

Transport Statement

**Proposed Change of Use and Alterations to Existing Car
Showroom to form a Non-Food Retail Unit
218 Bury New Road, Manchester**

August 2020

Doc Ref: LB/200496/TS/0

Prepared by: LB

Checked by: MD

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	14/08/20	Planning	LB	MD

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed to provide highway, traffic and transport advice in connection with a planning application for the proposed change of use and alterations to an existing car showroom to form a non-food retail unit at 218 Bury New Road, Manchester.

Purpose and Structure of Report

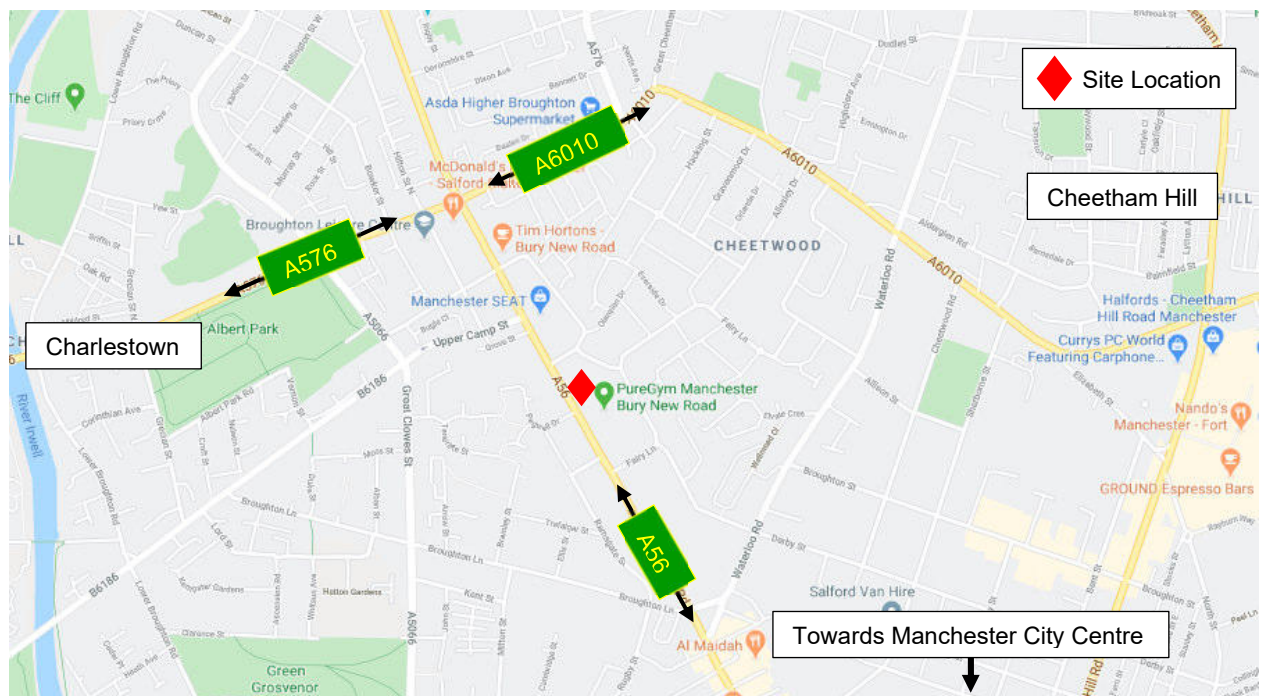
- 1.2 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.3 The TS has been prepared in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location and Composition

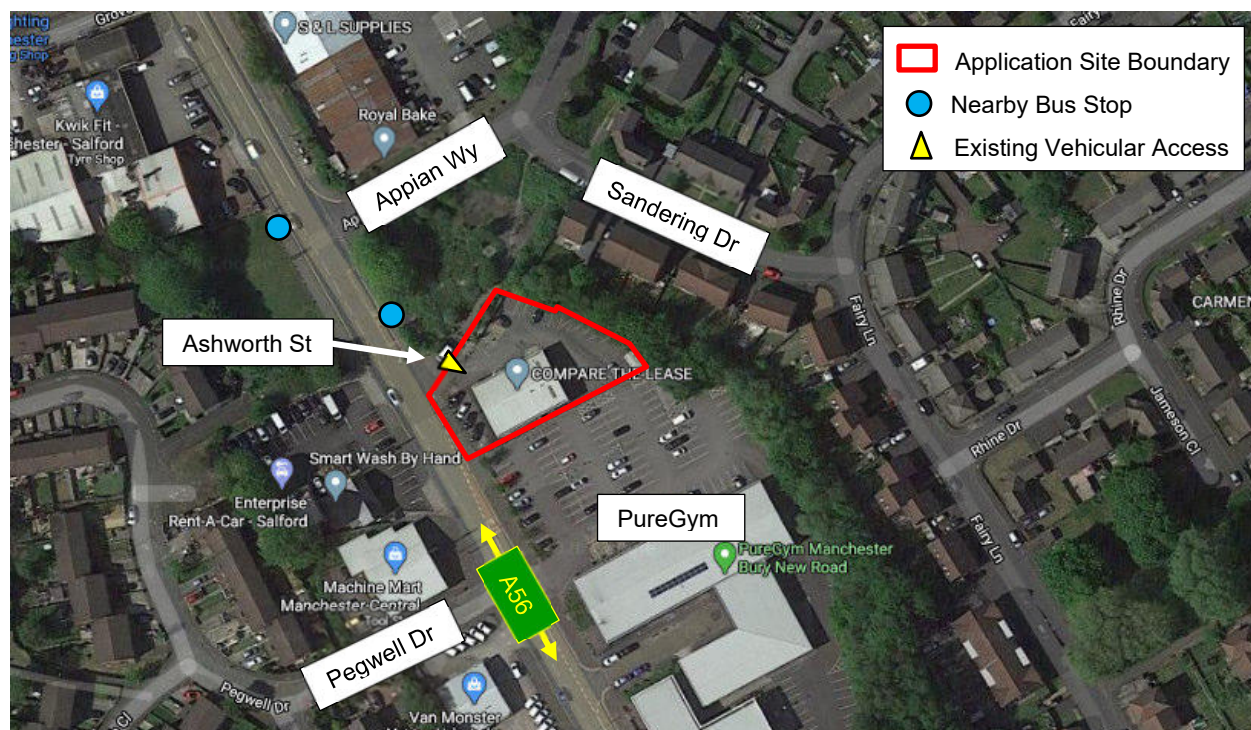
- 2.1 The application site is located approximately 1.6km to the north-west of Manchester City Centre.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:-

Figure 2.1 – Site Location – Wider Highway Network



2.3 The site location in a more local context is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



- 2.4 The surrounding area is an established motor trade and retail area.
- 2.5 The application site is bounded by residential dwellings to the north-east, the Pure Gym car park to the south-east, the A56 Bury New Road to the south-west and Ashworth Street to the north-west.
- 2.6 The site comprises a former used car sales business including a car display area, a garage workshop, an office, reception space and car parking area. The existing building has a GIA of approx. 288 sqm.
- 2.7 Vehicular access to the site is provided via a simple priority access located along Ashworth Street, immediately to the east of the A56 Bury New Road / Ashworth Street junction.

Local Transport Network

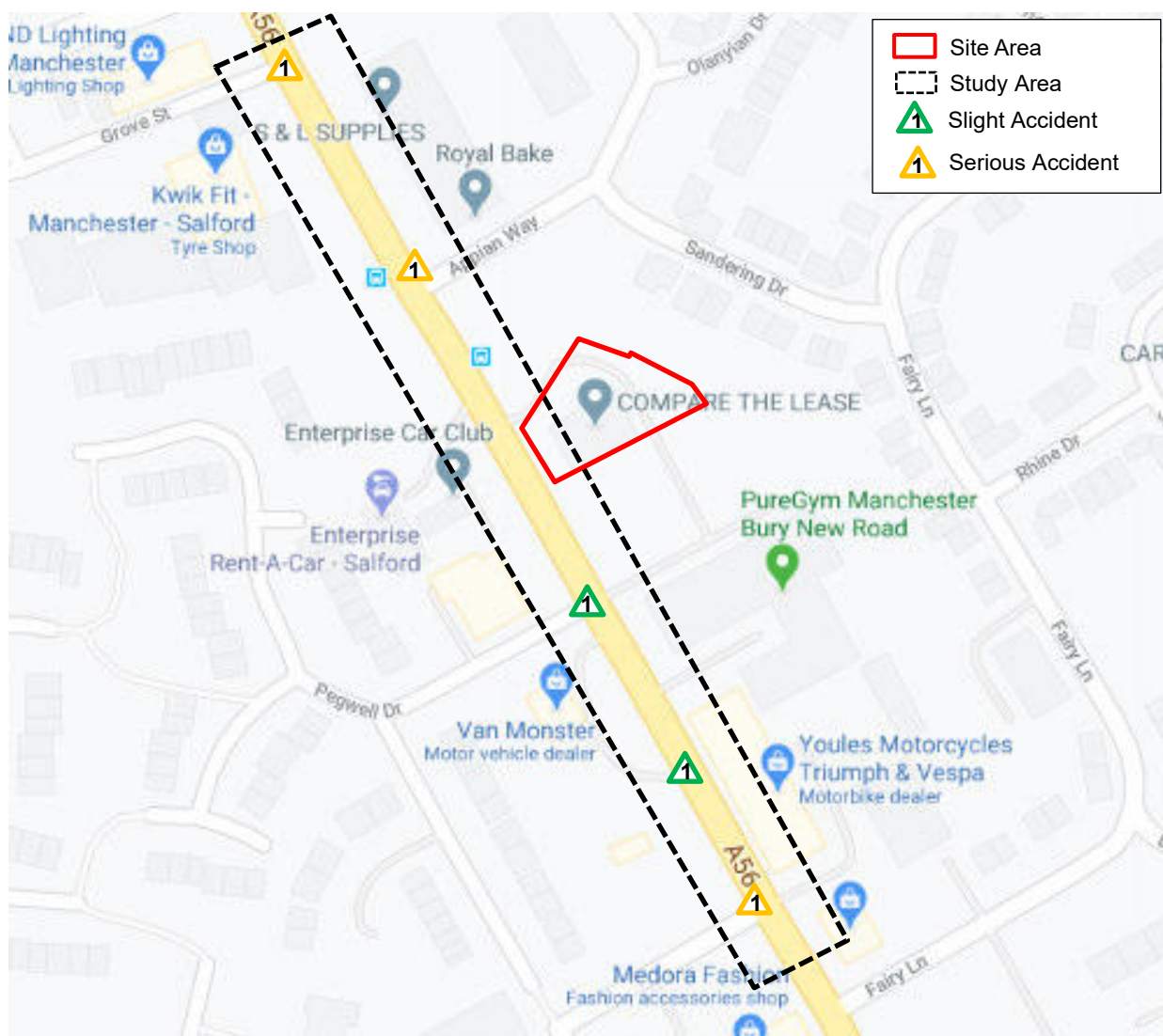
- 2.8 Ashworth Street is located along the north-western boundary of the site and is a minor access road that primarily serves the application site access but also provides pedestrian access to Sandering Drive.

-
- 2.9 The A56 Bury New Road is located along the south-western boundary of the site and is a main arterial route between Manchester City Centre to the south and Bury Town Centre to the north via Whitefield, Prestwich and Junction 17 of the M60.
- 2.10 Within the vicinity of the site, the A56 Bury New Road has a carriageway width of approximately 9.8m – 10.5m and benefits from footways and street lighting on both sides of the carriageway.
- 2.11 Within the vicinity of the site, the A56 Bury New Road includes a shared bus/taxi/cycle lane in the southbound direction and is subject to double yellow ‘no parking at any time’ traffic regulation orders (TROs). In this area, the A56 Bury New Road is subject to a mandatory speed limit of 30mph.
- 2.12 The A56 Bury New Road / Ashworth Street junction takes the form of a priority T-junction with the A56 Bury New Road forming the major arms and Ashworth Street the minor arm.
- 2.13 The nearest bus stops are located immediately to the north-west of the application site along the A56 Bury New Road. These bus stops are served by an hourly bus service which provides direct access to Manchester Shudehill. Further information on public transport is provided in Chapter 4.

Road Safety

- 2.14 The Planning Practice Guidance (PPG) ‘Transport evidence bases in plan making and decision taking’ document states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31st December 2019. The location and severity of the accidents is shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Plan



Source: Crashmap

2.16 The key points from the accident data analysis are as follows:

- No accidents occurred along the sites frontage along either the A56 Bury New Road or Ashworth Street;
- One accident occurred at the A56 Bury New Road/Grove Street junction which was of serious severity;
- One accident occurred at the A56 Bury New Road/Appian Way junction which was of serious severity;
- One accident occurred at the A56 Bury New Road/Pegwell Drive junction which was of slight severity;

- One accident occurred at the A56 Bury New Road/Willerby Road junction which was of serious severity; and
- One accident occurred along the A56 Bury New Road which was of slight severity.

2.17 Whilst any accident is regrettable, given no accidents occurred along the sites frontage and given the relatively low number of accidents which have occurred within the study area, each at different locations, the accident record does not lead to any significant concerns or demonstrate any discernible pattern that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The application is for the change the use of the existing “sui generis” car showroom/workshop use to a non-food retail outlet (Use Class A1) and the design proposals put forward involve the reuse of the existing available floor space without undertaking any major alterations.
- 3.2 The renovated building will have a total GIA of 281 sqm and the development proposals are shown on the site layout plan presented in **Appendix A**.
- 3.3 The majority of sales associated with the proposals, including customers and market trade will be handled online. Trips associated with customers will be those collecting their order although some trips will include customers browsing at the outlet. Trips associated with market trade will include delivery vehicles (no larger than a 7.5 ton box van) and collections/deliveries will be arranged to take place during off-peak hours.

Proposed Access Arrangements

- 3.4 Vehicular access to the development will continue to be provided from the existing access along Ashworth Street and the access arrangement is shown on Drawing Number SCP/200496/P01 presented in **Appendix B**.
- 3.5 The A56 Bury New Road / Ashworth Street junction provides visibility splays that have an ‘x’ (minor arm setback distance) of 2.4m and a ‘y’ (major road visibility) distance of over 43m in both directions, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road.
- 3.6 Pedestrian and cycle access to the site will continue to be provided at the same location as the vehicular access.

Servicing

- 3.7 In terms of refuse collection, a dedicated external fenced and gated bins storage compound area will be provided on the northern section of the car park. On bin collection days, waste bins would be wheeled out from the storage compound in the car park to an area of hardstanding adjacent to the site access at the junction of Ashworth Street and Bury New Road. This would avoid the need for refuse collection vehicles to enter and manoeuvre in the car park.

- 3.8 In terms of deliveries, swept path analysis of a 7.5T box van using the parking area is provided on Drawing Number SCP/200496/ATR01 presented in [Appendix C](#).

Car Parking

- 3.9 The existing parking area will also be retained and is summarised below

Type of Parking	Number of Spaces
Customer	26
Staff	3
Disabled	2
Cycle	3

4.0 ACCESSIBILITY OF THE SITE

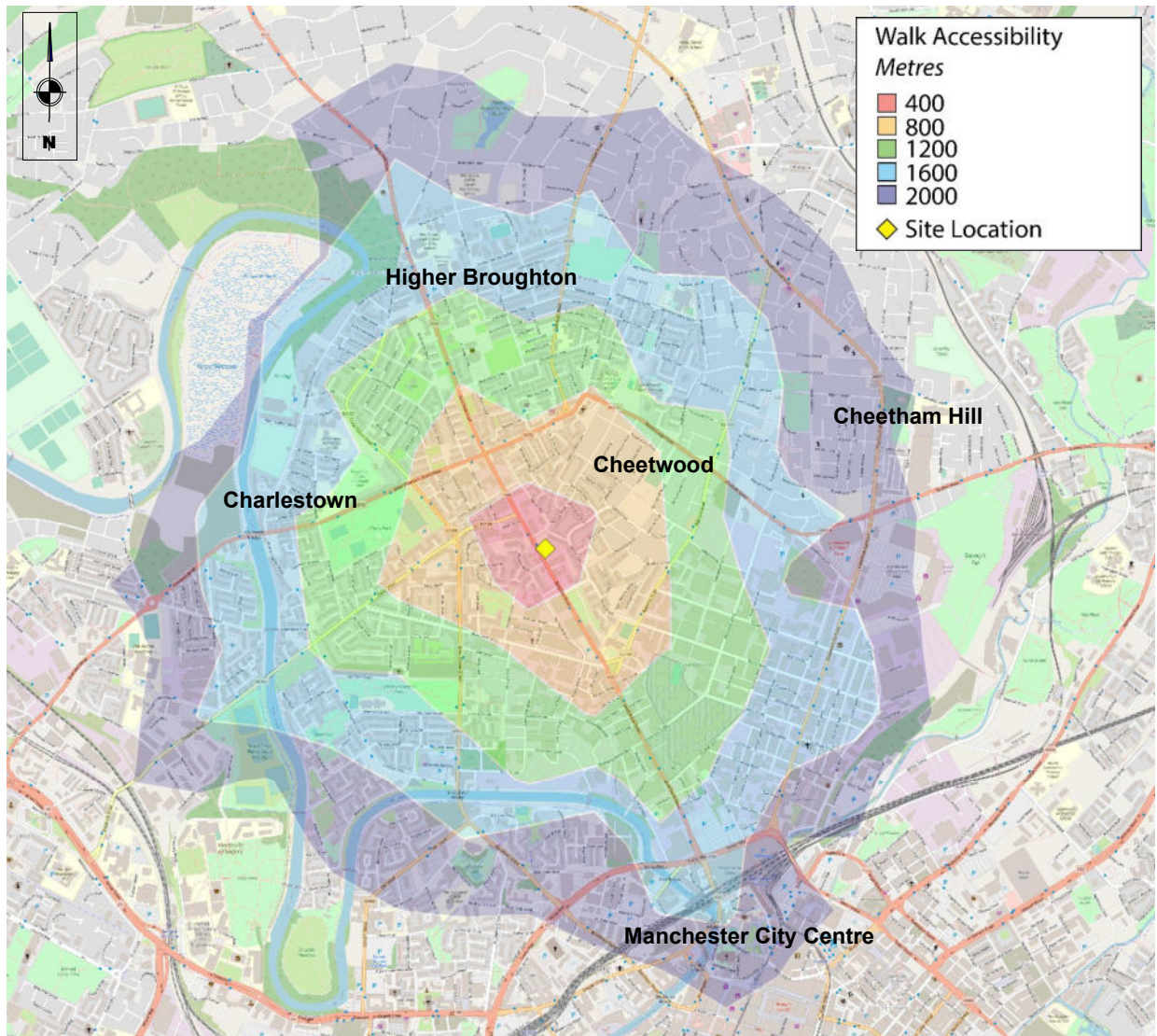
Overview

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which staff may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.4 The 2km walk distance isochrones is shown on **Figure 4.1** overleaf:-

Figure 4.1 – Walk Accessibility



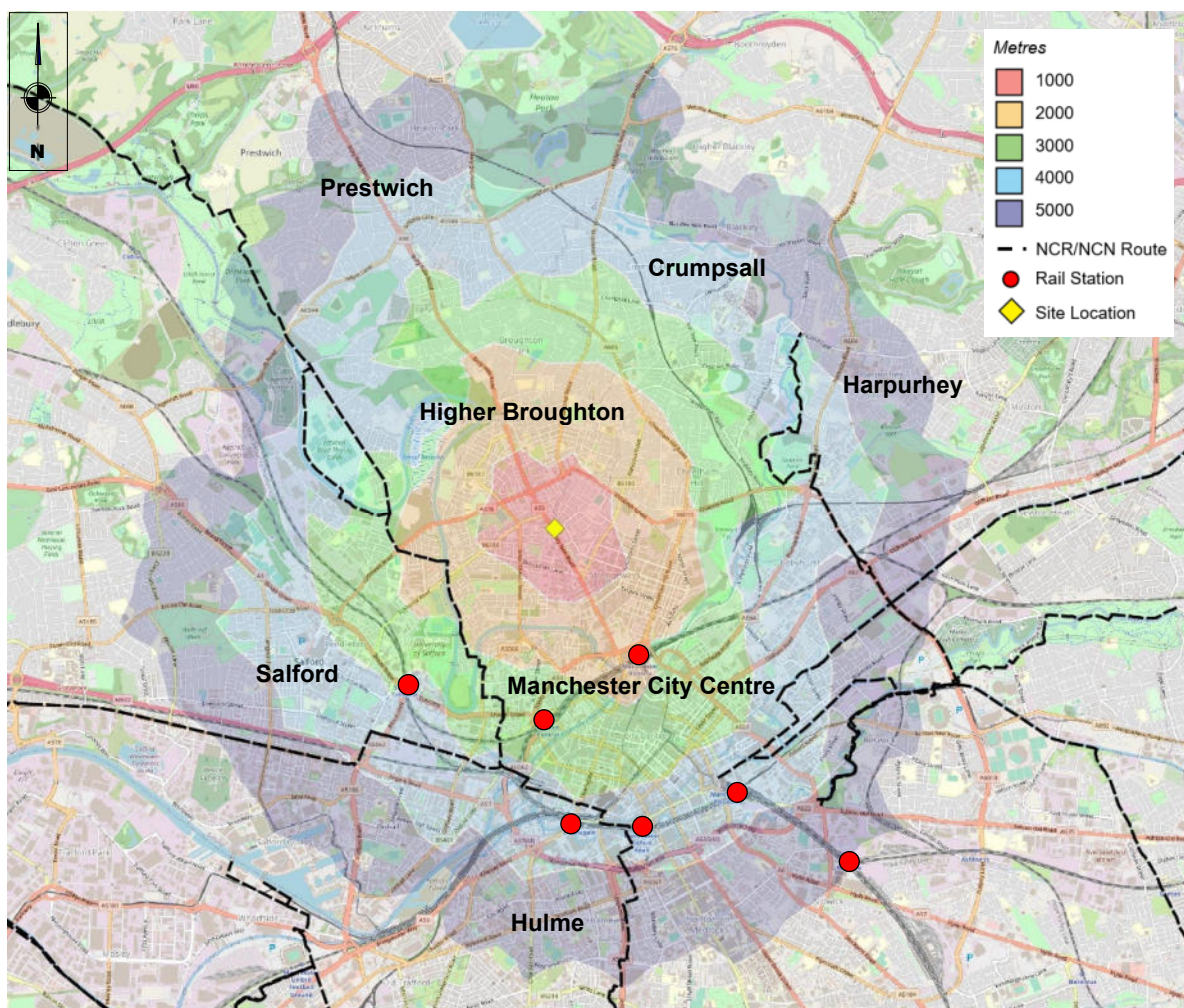
- 4.5 As can be seen from the above, Manchester City Centre and the nearby residential areas of Charlestown, Higher Broughton and Cheetham Hill are within an acceptable walking distance of the site.
- 4.6 Manchester City Centre provides a wide range of facilities for prospective staff, including Victoria Rail Station and Manchester Victoria Metrolink Stop. The surrounding retail areas along Bury New Road and Broughton Lane provide a number of nearby facilities within 10 minutes walk which staff can access on lunchbreaks and provide the opportunity to multi-purpose linked trips, including Pure Gym, Broughton Leisure Centre, Tim Hortons, McDonalds, various convenience stores, takeaways, cafes and public houses.

- 4.7 Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from wide footways, signalised pedestrian crossings at major junctions and lighting on both sides of the carriageway.

Cyclists

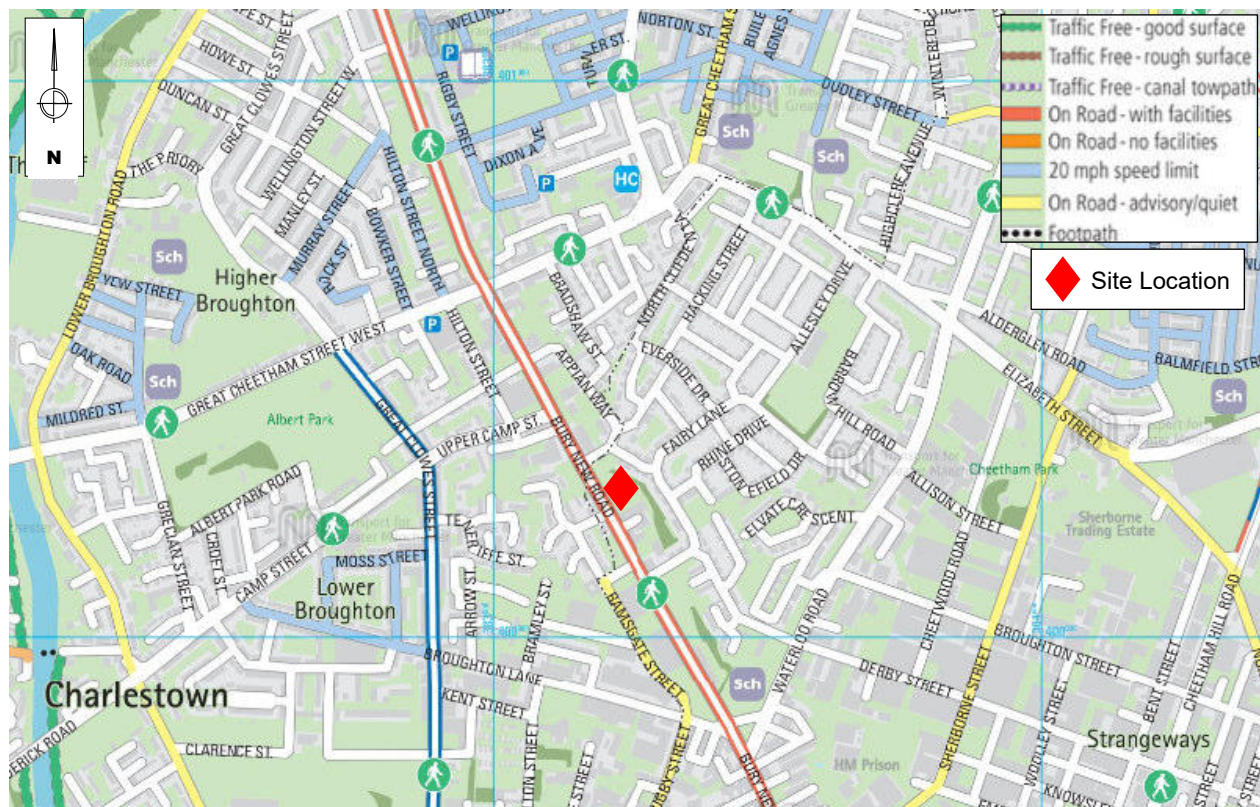
- 4.8 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 **Figure 4.2** overleaf illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. This demonstrates that prospective staff will be able to access the residential areas of Prestwich, Crumpsall, Salford and Hulme within an acceptable cycle distance of the site.

Figure 4.2 – Cycle Accessibility



- 4.10 The Greater Manchester Cycle Map on the TfGM website highlights nearby local cycle routes, as shown on **Figure 4.3** below.

Figure 4.3 – TfGM’s Greater Manchester Cycle Map



- 4.11 Bury New Road is an advisory on-road cycle route which provides direct access to Manchester City Centre and provides cycle facilities including a shared bus/taxi/cycle lane.

Public Transport

- 4.12 In terms of bus services, the Chartered Institute of Highways & Transportation’s (CIHT’s) “Guidelines for Planning for Public Transport in Developments” document identifies, at section 6.20, that “Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”
- 4.13 The nearest bus stops to the site are located less than 100m along Bury New Road, and are therefore well within the recommended walking distance. A summary of the services provided from these stops are summarised in **Table 4.1** below:-

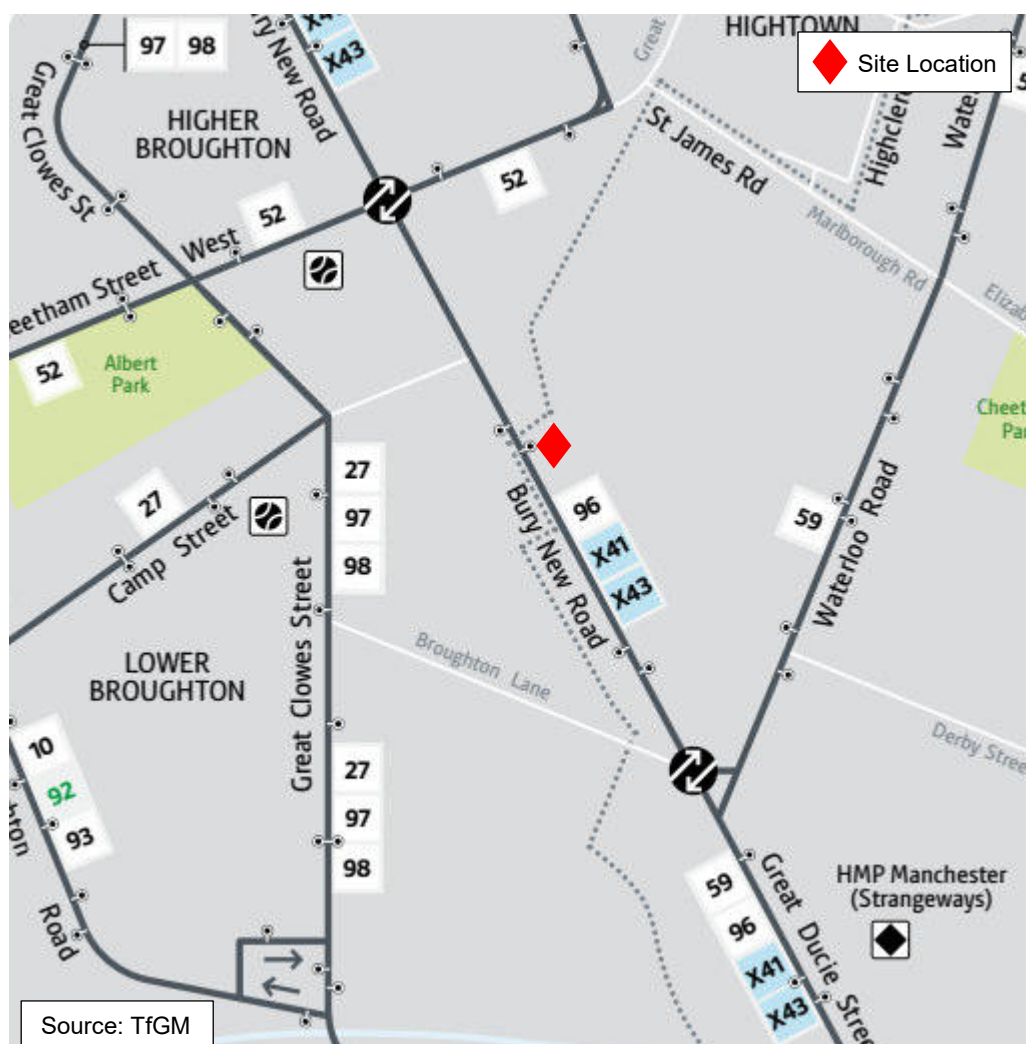
Table 4.1 – Bus Timetable Summary

Service Number	Route	Average Frequency		
		Mon-Fri	Sat	Sun
96	Manchester - Higher Broughton - Sedgley Park - Prestwich - Simister	1 hour	1 hour	1 hour

N.B. At the time of writing this report bus services are subject to COVID-19 operational timetabling.

- 4.14 The 96 bus service provides direct access to Manchester Shudehill which provides further services and connections throughout Greater Manchester.
- 4.15 Further bus stops which are located within an acceptable walking distance of the site and provide additional bus services are shown on **Figure 4.4** below.

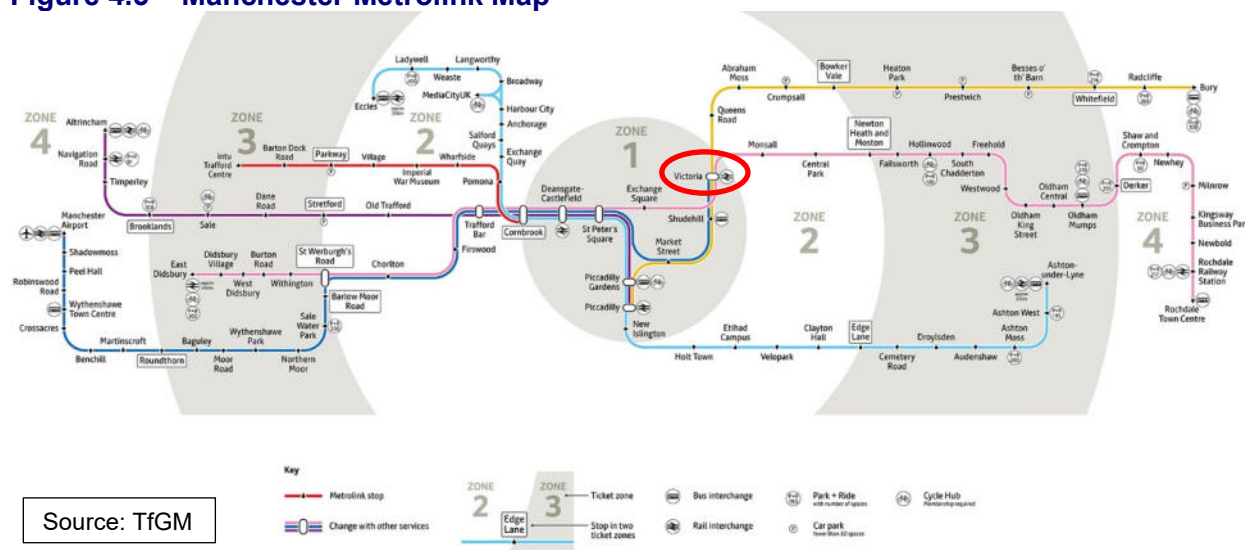
Figure 4.4 – Nearby Bus Stops



- 4.16 The nearest Metrolink Station is located at Manchester Victoria which is approximately 1.7km walking distance to the south-east of the site.

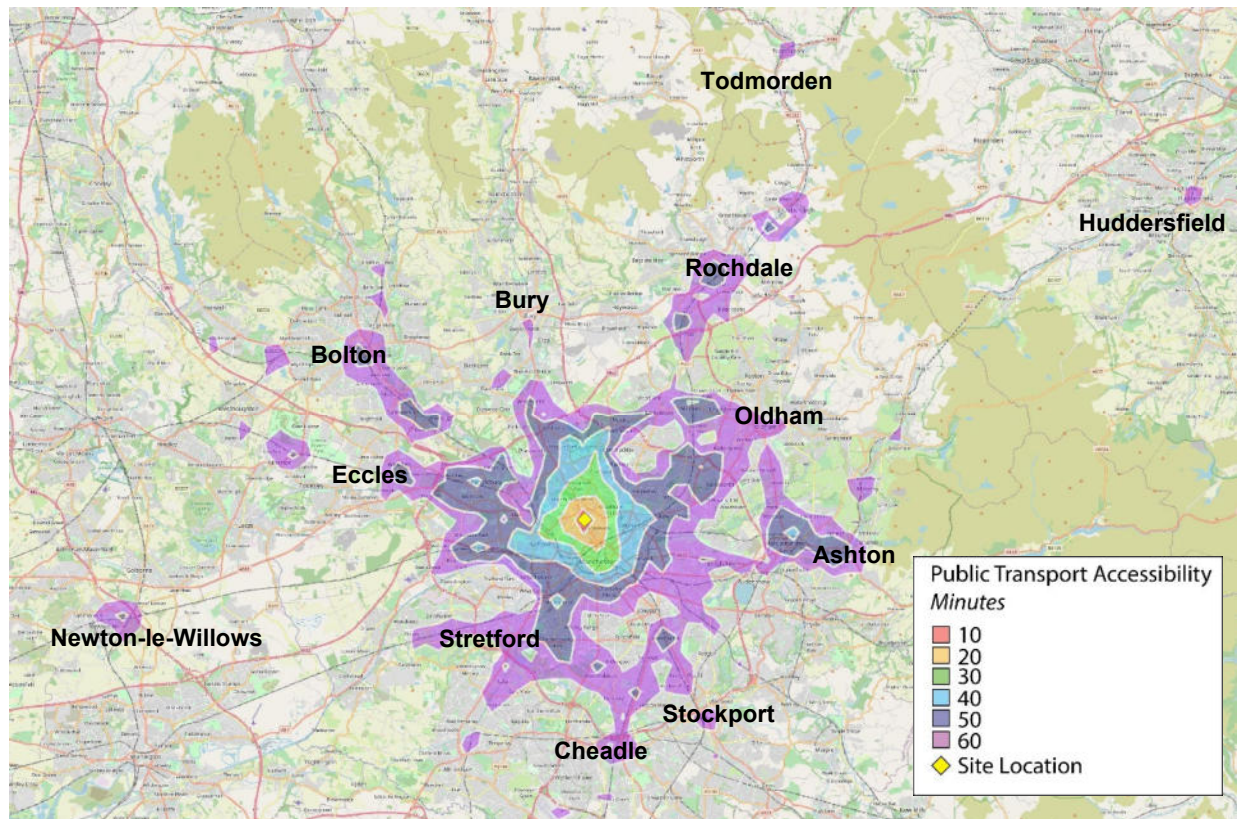
- 4.17 Manchester Victoria Metrolink Stop is located in Zone 1 and is served by the pink, yellow, and dark blue lines which provide direct services to Bury, Manchester Airport, Rochdale, Oldham and the other city centre stops throughout Manchester, as shown on **Figure 4.5** below.

Figure 4.5 – Manchester Metrolink Map



- 4.18 Trams run on the Metrolink network run between approximately 0600 to 0030 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 0700 to 2230. Frequencies may be reduced during the COVID-19 period and subject to change.
- 4.19 The nearest railway station is Manchester Victoria Railway Station and is located approximately 1.7km to the south-east of the site.
- 4.20 The station is served by a variety of frequent train services throughout the week providing links to various locations including Wigan, Leeds, Liverpool and further afield including York and Newcastle.
- 4.21 **Figure 4.6** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stop, Metrolink stop or train station. The analysis demonstrates that it is possible to reach a number of destinations within the Greater Manchester region and further afield including the areas of Huddersfield, Cheadle, and Todmorden, amongst others, in an acceptable 60 minute commute time.

Figure 4.6 – Public Transport Accessibility



- 4.22 In summary the application site is very well located to encourage other modes of travel other than the private car.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generating - Existing Use of the Site

- 5.2 As set out earlier in Chapter 2, the application site currently features a former used car sales business with a GIA of approx. 288 sqm.
- 5.3 In order to estimate the trip generating potential of the existing use, average trip rates from the industry-standard TRICS Database (V7.7.2) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- i) Car Show Rooms;
 - ii) Vehicular surveys;
 - iii) Sites in Greater London and Ireland excluded;
 - iv) Selection by GFA;
 - v) Weekday surveys only; and
 - vi) Only sites in 'suburban area' and 'edge of town centre' locations selected.
- 5.4 The multi modal TRICS outputs for the existing site are presented in **Appendix D** and are summarised in **Table 5.1** overleaf:-

Table 5.1 – Estimated Trip Rates (Per 100 sqm) Associated with the Existing Car Sales Business

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (Vehicles)	1.088	0.000	0.000	0.605
Trip Generation (based on approximate GIA of 288sqm)	3	0	0	2

Trip Generating - Proposed Use of the Site

5.5 In order to estimate the trip generating potential of the proposed use, average trip rates from the industry-standard TRICS Database (V7.7.2) have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-

- i) Retail;
- ii) Other individual non-food superstore;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by GFA;
- vi) Weekday surveys only; and
- vii) Only sites in 'suburban area' and 'edge of town centre' locations selected.

5.6 The TRICS outputs are presented in **Appendix E** and are summarised in **Table 5.2** below:-

Table 5.2 – Estimated Trip Rates (Per 100 sqm) Associated with the Proposed Non-Food Retail outlet

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (Vehicles)	0.116	0.000	1.477	1.882
Trip Generation (based on approximate GIA of 281sqm)	0	0	4	5

Net Trip Generation

- 5.7 In planning terms, the net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing uses subtracted from the number of trips that could be generated by the proposed development. This is summarised in **Table 5.3** below:

Table 5.3 – Net Development Trip Generation

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Existing Used Car Sales	3	0	0	2
Proposed Non-Food Retail	0	0	4	5
Net Trip Generation	-3	0	4	3

- 5.8 Based on the trip net trip generation, the proposed development will result in a decrease of vehicle trips 3 two-way during the AM peak hour and an increase of 7 vehicle trips two-way during the PM peak hour.
- 5.9 Volumetrically, this equates to an additional vehicle movement once every 8.5 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours.
- 5.10 As mentioned previously, the majority of sales associated with the proposals, including customers and market trade will be handled online. Trips associated with customers will be those collecting their order although some trips will include customers browsing at the outlet. Trips associated with market trade will include delivery vehicles and collections/deliveries will be arranged to take place during off peak hours. The trip generation associated with the proposed use is therefore robust.

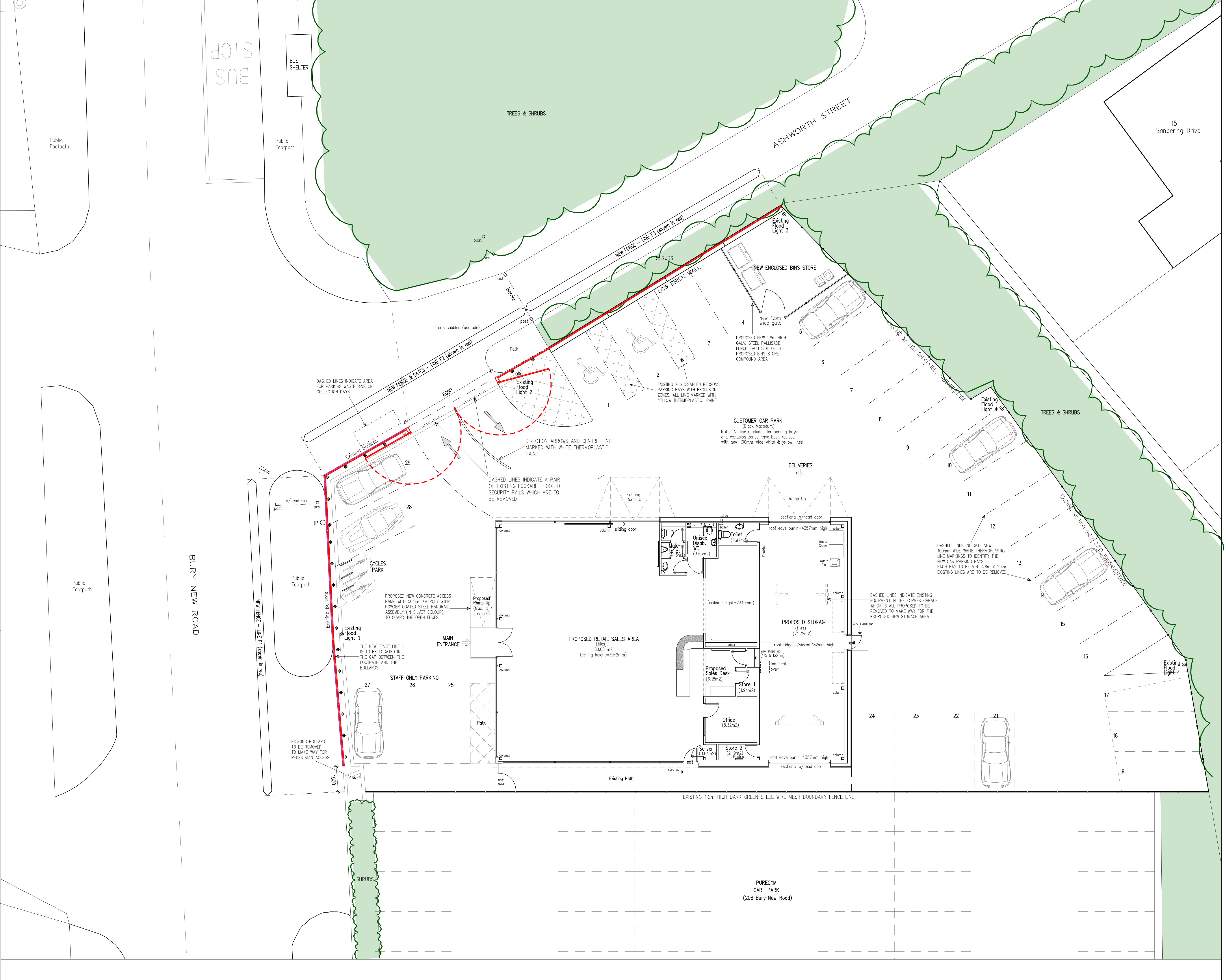
6.0 SUMMARY AND CONCLUSION

- 6.1 SCP are instructed to provide highway, traffic and transport advice in connection with a planning application for the proposed change of use and alterations to existing car showroom to form a non-food retail unit at 218 Bury New Road, Manchester.
- 6.2 This Transport Statement has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.3 Vehicular access to the development will continue to be provided from the existing access along Ashworth Street. Pedestrian and cycle access to the site will also continue to be provided at the same location as the vehicular accesses.
- 6.4 The A56 Bury New Road / Ashworth Street junction provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of over 43m in both directions, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road.
- 6.5 Refuse will be collected from the existing highway, whilst delivery vehicles are able to access the site both entering and exiting in forwards gear.
- 6.6 The existing car parking area would be retained.
- 6.7 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.8 The proposed development has been found to be very well located to encourage travel by sustainable modes. In particular, the site is within walking distance of Manchester City Centre and within a short walking distance of a wide range of everyday facilities.
- 6.9 The existing use of the site comprises a car showroom/workshop. Based on the trip net trip generation between the existing and proposed uses, the proposed development will result in a decrease of 3 vehicle trips two-way during the AM peak hour and an increase of 7 vehicle trips two-way during the PM peak hour. Volumetrically, this equates to an additional vehicle movement once every 8.5 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours.

- 6.10 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme.

S|C|P

APPENDIX A



All dimensions noted on this drawing must be checked and verified on site. Figured dimensions are to be read in preference to scaling drawing entities. Unless otherwise indicated, all dimensions noted are in millimeters. ©Copyright of this drawing is reserved to MAKERFIELD DESIGN PARTNERSHIP



NOTE: This drawing has been prepared from past archived information and its accuracy will need verification via an on-site measured survey

SCHEDULE OF PROPOSED & EXISTING ACCOMMODATION

PROPOSED ROOM	AREA (m2)	EXISTING ROOM
RETAIL SALES AREA	180.08	CAR SHOWROOM
STORAGE	71.72	GARAGE
SALES DESK	6.18	SALES DESK
OFFICE	8.32	OFFICE
UNISEX DISAB. WC	3.65	UNISEX DISAB. WC
MALE TOILET	4.13	MALE TOILET
TOILET	2.97	TOILET
STORE 1	1.94	STORE 1
STORE 2	2.19	STORE 2
SERVER	0.64	SERVER
Total GIA	281.82	

NOTE: All room areas shown are approximate and must be checked on site

KEY TO NEW SECURITY FENCING & GATES

NEW FENCE – LINE F1

THE RED LINE SHOWN ALONG THE SITE BOUNDARY WITH BURY NEW ROAD IS TO BE GUARDED WITH A PROPRITY 1.2m HIGH GLAV. STEEL POLYESTER POWDER COATED PROFILED WIRE MESH FENCE, POSTS, ALL TO MATCH THE EXISTING MESH FENCE ALONG THE SOUTHERN SITE BOUNDARY WITH 'PUREGYM'. COLOUR OF FENCE/POSTS/ TO BE MOSS GREEN (RAL 6005) WIRE MESH SPACING = 200x60mm SPACING OF FENCE POSTS = MAX. 3000mm PEDESTRIAL ACCESS WIDTH = 1500mm

NEW FENCE & DOUBLE GATES – LINE F2

THE RED LINE SHOWN ALONG THE NORTHERN SITE BOUNDARY IS TO BE GUARDED WITH A PROPRITY 1.8m HIGH GLAV. STEEL POLYESTER POWDER COATED PROFILED WIRE MESH FENCE, POSTS AND DOUBLE GATE ASSEMBLY WIRE MESH SPACING = 200x60mm COLOUR OF FENCE/POSTS/ TO BE MOSS GREEN (RAL 6005) SPACING OF FENCE POSTS = MAX. 3000mm SPACING OF GATE POSTS = 6000mm CLEAR DOUBLE GATES WIDTH = 0/ALL 6000mm WIDE (EACH GATE TO BE 3000mm WIDE)

NEW FENCE – LINE F3

THE RED LINE SHOWN ALONG THE NORTHERN SITE BOUNDARY IS TO BE GUARDED WITH A PROPRITY 1.8m HIGH GLAV. STEEL POLYESTER POWDER COATED PROFILED WIRE MESH FENCE, POSTS, ALL TO MATCH THE EXISTING MESH FENCE ALONG THE SOUTHERN SITE BOUNDARY WITH 'PUREGYM'. COLOUR OF FENCE/POSTS/ TO BE MOSS GREEN (RAL 6005) WIRE MESH SPACING = 200x60mm COLOUR OF FENCE/POSTS/ TO BE MOSS GREEN (RAL 6005) SPACING OF FENCE POSTS = MAX. 3000mm, WITH STEPS TO SUIT THE WALL BELOW

DRAWING STATUS – PLANNING

Revision	Date	Description
A	08.07.20	1: Drawing updated & submitted for planning permission



CHARTERED ARCHITECTS • PLANNING CONSULTANTS

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Project:

PROPOSED CHANGE-OF-USE AND ALTERATIONS TO EXISTING CAR SHOWROOM TO FORM A NON-FOOD RETAIL UNIT at: 218 BURY NEW ROAD, MANCHESTER M8 8DY

Client:

P S PROPERTIES LTD

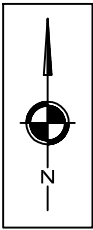
Drawing:

PROPOSED SITE LAYOUT

Scale: 1:100 (A1 Sheet)	Date: Jun'20	Drawn by:
Drawing No: 20.19-PL-01	Revised:	A

S|C|P

APPENDIX B



2.4m x 43m VISIBILITY SPLAY

LB

BUS
STOP

ASHWORTH STREET

NEW ENCLOSED BINS STORE

BURY NEW ROAD

to
241

2.4m x 43m VISIBILITY SPLAY

PROPOSED RETAIL SALES AREA
(8m)
180.00 m²
(ceiling height=3042mm)

PROPOSED STORAGE
(8m)
(71.72m²)

Proposed
Store Desk
(4.18m²)

Store 1
(1.94m²)

Office
(8.32m²)

Store 2
(2.11m²)

REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client	PS PROPERTIES LTD
Project Title	218 BURY NEW ROAD, MANCHESTER

Drawing Title	VISIBILITY SPLAYS
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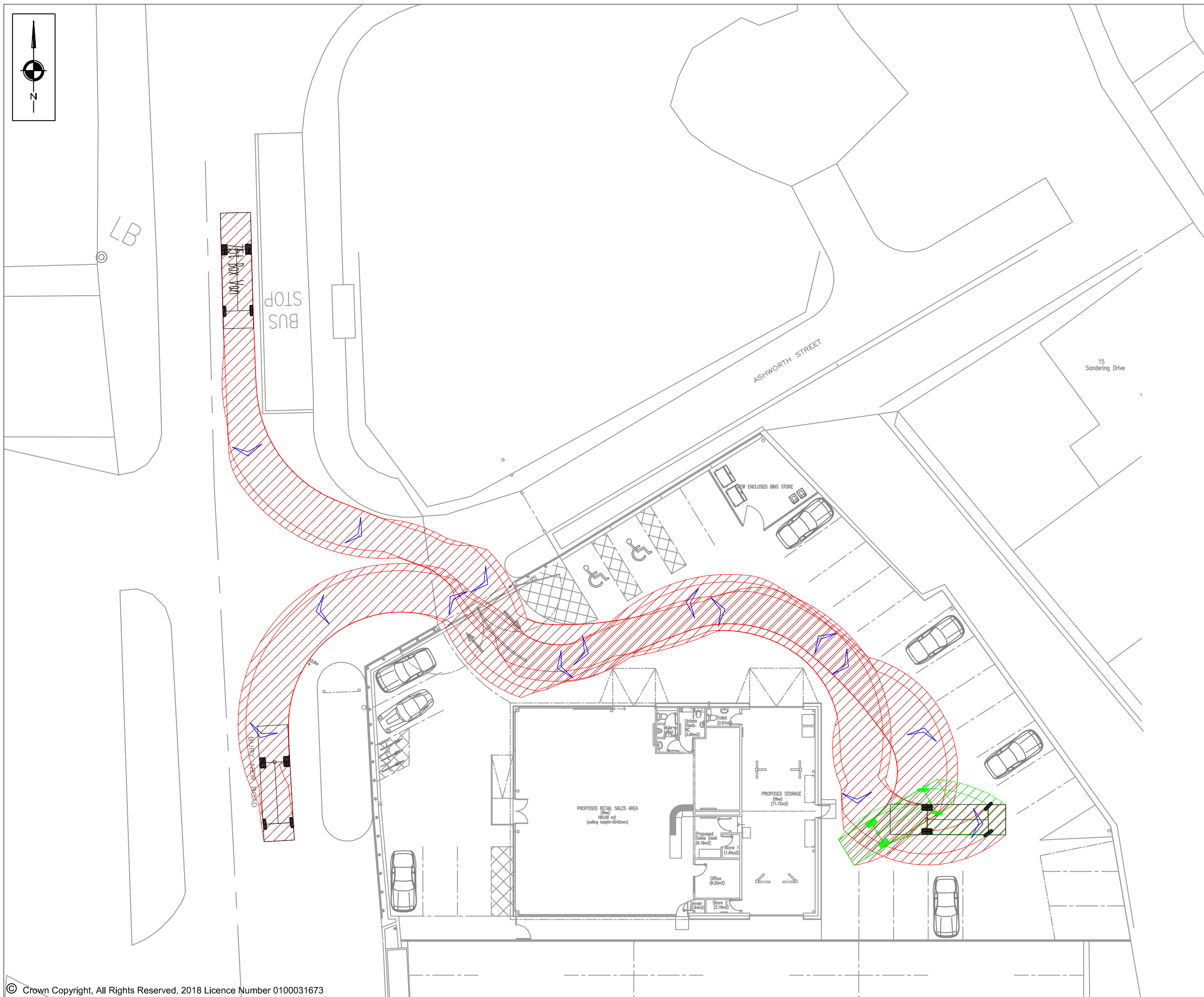
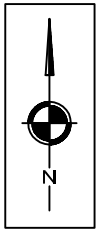
Scale	1:250 @ A3
Date	07.08.2020
Approved/ Unapproved	-

By	BH
Checked	MD
Status	PLANNING

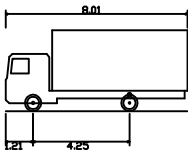
Drawing No.	SCP/200496/P01
Revision	-

S|C|P

APPENDIX C



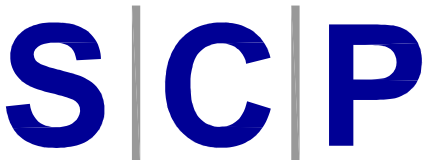
NOTES



7.5t Box Van	8.010m
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

PS PROPERTIES LTD

Project Title:

218 BURY NEW ROAD,
MANCHESTER

Drawing Title:

SWEPT PATH ANALYSIS
- 7.5t BOX VAN

Drawn By:

BH

Date:

07.08.2020

Checked:

MD

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/200496/ATR01

Rev.

-

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-200814-0834

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS

VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	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: 45 to 500 (units: sqm)
 Range Selected by User: 45 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/06/19

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:

Wednesday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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 1
 Suburban Area (PPS6 Out of Centre) 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 2
 Development 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.

Secondary Filtering selection:Use Class:

A1 3 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

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:

125,001 to 250,000	3 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	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.

Travel Plan:

No	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-14-A-02	CAR SHOWROOM	LINCOLNSHIRE
	GT NORTHERN TERRACE		
	LINCOLN		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	45 sqm	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
2	SY-14-A-01	HYUNDAI	SOUTH YORKSHIRE
	MIDDLE BANK		
	DONCASTER		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	21/12/12	Survey Type: MANUAL
3	TW-14-A-03	CAR SHOW ROOM	TYNE & WEAR
	SOUTHWICK ROAD		
	SUNDERLAND		
	MONKWEARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	282 sqm	
	Survey date: WEDNESDAY	05/04/17	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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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	1	45	0.000	1	45	0.000	1	45	0.000
08:00 - 09:00	3	276	1.088	3	276	0.000	3	276	1.088
09:00 - 10:00	3	276	1.209	3	276	1.209	3	276	2.418
10:00 - 11:00	3	276	1.451	3	276	0.967	3	276	2.418
11:00 - 12:00	3	276	0.363	3	276	0.605	3	276	0.968
12:00 - 13:00	3	276	1.088	3	276	0.967	3	276	2.055
13:00 - 14:00	3	276	0.726	3	276	0.484	3	276	1.210
14:00 - 15:00	3	276	0.363	3	276	0.605	3	276	0.968
15:00 - 16:00	3	276	0.726	3	276	0.967	3	276	1.693
16:00 - 17:00	3	276	0.605	3	276	1.451	3	276	2.056
17:00 - 18:00	3	276	0.000	3	276	0.605	3	276	0.605
18:00 - 19:00	2	164	0.000	2	164	0.000	2	164	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.619			7.860			15.479

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:	45 - 500 (units: sqm)
Survey date range:	01/01/08 - 28/06/19
Number of weekdays (Monday-Friday):	3
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.

S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-200814-0824

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 714 to 1600 (units: sqm)
 Range Selected by User: 45 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 14/03/19

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	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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	1
Suburban Area (PPS6 Out of Centre)	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
Retail 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.

Secondary Filtering selection:Use Class:

A1 3 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

20,001 to 25,000	3 days
------------------	--------

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
500,001 or More	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	2 days
0.6 to 1.0	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	3 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
	COMMERCIAL ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	714 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
3	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	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.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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	1	714	0.140	1	714	0.000	1	714	0.140
08:00 - 09:00	3	1151	0.116	3	1151	0.000	3	1151	0.116
09:00 - 10:00	3	1151	1.853	3	1151	1.216	3	1151	3.069
10:00 - 11:00	3	1151	1.911	3	1151	1.303	3	1151	3.214
11:00 - 12:00	3	1151	1.419	3	1151	1.419	3	1151	2.838
12:00 - 13:00	3	1151	1.129	3	1151	1.187	3	1151	2.316
13:00 - 14:00	3	1151	1.534	3	1151	1.708	3	1151	3.242
14:00 - 15:00	3	1151	1.390	3	1151	1.303	3	1151	2.693
15:00 - 16:00	3	1151	1.506	3	1151	1.245	3	1151	2.751
16:00 - 17:00	3	1151	1.679	3	1151	1.534	3	1151	3.213
17:00 - 18:00	3	1151	1.477	3	1151	1.882	3	1151	3.359
18:00 - 19:00	3	1151	1.361	3	1151	1.824	3	1151	3.185
19:00 - 20:00	2	1157	1.296	2	1157	1.988	2	1157	3.284
20:00 - 21:00	2	1157	0.000	2	1157	0.389	2	1157	0.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.811			16.998			33.809

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:	714 - 1600 (units: sqm)
Survey date range:	01/01/08 - 14/03/19
Number of weekdays (Monday-Friday):	3
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.