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TRANSPORT STATEMENT

Safestore, Manchester Central

Prepared for: Safestore Ltd

Ref: 005_8210665_IK_Transport_Statement

Civil Engineering | Structural Engineering | Transport Planning | Highways Engineering | Building Surveying | Geomatics

Document History

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1	19 Dec 23	First Issue to Client	I Kalaras	A Davey

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1.0 Introduction

1.1 Glanville Consultants has been commissioned by Safestore Ltd to prepare a Transport Statement to accompany a planning application for the redevelopment of Safestore's existing site at 202-208 Cheetham Hill Rd, Cheetham Hill, Manchester, M8 8LW.

Pre-Application

1.2 A request for pre-application advice was made to Manchester City Council (MCC) in November 2021 for the redevelopment of the site, which was accompanied by a Pre-Application Transport Statement prepared by Glanville.

1.3 A pre-application response was received from MCC acting in their role as the Local Highway Authority (LHA) on 12 May 2022, a copy of which is included at Appendix A. Overall, the LHA's response to the proposals was positive, with their comments summarised as follows:

- The trip rates and use of a 'worst-case' scenario to assess traffic generation is acceptable, and the anticipated traffic generation of the proposals would not result in a severe impact on the local highway network.
- The methodology to calculate the anticipated parking accumulation is acceptable.
- Five electric vehicle (EV) charging spaces are recommended, along with ducting infrastructure to other parking spaces to future-proof the site.
- The proposed access arrangements are acceptable, subject to swept path analysis of the largest vehicles anticipated to access the site.
- The former vehicle accesses to the site along Stocks Street should be closed off with full height kerbs reinstated.
- Existing TROs along Stocks Street should be reviewed owing to the on-street parking which occurs along the road.
- A Travel Plan is recommended to be produced for the site to encourage sustainable travel.
- A Construction Management Plan should be prepared to mitigate the impacts of construction traffic on the local highway network, along with a Dilapidation / Highway Condition survey.

1.4 It is considered that the preparation of a Travel Plan, Construction Management Plan and Dilapidation Surveys could be secured by way of suitably worded planning conditions if required.

Report Structure

1.5 This Transport Statement describes the baseline conditions at the site and the scale of the proposed development, as well as matters pertaining to parking, traffic generation, and sustainability, considering the LHA's pre-application advice where necessary.

1.6 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (December 2023) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Site Description and Existing Travel Opportunities

Site Description

2.1 The site is located within a predominantly commercial area, approximately 1.0km to the north of Manchester City Centre.

2.2 The site is bound to the north by various vehicle-related businesses, to the east by Stocks Street, to the south by Broughton Street, to the southwest by Manchester Jewish Museum and a road called Melloy Place and to the west by A665 Cheetham Hill Road. A location plan is provided at Appendix B.

2.3 The site comprises a Safestore self-storage facility (Use Class B8) of 3,793.26m^2 (Ground Floor: 1,882.73m^2, First Floor: 1910.53m^2) Gross Floor Area (GFA), with parking for around 35 cars located to the south and east of the building. The store is typically staffed by three members of staff.

2.4 A car parking area is located in the south-eastern corner of the site. The car parking area is currently rented out to a car sales business to the north of Safestore and is primarily used for storage of vehicles.

2.5 Vehicular and pedestrian access to the site is taken from Stocks Street via an existing bell mouth junction.

2.6 Access from Stocks Street has formerly been taken via two further bell mouths, which are located to the north of the existing access. The northernmost of the former accesses is gated, but is locked and not in operational use, as several parking bays block the access. The other access is fully blocked off by kerbs and fencing.

Operational Hours

2.7 The store's opening hours are:

- 08:00-18:00 on Monday-Wednesday and Friday-Saturday;
- 08:00-20:00 on Thursday; and
- 10:00-16:00 on Sunday.

2.8 Safestore is however operational on a 24/7 basis, with premium paying Safestore customers being provided with a key-card which allows them to access their storage units at all times of the day. Nevertheless, it is understood that those accessing the site outside of normal opening hours tends to be a very small percentage of the overall patronage.

Existing Travel Opportunities

2.9 Due to the operational requirements of Safestore and the need for customers to drop off and pick up bulky items, customers tend to travel to Safestore by car. Notwithstanding, the site is well-established in its use as a Safestore and is therefore in a sustainable location, with excellent opportunities to travel by sustainable modes, especially for staff members. The section below outlines a brief overview of the various sustainable travel opportunities near to the site.

2.10 It is generally considered that 2.0km for walking and 5.0km for cycling are the maximum acceptable distances to travel to workplaces and local amenities.

2.11 As such, Manchester City Centre and several residential suburbs including Cheetham Hill, Monsall and Blackfriars are within an acceptable walking distance of the site.

2.12 In addition to the locations above, the city of Salford and further locations such as Old Trafford and Openshaw are within an acceptable cycling distance.

2.13 A southbound bus stop is provided on Cheetham Hill Road at the north-western corner of the site, whilst a northbound bus stop is provided a further 30m to the northwest.

2.14 Both bus stops benefit from sheltered seating and flags with timetabling information. The bus stops are served by the 41 CrossCity, which runs four times per hour between Sale and Higher Crumpsall or Middleton and by the 135, which runs around seven times per hour between Piccadilly Gardens and Bury.

2.15 The nearest railway station is Manchester Victoria, located 1km to the south. Manchester Victoria is served by around 15 trains per hour towards destinations including London, Leeds, Liverpool, Manchester Airport and inner-city destinations in Manchester.

2.16 Manchester Victoria also provides around ten tram services per hour towards East Didsbury and to Piccadilly, as well as a vast range of bus services.

2.17 As outlined above, the site is in a highly sustainable location, within walking and cycling distance of a range of destinations in Manchester and Salford, as well as very regular bus services and fast and frequent rail services to a wide range of destinations.

3.0 Development Proposals

3.1 The proposals comprise the construction of a three-storey extension south-eastern side of the existing Safestore building and the provision of 22 external drive-up units in the car parking area on the south-eastern corner of the site. A plan showing the proposed site layout is provided at Appendix C.

3.2 The total footprint of the proposed extensions is 907.88m^2 (585.21m^2 in the extension and 322.67m^2 in the external units). However, Safestore, at some point in the future, may install mezzanine floors for storage purposes within the extension. These would comprise internal alterations that do not constitute 'development' as defined in section 55(2) of the Town and Country Planning Act 1990.

3.3 The maximum internal floorspace deliverable is therefore 2,078.3m^2 (1,755.63m^2 in the extension and 322.67m^2 in the external units), accounting for all additional floorspace at mezzanine level having been installed. As agreed at pre-application stage, this worst-case scenario of all additional floor space being installed at mezzanine level has been accounted for in this Transport Statement.

3.4 There is anticipated to be no change to the number of staff employed at the site.

Proposed Access Arrangements

3.5 Vehicle and pedestrian access will be taken via Safestore's existing access from Stocks Street. The access will be widened from 5.8m to 10.5m to allow turning movements of 7.5t box vans, which are likely to be the largest vehicles to access the site on a regular basis, as well as to improve two-way traffic flow.

3.6 Drawing Nos. 8210665/6205 and 8210665/6206 at Appendix D demonstrate that 7.5t box vans can enter, turn within the site and exit the site in a forward gear.

Closure of Existing Accesses

3.7 The former accesses to the site along Stocks Street will be fully closed off with full height kerbs reinstated. The closure of both former accesses will reduce the various points of conflict that traffic exiting the site could potentially have with traffic travelling along Stocks Street.

3.8 Additionally, the applicant agrees to meet the costs of reviewing and implementing amendments to the Traffic Regulation Orders (TROs) in the vicinity of the site on Stocks Street, which would alleviate the existing on-street parking which occurs should the TRO be successful.

Swept Path Analysis

3.9 Swept path analysis (see Appendix D) has been undertaken of 7.5t box vans (anticipated to be the largest vehicle which will access the site on a regular basis) demonstrating that this vehicle can enter the site, turn within the site, reverse up to each of the loading bays, while another 7.5t box van is parked up at the other loading bay, and then exit the site in a forward gear.

3.10 Drawing No. 8210665/6206 at Appendix D demonstrates that the proposed external drive-up units can be served by slightly smaller 7.5t box vans. This vehicle will be able to enter the site, turn into the access road to serve these units, manoeuvre within the turning head to the south and then exit the site in a forward gear.

Refuse Collection

3.11 As shown at Appendix C, the proposed bin store will be located to the immediate south of the access from Stocks Street and therefore refuse collection can be undertaken efficiently from the kerbside of Stocks Street so that refuse vehicles need not enter the site.

Parking

Car Parking

3.12 The proposed development will retain 14 car parking spaces, a net decrease of 21 parking spaces when compared to the existing site. The existing accessible parking space will be retained, with dimensions of 3.6m x 6.0m. Each space provides at least 6.0m reversing distance behind them.

3.13 In order to demonstrate that the net loss of 21 parking spaces will not affect the operational requirements of Safestore, reference has been made to a Transport Technical Note titled '*Technical Note: Trip Generation (April 2019)'* undertaken by Velocity Transport Planning. The Technical Note is provided at Appendix E.

3.14 The above Transport Technical Note was undertaken to support planning applications for new Safestore developments outside of London, demonstrating that the trip rates are a robust and accurate representation of Safestore's daily traffic generation.

3.15 Velocity Transport Planning commissioned traffic surveys at three Safestores (Coventry, Leicester and Harlow), recording classified vehicle movements in and out of each car park over four 24-hour periods, as well as the arrival time, departure time and length of stay. These traffic movements were then applied on a per 100m^2 basis.

3.16 The LHA confirmed in their pre-application response that the use of this methodology to calculate the anticipated parking demand is acceptable. The per hour weekday trip rates contained within the Technical Note are recreated in Table 1 below.

Table 1: Daily Weekday Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per 100m^2)	
	Arrivals	Departures
07:00-08:00	0.018	0.028
08:00-09:00	0.037	0.055
09:00-10:00	0.117	0.131
10:00-11:00	0.127	0.097
11:00-12:00	0.078	0.094
12:00-13:00	0.134	0.120
13:00-14:00	0.122	0.120
14:00-15:00	0.097	0.094
15:00-16:00	0.071	0.083
16:00-17:00	0.111	0.104
17:00-18:00	0.069	0.055
18:00-19:00	0.037	0.037

3.17 The above trip rates have been applied to the proposed development of 2,078.3m², plus the existing GFA of 3,793.26m², with the resultant parking accumulation set out Table 2 below. Table 2 also accounts for the potential three members of staff who would be expected to work during each shift, arriving between 07:00-08:00 and leaving after 19:00.

Table 2: Parking Accumulation

Time Period	Vehicles		Accumulation
	Arrivals	Departures	
07:00-08:00	4	2	2
08:00-09:00	2	3	1
09:00-10:00	7	8	0
10:00-11:00	7	6	1
11:00-12:00	5	6	0
12:00-13:00	8	7	1
13:00-14:00	7	7	1
14:00-15:00	6	6	1
15:00-16:00	4	5	0
16:00-17:00	7	6	1
17:00-18:00	4	3	2
18:00-19:00	2	2	2

3.18 The above demonstrates that a maximum of two cars will be in Safestore's car park at any one time.

3.19 Given the low staffing levels within Safestore's and the low number of vehicle movements outlined in Tables 1 and 2, it is evident that the proposed development would continue to provide more than a sufficient number of parking spaces to meet Safestore's maximum operational demand.

EV Charging

3.20 The LHA requested at pre-application stage that EV charging is installed for at least five of the existing car parking spaces on-site. However, it is unclear as to how the request for five EV charging spaces was calculated, as there are no local policies which specify the number of EV charging spaces required for B8 uses.

3.21 Furthermore, it is expected that most Safestore customers would be on-site for only a short period of time, so would be unlikely to benefit from the use of EV charging points.

3.22 Notwithstanding the above, two of the 14 car parking spaces to be retained on site will be equipped with electric vehicle charging infrastructure to ensure that EV charging is available for customers/staff.

Cycle Parking

3.23 MCC's parking standards require a minimum of one cycle parking space per 850m² GFA for B8 uses. This would equate to two cycle parking spaces based on the increase in GFA of 2,078.3m² resulting from the proposals.

3.24 In compliance with the above standards, the proposed extension will provide four cycle parking spaces adjacent to the main entrance to the building, as illustrated at Appendix C.

4.0 Traffic Generation

4.1 Whilst the LHA had no objection to the trip rates or traffic impact of the proposals, as set out in their pre-application advice, for completeness, this section of the report sets out the likely traffic generation arising from the proposed development, which comprises a worst-case increase in GFA of 2,078.3m².

4.2 The AM and PM peak trip rates for Safestores identified in Table 1 (and recreated in Table 3 below for ease of reference) have therefore been applied with the resultant traffic generation shown in Table 4 below.

Table 3: Peak Hour Weekday Trip Rates

Period	Trip Rates (per 100m²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.037	0.055	0.092
PM Peak (17:00-18:00)	0.069	0.055	0.124

Table 4: Traffic Generation – Proposed Development

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00–09:00)	1	1	2
PM Peak (17:00–18:00)	1	1	2

4.3 As can be seen, the proposals would result in a small increase of two two-way vehicle movements in the AM peak and two two-way vehicle movements in the PM peak. Hence, the proposed development's impact on the local highway network will be imperceptible and is not considered to cause a severe cumulative impact in the context of paragraph 115 of the NPPF.

5.0 Summary and Conclusions

5.1 This Transport Statement has been prepared on behalf of Safestore Ltd for the redevelopment of Safestore's existing site at 202-208 Cheetham Hill Rd, Cheetham Hill, Manchester, M8 8LW.

5.2 The site is located within a predominantly commercial area approximately 1.0km to the north of Manchester city centre and currently comprises a Safestore along with associated parking and access from Stocks Street. There is a car parking area in the south-eastern corner of the site which is currently rented out to a car sales business to the north of Safestore and is primarily used for storage of vehicles.

5.3 A request for pre-application advice was made to Manchester City Council in November 2021 for the redevelopment of the site, with a positive response received from the Local Highway Authority in May 2022.

5.4 The proposals comprise the construction of a three-storey extension south-eastern side of the existing Safestore building and the provision of 22 external drive-up units in the car parking area on the south-eastern corner of the site, with a total maximum internal floorspace of 2,078.3m^2 (1,755.63m^2 in the extension and 322.67m^2 in the external units), should all additional floorspace at mezzanine level be installed in the future.

5.5 This Transport Statement has demonstrated the following key points:

- The site is in a sustainable location, with excellent public transport links;
- The number of car parking spaces to be retained on site will be sufficient for the proposed development;
- Cycle parking will be provided in accordance with local parking standards;
- Two electric vehicle charging points will be provided to future-proof the site;
- The proposed access arrangements and internal layout can accommodate the turning movements of the largest vehicles expected to access the site; and
- The proposed development would result in a small increase of two two-way vehicle movements in each peak hour and therefore will have an imperceptible impact on the local highway network.

5.6 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

5.7 In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should be able to confirm that they would offer no objection to the proposals.

Appendices

Appendix A

LHA Pre-Application Response

Asher Davey

From: Martin Friend <martin.friend@vincent-gorbing.co.uk>
Sent: 12 May 2022 14:29
To: Jack Kempster
Cc: Asher Davey
Subject: FW: Safestore

Categories: Filed by Newforma

CAUTION: This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

Jack

We have at long last had a response from Manchester CC on the Transport Scoping Note that we submitted with the pre-app on Cheetham Hill Road. Am copying to Asher for comment but overall it looks fairly positive.

Regards

Martin Friend
Consultant

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From: Janine Renshaw-Livesey <janine.renshaw-livesey@manchester.gov.uk>
Sent: 12 May 2022 12:58
To: Martin Friend <martin.friend@vincent-gorbing.co.uk>
Subject: Safestore

Dear Martin,

I hope you are well.

Please find highways comments below.

Please see Highways pre-app response to the proposals at Safestore Cheetham Hill Road. For ease I have highlighted Highways response in blue. I trust this response is satisfactory but please do not hesitate to contact me if you require anything further.

Context:

Proposed extension to Safestore's existing site at 202-208 Cheetham Hill Rd, Cheetham Hill, Manchester, M8 8LW.

Response:

- The Pre-App Transport Statement describes the existing use, location of the site, scale of the proposed development, as well as matters pertaining to access, parking, trip generation and sustainability. This is acceptable to Highways.
- The site is situated within as commercial area within 1km of the city centre.
- The Safestore currently provides self-storage space of 1,908m^2. Parking in place at the south and east of the building and provides parking for up to 35 vehicles.
- Car parking is also located in the south-eastern corner of the site and is current being rented to a car sales business.
- Vehicular and pedestrians' access is currently taken from Stocks Street via a bellmouth junction.
- Safestore's opening hours are generally:
    - 08:00-18:00 on Monday to Saturday; and
    - 10:00-16:00 on Sunday.
- However, Safestore is operational on a 24/7 basis with premium paying Safestore customers being provided with a key card which allows them to access their storage unit at any time of day.
- Due to the nature of the site customers are very likely drive by car to drop-off and pick-up bulky items
- Two options are being explored for the redevelopment of the site. Under both options the proposed number of staff at the site will remain the same and it is understood that opening times will not change.

Option 1

- All existing uses to the north of the existing Safestore building will be demolished (within the blue line area). An extension of 1,200m2 GIFA will be built and link to the existing building.
- The total net increase of the self-storage area would be 1,200m2. It is understood that the site may install an additional mezzanine floor for storage proposed. This would increase the total maximum floor area to 4,694m2.
- Therefore, the TS uses the worse case scenario of 4,694m2 when referring to Option 1.

Option 2

- Option 2 will construct an extension of 620m2 along the eastern side of the existing Safestore building. Additionally, a further building of 659m2 will be installed on the existing car parking area to the southeast of the site.
- Similar to Option 1, there site may install an additional mezzanine floor. Therefore, the total maximum floor area would increase to 4,462m2. Therefore, the worse case scenario for Option 2 is 4,462m2.

The use of a worst-case scenario to assess trip generation for Option 1 and Option 2 is acceptable to Highways.

Parking

- Highways are aware of on-street parking that occurs within close proximity of the site.
- Option 1 will result in the formation of 37 car parking spaces, which is a net increase of up to 2 spaces. Therefore, no further analysis of car paring for option 1 has been undertaken.
- Option 2 will result in the formation of 26 car parking spaces, which is a reduction of 9 parking spaces when compared to existing.
- A Transport Technical Note was undertaken by Velocity Transport Planning to demonstrate that the loss of 9 parking spaces will not affect the operational requirements of Safestore.

Transport Technical Note

- The technical note was produced in 2019 to undertake traffic surveys at three established Safestore developments to determine the associated trip generation rates at sites outside of London.
- The aim of this report was to use the surveys and associated trip generation at existing sites to support planning applications for new Safestore developments.
- Three Safestore sites were surveyed:
    - Coventry – 7,755.17sqm GIFA
    - Leicester – 6,465.21sqm GIFA
    - Harlow – 7,488.72sqm GIFA
- At each site classified vehicle movements in and out of each car park over four 24-hour periods were recorded, as well as the arrival time, departure time and length of stay. These traffic movements were then applied on a per 100m2 basis.
- These surveys methodology, results and use in this assessment are acceptable to Highways.
- The traffic rates were applied to the worst case scenario of Option 2 and suggests that a maximum of 3 cars will be parked in the Safestore's car park at any one time. This is acceptable to Highways and shows that the car park should work within capacity.
- The parking accumulation demonstrates that the Safestore proposals should be able to accommodate all associated parking within its car park. This is acceptable and welcomed to Highways. Highways are aware of on-street parking along Stocks Road and would have concerns of any on-street parking associated with Safe Store occurring here.
- Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.
- It is recommended that EVC charging is installed for a minimum of 5 the existing parking spaces. Sdditionally, it is recommended that the applicant ensure the installation of ducting infrastructure to allow future EVC installation

Access

- Option 1 and 2 will retain the existing access from Stocks Street. The access will be widened from 5.8m to 10.5m to allow for turning movements of a 7.5t box van. This arrangement is welcomed by Highways. It is requested that the TS submitted as part of the proposals have swept path analysis showing the proposed widened access on Stocks Street (in addition to the swept path analysis at North Street shown in Appendix D).
- Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Stocks Street and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
- Option 1 will also include a further access on North Street. There is an existing access already in place and this will be widened from 3.2m to 6.4m which will allow access for 7.5t box vans.
- Both in Option 1 and Option 2 the former accesses to the site from Stocks Street will be closed off.
- Additionally, both Option 1 and Options 2 the former accesses to the site along Stocks Street will be closed.
- The formation of Option 1 would also result in the closure of 2 of the 3 access points on North Street.
- The two existing access points on Cheetham Hill Road will also be closed off.
- In regards to **ALL** the above closures the exiting dropped kerbs will become redundant and therefore the redundant dropped kerb should be reinstated. All of the above will need to be built in accordance with MCC construction standards under a Section 278 agreement for the alterations to the existing highways, and for construction of the proposed reinstated kerb. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.
- Highways welcomes the closure and reinstatement of these access points. These will reduce conflicts within and around the site and increase pedestrian safety. It is requested as part of the Section 278 agreement that the footways along Stock Street is resurfaced.
- Additionally, it is requested that the existing TROs are reviewed along Stocks Street and North Street.

Swept Path Analysis

- Swept path analysis has been undertaken for Option 1 and Option 2 using a 7.5t box van. The swept path analysis shows that the 7.5t box van can enter the site, manoeuvre around the site and reverse into each of the loading bays.
- Option 1 swept path analysis shows that a vehicle can enter/exit and manoeuvre around the site safely.
- Option 2 swept path analysis shows that a vehicle can enter/exit and manoeuvre around the site safely.

Trip Generation - Existing

- The TRICS database was used to determine the existing traffic generation of the car and van hire, car wash and garage. Highways accepts these trip rates.
- TRICS suggests that the trips rates for the following uses:
    - Car and Van Hire: A total of 3 two-way trips in the AM peak and 4 two-way trips in the PM peak.
    - Car Wash: A total of 5 two-way trips in the AM peak and 10 two-way trips in the PM peak.
    - Vehicle Repair Garage: A total of 8 two-way trips in the AM peak and 4 two-way trips in the PM peak.

Trip Generation - Proposed

- It is understood that as part of the proposals the adjacent site to the north with the existing car and van hire, car wash and repair garage will be closed and the site will exclusively be Safestore.
- The net increase of Option 1 is 1,200m2 and the net increase of Option 2 is 1,279m2. Although, there is the opportunity to add an additional mezzanine floor for additional storage which would take the total to 4,694m1 for Option 1 and 4,462m2 for Option 2.
- The AM and PM peak trip rates identified in the Safestore surveys at the three Safestore sits were applied to the worse case scenarios (4,694m2 for Option 1 and 4,462m2 for Option 2).

    - Option 1: AM Peak: Total two-way trips: 5
    - Option 1: PM Peak: Total two-way trips: 6
    - Option 2: AM Peak: Total two-way trips: 4
    - Option 2: PM Peak: Total two-way trips: 5
- The proposed trip rates and associated two-way movements are acceptable to Highways. These trip numbers will not significantly impact the surrounding highway network.

Net Trip Generation

- The net trip generation is the difference between the traffic generation of all the existing uses and the traffic generation of the proposed extended Safestore site.
    - Option 1: AM two-way trip reduction of 8 trips.
    - Option 1: PM two-way trip reduction of 8 trips.
    - Option 2:AM two-way trip increase of 5 trips.
    - Option 2: AM two-way trip increase of 6 trips.
- Highways would accept both of the proposals as Option 1 would decrease trip movements to/from the site and Option 2 would not cause a significant impact on the highway network. Combined with the proposed parking for Option 1 (increase of 2 spaces) and Option 2 (decrease in 9 spaces) it has been demonstrated that the car park can accommodate these vehicles.

General Comments:

If one is not already in place it is recommended that the site produces a Travel Plan for the site. X in addition to these the site could monitor EVC charging use and cycle parking.

It is recommended that in addition of the swept path of a 7t box vehicle that swept path analysis is undertaken for a 11.5m refuse vehicle. For the avoidance of doubt the swept path should be of an 11.5m refuse vehicle and should be undertaken within the development boundary or the adopted highway to check that vehicles can manoeuvre safety. If the applicant intends to service the site privately it is requested that swept path analysis for the private waste vehicle is undertaken.

It is recommended that servicing of the site should take place outside of peak hours to reduce congestion on the highway network.

A Construction Management Plan should be provided detailing any impacts on the highway eg. the phasing and quantification / classification of vehicular activity associated with planned construction, evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway, site hours, details of contractor parking, wheel wash facilities etc. Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Best wishes.

Janine Renshaw-Livesey
Planning Officer
Development Management North
Planning Building Control and Licensing - Growth and Neighbourhoods Directorate
Manchester City Council

Tel: 0161 234 4555
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Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

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Appendix B

Location Plan

EXISTING SITE BOUNDARY

SAFESTORE, CHEETHAM HILL ROAD, MANCHESTER

Identification plan: Existing site

PROJECT NO	DRAWING NO	REV
5365	002	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2021	1:1250

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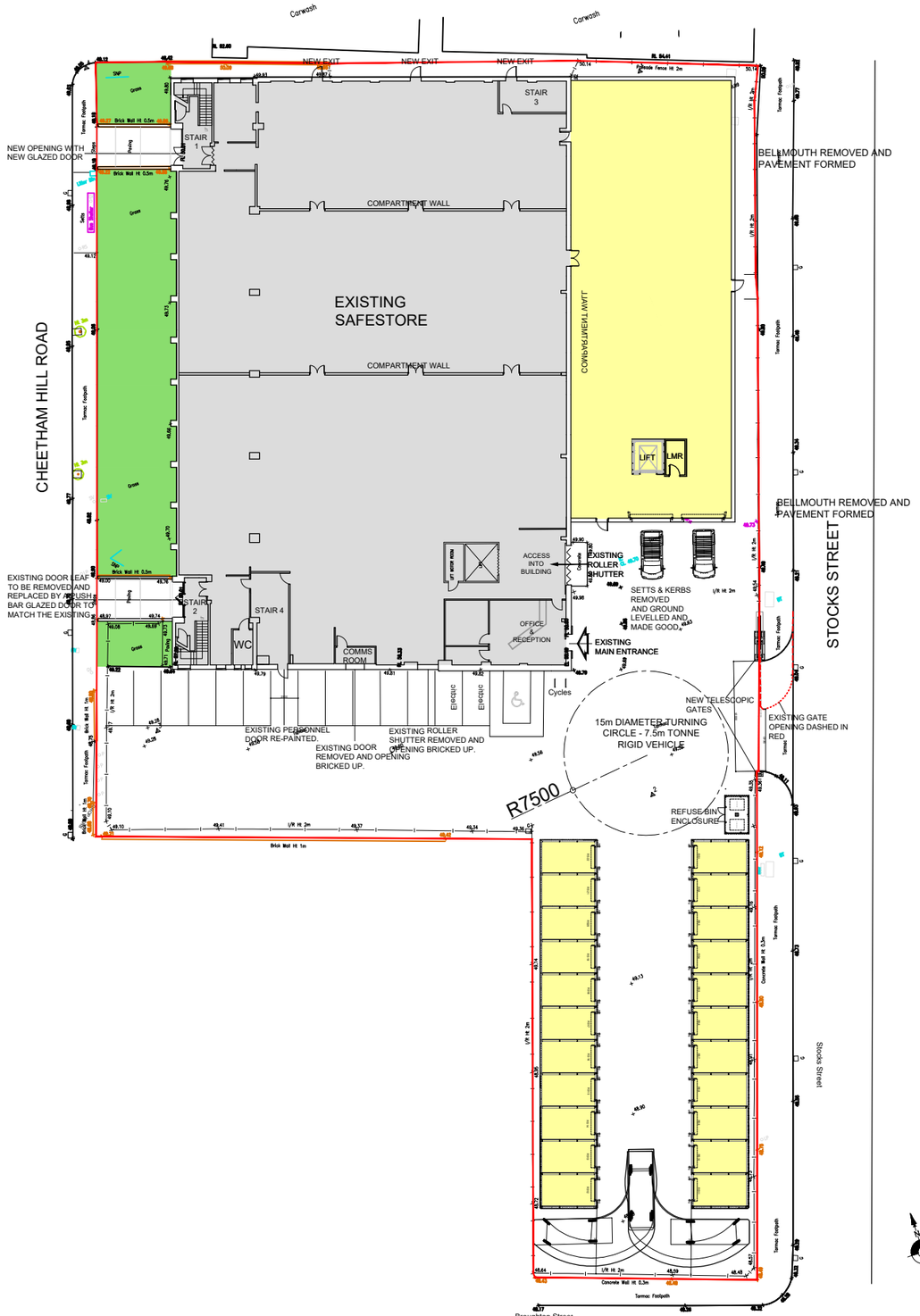
Appendix C

Proposed Site Plan



KEY

SITE BOUNDARY

EXISTING BUILDING

PROPOSED EXTENSION

LANDSCAPE AREA - SEE S MARTLEW LANDSCAPE PROPOSAL 2302/P/100

AREAS

TOTAL SITE AREA - 5,093.90m² - 0.509ha

EXISTING BUILDING		
Ground floor	1 882.73m²	20 265.54ft²
First floor	1 910.53m²	20 564.77ft²
SUB-TOTAL EXISTING	3 793.26m²	40 830.31ft²
PROPOSED EXTENSION		
Ground floor	585.21m²	6 299.15ft²
External units	322.67m²	3 473.19ft²
SUB-TOTAL PROPOSED	907.88m²	9 772.34ft²
TOTAL	4 701.14m²	50 602.65ft²

0 5 METRES 25

Scale: 1:500

PLANNING APPLICATION DRAWING ONLY

TEW AND SMITH
ARCHITECTS AND SURVEYORS

Drawing issue:

Revisions:
- A. 14.12.2023 - ER. Refuse bin enclosure and cycles hoops added.
- B. 19.12.2023 - ER. 19.12.2023 - ER. EV parking added.

Project:
SAFESTORE
PROPOSED EXTENSION
CHEETHAM HILL ROAD
MANCHESTER, M8 8LW

Title:
PROPOSED SITE PLAN

Date: 06.11.23	Drg No.	Rev:
Scale: 1:500@A3	4664-SK01(PL)	B
Drawn: ER		
Checked: BF	© Proprietor: Tew and Associates Limited	

QUOITS HOUSE, 4 HARBOROUGH ROAD,
KINGSTHORPE, NORTHAMPTON. NN2 7AZ
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Appendix D

Safestore Trip Rates

SAFESTORE, PETERBOROUGH

TECHNICAL NOTE: TRIP GENERATION

CLIENT: SAFESTORE DATE: APRIL 2019

INTRODUCTION

1. Velocity Transport Planning was appointed by Safestore in January 2019 to undertake traffic surveys and associated calculations at three existing established Safestore developments in order to determine associated trip generation rates for their operations outside of London.

PURPOSE

2. It is the intention that in the future the trip generation rates calculated as a result of this study will be used to support planning applications for new Safestore development, whereby the planning authority can be reassured that the trip rates and associated trip generation presented Transport Statement or Transport Assessment are a fair representation of those that would occur if the development was permitted.

TRAFFIC SURVEYS

3. Independent traffic surveys were commissioned at the three established Safestore storage locations listed in Table 1 below.

Table 1 – Site Selection

SAFESTORE SITE	POSTCODE	GROSS INTERNAL AREA (M^2)
Coventry Unit 1 Cyan Business Park, Phoenix Way, CV2 4PQ	CV2 4QP	7,755.17
Leicester 1 Pioneer Close, Abbey Lane, Leicester	LE4 5QU	6,465.21
Harlow Ascent Park Unit 9 Edinburgh Way, Harlo	CM20 2DG	7,488.72

4. At each site, the following survey activities were undertaken:
   - A site walkover to assess the total number of parking bays provided and record the number of vehicles parked in each location at the commencement of the survey;
   - High mast video equipment was erected to record vehicle movements in and out of each car park. Video footage was collected for four 24-hour
5. Each vehicle to be:
   - Classified (cyclists, cars, taxis, small vans, longer wheel-based vans, 8m-10m rigid HGVs, articulated HGVs)
   - Arrival time of each vehicle (HH:MM:SS)
   - Departure time of each vehicle (HH:MM:SS)
   - Each vehicle duration of s

COLLATION OF SURVEY DATA AND CALCULATION OF TRIP G NERATION RATE

6. The video footage at each site has been reviewed, analysed and collated in 15-minute intervals, wit traffic movements classified by type. **Appendix A** shows the site access locations where surveys were undertaken and the raw survey data from each

7. Table 2 below provides the two-way weekday vehicular trip rates for the surveyed sites between 0700-1900

Table 2: Daily weekday vehicular trip generation

TIME	TRIP RATE	
	Arrivals/100sqm	Departures/100sqm
07:00-0800	0.018	0.028
08:00-09:00	0.037	0.055
09:00-10:00	0.117	0.131
10:00-11:00	0.127	0.097
11:00-12:00	0.078	0.094
12:00-13:00	0.134	0.120
13:00-14:00	0.122	0.120
14:00-15:00	0.097	0.094
15:00-16:00	0.071	0.083
16:00-17:00	0.111	0.104
17:00-18:00	0.069	0.055
18:00-19:00	0.037	0.037

8. Table 3 and Table 4 provides the two-way Saturday and Sunday vehicular trip rates for the surveyed sites between 0700-1900, respectively

Table 3: Daily Saturday vehicular trip generation rates

TIME	TRIP RATE	
	Arrivals/100sqm	Departures/100sqm
07:00-08:00	0.028	0.032
08:00-09:00	0.064	0.064
09:00-10:00	0.078	0.106
10:00-11:00	0.111	0.092
11:00-12:00	0.092	0.078
12:00-13:00	0.115	0.111
13:00-14:00	0.092	0.111
14:00-15:00	0.106	0.078
15:00-16:00	0.101	0.074
16:00-17:00	0.101	0.138
17:00-18:00	0.041	0.055
18:00-19:00	0.037	0.032

Table 4: Daily Sunday vehicular trip generation rates

TIME	TRIP GENERATION	
	Arrival/100sqm	Departure/100sqm
07:00-08:00	0.037	0.018
08:00-09:00	0.041	0.046
09:00-10:00	0.032	0.046
10:00-11:00	0.088	0.083
11:00-12:00	0	
12:00-13:00	0.097	0.101
13:00-14:00	0.060	0.055
14:00-15:00	0.078	0.060
15:00-16:00	0.064	0.069
16:00-17:00	0.055	0.032
17:00-18:00	0.009	0.028
18:00-19:00	0.051	0.060

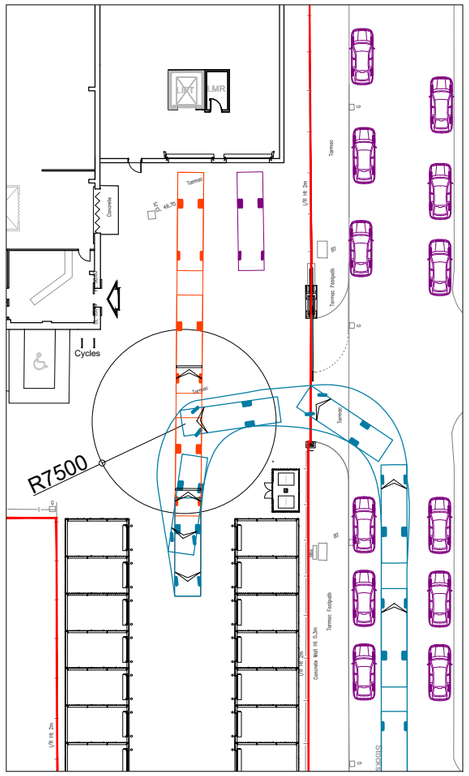
SUMMARY

9. Table 2 shows that the weekday AM Peak (0800-0900) two-way trip rate is 0.092 per 100sqm the PM peak hour (1700-1800) two-way trip rate is 0.124. The daily peak trip rate is 0.253 per 100sqm which occurs at 1200-1300

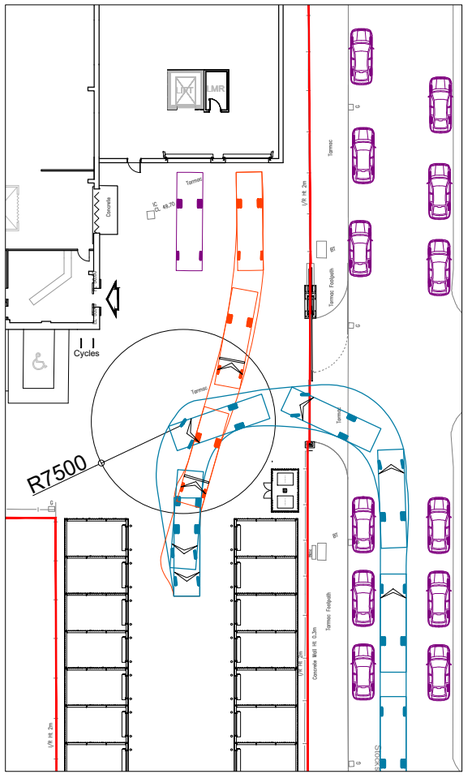
10. Table 3 shows that the Saturday Peak two-way trip rate is 0.240 per 100sqm which occurs at 1600-1700. Table 4 shows that the Sunday Peak two-way trip rate is 0.198 per 100sqm which occurs at 1200 1300.

Appendix E

Swept Path Analysis



WESTERN LOADING DOOR - ENTRY FROM SOUTH



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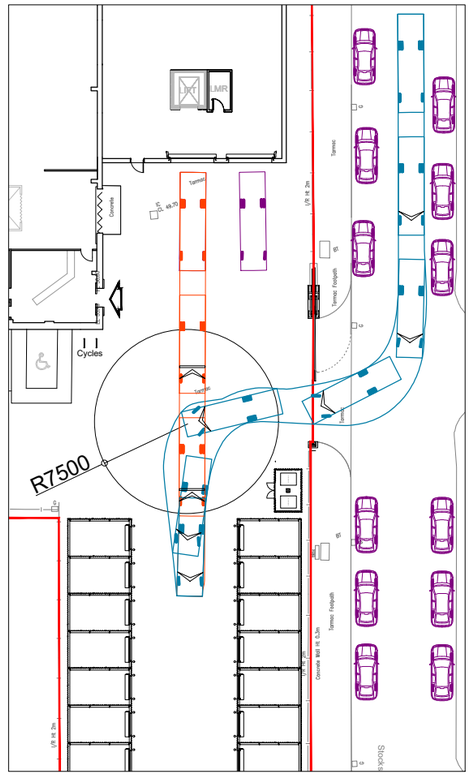

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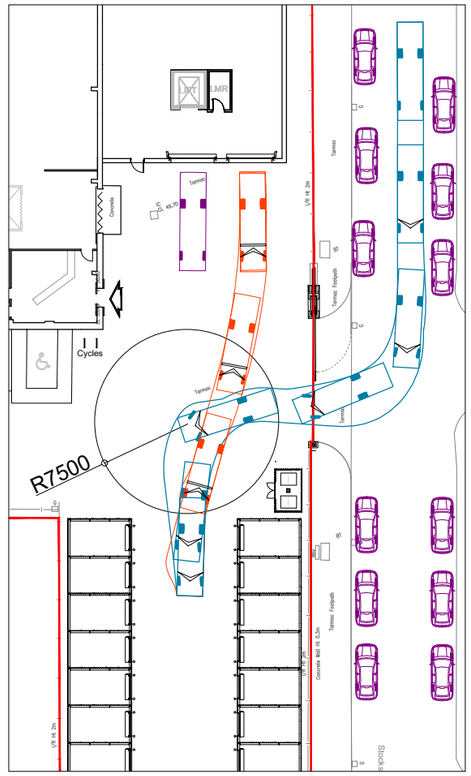

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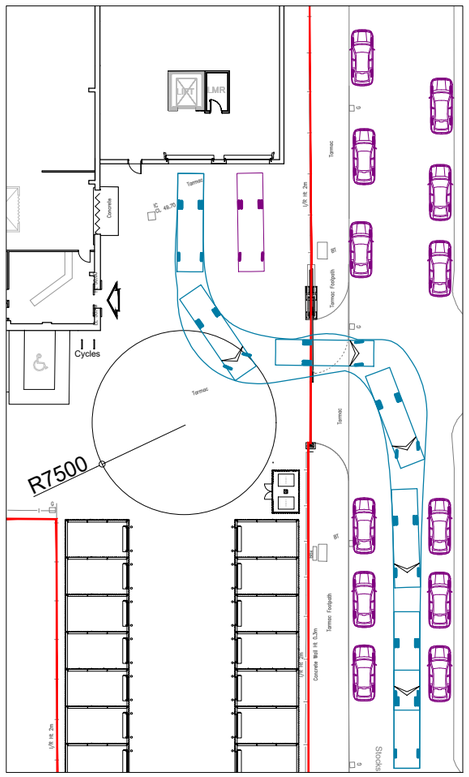

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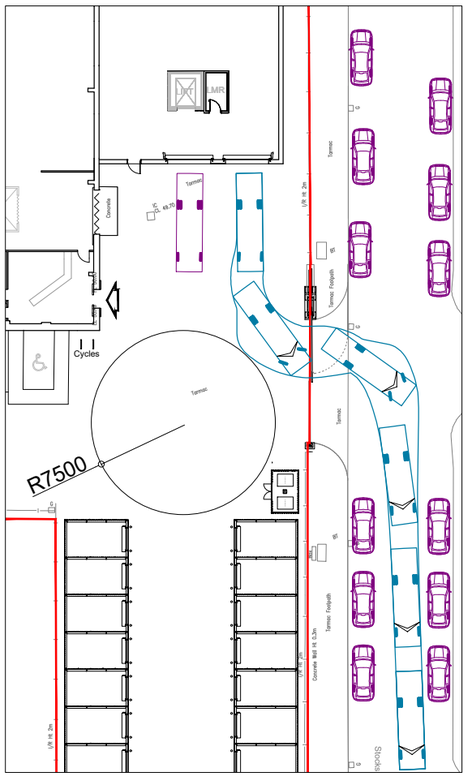

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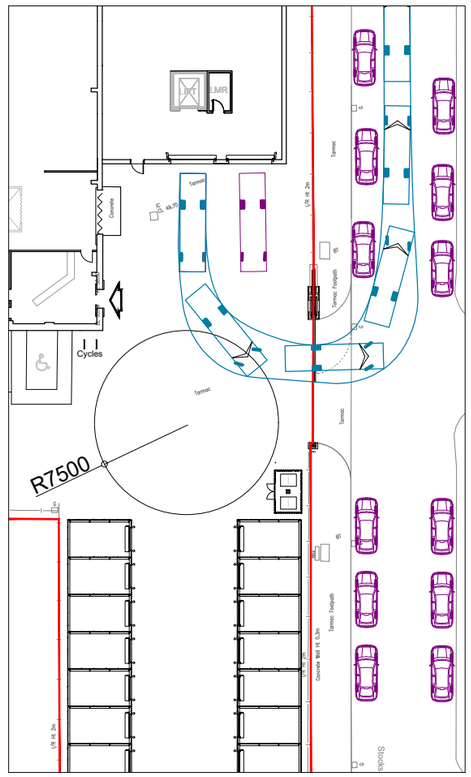

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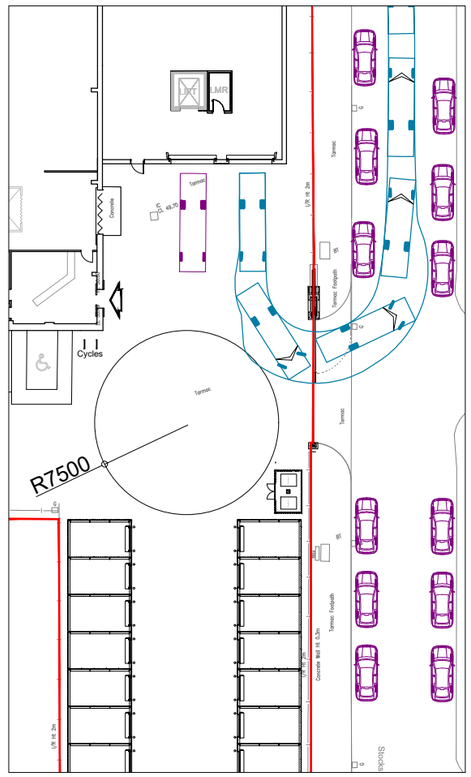

EASTERN LOADING DOOR - EXIT TO NORTH

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Tew and Smith's drawing 4664-SK01

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KEY

8m 7.5t box van - forward gear

8m 7.5t box van - reverse gear

8m 7.5t box van - Parked

Car - Parked

Rev.	Description	Date	By	Chkd
A	Architect's layout updated.	19/12/2023	TH	AD

Glanville
Survey > Plan > Engineer

Civil Engineering | Highways Engineering
Structural Engineering | Building Surveying
Transport Planning | Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Safestore Ltd.

Project : Safestore Manchester Central

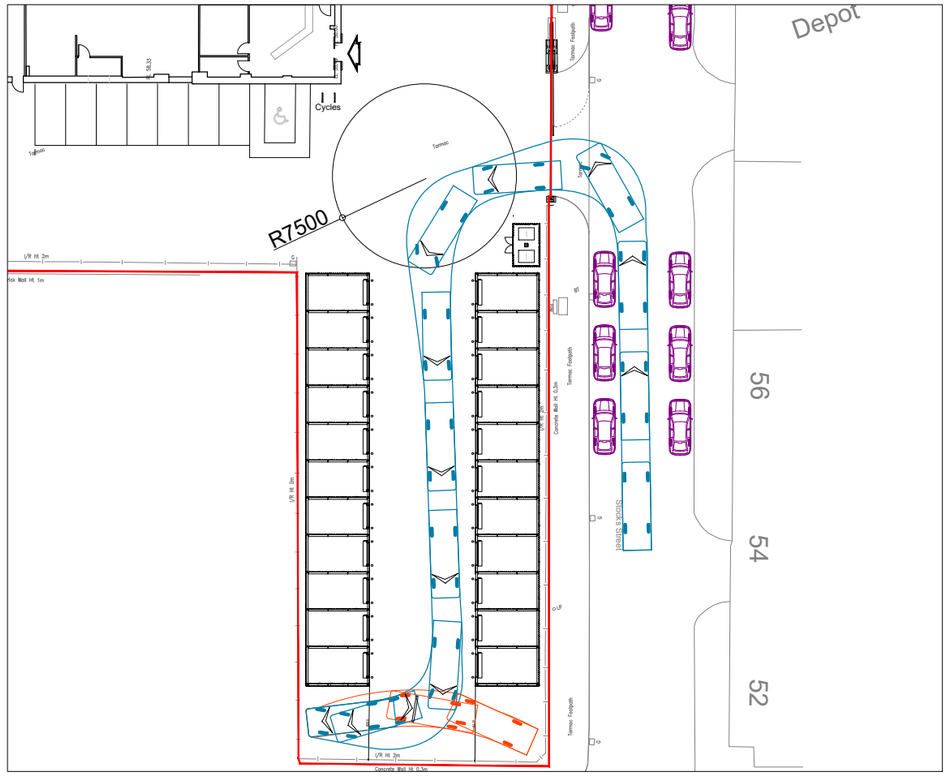
Title : Swept Path Analysis 8m 7.5t Box Van

Engineer : T. Hart | Date : December 2023

Director : T. Foxall | Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No. 8210665/6205 | Rev A



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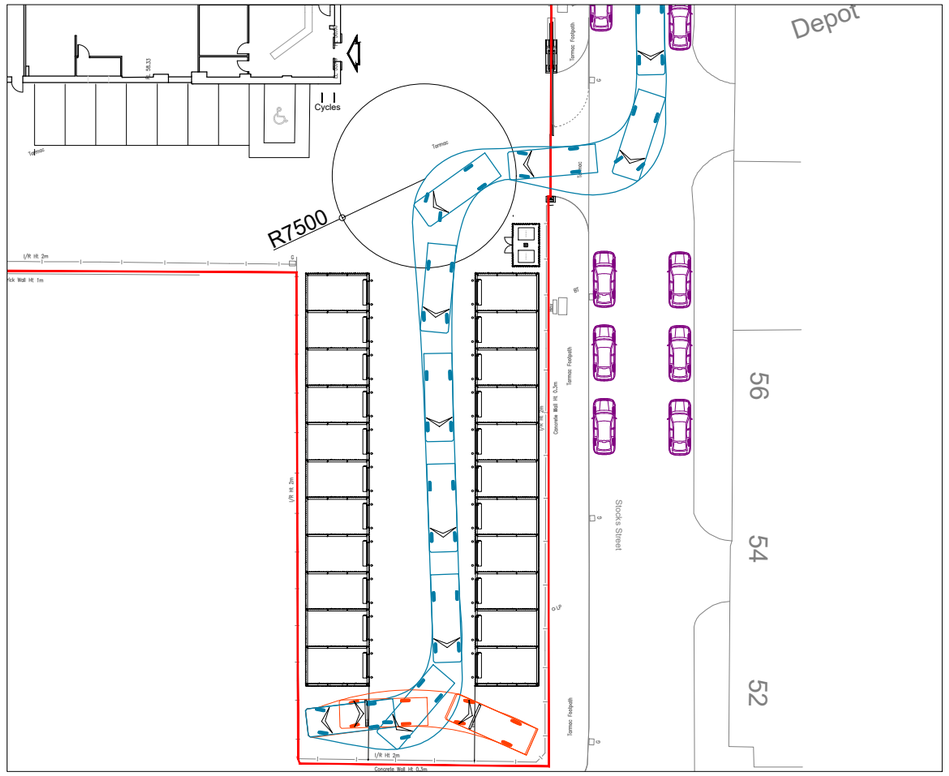

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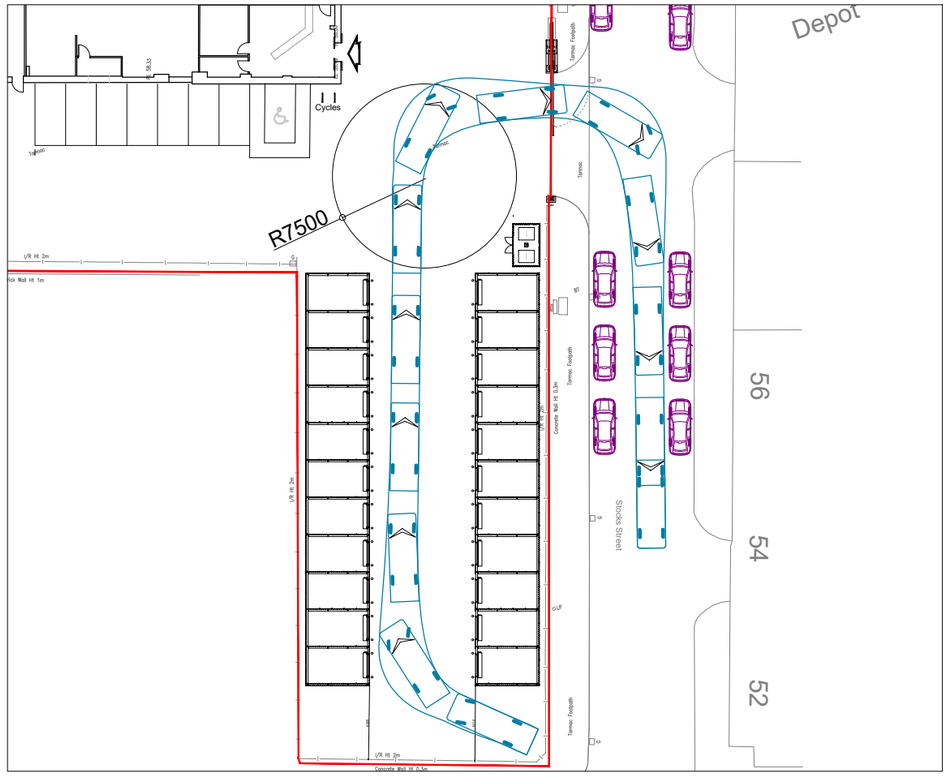
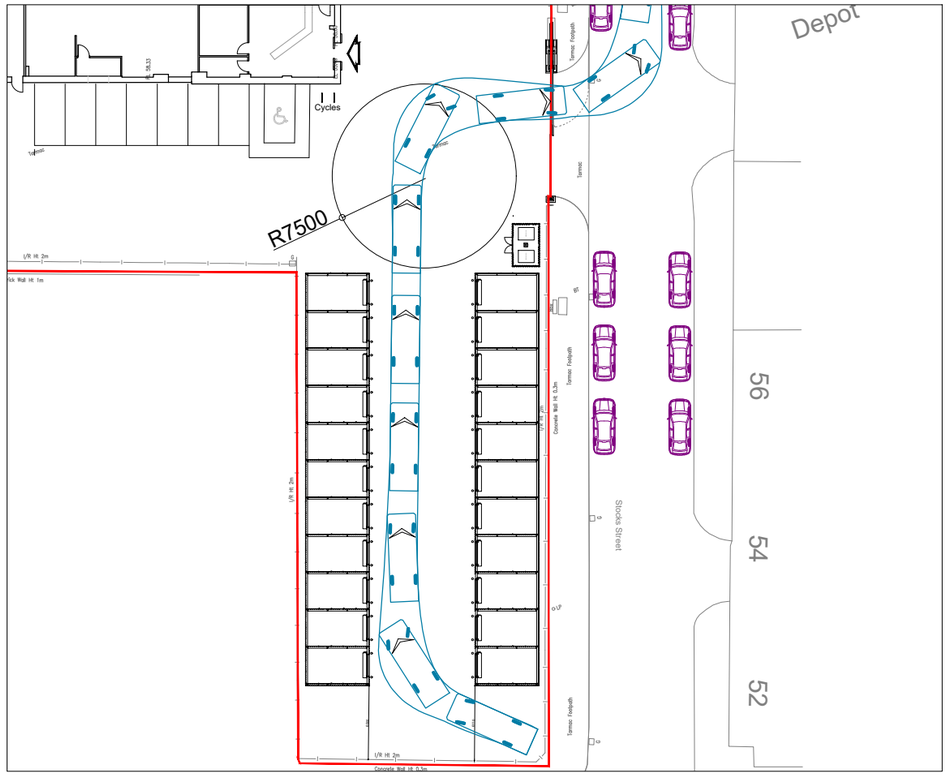


TURNING AREA - EXIT TO SOUTH



TURNING AREA - EXIT TO NORTH

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Tew and Smith's drawing 4664-SK01

KEY

7.2m 7.5t box van - forward gear

7.2m 7.5t box van - reverse gear

Car - Parked

Rev.	Description	Date	By	Chkd
A	Architect's layout updated.	19/12/2023	TH	AD

Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning
Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Safestore Ltd.

Project : Safestore Manchester Central

Title : Swept Path Analysis 7.2m 7.5t Box Van

Engineer : T. Hart
Director : T. Foxall
Status : PRELIMINARY
Date : December 2023
Scale : 1:500 @ A3

Drawing No. 8210665/6206

Rev A

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

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