

Upper Brook Street Masterplan Williams / Alliance UBS Limited Site Logistics Management Strategy

Upper Brook Street Masterplan

(Williams Motor Co (Holdings)/Alliance UBS Limited)

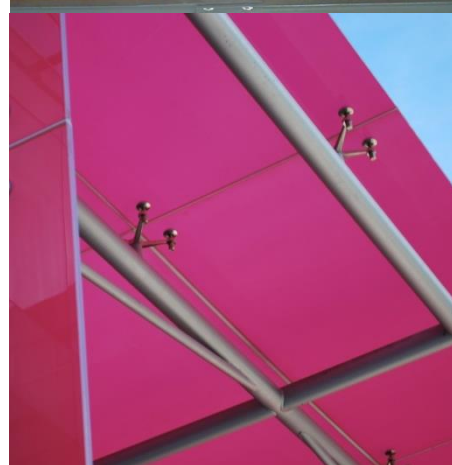
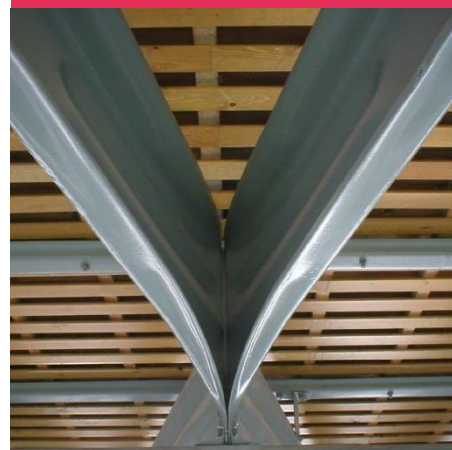
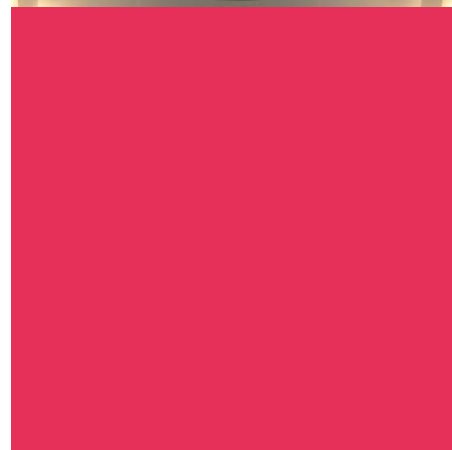
Site Logistics Management Strategy

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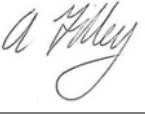
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1.0 Introduction

1.1 Background

1.1.1 This report has been prepared by Curtins on behalf of Williams Motor Co (Holdings) and Alliance UBS Limited, to support a full planning application for a life sciences and purpose-built student accommodation (PBSA) development (hereafter referred to as the 'Proposed Development') on Phase Two of the Upper Brook Street Masterplan (hereafter referred to as the 'Site'). The proposal would bring forward development on a previously developed site which is earmarked for commercial and PBSA uses in the Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) endorsed by MCC in 2019. This application is accompanied by a comprehensive suite of technical documents, reports and plans.

1.1.2 The Proposed Development comprises three purpose-built student accommodation blocks of circa 29, 14 and 12 floors providing accommodation for up to 983 students. Three commercial office blocks centred around life sciences are also proposed, however, this element is not considered within this document.

1.1.3 The full description of the Proposed Development is as follows;

"Full planning permission for the demolition of existing buildings and erection of three ground floor + 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sq.m ground floor community uses (retail/café and medical facility (Use Classes E (a/b) and (e) and the provision of new public realm, two new public squares, new access and parking, and associated works."

1.1.4 The proposed site layout is provided in Appendix A.

1.2 Purpose of This Report

1.2.1 This Site Logistics Management Strategy (SLMS) is a bespoke document which has been prepared to consider the servicing and delivery vehicle movements associated with the development proposals as well as the potential refuse and recyclable waste volumes of the proposed development, along with details of the collection arrangements. In addition, this document also considers the management procedures that will be adopted in advance of residents arrival prior to the start of term and departures at the end of term.

1.2.2 This SLMS supports the Transport Assessment (Document Reference: **J000370-TA01**) and a Framework Travel Plan (Document Reference: **J000370-TP01**) prepared by Focus Transport Planning.

- 1.2.3 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the site location, including use and Highway Network surroundings.
- 1.3.2 **Section 3** sets out the proposed management of future residents with **Section 4** detailing the proposed delivery strategy.
- 1.3.3 The relevant local and national waste policy is summarised in **Section 5**.
- 1.3.4 **Section 6** contains the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

- 2.1.1 The site is located in Manchester city centre, adjacent to Upper Brook Street.
- 2.1.2 The site is bound by Kincardine Road to the north, Grosvenor Street to the west, Upper Brook Street to the south, and Inchley Road to the east.
- 2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

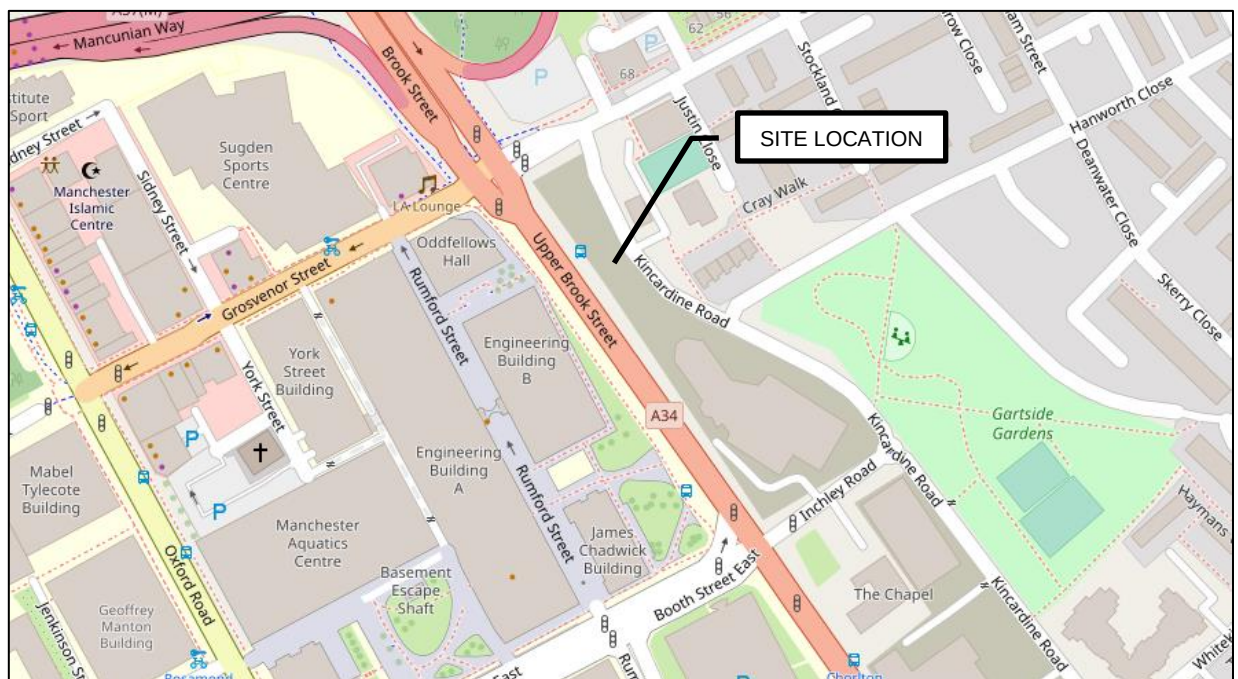


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2023)

2.2 Surrounding Highway Network

- 2.2.1 Inchley Road will be completely closed to vehicular traffic (in both directions). Kincardine Road is to be converted to one-way (south to north) operation from Brunswick Street to the south to Grosvenor Street to the north.
- 2.2.2 Vehicles egressing from Kincardine Road onto Grosvenor Street will only be able to turn left, back onto Upper Brook Street.
- 2.2.3 The existing mini-roundabout at the junction between Inchley Road and Kincardine Road will be removed, with land associated with Inchley Road converted into a new public square.
- 2.2.4 Further to these changes, there are a number of loading, drop-off and disabled parking facilities proposed along Kincardine Road between the former connection to Inchley Road and Grosvenor Street, as follows:

- A total of nine disabled spaces;
- One 25 x 3.5m loading bay;
- One 22.5 x 3.0m loading bay; and
- On-street public Pay & Display / Residents Permit parking along the northern side of Kincardine Road.

2.2.5 Further details of the proposals are included in the TA prepared by Focus Transport Planning submitted as part of the planning application.

3.0 Residents Traffic Management

3.1 Introduction

- 3.1.1 The application proposals comprise a comprehensive mixed-use scheme including Purpose Built Student Accommodation (PBSA) and Life Science based employment buildings.
- 3.1.2 This section of the SLMS considers the management of PBSA related residential traffic at the start and end of term when vehicle demand will be at its peak. The submitted Transport Assessment sets out the principles of the car free development concept being adopted and considers the typical traffic demand at all other times.
- 3.1.3 The application proposals have been developed with full consideration of the location and accessibility of the site to key local services and facilities by sustainable modes of travel including walking, cycling and public transport. On this basis, residents will be encouraged to travel by modes of transport other than the private car and no car parking spaces will be provided within the development itself.

3.2 Existing Parking Facilities

- 3.2.1 As noted previously, Focus Transport Planning has developed a highway scheme for Kincardine Road which will restrict vehicle movement to one-way only. In addition, the scheme includes dedicated loading facilities and parking provision for disabled users. The proposals also retain provision for general on-street car parking along the northern side of the carriageway.
- 3.2.2 On-site provision for disabled users and cycle parking provision is set out within the Transport Assessment.
- 3.2.3 Curtins has reviewed the existing car parking facilities within walking distance of the site and determined that the closest off-site car parking facility is the Aquatics Centre Multistorey Car Park on Booth Street East, approximately 100m south of the site.
- 3.2.4 The car park is operated by APCOA and provides secure off-road car parking for up to 380 vehicles with four spaces dedicated for the mobility impaired. The car park is open Monday to Sunday between 06:00 and 24:00. The current tariffs at the time of preparing this document are set out below.

Up to 15 mins Free

Up to 2 hours £2.50

Up to 4 hours £4.50

Up to 9 hours £8.00

Up to 24 hours £12.00

- 3.2.5 In addition to the Aquatics Centre Multistorey Car Park, the NCP operated car park at Manchester Circle Square is located less than 200m north of the site. The car park is open 24hrs Monday to Sunday providing access to a further 1,018 pay & display spaces.

3.3 Proposed Residential Management Plan

- 3.3.1 This Management Plan has been prepared on a worst-case basis where all residents drop-off/pick-up movements are undertaken by car. It is likely, however, that given the accessibility of the site and proximity to public transport service including bus and rail a number of future residents may arrive/depart by more sustainable means of transport.
- 3.3.2 The proposed application scheme, as a student residential development, will typically incur a number of vehicle movements at the beginning and end of the academic year when students move in and move out of their accommodation. As outlined in the associated Transport Assessment, throughout the remainder of the year it is not anticipated that the residential units will generate any further significant numbers of car trips given the lack of on-site car parking spaces provided and the intention to market the scheme as a “car free” development.
- 3.3.3 In order for drop-off/pick-up activity to be managed effectively and minimise any disruption to neighbouring premises as well as the local highway network, this Management Plan has been produced to detail arrangements for the arrival and departure of residential occupiers only.
- 3.3.4 Aside from on-street car parking spaces and the five spaces designated for the mobility impaired within the proposed lay-by, associated car parking is not proposed as part of the development proposals as the student accommodation provides a significant number of secure cycle parking facilities and is situated within a sustainable location with a good level of public transport and active travel opportunities available to students.
- 3.3.5 As noted previously, Curtins has also reviewed the existing car parking facilities within walking distance of the site and determined that the closest off-site car parking facility is the Aquatics Centre Multistorey Car Park on Booth Street East, approximately 100m south of the site that provides parking for up to 380 vehicles with a further 1,018 spaces provided at Manchester Circle Square less than 200m to the north of the site.
- 3.3.6 There is therefore opportunity for vehicles to park off-site if necessary.

3.4 Management of Residents

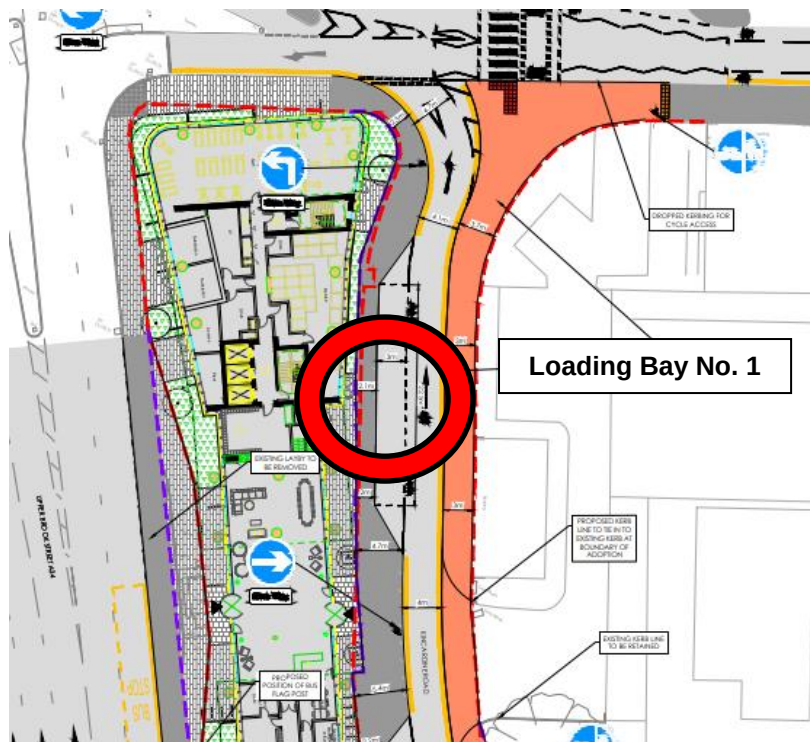
- 3.4.1 All residents will receive correspondence prior to occupation advising that there is no opportunity for onsite parking.

- 3.4.2 Details of the system of arrival and departure by car to future residents of the site will be provided at the start and end of term.
- 3.4.3 The arrival and departure of future residents of the site can be defined within three distinct categories:
- Student arrival at the start of the academic year;
 - Student arrival and departure at the end of terms during the academic year; and
 - Student departure at the end of the academic year.
- 3.4.4 The proposed development comprises 983 rooms, which will be available for occupation at the start of a new term (September) each year.
- 3.4.5 It is recognised that there is a need to minimise disruption to local businesses during student arrivals and to ensure minimal disruption to traffic flows along Kincardine Road and other surrounding local routes.
- 3.4.6 The following measures will be introduced as part of this Management Plan in order to minimise disruption to neighbouring premises:
- Resident Instructions: Prior to residents arrival, a letter will be sent advising on the most appropriate route to gain access to the site on their arrival date. The letter will also include a map of the immediate locality and identify local car parking facilities as well as local sustainable travel information for those arriving by public transport (bus/tram/train).
 - Parking Capacity: When parked within the two designated loading bays along Kincardine Road, eight cars can comfortably be accommodated whilst additional space for a further nine vehicles can be accommodated within the disabled parking bays. The intention will be to utilise the two loading bays and the parking bays designated for the mobility impaired as part of the Residents Management Plan.
 - Marshalling: Marshals shall be employed over the intake weekends to direct and organise traffic movements in the site's immediate vicinity. The marshals will encourage cars to unload and vacate the designated car parking spaces as soon as possible to make the best use of the local car parking in the vicinity of the site and reduce the possibility for congestion. The Marshals will issue maps and directions to local car parking for any parents / guardians that wish to spend more time in Manchester after they have unloaded their vehicle.
 - Neighbour Information Letter: A letter shall be issued to all residents and businesses in the immediate vicinity of the development advising them of the arrangements put in place for resident arrivals providing contact details at the site should they have any queries or incur any difficulties during the arrivals period.
- 3.4.7 Any requirement for the temporary use of service areas/lay-bys during this period will be agreed with Manchester City Council in advance. This will also include engagement and coordination with the

operators of the ground floor units to ensure that any disruptions are minimised and key delivery/servicing requirements will be maintained.

Resident Arrivals at the Start of the Academic Year

- 3.4.8 Resident arrivals are proposed to be split across two weekends with up to 310 residents arriving per day with arrivals spread evenly throughout each day from 09:00 – 17:00, based on each resident being allocated a 20-minute 'move in' slot. Residents will be able to book a slot in advance of arrival (with slots available for 20-minute arrivals between 09:00 – 17:00 on a Saturday and Sunday).
- 3.4.9 Residents will be advised of the arrival strategy well in advance of intake dates and will be provided with detailed printed information confirming the arrangements for the day, which will be as follows:
- on arrival, vehicles will park in designated loading bays clearly marked from no.1 to no. 3 (including the disabled parking bays) and report to main reception to check in and carry out any registration and key handover;
 - once checked-in, on-site baggage handlers will be prepared with luggage trolleys to help unload all belongings, which will be taken to the relevant room. On-site attendants will notify each vehicle when their allotted time (approximately 20 minutes) has been reached;
 - once unloaded, vehicles will be directed out of the area by supervisory staff to ensure no conflict in traffic movements.



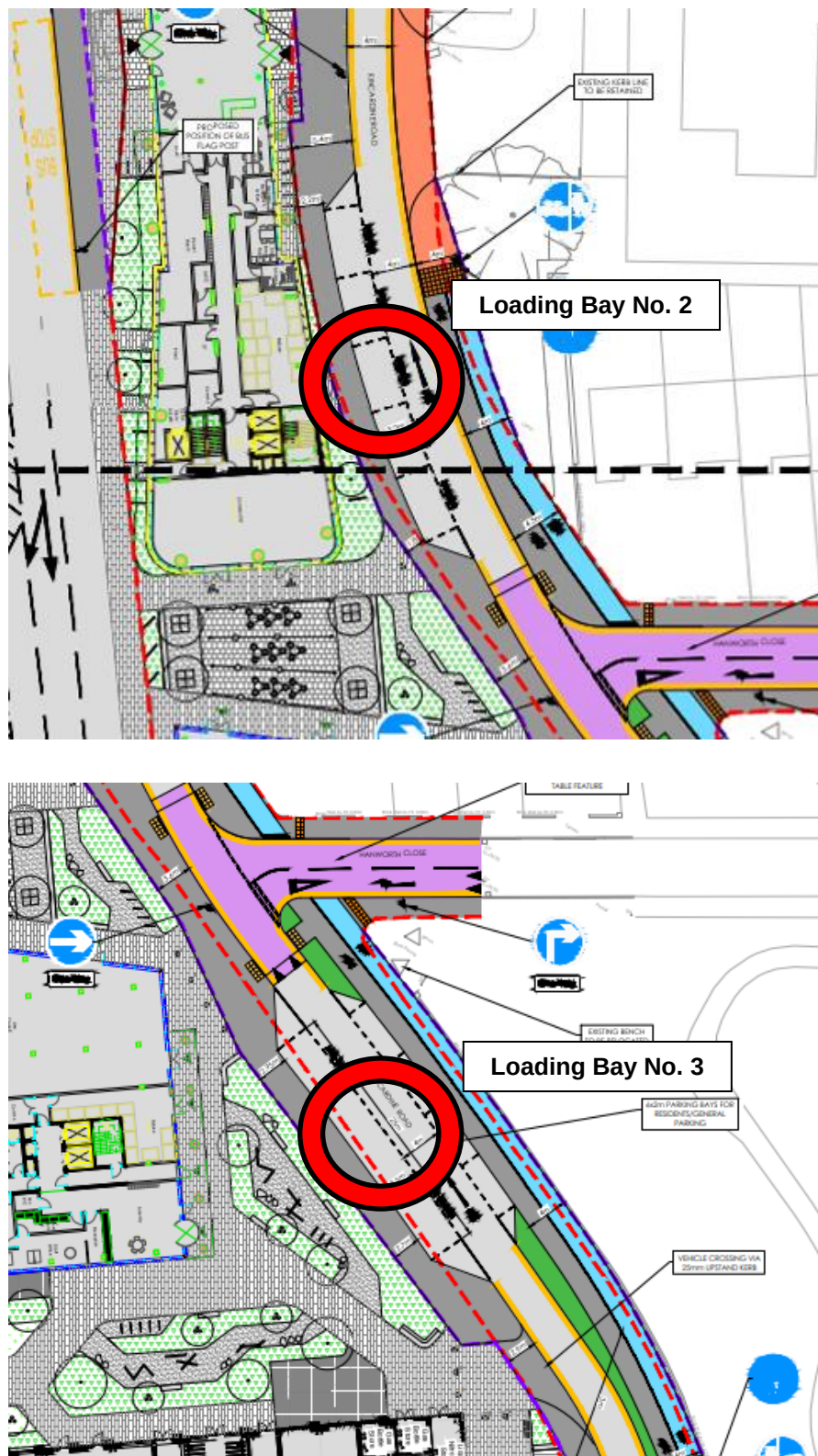


Figure 3.1 – Residents Loading/Unloading Locations

3.4.10 The vehicle capacity within each loading bay is summarised in Table 3.1.

	Capacity (no. of cars)	Capacity per hour (20 min dwell time)	Capacity per Day (09:00-17:00)
Loading Bay No.1	4	12	96
Loading Bay No. 2	5	15	120
Loading Bay No. 3	4	12	96
Total	13	39	312

Table 3.1 – Loading Bay Capacity

- 3.4.11 Table 3.1 demonstrates that combined capacity of each loading bay equates to 312 vehicles. On this basis, a total of four days would be required, should all 983 residents use a vehicle on arrival day.
- 3.4.12 These procedures and the use of local off-site parking at the Aquatics Centre Multistorey Car Park and Manchester Circle Square would be monitored and enforced by the on-site attendants and also mirror similar procedures which are operated successfully by comparable student residential development operators.

Resident Arrivals and Departures at the End of Terms During the Academic Year

- 3.4.13 Resident departures and arrivals at the end of terms during the academic year will be considerably less intensive than the arrival period at the start of the academic year.
- 3.4.14 On the above basis, it is unlikely that detailed traffic management will be required, although this situation will be monitored throughout the academic year and appropriate arrangements will be made should the need arise to introduce further traffic management during the student arrival and departure periods.

Resident Departures at the End of the Academic Year

- 3.4.15 Departures of residents occur over a period of several months and align themselves with the academic year, generally around May to July and August to September, depending on the tenancy length. As departures are spread widely across a period of many weeks, there is never a time when a mass departure occurs.
- 3.4.16 Clear and concise departure policies for all residents will be implemented that will ensure that pick-up vehicles arrive at the designated loading bays where belongings can be quickly loaded, and the car driven away. Because there is no check-out process to conduct, individual departures can be planned by each resident and undertaken without delay or inconvenience.

4.0 Proposed Delivery Strategy

4.1 Introduction

- 4.1.1 This section of the SLMS considers the management of delivery vehicles and taxi services at the proposed site during a typical day. As noted previously, the submitted Transport Assessment sets out the principles of the car free development concept being adopted and considers the typical traffic demand at all other times.

4.2 On-site Servicing

- 4.2.1 Two dedicated loading bays are proposed on the southern side of Kincardine Road which will be utilised by service and delivery vehicles to the three buildings being delivered as part of the planning application.

- One 25 x 3.5m loading bay;
- One 22.5 x 3.0m loading bay; and

- 4.2.2 These loading bays will be used by delivery and service vehicles associated with the residential, commercial and retails uses within the development. Any cycle and motorcycle courier deliveries will utilise one of the short stay cycle spaces provided within the site.

- 4.2.3 Vehicles would typically arrive at the loading bays in a forward gear (unless occupied) from the south/east along Kincardine Road. Vehicles would leave the area in a forward gear, continuing along Kincardine Road in a northerly direction and connect with Upper Brook Street at the Grosvenor Street/Upper Brook Street signal controlled junction.

- 4.2.4 The loading bays are sufficient to provide access for larger goods vehicles, such as 10m rigid type and large refuse vehicles. A swept path analysis of each loading bay is provided within the submitted Transport Assessment.

Number and Type of Deliveries

- 4.2.5 In order to calculate the delivery, servicing and taxi trips likely to be generated by the proposed development, trip rates have been obtained from the TRICS national database of similar student residential schemes.

- 4.2.6 In addition, whilst the ground floor commercial and retail uses are anticipated to be ancillary to the residential uses, the TRICS database has been interrogated in order to derive the servicing and delivery vehicle demand associated with these uses.

- 4.2.7 It should be noted that this exercise provides a robust analysis of the servicing/delivery demand only, reference should be made to the submitted Transport Assessment in regard to the wider multi-modal trip demand of the application proposals.

- 4.2.8 The following table provides an indication of the potential number of trips throughout the day for a typical development of this nature, the full TRICS outputs are included as **Appendix B** to this report:

Purpose Built Student Residential (983 Residents)			
Daily Generations	Arrivals	Departures	Two-way
OGVs	0	0	0
LGVs	10	12	22
Taxis	25	20	45
Convenience Store (389sqm)			
OGVs	1	1	2
LGVs	6	6	12
Food and Beverage (121sqm)			
LGVs	1	1	2
Servicing Vehicles	1	1	2
Combined			
OGVs	1	1	2
LGVs	17	19	36
Service Vehicles	1	1	2
Taxis	25	20	45

Table 4.1 – Servicing/Delivery Vehicle Demand

- 4.2.9 The assessment suggests that the proposed application scheme would generate approximately 85 two-way servicing, delivery and taxi trips per day, with the majority of trips anticipated to be generated by transit vans and 7.5t box vans. Curtins note the above table represents a typical case, forecasting the likely number of servicing trips as a result of the development as estimated from a similar development, and that there have been modal shifts such as an increase in cycle deliveries that have not been captured within the TRICS database.
- 4.2.10 As a significant number of city centre based parcel deliveries and take-away deliveries are undertaken by cycle/motorcycle suitable provision is provided close to the main building entrance points to secure cycle/motorcycles and allow prompt delivery.
- 4.2.11 Figure 4.1 presents a typical daily profile of the service vehicles and additional taxi demand at the application site.

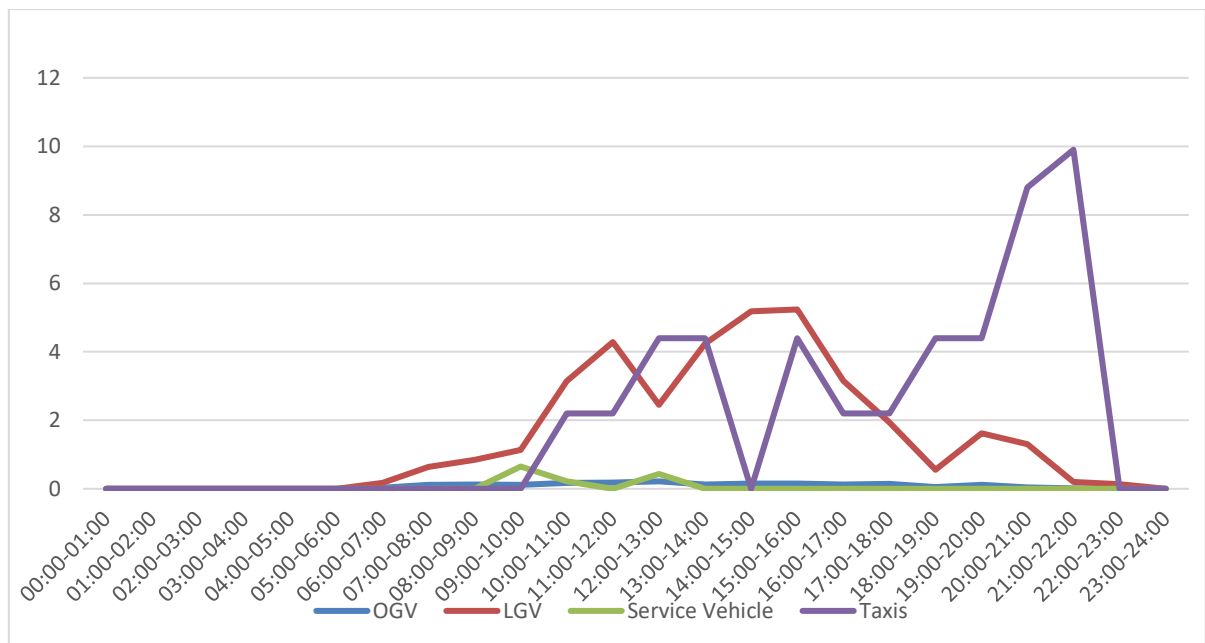


Figure 4.1 – Daily Vehicle Profile

- 4.2.12 Figure 4.1 confirms that vehicle demand at the site would be spread across the day, with the ability to coordinate delivery times as required.
- 4.2.13 Figure 4.1 also confirms that the peak taxi demand at the site has little conflict with the servicing and delivery vehicle demand.

Receiving Deliveries

- 4.2.14 It is envisaged that upon pulling into the loading bays, delivery staff would make their way to the main building access points (or the F&B/convenience store delivery access points).
- 4.2.15 The student residential operator would then receive parcels on behalf of residents wherever possible (i.e. mail and parcels could be received by reception staff, however perishable goods such as food deliveries would need to be received by the resident themselves), and these parcels would be stored in a designated area for residents to collect at a later time. This is a common approach undertaken in residential developments to minimise the number of repeat trips (i.e. preventing a missed delivery if a resident is not available to receive a parcel).
- 4.2.16 Deliveries that are made by bicycles or motorcycles can also secure their vehicle close to building entrance points before walking towards the residential access. It is reiterated that the estimations in **Table 4.1** above are based on a number of sites, and it is expected that there would also be cycle deliveries which would take up significantly less space than motor vehicles and dwell for significantly less time.

4.3 Management of Servicing Strategy

- 4.3.1 Usage demand for the designated loading bays will be managed by the site's management company, by coordinating times with delivery companies wherever possible to reduce the number of trips throughout the day and to maximise each bay's availability.
- 4.3.2 The following initiatives would be adopted:
- Onsite management team to manage servicing activity at the site;
 - Suppliers will be encouraged to use bicycles, motorcycles, cars, and transit vans to deliver goods where possible;
 - Onsite management team to work with delivery companies (i.e. Royal Mail, Hermes, Amazon, DPD etc) to minimise the number of arrivals per day and to consolidate deliveries, where possible;
 - Onsite management team to ensure that delivery vehicles remain in the loading bays for as little time as required and that vehicle engines are switched off while stationary, where possible;
 - A designated area would be available to receive goods from courier deliveries if a resident is not available;
 - Onsite management team to seek to minimise, where possible, deliveries during the peak hours; and
 - Onsite management team to make residents aware of the benefits of using off-site delivery lockers, such as Amazon Lockers and Duddle.
- 4.3.3 The Servicing Strategy will be reviewed on a regular basis and any comments received from residents or third parties regarding the servicing activity will be encouraged with the overall approach updated where necessary to minimise inconvenience and disruption to the surrounding public realm and highway network.

5.0 Waste Management Policy

5.1 Introduction

- 5.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

5.2 Waste Management Plan for England (January 2021)

- 5.2.1 The Waste Management Plan for England, to be read in combination with the Resources and Waste Strategy issued in 2018, sets out measures to eliminate avoidable plastic waste, tackle confusion over household recycling, and make sure that those responsible for creating polluting products pay for the costs of that pollution.
- 5.2.2 The Resources and Waste Strategy identifies five strategic ambitions:
- *“To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;*
 - *To work towards eliminating food waste to landfill by 2030;*
 - *To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;*
 - *To double resource productivity by 2050; and*
 - *To eliminate avoidable waste of all kinds by 2050.”*
- 5.2.3 The next figure, included on the Waste Management Plan, identifies the evolution of *The Waste Hierarchy* through the years, its current status, and the goal for 2030:

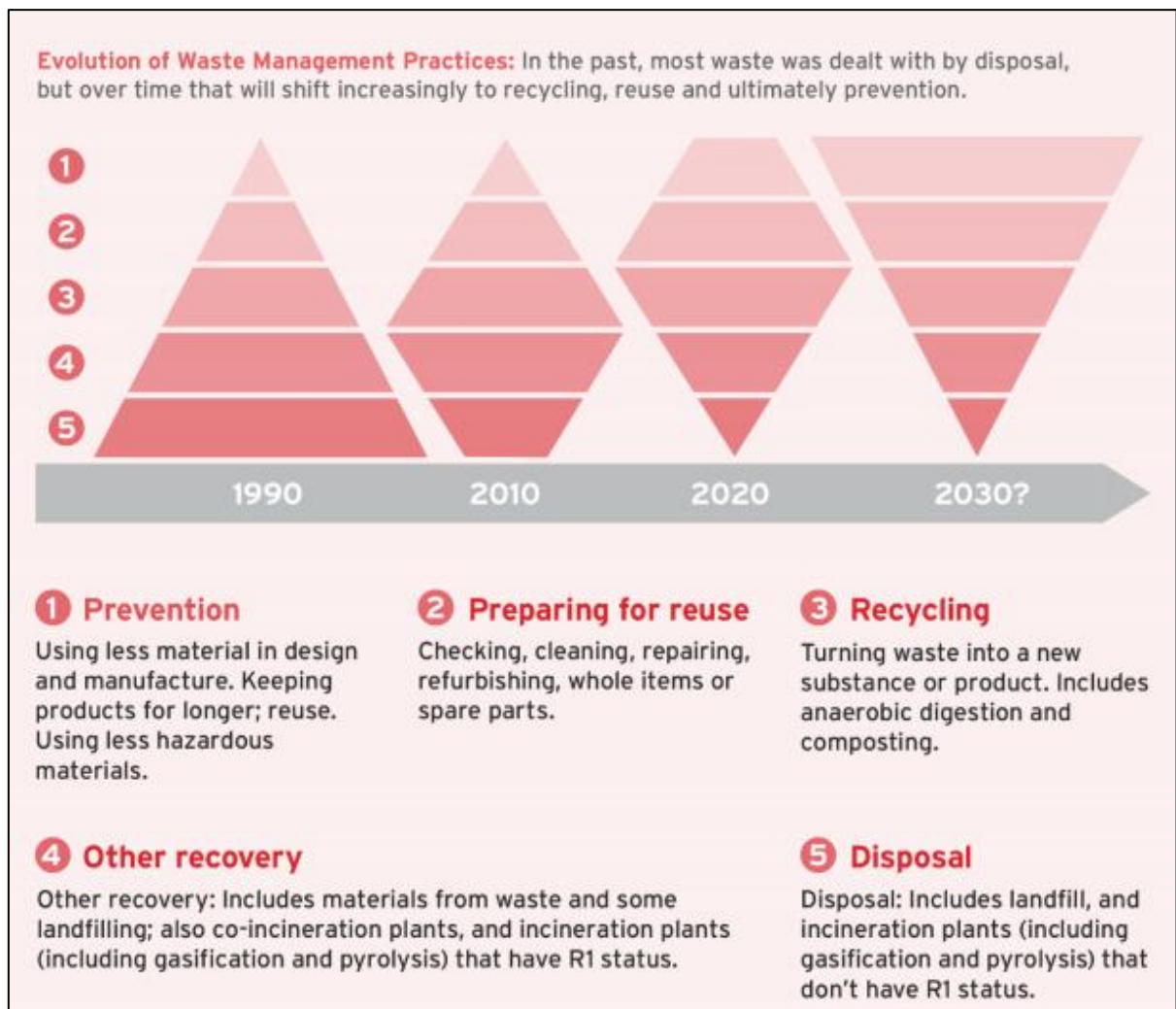


Figure 5.1 – Evolution of Waste Management Practices.

(Source: Defra)

- 5.2.4 The 2030 hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).
- 5.2.5 This Servicing and Waste Management Strategy (SWMS) adheres to the above guidance, prioritising recycling.

5.3 Waste Management in Buildings – Code of Practice (BS 5906:2005)

- 5.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.
- 5.3.2 This SWMS has consulted the weekly arisings included within this Code of Practice for the proposed student accommodation and commercial (supermarket) uses of the site.

5.4 Building Regulations

- 5.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2015 which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 5.4.2 This SWMS proposes waste storage areas which comply with the requirements set by Building Regulations document.

5.5 Controls on Animal By-Products

- 5.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products - Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 5.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 5.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation

5.6 Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00)

- 5.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 5.6.2 The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, office and commercial uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 5.6.3 The waste calculations for the commercial uses (F&B) have been based on this guidance.
- 5.6.4 The following sections of this report provide additional information on each of the above points whilst the pro forma document, contained at the rear of the guidance note, is included as **Appendix C**.

6.0 Waste Forecasting and Strategy

6.1 Introduction

- 6.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve Government's goals.
- 6.1.2 The proposals for the student accommodation element are for a total of 983 beds, divided as 523 in Block A1, 234 in Block A2, and 220 in Block A3. A total of 506m² of commercial uses are proposed at ground floor. These are divided as 121m² of F&B as worst-case for a retail unit and 385m² for small supermarket / convenience store uses.
- 6.1.3 The proposed site layout is provided in **Appendix A**.

6.2 Waste Forecast

- 6.2.1 The waste forecast for the student accommodation element has been calculated based on the recommendations set by the National Code of Practice BS 5906:2005.
- 6.2.2 This guidance provides a residential weekly forecast of 70l per bedroom, which in this case is used as a proxy for the student accommodation uses.
- 6.2.3 The same guidance has been applied to the small supermarket, which states 100l per m² of sales area. The sales area has not been determined yet, but for calculation purposes it has been assumed to be 70% of the overall area, resulting in 270m².
- 6.2.4 Finally, the F&B uses have been based on MCC's GD04 guidance. For calculation purposes, it has been estimated that 36 dining spaces will be provided. The guidance suggests a waste generation of 1,500l per 20 dining spaces.
- 6.2.5 An initial recycling percentage of 50% has been estimated for calculation purposes and for all uses. The recycling rate can be updated upon review of the actual recycling rates following occupation.

Based on these requirements, **Table 6.1** forecasts the weekly waste volume generated by the student accommodation uses of the proposed development, whilst **Table 6.2** indicates the estimated weekly waste volume for the commercial uses:

Student Accommodation Uses – Block A	
Waste Stream	Refuse Volume (523 bedrooms)
Non-recyclable Waste	18,305 l
Dry Mixed Recycling	9,153 l
Glass Recycling	7,322 l
Organic Recycling	1,831 l
Student Accommodation – Block A Total	36,610 l
Student Accommodation Uses – Block B	
Waste Stream	Refuse Volume (234 bedrooms)
Non-recyclable Waste	8,190 l
Dry Mixed Recycling	4,095 l
Glass Recycling	3,276 l
Organic Recycling	819 l
Student Accommodation – Block B Total	16,380 l
Student Accommodation Uses – Block C	
Waste Stream	Refuse Volume (220 bedrooms)
Non-recyclable Waste	7,700 l
Dry Mixed Recycling	3,850 l
Glass Recycling	3,080 l
Organic Recycling	770 l
Student Accommodation – Block C Total	15,400 l

Table 6.1 – Proposed Student Accommodation Uses Weekly Waste Volume Forecast.

F&B Uses	
Waste Stream	Refuse Volume (36 dining spaces)
Non-recyclable Waste	1,354l
Dry Mixed Recycling	812
Glass Recycling	339l
Organic Recycling	203
F&B Uses Total	2,708l
Small Supermarket Uses	
Waste Stream	Refuse Volume (270m²)
Non-recyclable Waste	6,750l
Dry Mixed Recycling	16,200l
Glass Recycling	4,050
Small Supermarket Uses Total	27,000l

Table 6.2 – Proposed Commercial Uses Weekly Waste Volume Forecast.

- 6.2.6 The recycling rate can be updated upon review of the actual recycling rates following occupation.

6.3 Collection Frequency

- 6.3.1 It is envisaged that the collection service will be provided by a private collector for all uses.
- 6.3.2 It is considered that waste will be collected two times a week for the student accommodation and F&B uses. The small supermarket is anticipated to have a higher frequency of four times a week collections.

6.4 Bin Types

- 6.4.1 Given the potential volumes involved for the use of the proposed student accommodation uses of the development, the most suitable containers for the general waste and recycling streams would be 1,100l Eurobins.
- 6.4.2 The commercial uses will likely use a combination of 1,100l Eurobins and 660l bins. However, this will be confirmed once the units are occupied, as different occupiers / waste collection companies might have a preference for differently sized bins.
- 6.4.3 The following **Table 6.3** summarises the required waste containers per stream for the student accommodation uses. The table has been produced following the recommendations set by the National Code of Practice BS 5906:2005, assuming the waste collection frequency summarised above in **Section 5.3**.

Student Accommodation Uses – Block A	
Waste Stream	Number of required bins (2 times a week collections)
Non-recyclable Waste	9 x 1,100l
Dry Mixed Recycling	5 x 1,100l
Glass Recycling	4 x 1,100l
Organic Recycling	1 x 1,100l
Student Accommodation – Block A Total	19 x 1,100l
Student Accommodation Uses – Block B	
Waste Stream	Number of required bins (2 times a week collections)
Non-recyclable Waste	4 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	2 x 1,100l
Organic Recycling	1 x 1,100l
Student Accommodation – Block B Total	9 x 1,100l
Student Accommodation Uses – Block C	
Waste Stream	Number of required bins (2 times a week collections)
Non-recyclable Waste	4 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	2 x 1,100l
Organic Recycling	1 x 1,100l
Student Accommodation – Block C Total	9 x 1,100l

Table 6.3 – Proposed Student Accommodation Required Bins.

- 6.4.4 The following **Table 6.4** summarises the required waste containers per stream for the commercial uses. The table has been produced following the recommendations set by the National Code of Practice BS 5906:2005 and MCC's GD04 guidance, assuming the waste collection frequency summarised above in **Section 5.3**.

F&B Uses	
Waste Stream	Number of required bins (2 times a week collections)
Non-recyclable Waste	3 x 240l
Dry Mixed Recycling	2 x 240l
Glass Recycling	1 x 240l
Organic Recycling	1 x 240l
F&B Uses Total	7 x 240l
Small Supermarket Uses	
Waste Stream	Number of required bins (4 times a week collections)
Non-recyclable Waste	2 x 1,100l
Dry Mixed Recycling	4 x 1,100l
Glass Recycling	1 x 1,100l
Small Supermarket Uses Total	7 x 1,100l

Table 6.4 – Proposed Commercial Uses Required Bins.

6.5 Waste Management Strategy – Internal Arrangements

Student Accommodation

6.5.1 The four main waste streams would be:

- General, non-recyclable waste;
- Dry Mixed Recycling (Comprising paper and cardboard, plastic and aluminium);
- Glass Recycling; and
- Organic Recycling.

6.5.2 The proposed waste storage rooms have been sized to accommodate and operate the number of bins required in the above **Table 6.3**.

6.5.3 The stores are conveniently located at ground floor level in proximity to the core of each of the blocks.

6.5.4 It is envisaged that initially at least 50% of the bins would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.

6.5.5 The building management would be in charge of monitoring the recycling rates and promote actively high recycling rates within the residents. This could be achieved by giving information on the benefits of recycling and information on how to segregate.

6.5.6 The waste storage areas will be well lit and ventilated, including access to a water feed. The floors will comprise an easily cleaned surface and adequate drainage will be provided.

- 6.5.7 The building management would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

Commercial uses

- 6.5.8 The commercial uses will store their waste internally within their own premises.
- 6.5.9 Based on the final layout determined by the occupiers, which are unknown at the time of writing, it may be possible that the number of bins estimated in this report vary slightly.

6.6 Waste Management Strategy – Collections

- 6.6.1 **Drawing 083371-CUR-XX-00-D-TP-06001** shows the location of the waste storage rooms and the route to the collection point.
- 6.6.2 Refuse vehicles will collect the waste from the proposed loading bays, minimising any disruption to the public highway.
- 6.6.3 It is envisaged that a private contractor would be appointed to collect the waste for all uses, following the strategies described within this report.

Student Accommodation

- 6.6.4 For calculation purposes and as described above, it has been estimated that the proposed development would have a collection frequency of two times a week for all streams of the student accommodation and F&B uses and four times a week for the small supermarket.
- 6.6.5 However, based on the variable nature and occupancy rates of student accommodation uses, it is considered that the frequency of collections will be arranged after occupation, based on the actual waste generation volumes. The building management will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 6.6.6 The private waste operators will collect the bins from the stores and load them into the refuse vehicle.
- 6.6.7 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the private waste operators.

Commercial Uses

- 6.6.8 It has been estimated that the proposed development would have a collection frequency of two times a week for the F&B uses and four times a week for the small supermarket.
- 6.6.9 However and as stated above, this is only an estimation for waste calculation purposes, with the final frequency to be determined once an occupier is known.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Moda Living to provide traffic and transport advice in relation to a planning application for a major mixed-use scheme on land adjacent to Upper Brook Street in Manchester City Centre.
- 7.1.2 It is understood that the proposals consist of three purpose-built student accommodation blocks of circa 29, 14 and 12 floors, providing accommodation for up to 983 student residents. Three commercial office blocks centred around life sciences are also proposed.
- 7.1.3 The proposed site layout is provided in **Appendix A**.
- 7.1.4 This Site Logistics Management Strategy (SLMS) is a bespoke document which has been prepared to consider the servicing and delivery vehicle movements associated with the development proposals as well as the potential refuse and recyclable waste volumes of the proposed development., along with details of the collection arrangements. in addition, this document also considers the management procedures that will be adopted in advance of residents arrival prior to the start of term and departures at the end of term.
- 7.1.5 The resident's arrival strategy has been developed on the assumption that all residents would require access to the site via private car to drop off belongings. Whilst this is considered a robust approach, it has been demonstrated that all residents could be accommodated within a four day period.
- 7.1.6 The servicing, delivery and taxi demand at the application site has been derived using standard trip generation methods.
- 7.1.7 The waste forecast has been calculated based on the recommendations set by the National Code of Practice BS 5906:2005 and MCC's own guidance GD04 v6.00.
- 7.1.8 The report concludes that the proposed development will be served by private refuse collections. The bins will be transported to the collection point from the store by the private waste operators.
- 7.1.9 Refuse vehicles will stop at newly proposed loading bays.
- 7.1.10 The proposed development is anticipated to be served by two times a week collections for all streams for the student accommodation and F&B uses, with the small supermarket to be served by four times a week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by these uses can vary significantly.

7.1.11 The proposals include a waste storage rooms at ground floor level of each of the proposed student accommodation blocks. The size of the bin stores has been determined accordingly whilst consideration to segregation and recycling has been given. The commercial uses will store their waste internally.

7.2 Conclusions

7.2.1 From an overall site logistics perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
6. BASED ON SIMPSON HAUGHS LAYOUT: '10450-SHP-Z0-A-B5D-G100-PL-00-001'

KEY: INDICATIVE RED LINE BOUNDARY
 WASTE STORE
 BIN ROUTE

Rev:	Description:	Date:	By:	Chkd:
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	Status
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PLANNING

Project	
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UPPER BROOK STREET - MANCHESTER

Drg Title:

WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	22/06/23	JM	JM	DD			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
83371 - CUR - XX - 00 - D - TP - 06001 - P01							

Appendix A – Development Proposals



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION. INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE AND M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

NORTH

Rev	Date	Description
P01	2023-06-22	Planning Issue

0 5 10 15 20m

Project Title
Upper Brook Street Masterplan (Williams Motor Co (Holdings)/ Alliance UBS Limited), Manchester

Status
PLANNING

Drawing Title
PBSA Site Plan
Ground Level

Project No 10450	Scale 1 : 500 @ A3
SHP Drawing Code 10450-SHP-Z0-A-B5D8-G100-PL-00-001	Revision P01

simpsonhaugh

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Appendix B – TRICS Outputs

Calculation Reference: AUDIT-506501-230423-0434

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	LB LAMBETH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: Number of residents
Actual Range: 146 to 1100 (units:)
Range Selected by User: 100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/06/21

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:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

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

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present	3 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	571	
	Survey date: TUESDAY	14/11/17	Survey Type: MANUAL
2	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
	BONHAY ROAD EXETER		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	241	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
3	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: TUESDAY	27/11/18	Survey Type: MANUAL
5	WM-03-G-02	STUDENT FLATS	WEST MIDLANDS
	RAGLAN STREET COVENTRY		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	197	
	Survey date: THURSDAY	17/10/13	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-03-G-01	Exams
KI-03-G-02	Exams

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HM-03-G-02	25/06/21	Covid
IS-03-G-01	07/12/12	Limited Survey Data

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	5	492	0.001	5	492	0.001	5	492	0.002
08:00 - 09:00	5	492	0.002	5	492	0.001	5	492	0.003
09:00 - 10:00	5	492	0.001	5	492	0.001	5	492	0.002
10:00 - 11:00	5	492	0.004	5	492	0.004	5	492	0.008
11:00 - 12:00	5	492	0.003	5	492	0.003	5	492	0.006
12:00 - 13:00	5	492	0.002	5	492	0.004	5	492	0.006
13:00 - 14:00	5	492	0.005	5	492	0.004	5	492	0.009
14:00 - 15:00	5	492	0.003	5	492	0.004	5	492	0.007
15:00 - 16:00	5	492	0.004	5	492	0.004	5	492	0.008
16:00 - 17:00	5	492	0.003	5	492	0.003	5	492	0.006
17:00 - 18:00	5	492	0.002	5	492	0.004	5	492	0.006
18:00 - 19:00	5	492	0.002	5	492	0.002	5	492	0.004
19:00 - 20:00	5	492	0.004	5	492	0.003	5	492	0.007
20:00 - 21:00	5	492	0.005	5	492	0.006	5	492	0.011
21:00 - 22:00	2	219	0.007	2	219	0.011	2	219	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.055			0.103

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: 146 - 1100 (units:)
Survey date range: 01/01/10 - 25/06/21
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 4
Surveys manually removed from selection: 2

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

Calculation Reference: AUDIT-148301-230517-0545

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : A - FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA

CA CAMBRIDGESHIRE 1 days

08 NORTH WEST

GM GREATER MANCHESTER 1 days

10 WALES

CO CONWY 1 days

MM MONMOUTHSHIRE 2 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: 1600 to 9854 (units: sqm)

Range Selected by User: 800 to 15124 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

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

Selected survey days:

Wednesday 1 days

Thursday 1 days

Friday 3 days

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

Selected survey types:

Manual count 5 days

Directional ATC Count 0 days

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

Selected Locations:

Town Centre 3

Edge of Town 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:

Retail Zone 2

Built-Up Zone 3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected

Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
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:

0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	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:

PFS is present at the site and is included in the count	3 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	2 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-01-A-03	MORRISONS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL	
2	CO-01-A-01	ASDA		CONWY
	CONWAY ROAD			
	LLANDUDNO			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	9854 sqm		
	Survey date: FRIDAY	23/03/18	Survey Type: MANUAL	
3	GM-01-A-28	TESCO EXPRESS		GREATER MANCHESTER
	MARKET STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: WEDNESDAY	27/04/22	Survey Type: MANUAL	
4	MM-01-A-02	ASDA		MONMOUTHSHIRE
	LOWER DOCK STREET			
	NEWPORT			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	9825 sqm		
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL	
5	MM-01-A-03	ASDA		MONMOUTHSHIRE
	WOODSTOCK WAY			
	CALDICOT			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3518 sqm		
	Survey date: FRIDAY	27/11/20	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/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.340	2	5727	0.122	2	5727	0.462
07:00 - 08:00	4	6695	1.412	4	6695	0.997	4	6695	2.409
08:00 - 09:00	5	6059	1.974	5	6059	1.383	5	6059	3.357
09:00 - 10:00	5	6059	2.677	5	6059	2.139	5	6059	4.816
10:00 - 11:00	5	6059	2.759	5	6059	2.347	5	6059	5.106
11:00 - 12:00	5	6059	2.822	5	6059	2.802	5	6059	5.624
12:00 - 13:00	5	6059	3.122	5	6059	2.799	5	6059	5.921
13:00 - 14:00	5	6059	2.832	5	6059	2.971	5	6059	5.803
14:00 - 15:00	5	6059	2.832	5	6059	3.063	5	6059	5.895
15:00 - 16:00	5	6059	2.512	5	6059	2.654	5	6059	5.166
16:00 - 17:00	5	6059	2.604	5	6059	2.911	5	6059	5.515
17:00 - 18:00	5	6059	2.611	5	6059	2.746	5	6059	5.357
18:00 - 19:00	5	6059	2.598	5	6059	2.819	5	6059	5.417
19:00 - 20:00	5	6059	1.878	5	6059	2.429	5	6059	4.307
20:00 - 21:00	5	6059	1.522	5	6059	1.911	5	6059	3.433
21:00 - 22:00	4	6199	0.488	4	6199	0.754	4	6199	1.242
22:00 - 23:00	2	5727	0.096	2	5727	0.262	2	5727	0.358
23:00 - 24:00	1	1600	0.063	1	1600	0.438	1	1600	0.500
Total Rates:			35.141			35.547			70.688

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: 1600 - 9854 (units: sqm)
Survey date range: 01/01/15 - 28/05/22
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.009	2	5727	0.009	2	5727	0.018
07:00 - 08:00	4	6695	0.030	4	6695	0.022	4	6695	0.052
08:00 - 09:00	5	6059	0.040	5	6059	0.036	5	6059	0.076
09:00 - 10:00	5	6059	0.066	5	6059	0.069	5	6059	0.135
10:00 - 11:00	5	6059	0.079	5	6059	0.073	5	6059	0.152
11:00 - 12:00	5	6059	0.086	5	6059	0.092	5	6059	0.178
12:00 - 13:00	5	6059	0.086	5	6059	0.079	5	6059	0.165
13:00 - 14:00	5	6059	0.079	5	6059	0.069	5	6059	0.148
14:00 - 15:00	5	6059	0.102	5	6059	0.112	5	6059	0.214
15:00 - 16:00	5	6059	0.043	5	6059	0.040	5	6059	0.083
16:00 - 17:00	5	6059	0.046	5	6059	0.050	5	6059	0.096
17:00 - 18:00	5	6059	0.063	5	6059	0.069	5	6059	0.132
18:00 - 19:00	5	6059	0.069	5	6059	0.059	5	6059	0.128
19:00 - 20:00	5	6059	0.030	5	6059	0.040	5	6059	0.070
20:00 - 21:00	5	6059	0.020	5	6059	0.023	5	6059	0.043
21:00 - 22:00	4	6199	0.008	4	6199	0.012	4	6199	0.020
22:00 - 23:00	2	5727	0.017	2	5727	0.017	2	5727	0.034
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			0.873			0.871			1.744

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.009	2	5727	0.000	2	5727	0.009
07:00 - 08:00	4	6695	0.022	4	6695	0.007	4	6695	0.029
08:00 - 09:00	5	6059	0.020	5	6059	0.013	5	6059	0.033
09:00 - 10:00	5	6059	0.013	5	6059	0.017	5	6059	0.030
10:00 - 11:00	5	6059	0.020	5	6059	0.023	5	6059	0.043
11:00 - 12:00	5	6059	0.030	5	6059	0.017	5	6059	0.047
12:00 - 13:00	5	6059	0.026	5	6059	0.030	5	6059	0.056
13:00 - 14:00	5	6059	0.013	5	6059	0.020	5	6059	0.033
14:00 - 15:00	5	6059	0.020	5	6059	0.020	5	6059	0.040
15:00 - 16:00	5	6059	0.023	5	6059	0.017	5	6059	0.040
16:00 - 17:00	5	6059	0.013	5	6059	0.020	5	6059	0.033
17:00 - 18:00	5	6059	0.013	5	6059	0.023	5	6059	0.036
18:00 - 19:00	5	6059	0.003	5	6059	0.010	5	6059	0.013
19:00 - 20:00	5	6059	0.017	5	6059	0.013	5	6059	0.030
20:00 - 21:00	5	6059	0.003	5	6059	0.007	5	6059	0.010
21:00 - 22:00	4	6199	0.000	4	6199	0.004	4	6199	0.004
22:00 - 23:00	2	5727	0.000	2	5727	0.000	2	5727	0.000
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			0.245			0.241			0.486

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.000	2	5727	0.000	2	5727	0.000
07:00 - 08:00	4	6695	0.000	4	6695	0.000	4	6695	0.000
08:00 - 09:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
09:00 - 10:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
10:00 - 11:00	5	6059	0.003	5	6059	0.000	5	6059	0.003
11:00 - 12:00	5	6059	0.000	5	6059	0.003	5	6059	0.003
12:00 - 13:00	5	6059	0.003	5	6059	0.003	5	6059	0.006
13:00 - 14:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
14:00 - 15:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
15:00 - 16:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
16:00 - 17:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
17:00 - 18:00	5	6059	0.003	5	6059	0.003	5	6059	0.006
18:00 - 19:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
19:00 - 20:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
20:00 - 21:00	5	6059	0.000	5	6059	0.000	5	6059	0.000
21:00 - 22:00	4	6199	0.000	4	6199	0.000	4	6199	0.000
22:00 - 23:00	2	5727	0.000	2	5727	0.000	2	5727	0.000
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.052	2	5727	0.035	2	5727	0.087
07:00 - 08:00	4	6695	0.063	4	6695	0.026	4	6695	0.089
08:00 - 09:00	5	6059	0.063	5	6059	0.023	5	6059	0.086
09:00 - 10:00	5	6059	0.053	5	6059	0.056	5	6059	0.109
10:00 - 11:00	5	6059	0.073	5	6059	0.043	5	6059	0.116
11:00 - 12:00	5	6059	0.073	5	6059	0.069	5	6059	0.142
12:00 - 13:00	5	6059	0.059	5	6059	0.056	5	6059	0.115
13:00 - 14:00	5	6059	0.083	5	6059	0.050	5	6059	0.133
14:00 - 15:00	5	6059	0.086	5	6059	0.096	5	6059	0.182
15:00 - 16:00	5	6059	0.063	5	6059	0.066	5	6059	0.129
16:00 - 17:00	5	6059	0.040	5	6059	0.056	5	6059	0.096
17:00 - 18:00	5	6059	0.020	5	6059	0.040	5	6059	0.060
18:00 - 19:00	5	6059	0.036	5	6059	0.066	5	6059	0.102
19:00 - 20:00	5	6059	0.020	5	6059	0.046	5	6059	0.066
20:00 - 21:00	5	6059	0.000	5	6059	0.020	5	6059	0.020
21:00 - 22:00	4	6199	0.004	4	6199	0.024	4	6199	0.028
22:00 - 23:00	2	5727	0.009	2	5727	0.026	2	5727	0.035
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			0.797			0.798			1.595

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 CARS
 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	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.279	2	5727	0.105	2	5727	0.384
07:00 - 08:00	4	6695	1.244	4	6695	0.904	4	6695	2.148
08:00 - 09:00	5	6059	1.763	5	6059	1.225	5	6059	2.988
09:00 - 10:00	5	6059	2.515	5	6059	1.964	5	6059	4.479
10:00 - 11:00	5	6059	2.525	5	6059	2.159	5	6059	4.684
11:00 - 12:00	5	6059	2.578	5	6059	2.522	5	6059	5.100
12:00 - 13:00	5	6059	2.812	5	6059	2.508	5	6059	5.320
13:00 - 14:00	5	6059	2.614	5	6059	2.736	5	6059	5.350
14:00 - 15:00	5	6059	2.601	5	6059	2.799	5	6059	5.400
15:00 - 16:00	5	6059	2.310	5	6059	2.469	5	6059	4.779
16:00 - 17:00	5	6059	2.406	5	6059	2.700	5	6059	5.106
17:00 - 18:00	5	6059	2.413	5	6059	2.512	5	6059	4.925
18:00 - 19:00	5	6059	2.436	5	6059	2.644	5	6059	5.080
19:00 - 20:00	5	6059	1.766	5	6059	2.284	5	6059	4.050
20:00 - 21:00	5	6059	1.469	5	6059	1.848	5	6059	3.317
21:00 - 22:00	4	6199	0.456	4	6199	0.698	4	6199	1.154
22:00 - 23:00	2	5727	0.070	2	5727	0.210	2	5727	0.280
23:00 - 24:00	1	1600	0.063	1	1600	0.438	1	1600	0.500
Total Rates:			32.319			32.725			65.044

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 LGVS
 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	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.035	2	5727	0.009	2	5727	0.044
07:00 - 08:00	4	6695	0.105	4	6695	0.060	4	6695	0.165
08:00 - 09:00	5	6059	0.119	5	6059	0.099	5	6059	0.218
09:00 - 10:00	5	6059	0.066	5	6059	0.059	5	6059	0.125
10:00 - 11:00	5	6059	0.112	5	6059	0.076	5	6059	0.188
11:00 - 12:00	5	6059	0.112	5	6059	0.142	5	6059	0.254
12:00 - 13:00	5	6059	0.182	5	6059	0.165	5	6059	0.347
13:00 - 14:00	5	6059	0.109	5	6059	0.132	5	6059	0.241
14:00 - 15:00	5	6059	0.086	5	6059	0.116	5	6059	0.202
15:00 - 16:00	5	6059	0.106	5	6059	0.109	5	6059	0.215
16:00 - 17:00	5	6059	0.119	5	6059	0.125	5	6059	0.244
17:00 - 18:00	5	6059	0.099	5	6059	0.116	5	6059	0.215
18:00 - 19:00	5	6059	0.063	5	6059	0.079	5	6059	0.142
19:00 - 20:00	5	6059	0.059	5	6059	0.076	5	6059	0.135
20:00 - 21:00	5	6059	0.030	5	6059	0.023	5	6059	0.053
21:00 - 22:00	4	6199	0.020	4	6199	0.032	4	6199	0.052
22:00 - 23:00	2	5727	0.009	2	5727	0.026	2	5727	0.035
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			1.431			1.444			2.875

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MOTOR CYCLES
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	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	2	5727	0.009	2	5727	0.000	2	5727	0.009
07:00 - 08:00	4	6695	0.011	4	6695	0.004	4	6695	0.015
08:00 - 09:00	5	6059	0.033	5	6059	0.010	5	6059	0.043
09:00 - 10:00	5	6059	0.017	5	6059	0.030	5	6059	0.047
10:00 - 11:00	5	6059	0.020	5	6059	0.017	5	6059	0.037
11:00 - 12:00	5	6059	0.017	5	6059	0.026	5	6059	0.043
12:00 - 13:00	5	6059	0.013	5	6059	0.013	5	6059	0.026
13:00 - 14:00	5	6059	0.017	5	6059	0.013	5	6059	0.030
14:00 - 15:00	5	6059	0.023	5	6059	0.017	5	6059	0.040
15:00 - 16:00	5	6059	0.030	5	6059	0.020	5	6059	0.050
16:00 - 17:00	5	6059	0.020	5	6059	0.017	5	6059	0.037
17:00 - 18:00	5	6059	0.020	5	6059	0.023	5	6059	0.043
18:00 - 19:00	5	6059	0.026	5	6059	0.026	5	6059	0.052
19:00 - 20:00	5	6059	0.007	5	6059	0.017	5	6059	0.024
20:00 - 21:00	5	6059	0.000	5	6059	0.010	5	6059	0.010
21:00 - 22:00	4	6199	0.004	4	6199	0.008	4	6199	0.012
22:00 - 23:00	2	5727	0.000	2	5727	0.009	2	5727	0.009
23:00 - 24:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
Total Rates:			0.267			0.260			0.527

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.*

Calculation Reference: AUDIT-148301-230420-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 82 to 200 (units: sqm)
 Range Selected by User: 82 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

*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:

Tuesday	3 days
Wednesday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Town Centre	3
Neighbourhood Centre (PPS6 Local Centre)	1

*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:

Built-Up Zone	3
High Street	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.*Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	1 days
125,001 to 250,000	2 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:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01 DEANS GATE MANCHESTER	CAFÉ		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	LN-06-K-01 RED LION SQUARE STAMFORD	CAFÉ & TEA ROOM		LINCOLNSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
3	NF-06-K-01 SAINT GILES STREET NORWICH	CAFÉ		NORFOLK
	Town Centre Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL	
4	WS-06-K-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) High Street	CAFÉ		WEST SUSSEX
	Total Gross floor area:	87 sqm		
	Survey date: WEDNESDAY	11/05/22	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 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	140	0.716	4	140	0.000	4	140	0.716
09:00 - 10:00	4	140	2.683	4	140	1.252	4	140	3.935
10:00 - 11:00	4	140	3.220	4	140	3.041	4	140	6.261
11:00 - 12:00	4	140	2.504	4	140	2.504	4	140	5.008
12:00 - 13:00	4	140	3.041	4	140	2.683	4	140	5.724
13:00 - 14:00	4	140	2.683	4	140	2.504	4	140	5.187
14:00 - 15:00	4	140	1.252	4	140	1.431	4	140	2.683
15:00 - 16:00	4	140	1.073	4	140	2.326	4	140	3.399
16:00 - 17:00	3	159	0.419	3	159	0.839	3	159	1.258
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.591			17.080			34.671

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:

82 - 200 (units: sqm)

Survey date range:

01/01/15 - 20/09/22

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	140	0.000	4	140	0.000	4	140	0.000
09:00 - 10:00	4	140	0.000	4	140	0.000	4	140	0.000
10:00 - 11:00	4	140	0.179	4	140	0.179	4	140	0.358
11:00 - 12:00	4	140	0.179	4	140	0.179	4	140	0.358
12:00 - 13:00	4	140	0.000	4	140	0.000	4	140	0.000
13:00 - 14:00	4	140	0.179	4	140	0.179	4	140	0.358
14:00 - 15:00	4	140	0.179	4	140	0.179	4	140	0.358
15:00 - 16:00	4	140	0.000	4	140	0.000	4	140	0.000
16:00 - 17:00	3	159	0.000	3	159	0.000	3	159	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.716			0.716			1.432

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	140	0.179	4	140	0.000	4	140	0.179
09:00 - 10:00	4	140	0.358	4	140	0.179	4	140	0.537
10:00 - 11:00	4	140	0.000	4	140	0.179	4	140	0.179
11:00 - 12:00	4	140	0.000	4	140	0.179	4	140	0.179
12:00 - 13:00	4	140	0.537	4	140	0.179	4	140	0.716
13:00 - 14:00	4	140	0.000	4	140	0.358	4	140	0.358
14:00 - 15:00	4	140	0.000	4	140	0.000	4	140	0.000
15:00 - 16:00	4	140	0.000	4	140	0.000	4	140	0.000
16:00 - 17:00	3	159	0.000	3	159	0.000	3	159	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.074			1.074			2.148

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CARS
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									
08:00 - 09:00	4	140	0.716	4	140	0.000	4	140	0.716
09:00 - 10:00	4	140	2.326	4	140	1.073	4	140	3.399
10:00 - 11:00	4	140	3.041	4	140	2.683	4	140	5.724
11:00 - 12:00	4	140	2.326	4	140	2.326	4	140	4.652
12:00 - 13:00	4	140	3.041	4	140	2.683	4	140	5.724
13:00 - 14:00	4	140	2.504	4	140	2.326	4	140	4.830
14:00 - 15:00	4	140	1.073	4	140	1.252	4	140	2.325
15:00 - 16:00	4	140	1.073	4	140	2.326	4	140	3.399
16:00 - 17:00	3	159	0.419	3	159	0.839	3	159	1.258
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.519			16.008			32.527

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 LGVS
 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									
08:00 - 09:00	4	140	0.000	4	140	0.000	4	140	0.000
09:00 - 10:00	4	140	0.358	4	140	0.179	4	140	0.537
10:00 - 11:00	4	140	0.000	4	140	0.179	4	140	0.179
11:00 - 12:00	4	140	0.000	4	140	0.000	4	140	0.000
12:00 - 13:00	4	140	0.000	4	140	0.000	4	140	0.000
13:00 - 14:00	4	140	0.000	4	140	0.000	4	140	0.000
14:00 - 15:00	4	140	0.000	4	140	0.000	4	140	0.000
15:00 - 16:00	4	140	0.000	4	140	0.000	4	140	0.000
16:00 - 17:00	3	159	0.000	3	159	0.000	3	159	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.358			0.358			0.716

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 Servicing 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									
08:00 - 09:00	4	140	0.000	4	140	0.000	4	140	0.000
09:00 - 10:00	4	140	0.358	4	140	0.179	4	140	0.537
10:00 - 11:00	4	140	0.000	4	140	0.179	4	140	0.179
11:00 - 12:00	4	140	0.000	4	140	0.000	4	140	0.000
12:00 - 13:00	4	140	0.179	4	140	0.179	4	140	0.358
13:00 - 14:00	4	140	0.000	4	140	0.000	4	140	0.000
14:00 - 15:00	4	140	0.000	4	140	0.000	4	140	0.000
15:00 - 16:00	4	140	0.000	4	140	0.000	4	140	0.000
16:00 - 17:00	3	159	0.000	3	159	0.000	3	159	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.537			0.537			1.074

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

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

Appendix C – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 02/11/23

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	Refer to document 083371-CUR-XX-XX-T-TP-00001-P05
Pulpable Recycling -	
Mixed Recycling -	
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?
--

☒

Mixed Use Developments

Are the stores for residential and commercial separate from each other?

☒

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

x

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Residents will store the waste internally before taking it to one of the three proposed waste storage rooms, conveniently located adjacent to the cores. The employees of the commercial units will store waste internally within the retail space. It is envisaged that a private collection company would collect the waste 2 times per week for the student accommodation and commercial use (potential F&B), and 4 times a week for the commercial unit (potential small supermarket uses). The bin stores have been sized to accommodate this frequency of collection.

Ensure all bins in the store are accessible

☒

Ensure recycling facilities are as easy to access as general refuse

☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in permeable materials. The management company and staff of the commercial units will be responsible of cleaning the facilities.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

The management company.

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

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