



Simon House, Wavell Road, Wythenshawe, M22 5RA

TRANSPORT STATEMENT

for Proposed Datacentre
on behalf of Keysource Limited

2023/7192/TS01

June 2023

DOCUMENT CONTROL

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for Proposed Datacentre

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned to provide highway and transport planning input to the proposed redevelopment of Simon House, Wavell Road, Wythenshawe, M22 5RA ("the site"). The proposals comprise the demolition of the existing office building (Class E1 use) at Simon House to construct a new data centre building (Sui Generis use).
- 1.1.2 The proposed use would be linked to the adjoining datacentre at Delta House, adjacent to the site, with the majority of operations likely to be shared.
- 1.1.3 A copy of the proposed Site plan is attached at **Appendix A**. The site would continue to be accessed via Wavell Road, which forms a one-way loop around the site perimeter and serves several commercial / industrial activities in the locality. The proposals would include reconfiguration of the internal layout of the site, including improvements to existing areas of car parking and servicing/delivery areas.
- 1.1.4 The site benefits from an extant planning approval for its use as a datacentre, utilising the existing building. No highway-related objections were raised. The current proposal seeks to implement a similar level of use, albeit the existing building would be demolished and replaced with a purpose-built structure;
- 1.1.5 This Transport Statement has been prepared to summarise the key transport-related aspects of the scheme in support of a planning application to Manchester City Council (MCC) as the Local Planning Authority.

1.2 Relevant Planning History

- 1.2.1 The site is subject to an extant planning consent of the change of use of the existing building to a data centre use. Planning application 132638/FO/2022 was granted approval in April 2022, with the proposals summarised as follows:

...“Change of Use from E1 (Commercial) to Sui Generis (Mixed Use - Data Centre and Offices) and the siting of a new substation within GRP hut, and the installation of electrical transformer, fuel cell, air condensing units and generator”...

- 1.2.2 Through the statutory consultation process, comments were received from MCC Highways which are detailed in the *Delegated Officer Report*. For reference, the comments from Highways are replicated below:

...“The level of trips generated by the development is unlikely to be significantly dissimilar to that previously experienced and will not pose any significant impact on the adjacent highway network. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

The existing vehicular access point from Wavell Road will be utilised which is acceptable to Highways.

Car parking will be available on-site to the rear and sides, however a number of spaces will be lost through the installation of the substation and equipment. Highways recommends continual monitoring and management of parking demands, this is in order to ensure there is no adverse impact generated from the loss of car park spaces on the highway network.

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/visitor cycles.

In line with MCC recommendations, a Minimum of 1 EV charge point per 1000m² floor space/1ha site, with charging units (minimum 7kW), should be installed within the car park."...

- 1.2.3 As confirmed by the comments, no Highways objections were raised in relation to the provision of a datacentre on the site. Although there are differences in the latest planning submission to that previously consented (e.g. alternate means of access, redevelopment of the existing building), the fundamental highways judgements should be consistent due to the concurrent nature of the proposed use.

1.3 Relevant Planning Policy

- 1.3.1 The National Planning Policy Framework (NPPF, 2021) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. As such, the NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

- 1.3.2 In terms of transport related policies, the NPPF places the sustainability of development at the heart of the decision-making process. It is stated in Paragraph 104 of the NPPF that:

..."Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- (i) the potential impacts of development on transport networks can be addressed;*
- (ii) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- (iii) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- (iv) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- (v) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places"...*
- 1.3.3 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that *..."In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
 - (i) *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - (ii) *Safe and suitable access to the site can be achieved for all users;*
 - (iii) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - (iv) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"...*
- 1.3.4 Of further note, Paragraph 111 outlines that *..."development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 1.3.5 With regards to accessible developments, Paragraph 112 highlights that *..."applications for development should:*
 - (i) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (ii) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - (iii) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - (iv) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - (v) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations"...*

- 1.3.6 Paragraph 113 states that ...*"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.
- 1.3.7 The impact of the proposed development is considered throughout this Transport Statement; this includes reviewing the baseline conditions alongside the net impact of the proposals in terms of traffic generated to identify how the scheme complies with the requirements of the NPPF. However, as acknowledged, there is a recent planning consent at the site for the same use as proposed and hence the positive conclusions in these terms should be reflected in the latest planning application.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

- 2.1.1 The existing site consists of a large two-storey office building positioned on the corner of Wavell Road and Brownley Road in Wythenshawe. The surrounding area is largely commercial in nature, with Brownley Road forming a boundary between the commercial uses and the residential properties to the north and east.
- 2.1.2 **Figure 1** illustrates the location of the site in respect of the local highway network.

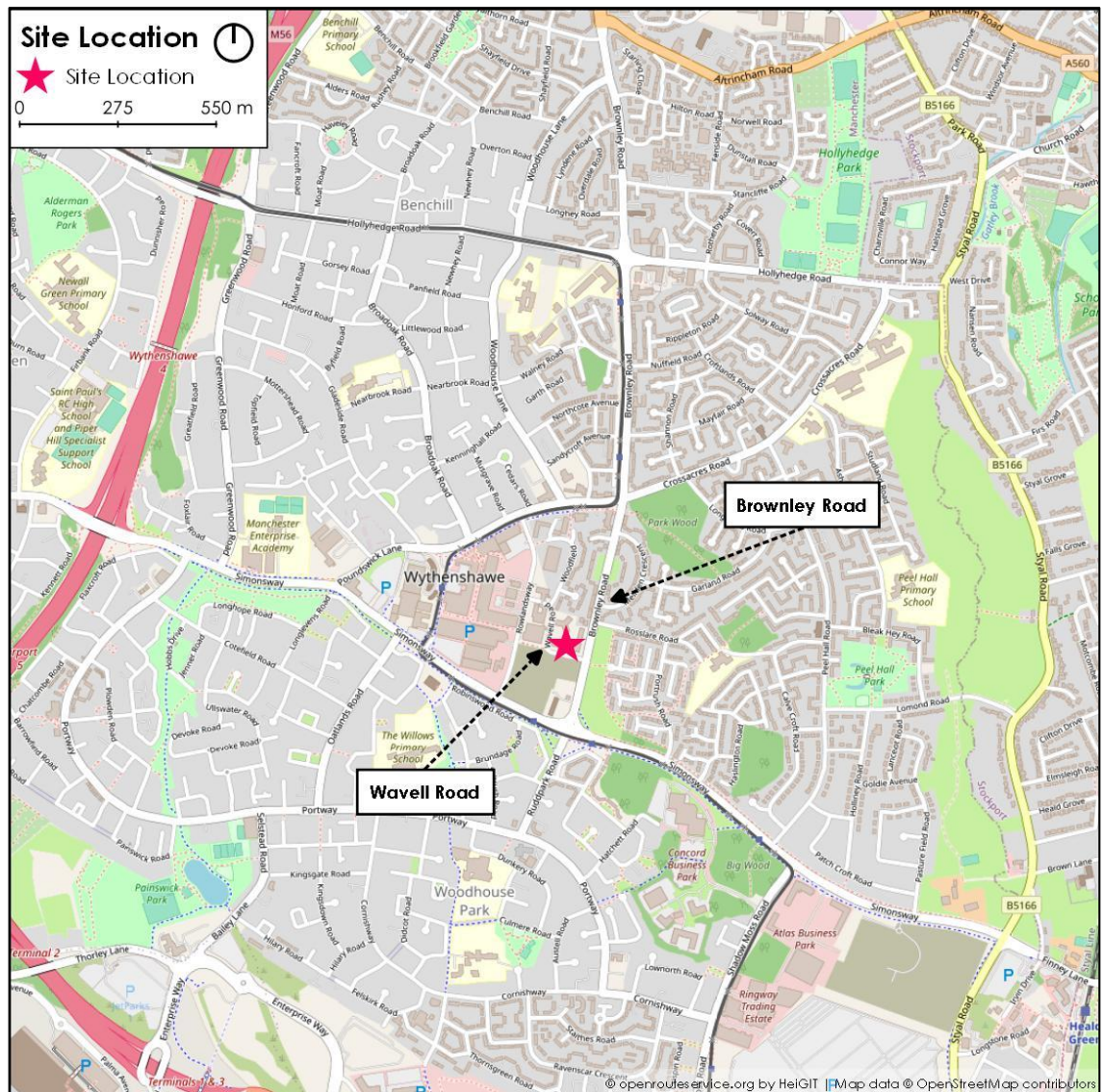


Figure 1 Site Location

- 2.1.3 The site currently takes access via Wavell Road at its western boundary. Wavell Road forms a one-way loop around the site perimeter and serves several commercial / industrial activities in the locality. Two-way traffic is permitted up to the existing point of access where the road then becomes a no-through route. The extract from Google Streetview below illustrates the existing access arrangement.



Existing Site Access with Wavell Road (extract from Google Streetview)

- 2.1.4 As shown, there are double-yellow line parking restrictions along the eastern flank of the road, with single-yellow lines along the western side. To the north of the site, a taxi stand is provided along the western flank.
- 2.1.5 Footways are provided along both sides of Wavell Road which facilitate access on foot to the local area to the site. Dropped kerbs are provided at key crossing points (such as the existing site access) which further facilitates access for pedestrians. The footways are also supported by street lighting along the length of the road within proximity of the site.
- 2.1.6 Traffic is able to access Wavell Road from the south-east of the site through the one-way route from Brownley Road; a two-way road which runs in a north-south alignment providing access towards Wythenshawe to the north and Manchester Airport to the south. The M56 motorway is accessible to the south-west of the site via Brownley Road and Simonsway for onward travel.

2.2 Highway Safety Appraisal

- 2.2.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, an additional two-years have been considered in light of the unrepresentative data from 2020 and 2021. The range for analysis is therefore 2015-2021 with data sourced from www.crashmap.co.uk.
- 2.2.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary 'road collisions' include the following:
- Collisions which commence on the highway, but involve casualties off the highway;

- Collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus / coach are injured, whether or not another vehicle or pedestrian is involved; and
- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway.

2.2.3 **Figure 2** illustrates the distribution of collisions that have occurred locally to the site across the study period.

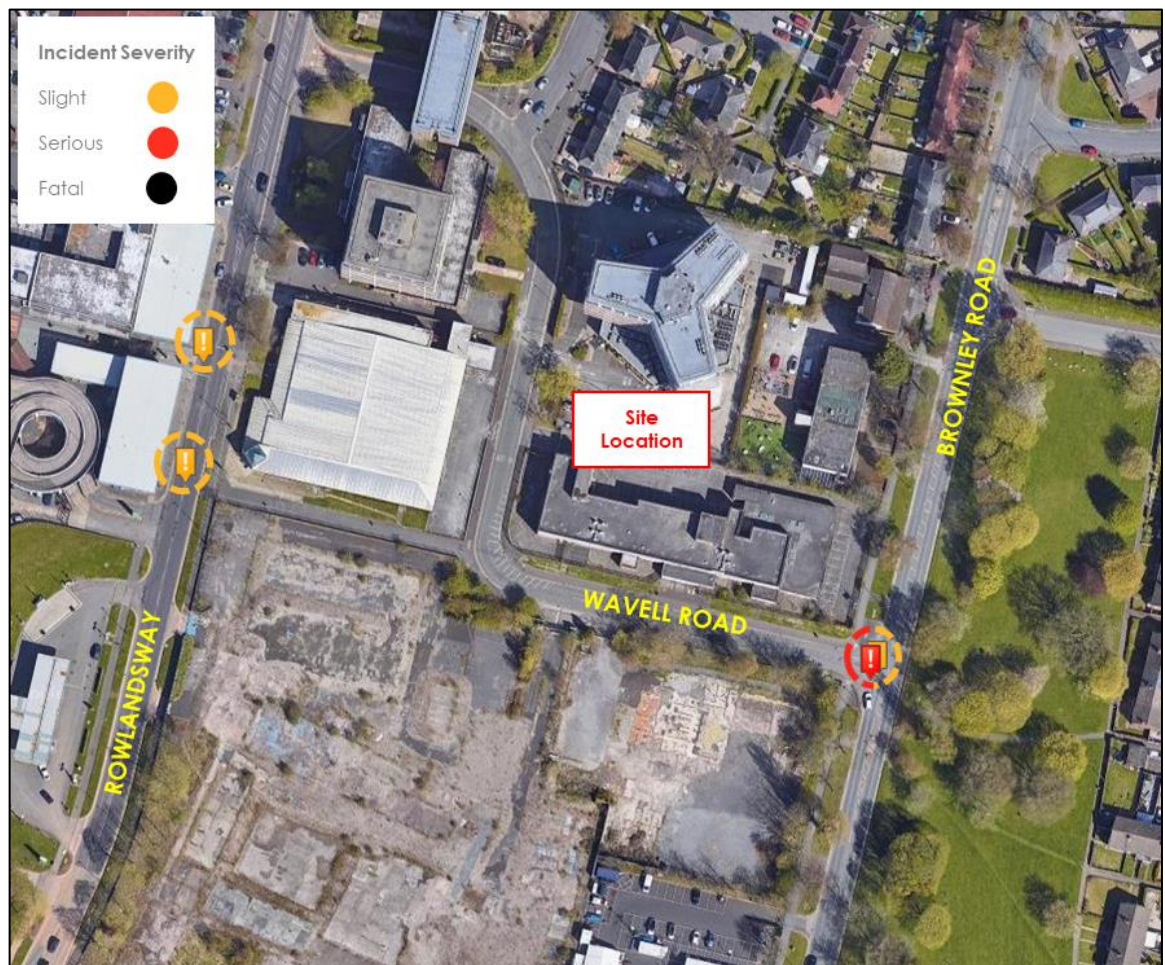


Figure 2 Local Collision Distribution

2.2.4 As outlined above, no collisions have occurred at the site access or as a result of the current operation of the site. A total of two collisions have occurred at the Wavell Road/Brownley Road junction, resulting in a slight and serious injury respectively. The level and severity of incidents is typical of a junction of this type and does not indicate a road safety problem. A further two collisions were recorded to the east of the site on Rowlands Way.

2.2.5 In light of the collision data presented, it can be concluded that the local highway network does not exhibit an inherent road safety issue and the proposed development would not detrimentally impact this fact.

2.3 Accessibility by Sustainable Modes

Walking & Cycle Provisions

- 2.3.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 2.3.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 2.3.3 Further guidance set out within CIHT 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 3 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 2.3.4 **Figure 4** summarises an indicative 2 kilometres walking catchment around the site with reference to the local Metrolink network and bus stops.
- 2.3.5 The catchment around the site extends across the centre of Wythenshawe and southwards towards Manchester Airport. There are extensive residential areas encompassed within the catchment within which staff may reside.
- 2.3.6 The Robinswood Road Metrolink bus stops are located to the south of the site at a circa 500m (6-minute) walk. This is similarly the case for the Robinswood Road Metrolink stops themselves which provide access towards Manchester City Centre in the northerly direction. As also shown from the catchment, Heald Green railway station is located on the periphery of a 2km walk.
- 2.3.7 The local highway network is conducive to pedestrian travel with footways provided along local road with dropped kerbs and crossing points to facilitate onward travel. There is therefore scope for staff to walk to / from the site, either as their primary journey mode or as part of a multi-modal trip.



Figure 4 Indicative 2km Walking Catchment

- 2.3.8 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 2.3.9 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 2.3.10 **Figure 5** illustrates an indicative 5km cycling catchment around the site with reference to the local cycle network.

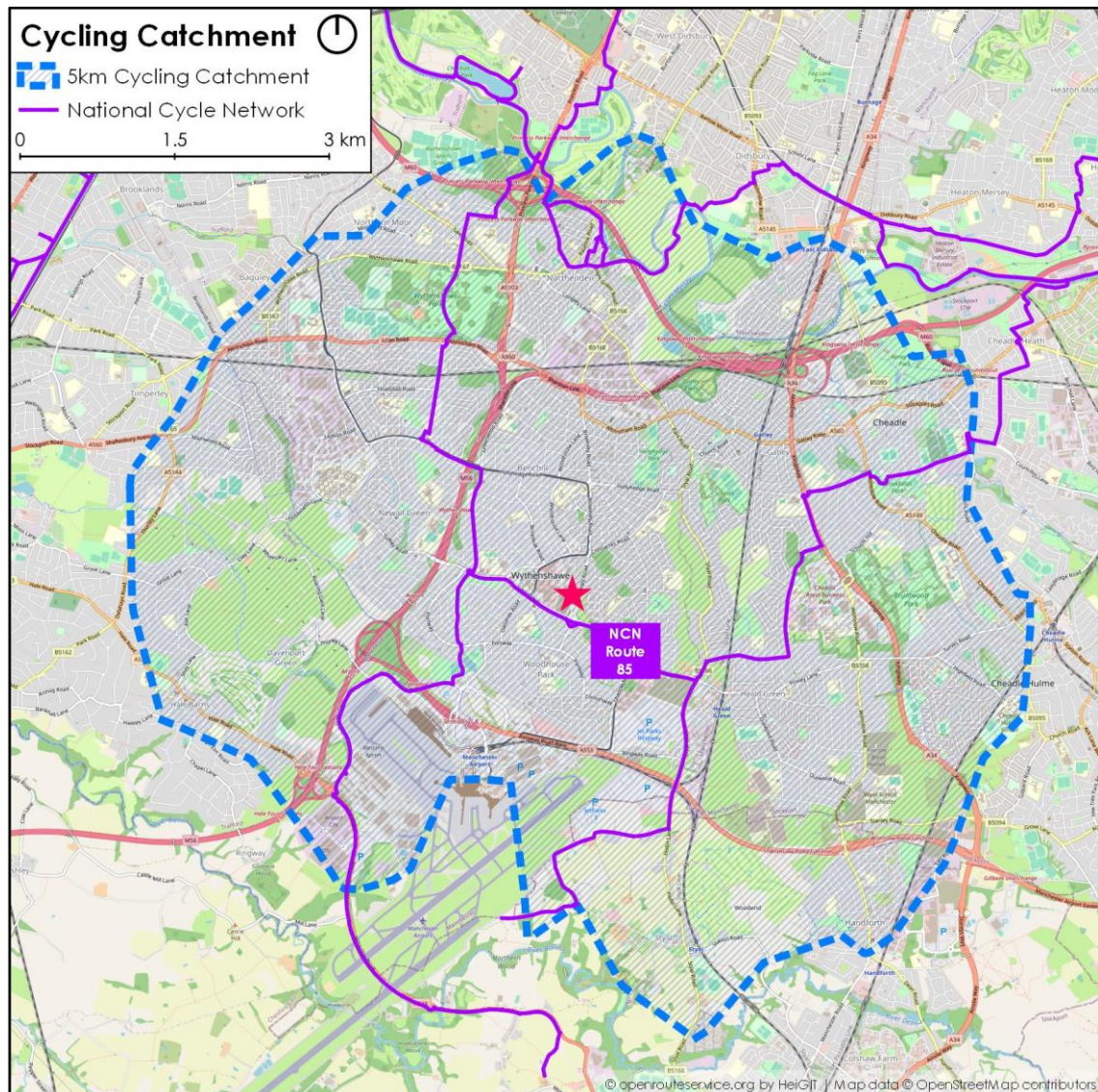


Figure 5 5km Cycling Catchment

- 2.3.11 The cycling catchment is extensive and covers several residential areas across Wythenshawe and its peripheries. As shown, National Cycle Network (NCN) Route 85 runs to the south of the site. There is therefore scope for staff to cycle to / from the site, either as their primary journey mode or as part of a multi-modal trip.

Bus Services

- 2.3.12 As illustrated in **Figure 4**, Robinswood Road Metrolink station is located approximately 500 metres to the south of the site (a 6-minute walk). This station offers bus services with a flag and post arrangement with on carriageway markings and printed timetable information.
- 2.3.13 The Robinson Road bus stops serve the 130 bus service between Manchester Airport and Macclesfield, via Wilmslow, Wythenshawe and Henbury. This route offers an hourly service during Monday to Friday, operating during the operating hours of the data centres. Services are also available on Saturday with a 90 minute frequency.

Metrolink Services

- 2.3.14 Robinswood Road Metrolink station is on the Manchester Airport Line providing connectivity between Manchester city centre, Manchester Victoria rail station, and Manchester Airport via the suburb of Wythenshawe. The line connects with all other Lines on the Metrolink network with a tram every 12-minutes, and every 20-minutes before 06:00 hours.

Rail Services

- 2.3.15 In addition to the Metrolink, Heald Green rail station is located approximately 2 kilometres to the south-east of the site (a 25-minute walk) providing connectivity between Manchester Piccadilly and Wilmslow, with a branch to Manchester Airport. **Figure 6** summarises the rail services available.

Key Destinations	Typical Frequency
Blackpool (North), Poulton-le-Fylde, Preston, Chorley, Adlington, Bolton, Salford, Manchester Piccadilly, Heald Green , Manchester Airport	Hourly
Liverpool Lime Street, Broad Green, Roby, Earlestown, Deansgate, Manchester Piccadilly, Burnage, Heald Green , Manchester Airport	Hourly
Crewe, Sandbach, Alderley Edge, Manchester Airport, Heald Green , Gateley, East Didsbury, Burnage, Manchester Piccadilly	Hourly

Figure 6 Summary of Rail Services - Heald Green Rail Station

- 2.3.16 The active and sustainable transport infrastructure provided in the local area could accommodate commuting trips by staff to and from the site. Trips by active and sustainable modes would be conducive to local commuting journeys, offering a cheaper and in some cases, more convenient alternative than the use of a private car.

3 TRIP GENERATION ASSESSMENT

3.1 Overview

3.1.1 The proposed datacentre would replace an extant office use on the site that would generate a large quantity of daily traffic on the local highway network. As confirmed by the previously approved planning application 132638/FO/2022, it is not considered that the proposed change in operations would give rise to any traffic capacity concerns.

3.1.2 This section details the existing and proposed traffic generating characteristics of the site and the resultant traffic impact associated with the proposed development. To review the likely daily traffic generation of the site the TRICS (Trip Rate Information Computer System) database has been interrogated.

3.1.3 Guidance prepared by the Department for Transport (DfT) in March 2007 states that when establishing the levels of trips associated with a proposed development:

...“trip generation assessments are based on the identification of suitable (person or vehicle) trip rates, having regard to industry standard databases such as TRICS, GENERATE and TRAVL. These trip rates should be derived on the basis of site-specific details of the proposed development – for example, proposed gross floor area, number of dwelling units”... (DfT, 2007, paragraph 4.61).

3.1.4 As such, the TRICS database has been interrogated to quantify the levels of trips that are likely to be associated with the existing and proposed uses of the site.

3.1.5 As confirmed above, the proposed datacentre would operate concurrently with the adjacent Delta House. As such, a number of movements, specifically delivery and servicing movements would be linked with both buildings and wouldn't necessarily increase.

3.2 Existing Traffic Generation

3.2.1 The existing site operates with 2,478sqm (GIA) of office floorspace. The TRICS database has therefore been interrogated for the 02/A (Office) category within the database; aligning the lawful use of the site to its most recent operation as a job centre. This use could be re-implemented without the need for planning permission.

3.2.2 The following filtering parameters have been applied to surveys within the selected category:

- English sites only, excluding Greater London;
- Suburban Area and Edge of Town locations; and
- Dates between 01/01/15 to 23/11/22, the most recent available.

- 3.2.3 A copy of the full TRICS outputs is attached hereto at **Appendix B. Figure 7** summarises the extracted vehicular trip rates and resultant generation for the existing floorspace at the site of 2,478sqm (GIA, as per the 132638/FO/2022 planning application form). Consideration is given to the traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours on the local highway network, alongside a daily total.

Time Period	Trip Rate per 100m ²			Trip Generation – 2,478m ²		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	1.797	0.134	1.931	45	3	48
PM Peak	0.091	1.779	1.870	2	44	46
Daily	5.554	5.557	11.111	138	138	275

Figure 7 Existing Trip Rates & Traffic Generation

- 3.2.4 The table above confirms the lawful use of an office building of the scale of the site could generate in the order of 48 and 46 two-way vehicle movements across the AM and PM peak respectively, and 275 two-way vehicle movements during a typical weekday.

3.3 Proposed Trip Generation

- 3.3.1 The nature of a datacentre generates low levels of traffic movements, with minimal daily operational requirements. As detailed in Section 1, the proposed development would operate in conjunction with Delta House (the same operator would operate both), with staff activity likely to be linked. Currently, 15 staff are employed at the adjacent Delta House. At full capacity, the proposed datacentre would employ an additional 15 staff at the site.

- 3.3.2 The prospective operator of the proposed datacentre has provided data regarding the current travel habits of staff at Delta House (15 no.), as summarised in **Figure 8**.

Travel Mode	No. People	Percentage (%)
Car Driver	5	33%
Work from Home	8	53%
Other	2	13%
Total	15	100%

Figure 8 Existing Staff Travel Patterns – Delta House

- 3.3.3 As shown above, a third of staff drive to/from the site, with additional staff taking alternative modes (for which opportunities are extensive, as outlined in **Section 2**). A significant proportion (circa 50%) work remotely and hence do not need to travel.
- 3.3.4 Therefore, the proposed development would generate up to 10 two-way daily staff trips, with 5 arrivals and 5 departures across the respective AM and PM peak hours. The proposals would therefore represent a significant reduction in vehicle movements when compared to the existing use of the site.

- 3.3.5 The delivery and servicing requirements associated with a datacentre are also much lower than an office-type use, with sporadic maintenance visits to check on equipment, for example. As detailed above, these movements would likely be linked with the existing requirements for Delta House and may not represent a new trip on the highway network.
- 3.3.6 Similarly, visitor trips associated with a datacentre use are minimal and hence this would similarly not represent an intensive vehicular trip attraction.
- 3.3.7 RGP has prepared a Travel Plan for the site (document reference 2023/7192/TP01) which aims to increase the proportion of staff travelling to the site via alternative means to the private car.

4 SITE LAYOUT, ACCESS AND PARKING ARRANGEMENTS

4.1 Access Arrangements

- 4.1.1 As detailed above, the proposed datacentre would be operated by the occupants of Delta House, Delta House benefits from a separate access and egress from Wavell Road. It is therefore proposed to consolidate access points, with the existing access to Simon House closed and the proposed development to be accessed via the existing Delta House access arrangements. All existing pedestrian accesses to Simon House from Wavell Road would also be closed, with gated access provided from the Delta House entrance.
- 4.1.2 The operator of the site has confirmed that a limited number of vehicles would enter the site in light of the high-security nature of such a facility. It is therefore considered vital to reduce the number of access points to ensure entry and exit can be controlled.
- 4.1.3 As illustrated on the proposed Site Plan at **Appendix A**, the Delta House currently provides a separate access (in) and egress (out), with a looped arrangement around the building.
- 4.1.4 The vehicles expected to access the proposed development are reflective of those already accessing Delta House (e.g. staff cars and transit-type vans for deliveries/servicing), and hence suitable access is already ensured. Delivery and service vehicle movements would generally be scheduled to ensure numbers are limited. The typical vehicles which would undertake such activities would be standard transit vans for general servicing, parts deliveries, and engineer maintenance for example.
- 4.1.5 Drawing **2023/7192/002** illustrates that a standard delivery vehicle travelling around the site, as existing, with suitable space to manoeuvre. A refuse zone and store for the datacentre would be provided adjacent to the western boundary of the site which would enable timely refuse collections from Wavell Road.

4.2 Parking Provision

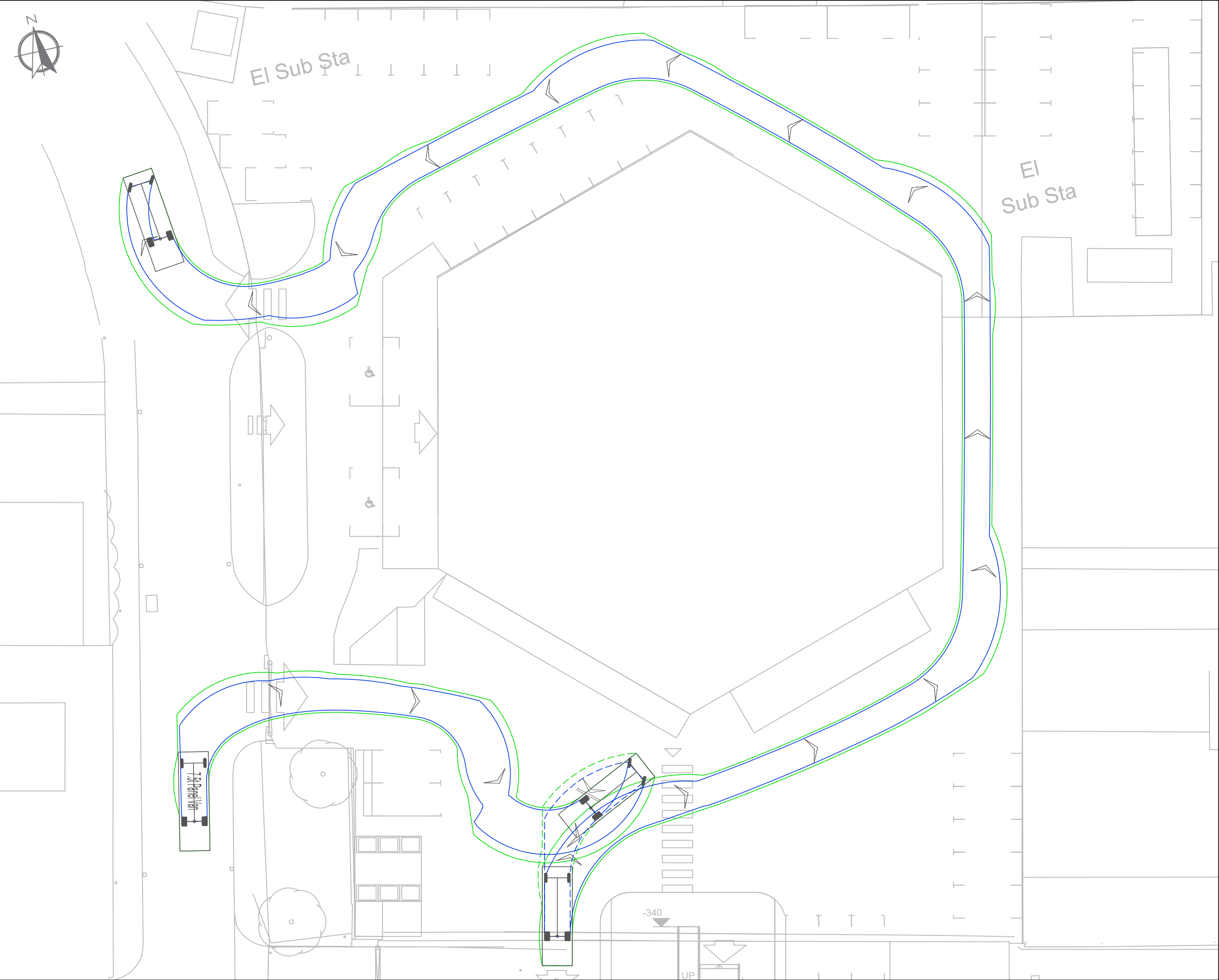
- 4.2.1 As confirmed by the existing Site Plan attached hereto at **Appendix A**, the existing wider site offers a total of 84 spaces, 41 of which are associated with the existing office operations at Simon House. However, the proposed development would generate a significant reduction in demand for car parking, with minimal spaces required.
- 4.2.2 As confirmed by the proposed Site Plan, 43 spaces would be retained across the site to accommodate the demands from Simon House and Delta House respectively. This would include two disabled and two electric vehicle charging spaces.
- 4.2.3 As noted in Section 3, approximately a third of staff at Delta House drive to the site (i.e. five staff), with other tenants within the building typically requiring the use of a further six spaces. The current total requirement for spaces at Delta House is therefore 11 spaces (on the robust assumption that all staff are parked for the duration of the whole day), excluding any sporadic visitor trips.

- 4.2.4 Is it noted that the Highways comments on the previously approved planning application at the site (132638/FO/2022) detailed the need for the “...continual monitoring and management of parking demands, this is in order to ensure there is no adverse impact generated from the loss of car park spaces on the highway network”, and this would be the case post-development.
- 4.2.5 In addition to car parking, the proposal would include 10 secure and sheltered cycle parking spaces to be provided close to the entrance to the new datacentre building to accommodate cycles for both buildings at the site, considered to be a suitable provision based upon the existing travel habits of staff, with further capacity to promote additional use in the future.
- 4.2.6 The proposed levels of parking on site are therefore considered to be appropriate.

5 SUMMARY AND CONCLUSIONS

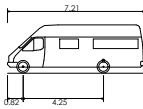
- 5.1.1 This Transport Statement has been prepared in support of the proposed datacentre at Simon House, Wavell Road, Wythenshawe, M22 5RA ("the site").
- 5.1.2 The development proposals comprise the demolition of the existing office building at Simon House to construct a new datacentre building. The proposed facility would link to the adjacent datacentre at Delta House. The site would continue to be accessed via Wavell Road in a shared arrangement with Delta House, ensuring all operations are consolidated.
- 5.1.3 This Transport Statement has assessed the implications of the proposals from a transport and highways perspective and offers the following conclusions:
- The site benefits from planning approval for its use as a datacentre, utilising the existing building. No highway-related objections were raised. The current proposal seeks to implement a similar level of use, albeit the existing building would be demolished and replaced with a purpose-built structure;
 - The accessibility credentials of the site demonstrate it is accessible by a variety of active and sustainable modes that have the potential to reduce reliance on the private vehicle, with active and sustainable travel forming the main part of staff commute travel to / from the site;
 - The proposed trip generation would include a significant decrease in vehicle trips when compared to the extant use of the site;
 - The proposed consolidation of access arrangements would be suitable to serve all trips and would yield benefit for pedestrian, cycle and vehicular safety; and
 - The proposed levels of car parking provision would be suitable to accommodate the minor parking demands of the proposed use.
- 5.1.4 As noted, the site benefits from planning approval for the use as a datacentre, with the previous proposals not raising any highways objections. The concurrent updated proposals in these terms should therefore likewise be considered acceptable, and Manchester City Council are respectfully invited to confirm that this is the case.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

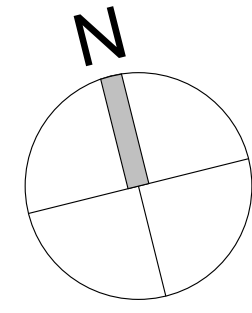
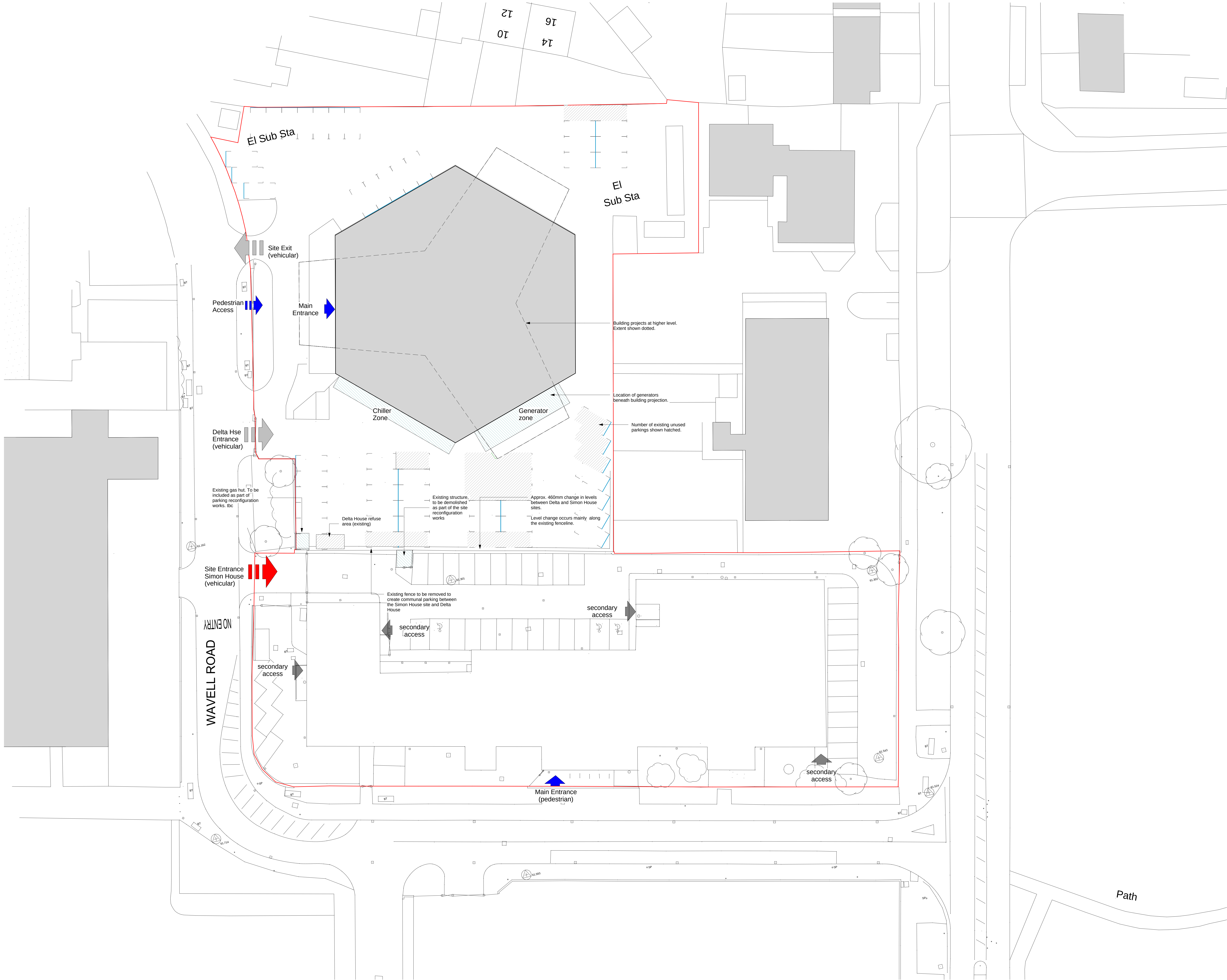
P1	GE	FIRST ISSUE	07/06/23
Rev.	Drawn	Comments	Date



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Client	TeleData		
Project	Simon House, Manchester		
Drawing Title	Delivery Vehicle Swept Path Analysis		
Drawing No.	2023/7192/002	Rev.	P1
Scale	1:250	Drawn By	GE
		Checked By	JC
			A3

APPENDIX A



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A0

GENERAL NOTE:

Existing drawings based on information by
ACAD Design and Surveys,
Topo Survey by JLP Surveying Consultants

KEY

Application Boundary

Existing Structure
(indicative)

Car Parking spaces

Existing spaces

- Simon House - 41
- Delta House - 43
- Total number spaces - 84

Existing Refuse Provision Delta House

- No of 1100l bins - 3

P05	22.06.2023	Issued for Planning	DM	IM
P04	07.02.2023	Issued for review	DM	IM
P03	02.06.2023	Issued for review	DM	IM
P02	25.05.2023	Issued for information comment	DM	IM
P01	22.05.2023	Draft issue for information	DM	IM

Rev	Date	Description	By	Ch'd
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Drawing Status

FOR PLANNING

Project Title

KEYSOURCE - TELEDATA MAN2

Drawing Title

Site Plan - Existing

Sheet	Scale	Date	Drawn	Ch'd
A0	As indicated	26.04.2023	DM	IM

Project No.

3447

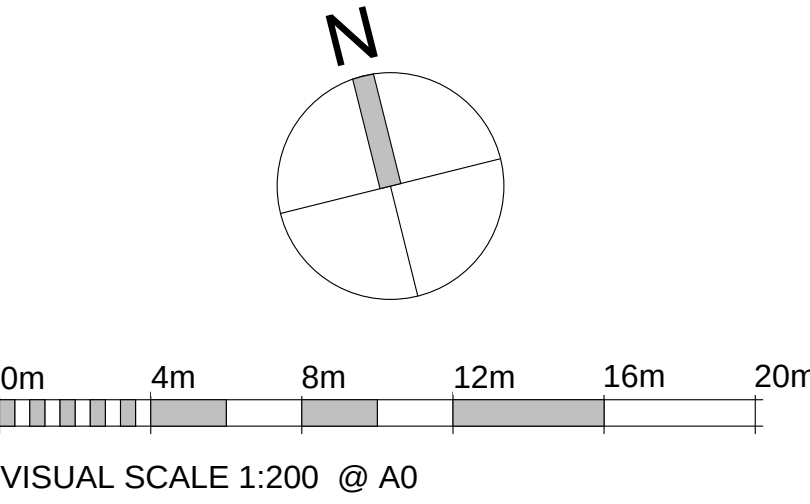
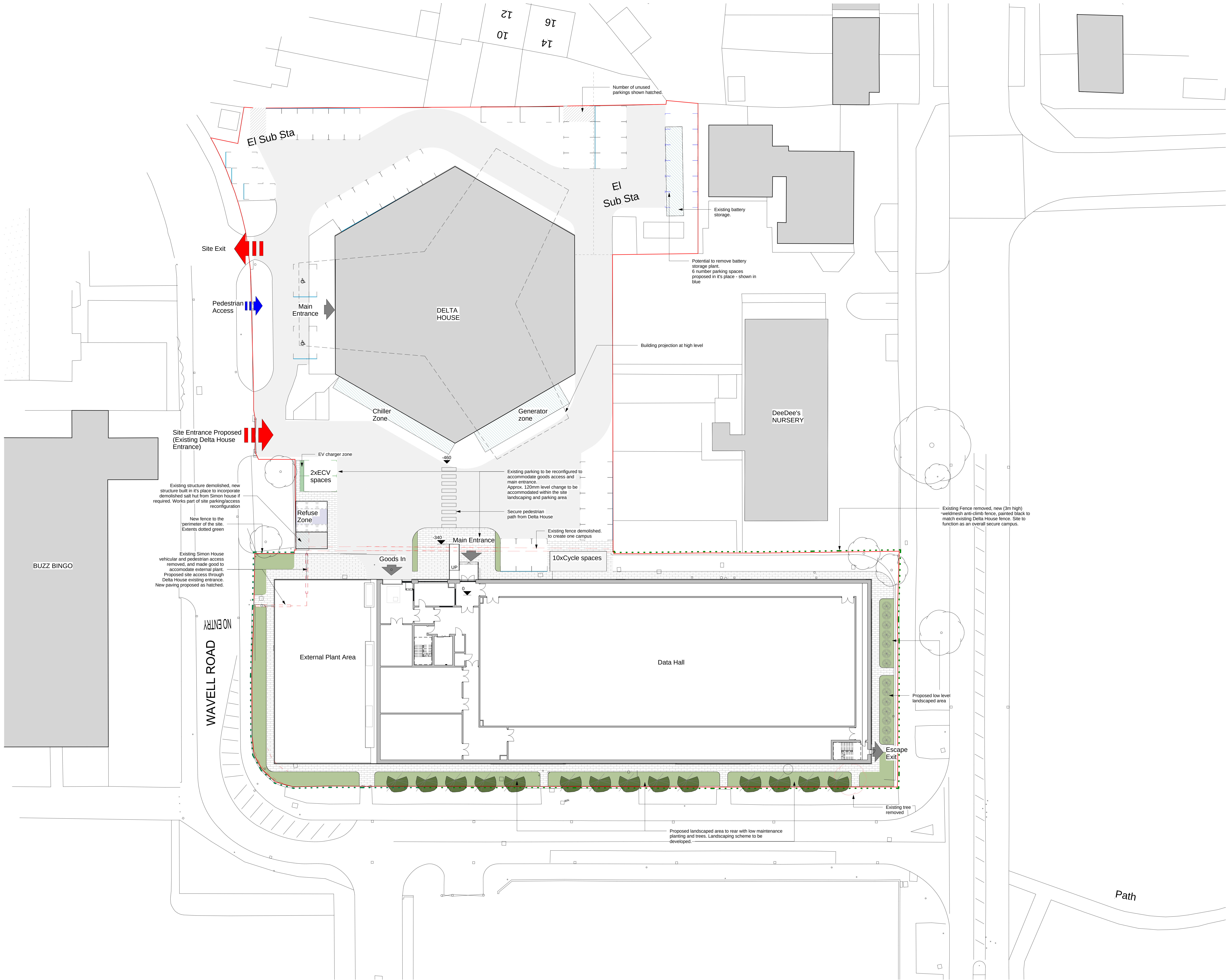
Drawing No.

3447-TSP-ZZ-XX-DR-A-00-001

Rev

P05

ttsp



GENERAL NOTE:

Existing drawings based on information by
ACAD Design and Surveys,
Topo Survey by JLP Surveying Consultants

- KEY
- Application Boundary
 - Extent of new boundary fence
 - Existing to be removed
 - Proposed paving
 - Proposed landscaping
 - Refuse Zone
 - Existing Structure (indicative)

Car Parking spaces

Existing spaces	
• Simon House -	41
• Delta House -	43
• Total number spaces -	84

Proposed spaces combined site

• no of proposed spaces -	34
• no of disabled spaces -	2
• No of Elec. V spaces -	2
• Total number spaces -	43
• Total includes potential -	6

Cycle Parking Spaces

• No of spaces -	10
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Existing Refuse Provision Delta House

• No of 1100l bins -	3
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Proposed Refuse Provision combined site

• No of 1280l bins -	6
• 50% allocated for recycling	

PO6	22.06.2023	Issued for Planning	DM	IM
PO5	09.02.2023	Issued for review	DM	IM
PO4	07.02.2023	Issued for review	DM	IM
PO3	02.06.2023	Issued for review	DM	IM
PO2	25.05.2023	Issued for information comment	DM	IM
PO1	22.05.2023	Draft issue for information	DM	IM

Rev	Date	Description	By	Ch'd
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Drawing Status

FOR PLANNING

Project Title

KEYSOURCE - TELEDATA MAN2

Drawing Title

Site Plan - Proposed

Sheet	Scale	Date	Drawn	Ch'd
A0	As indicated	26.04.2023	DM	IM

Project No.

3447

Drawing No.	Rev
3447-TSP-ZZ-XX-DR-A-00-002	P06

APPENDIX B

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-230608-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
09	NORTH	
	DA DARLINGTON	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 5945 (units: sqm)
 Range Selected by User: 118 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	10 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	4
No Sub Category	2

RGP Mill Pool House Godalming

Licence No: 728001

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	14 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 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:

0.6 to 1.0	6 days
1.1 to 1.5	3 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.

Travel Plan:

Yes	1 days
No	9 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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	DA-02-A-02 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY DARLINGTON	
	Edge of Town No Sub Category Total Gross floor area:	3530 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
2	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSING COMPANY 	EAST SUSSEX
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT NORWICH	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
4	NF-02-A-05 YARMOUTH ROAD NORWICH	COUNCIL OFFICES NORWICH	NORFOLK
	Edge of Town Residential Zone Total Gross floor area:	3697 sqm	
	Survey date: MONDAY	12/09/22	Survey Type: MANUAL
5	PB-02-A-04 LYNCH WOOD PETERBOROUGH	OFFICES PETERBOROUGH	PETERBOROUGH
	Edge of Town Commercial Zone Total Gross floor area:	4040 sqm	
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL
6	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSING ASSOCIATION OFFICE 	TYNE & WEAR
	Total Gross floor area:	4800 sqm	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
7	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS WARWICK	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	Survey Type: MANUAL
8	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone	PET INSURANCE COMPANY 	WILTSHIRE
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
10	WS-02-A-06	SOUTHERN WATER OFFICES	WEST SUSSEX
	YEOMAN ROAD		
	WORTHING		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5700 sqm	
	Survey date: WEDNESDAY	18/05/22	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EC-02-A-04	04/05/21	Covid.
GM-02-A-10	19/04/21	Covid.
MS-02-A-03	20/04/21	Covid.
NM-02-A-01	22/10/20	Covid.
SF-02-A-03	24/09/20	Covid.
TV-02-A-05	04/09/20	Covid.
WO-02-A-03	13/10/20	Covid.
WY-02-A-05	23/05/17	Appropriateness.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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	10	2755	0.835	10	2755	0.076	10	2755	0.911
08:00 - 09:00	10	2755	1.797	10	2755	0.134	10	2755	1.931
09:00 - 10:00	10	2755	1.060	10	2755	0.167	10	2755	1.227
10:00 - 11:00	10	2755	0.214	10	2755	0.152	10	2755	0.366
11:00 - 12:00	10	2755	0.203	10	2755	0.149	10	2755	0.352
12:00 - 13:00	10	2755	0.298	10	2755	0.537	10	2755	0.835
13:00 - 14:00	10	2755	0.450	10	2755	0.367	10	2755	0.817
14:00 - 15:00	10	2755	0.236	10	2755	0.341	10	2755	0.577
15:00 - 16:00	10	2755	0.145	10	2755	0.454	10	2755	0.599
16:00 - 17:00	10	2755	0.160	10	2755	0.918	10	2755	1.078
17:00 - 18:00	10	2755	0.091	10	2755	1.779	10	2755	1.870
18:00 - 19:00	10	2755	0.065	10	2755	0.483	10	2755	0.548
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.554			5.557			11.111

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:	186 - 5945 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.



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