.004	0.016	0	0	1
14:30-15:00	0.006	0.008	0.014	0	0	1
15:00-15:30	0.005	0.009	0.014	0	0	1
15:30-16:00	0.008	0.004	0.012	0	0	0
16:00-16:30	0.006	0.011	0.017	0	0	1
16:30-17:00	0.001	0.006	0.007	0	0	0
17:00-17:30	0.003	0.001	0.004	0	0	0
17:30-18:00	0	0.001	0.001	0	0	0

18:00-18:30	0	0.001	0.001	0	0	0
18:30-19:00	0.001	0	0.001	0	0	0
19:00-19:30	0	0	0	0	0	0
19:30-20:00	0	0	0	0	0	0
20:00-20:30	0	0	0	0	0	0
20:30-21:00	0	0	0	0	0	0
21:00-21:30	0	0	0	0	0	0
21:30-22:00	0	0	0	0	0	0
22:00-22:30	0	0	0	0	0	0
22:30-23:00	0	0	0	0	0	0
23:00-23:30	0	0	0	0	0	0
23:30-24:00	0	0	0	0	0	0
Daily Trip Rates:	0.207	0.203	0.41	9	8	17

Table 5: Goods Vehicles Trip Generation (Warehousing)

Time Range	Trip Rates			Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total
00:00-00:30	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0
03:30-04:00	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0
05:00-05:30	0.015	0.022	0.037	1	1	2
05:30-06:00	0.044	0.066	0.11	2	3	5
06:00-06:30	0.037	0.074	0.111	2	3	5
06:30-07:00	0.044	0.052	0.096	2	2	4
07:00-07:30	0.033	0.042	0.075	1	2	3
07:30-08:00	0.02	0.042	0.062	1	2	3
08:00-08:30	0.026	0.05	0.076	1	2	3
08:30-09:00	0.033	0.033	0.066	1	1	3
09:00-09:30	0.028	0.026	0.054	1	1	2
09:30-10:00	0.042	0.015	0.057	2	1	2
10:00-10:30	0.046	0.035	0.081	2	1	3
10:30-11:00	0.042	0.028	0.07	2	1	3
11:00-11:30	0.055	0.05	0.105	2	2	4
11:30-12:00	0.028	0.028	0.056	1	1	2
12:00-12:30	0.04	0.026	0.066	2	1	3

12:30-13:00	0.031	0.015	0.046	1	1	2
13:00-13:30	0.028	0.031	0.059	1	1	2
13:30-14:00	0.028	0.042	0.07	1	2	3
14:00-14:30	0.028	0.028	0.056	1	1	2
14:30-15:00	0.029	0.031	0.06	1	1	2
15:00-15:30	0.037	0.04	0.077	2	2	3
15:30-16:00	0.031	0.02	0.051	1	1	2
16:00-16:30	0.044	0.039	0.083	2	2	3
16:30-17:00	0.031	0.022	0.053	1	1	2
17:00-17:30	0.046	0.017	0.063	2	1	3
17:30-18:00	0.04	0.039	0.079	2	2	3
18:00-18:30	0.019	0.023	0.042	1	1	2
18:30-19:00	0.026	0.011	0.037	1	0	2
19:00-19:30	0.007	0.059	0.066	0	2	3
19:30-20:00	0.007	0.029	0.036	0	1	1
20:00-20:30	0.015	0.029	0.044	1	1	2
20:30-21:00	0.007	0.029	0.036	0	1	1
21:00-21:30	0	0	0	0	0	0
21:30-22:00	0	0	0	0	0	0
22:00-22:30	0	0	0	0	0	0
22:30-23:00	0	0	0	0	0	0
23:00-23:30	0	0	0	0	0	0
23:30-24:00	0	0	0	0	0	0
Daily Trip Rates:	0.987	1.093	2.08	41	45	85