

PROPOSED B8 USE SELF-STORAGE DEVELOPMENT

16-18 HYDE ROAD, ARDWICK, MANCHESTER

Transport Statement

Prepared on behalf of:

Crown Advisory



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 AXIS has been appointed by Crown Advisory (hereafter referred to as 'the Developer') to provide highways and transport advice to accompany a full planning application for the development of a B8 use self-storage facility with a gross floor area (GFA) of 7,428m² on land located at No. 16 - 18 Hyde Road, in Ardwick, Manchester (hereafter referred to as 'the Proposed Development').
- 1.1.2 The purpose of this Transport Statement (TS) is to inform the relevant Local Planning Authority (LPA) and Local Highways Authority (LHA) of the anticipated highways and transportation matters associated with the Proposed Development. The LPA and LHA in this context is Manchester City Council (MCC).

1.2 Pre-Application Discussions

- 1.2.1 A pre-application advice request was submitted to MCC on 4th August 2022 and the following LHA comments relating to this TS were received on 13th September 2022 (full comments are contained in **Appendix A**):

Site Access Arrangements:

- *Highways are aware of significant on-street parking that occurs along Apsley Grove. It is requested that this be assessed as part of the proposals. It is further requested that a TRO review is undertaken. (See **Section 2.4**)*

Car Parking:

- *Regarding the dimension of these parking spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces. (See **Appendix B: Proposed Site Layout Plan**)*
- *Highways request a minimum of 1 EV charge point per 1,000m² floor space. An EV Charging point is in place in the northern car park and one in the southern car park. (See **Appendix B: Proposed Site Layout Plan**)*

General Comments:

- *Safe and secure cycle parking should be in place for the use of staff and visitors. (See **Section 3.3**)*
- *Details on waste storage and removal should be included in the Transport Statement. For the avoidance of doubt Highways can only support a council waste strategy proposal if the proposed vehicle is 11.5m. (See **Section 3.4**)*
- *Highways are satisfied with the proposed scope of the Transport Statement.*

1.2.2 This TS has been prepared in accordance with the above pre-application advice.

1.2.3 Note that Axis have also prepared a Waste Management Strategy (WMS) report which can be read alongside this report.

1.3 Report Structure

1.3.1 The structure of this report is as follows:-

- **Chapter 2** sets out the existing conditions on and around the Site, including the Site's location, previous use, the local highway network, a review of the Traffic Regulation Order (TRO) regime, accident record on the local highway network and accessibility by sustainable modes of travel;
- **Chapter 3** describes the development proposals in detail and the proposed highway-related conditions around the Site, including the access strategy, parking and servicing arrangements;
- **Chapter 5** sets out the anticipated vehicular trip generating potential of the Proposed Development on the local highway network; and
- **Chapter 6** provides the summary and conclusions.

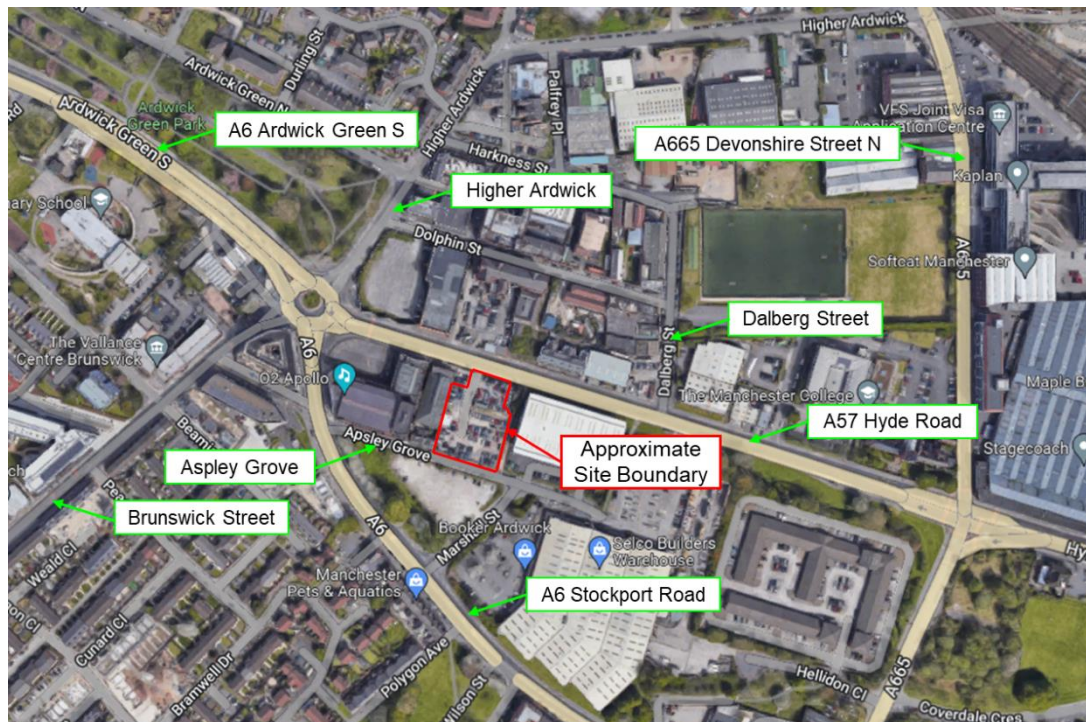
2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The Site is located at No.16-18 Hyde Road, Ardwick, approximately 800m to the south-east of the edge of Manchester City Centre. The Site is bound by Hyde Road to the north, a commercial building to the east and west, and Apsley Grove to the south.

2.1.2 The location of the Site is shown in **Figure 2.1** in the context of the local highway network.

Figure 2.1 – Site Location



(Source: Produced by Axis with Google Maps)

2.2 Previous and Existing Site Use and Access Arrangements

2.2.1 The Site previously accommodated an industrial / manufacturing unit. However, the building was the subject of a fire in August 2018, and the Site has since been operating as a car sales facility.

2.2.2 Currently, there are two existing access points available to the Site from Hyde Road, shown in **Figure 2.2**. Both accesses are priority-controlled kerbed bell-mouth arrangements and serve vehicles and pedestrians. The north-western access is approximately 3m wide and the north-eastern access is approximately 6m wide. A

third gated access, approximately 5m wide, is also available to the south of the Site off Apsley Grove, shown in **Figure 2.3**.

Figure 2.2 – Hyde Road Frontage and Accesses



(Source: Google Maps)

Figure 2.3 – Apsley Grove Access



(Source: Google Maps)

2.3 Local Highway Network

A57 Hyde Road

- 2.3.1 Hyde Road borders the Site to the north. Hyde Road is a single carriageway road with two lanes in each direction and runs in a general west / east alignment, providing a link between Manchester City Centre to the west and the M60 Manchester Outer Ring Road to the east.
- 2.3.2 The section of Hyde Road which borders the Site to the north (i.e. between the Apollo Roundabout and A665 Devonshire Street) comprises two westbound lanes and two eastbound lanes, shown in **Figure 2.4**. The road is approximately 10m wide and subject to a 30mph speed limit.
- 2.3.3 Furthermore, Hyde Road features wide circa 2.5-3m wide footways on both sides of the carriageway and is furnished with street lighting. It provides several signalised pedestrian crossing points along its length. The closest crossing point is a signalised pedestrian crossing located directly west of the Site on the Hyde Road arm of the Apollo Roundabout. The next closest available crossing point is a signalised pedestrian crossing to the east of the Site at the A57 / A665 signalised junction.

Figure 2.4 – A57 Hyde Road (towards Apollo Roundabout)



(Source: Google Maps)

Apsley Grove

- 2.3.4 Apsley Road is a 30mph two-way single carriageway road. The road borders the Site to the south. To the west of the Site the road forms a priority junction with the A6 Stockport Road just south of the Apollo Roundabout and to the east of the Site it terminates at the access to Selco Builders Warehouse carpark.

- 2.3.5 The road is approximately 200m in length and serves as an access road to various retail uses. It is approximately 5.5 metres in width, with 1-1.5m wide footways on both sides of the road and is furnished with street lighting, shown in **Figure 2.5**.

Figure 2.5 – Apsley Road (towards A6 Stockport Road)



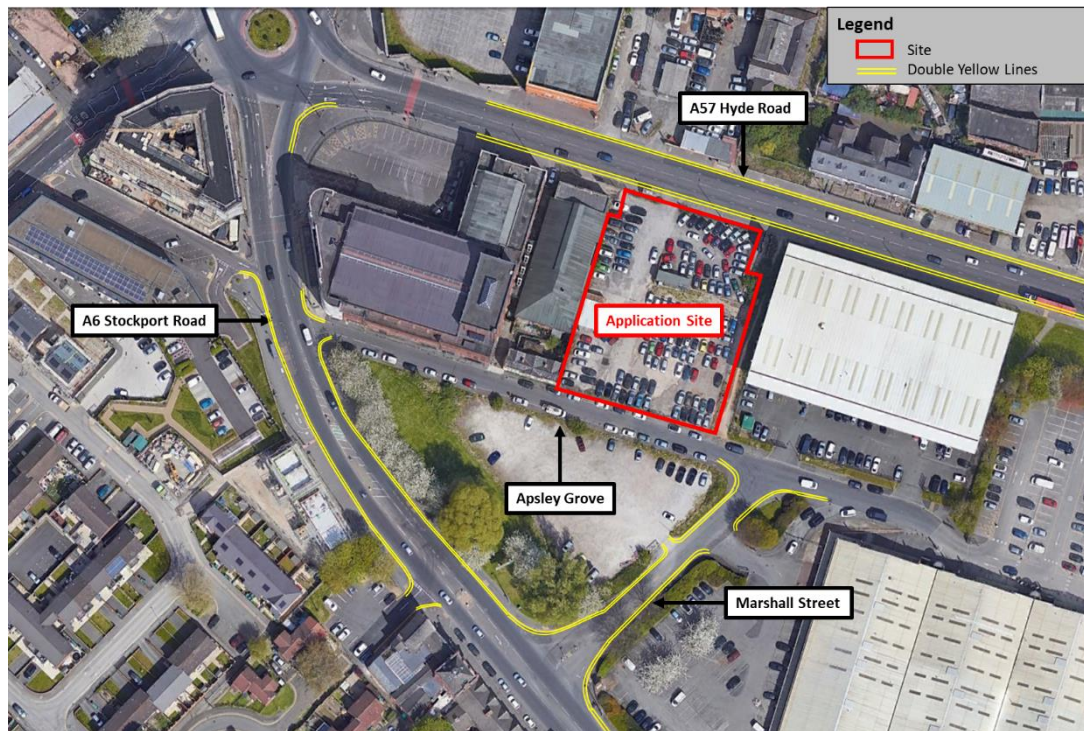
(Source: Google Maps)

2.4 Traffic Regulation Order Regime

- 2.4.1 The following TROs, shown in **Figure 2.6**, are in force along the roads within the vicinity of the Site:

- **A57 Hyde Road** - Double yellow lines, no loading Monday to Friday between the hours of 7.00-10.00am and 4.00-7.00pm.
- **A6 Stockport Road** - Double yellow lines, no stopping at any time.
- **Apsley Road** - No TRO in place.
- **Marshall Street** - Double yellow lines, no stopping Monday to Friday between the hours of 8am-8pm and Saturday to Sunday between the hours of 8am-5pm.

Figure 2.6 - TRO Regime within vicinity of Site



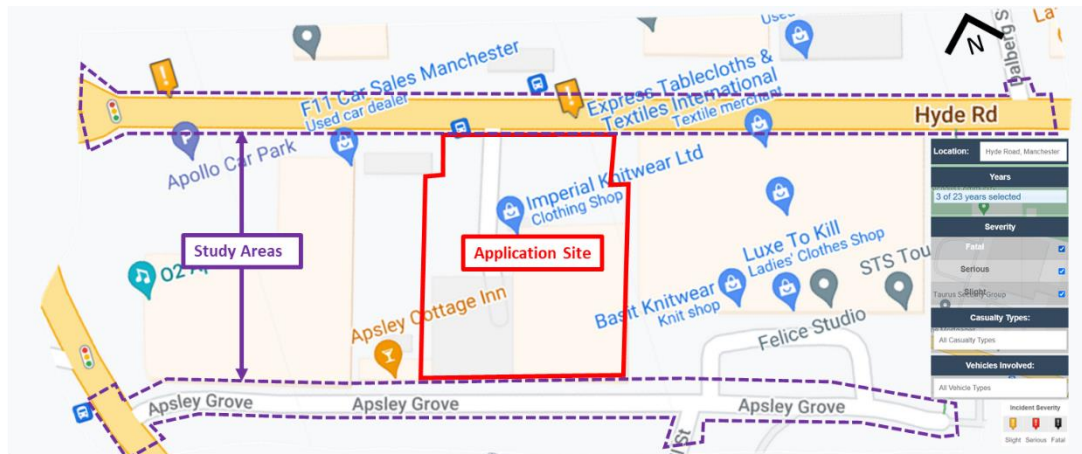
TRO Review

- 2.4.2 It is considered that with the provision of sufficient off-street car parking associated with the Proposed Development (see **Section 3.3**), there is very little to no risk of development-related parking overspill onto the public highway.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online CrashMap resource (www.crashmap.co.uk). Data was extracted for the most recently available three-year period which is 2019 to 2021 inclusive. The location and severity of the incidents are shown in **Figure 2.7**.

Figure 2.7 – Location of Incidents



(Source: CrashMap)

2.5.2 Figure 2.7 shows that 2no. incidents have occurred on the road network during the assessed period, both resulting in 'slight' injury. The accident record is not considered to be particularly onerous and therefore it is considered that this does not present a material concern in the context of the Proposed Development.

2.6 Accessibility by Sustainable Modes of Travel

2.6.1 This section of the report examines the accessibility of the Site for prospective staff and visitors to make trips by non-car modes of transport through consideration of the following:

- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

2.7 Pedestrian Accessibility

2.7.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document, *'Providing for Journeys on Foot'*, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

2.7.2 The Site is very well located to encourage staff and visitor trips to be made to the Site on foot. A 2km catchment incorporates large residential areas to the north, east, south and west of the Site, and also includes a large part of Manchester City Centre which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.

- 2.7.3 Within the 2km catchment, there are also a number of public transport facilities, including various bus stops, four railway stations (Manchester Oxford Road, Manchester Piccadilly, Ardwick and Ashburys) and five Metrolink stations (Piccadilly Gardens, St Peter's Square, Market Street, Holt Town, New Islington).
- 2.7.4 It should also be noted that the local highway network provides a safe and realistic opportunity to reach the areas contained within the 2km walking catchment. This includes footways, street lighting and signalised pedestrian crossing points equipped with dropped kerbs and tactile paving at the key junctions surrounding the Site.
- 2.7.5 Accordingly, it is considered that the Site is highly accessible on foot.

2.8 Cycle Accessibility

- 2.8.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 2.8.2 The whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Charlestown, Cheetham Hill, Harpurhey, Openshaw, Levenshulme, Withington, Old Trafford, Chorlton-Cum-Hardy, Gorton and parts of Salford, amongst others, can also be accessed within a 5km cycle distance.
- 2.8.3 There are a number of on-road cycle routes around the Site on Brunswick Street, Stockport Road and Hyde Road. The cycle route on Brunswick Street runs in a north-east / south-west direction south-west of the Site and connects with Oxford Road adjacent to Manchester University. Along Stockport Road, there are cycle route facilities up to the junction with Plymouth Grove West, whilst the cycle route along Hyde Road commences from the Apollo roundabout and terminates where the road meets Pottery Lane to the east.
- 2.8.4 There are also cycle route facilities along Ardwick Green South towards Manchester city centre. This route passes under the Mancunian Way and onto London Road. From here, the route passes Manchester Piccadilly Railway Station and connects with Route 66 of the National Cycle Network (NCN).
- 2.8.5 Route 66 is a largely traffic-free route which commences at Manchester Piccadilly Railway Station and runs alongside the Rochdale Canal, utilising canal towpaths and disused railways. Route 66 crosses Route 60 of the NCN at Miles Platting, near to Phillips Park. Route 60 is made up of a combination of on-road and traffic-free

sections along its length and commences from Cheetham Hill and travels in a southerly direction to Ravensthorpe, passing through Openshaw and Fallowfield. This route provides further connections to Routes 6 and 62 of the NCN.

- 2.8.6 Wadeson Road, to the west of the Site, is classified as an on-road signed cycle route. This route provides a connection towards Manchester city centre by connecting to Sackville Street via a good quality traffic-free route between these two roads, which also passes under the Mancunian Way. Further to this, there are also many advisory traffic-free and on-road cycle routes available within close proximity to the Site, including local routes which form part of the NCN network. These advisory routes provide good quality links throughout the area and make up parts of Greater Manchester's cycle routes.
- 2.8.7 There are Beeways located close to the Site. The Bee Network promotes active travel by delivering fully segregated cycling and walking routes on busy roads (referred to as 'Busy Beeways'), and road signage and formal crossings on quieter routes (referred to as 'Beeways').
- 2.8.8 With regards to the above, the Site is well located to encourage prospective staff and visitors to access the Site by cycle.

2.9 Accessibility by Public Transport

Accessibility by Bus

- 2.9.1 Guidance within the CIHT document "*Guidelines for Planning for Public Transport in Development*" recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m. The nearest bus stops to the Site are both situated on Hyde Road adjacent to and directly opposite the Site and are therefore well within the CIHT's lower 300m walk distance threshold.
- 2.9.2 The bus services stopping at these stops provide convenient access to locations such as Hyde, Reddish and Stockport amongst others.

Accessibility by Rail and Tram

- 2.9.3 Manchester provides an extensive network of train services that serve both the local area and destinations further afield. The Site is within a 15-minute walk from Manchester Piccadilly, which is a major gateway station in the north-west.

- 2.9.4 Manchester Piccadilly provides local services to East Didsbury, Eccles, Salford and Ashton-Under-Lyne on a 30-minute frequency during the day and an hourly frequency in the evening. Manchester Piccadilly also provides frequent services to London, Birmingham, Newcastle and Edinburgh at a 30-minute frequency or better, as well as numerous other destinations across the country.
- 2.9.5 In addition, Manchester Victoria Railway Station is the second largest railway station serving Manchester City Centre, located within a circa 2.8km walk distance from the Site. It provides local services to north and east Manchester and also frequent services to Huddersfield, Wigan and Blackburn at a 30-minute frequency or better, as well as services to Southport and Kirkby at an hourly frequency. A direct connection to Victoria Railway Station can be made when utilising the Bury Metrolink tram line from Piccadilly Railway Station.
- 2.9.6 All Metrolink trams currently operate services every 12-minutes. The nearest Metrolink stop to the Site is Manchester Piccadilly. This stop is directly served by the Altrincham – Piccadilly service, the Ashton-under-Lyne – Eccles service, the Bury – Piccadilly service, and the Ashton-under-Lyne – MediaCityUK service.
- 2.9.7 The TfGM website provides a range of online tools which help users to plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network, and live travel updates and disruptions.

2.10 Accessibility Summary

- 2.10.1 Overall, the Site is considered to be extremely well located in terms of its accessibility by all of the major non-car modes of transport.
- 2.10.2 Whilst it might reasonably be expected that many of the customers of the facility might not use more sustainable transport modes, given the nature of self-storage and often bulky items, there are nonetheless excellent opportunities for staff to travel more sustainably.

3.0 PROPOSED DEVELOPMENT

3.1 General

3.1.1 The Proposed Development would comprise the construction and operation of a B8 use self-storage facility, with associated access and parking arrangements. The proposals are as follows:

- A building with a gross floor area (GFA) of approximately 7,428m²;
- A safe and secure cycle store with space for 10no. cycles;
- Three separate car parks with space for a total of 20no. cars, including 2no. accessible, 2no. staff spaces and 2no. spaces with electric vehicle charging (EVC) points; and
- A safe and secure bin store.

3.1.2 The proposed site layout plan is contained in **Appendix B**.

3.2 Site Access Arrangements

3.2.1 Three vehicle access points are proposed to the Site, one from Hyde Road and two from Apsley Grove as follows:

- To the north of the Site:
 - A single priority-controlled two-way access off Hyde Road which would provide access to 4no. car parking spaces consisting of 2no. accessible and 2no. staff; and
- To the south of the Site:
 - Two priority-controlled two-way access junctions off Apsley Grove which would provide access to 16no. car parking spaces.

3.2.2 **Drawing Number 3231-01-D01** in **Appendix C** demonstrates that 2.4m x 40m visibility splays can be achieved from the Site's proposed access points in accordance with guidance contained in *Table 7.1 of Manual for Streets* for the 30mph speed limit of Hyde Road and Apsley Grove.

3.3 Proposed Parking Provision

3.3.1 The proposed site layout plan in **Appendix B** accommodates a total of 20no. car parking spaces, of which 4no. would be accessed via Hyde Road, and the remaining 16no. via Apsley Grove. Of these spaces, 2no. spaces would be accessible and 2no. staff.

3.3.2 **Drawing Numbers 3231-01-ATR02 to ATR06** in **Appendix D** demonstrate that all of the car park spaces can be safely and satisfactorily accessed by a family saloon car.

3.3.3 Appendix B of the Manchester City Council Core Strategy (2012-2027) outlines the appropriate **maximum** parking standards for new developments. The maximum number of car parking spaces for a B8 'Storage and Distribution' development are calculated at 1no. space per 100sqm with a minimum of 2no. disabled bays and 2no. cycle spaces. **Table 3.1** sets out the required, existing, and proposed parking provision.

Table 3.1 – Parking Provision Required and Proposed

Type of Parking	MCCs Parking Standards	Parking Requirement	Proposed Parking Provision
Car	1/100sqm	74 (max)	20
Disabled	2 bays or 5% of total whichever is greater	2 (min)	2
Cycle	1/850sqm with minimum of 2 spaces	9 (min)	10

3.3.4 Review of **Table 3.1** demonstrates that the proposed number of spaces falls within MCC's maximum car parking requirement of 74 spaces.

3.3.5 It is also noted that MCC does allow for a flexible approach to be applied. Policy T2 of MCC's Core Strategy states the following:

"The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."

3.3.6 This is consistent with Paragraphs 107-108 of the National Planning Policy Framework (NPPF), which state the following:

Paragraph 107 – *"If setting local parking standards for residential and non-residential development, policies should take into account:*

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

Paragraph 108 – “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.3.7 With regards to the above, local authority parking standards should not therefore be applied rigorously in all circumstances and parking provision for new development should be considered on a case-by-case basis in relation to the nature and location of the development.

3.3.8 The following subsections of this TS therefore seek to demonstrate that the proposed level of car parking provision will be more than sufficient to cater for the development proposals and would not cause detriment to the safety or operation of the local highway network with regards to parking.

TRICS Comparator Sites

3.3.9 The TRICS Database has been utilised to provide a review of the car parking provision and demand at similar B8 self-storage sites located across the UK.

3.3.10 Under the land use category “Employment: Warehousing (Self-storage)”, the TRICS database contains surveys at 26 locations within mainland Britain (excluding one Greater London site). The data from all of these sites (except for one site which was undertaken during Covid-19 lockdown restrictions) has been considered to gain an understanding of the relationship between the typical maximum parking demands and the GFA of self-storage facilities.

3.3.11 For each of the 25 sites, the following information was extracted from the TRICS database:

- The GFA of the site; and
- The maximum observed car parking occupancy.

- 3.3.12 The relationship between the maximum car parking demand and the GFA has been calculated for all sites. The results table contained within **Appendix E** of this TS shows that during weekdays, a demand for 1 parking space was generated by every 560m² of GFA, on average.
- 3.3.13 When the above data is set against the context of the proposed development (7,428m²), this results in a maximum parking demand of 13 spaces.
- 3.3.14 It can therefore be concluded that the total proposed parking provision of 20 spaces will be more than sufficient to cater for the typical maximum parking demand that is forecast to be generated by the proposed development, with spare capacity to cater for any occasional spikes in activity.

Car Parking Accumulation Assessment

- 3.3.15 To add further weight to the above, a car parking accumulation assessment has been undertaken using vehicular trip rates derived from the industry standard TRICS database for the proposed development, and using the corresponding arrival and departure rates to calculate the maximum parking demand in each hour.
- 3.3.16 The TRICS search criterion and assessment methodology utilised within the car park accumulation assessment is set out in **Chapter 4** of this TS.
- 3.3.17 The results of this car parking accumulation assessment are detailed in **Table 3.2** and the full car park accumulation / demand assessment is contained in **Appendix F**.

Table 3.2 – Car Park Accumulation Assessment

Hour	Arrivals	Departures	Accumulation
07:00-08:00	7	3	4
08:00-09:00	12	8	8
09:00-10:00	10	9	10
10:00-11:00	11	9	12
11:00-12:00	9	7	14
12:00-13:00	16	14	15
13:00-14:00	13	13	15
14:00-15:00	11	13	13
15:00-16:00	10	13	11
16:00-17:00	12	11	12
17:00-18:00	7	15	4
18:00-19:00	3	7	0
19:00-20:00	1	1	0

3.3.18 The data summarised in **Table 3.2** demonstrates that the maximum level of car park occupancy is expected to occur between 12:00 and 14:00, with a maximum parking demand of 15 vehicles in any one hour.

3.3.19 With regards to the above, the actual parking capacity on site is forecast to be more than sufficient to accommodate the forecast demand from the proposed development, alongside any occasional spikes in activity. The results are therefore consistent with those associated with the assessment of comparator self-storage sites.

Accessibility of the Site by Sustainable Modes of Travel

3.3.20 The development site benefits from being situated in a highly accessible location which provides excellent public transport services to a range of destinations whilst also being connected to high-quality foot and cycle infrastructure, which provides safe and efficient connections to the surrounding residential areas.

3.3.21 It is therefore considered likely that a number of staff trips will utilise these sustainable alternatives and be encouraged to do so, therefore reducing the car parking demand associated with staff accordingly.

3.3.22 With regards to all of the information presented above, it is considered that the strict appliance of the maximum parking standards to all B8 land uses would result in a largely inefficient use of space, and would contradict national and local policies which seek to encourage the use of sustainable, non-car modes of travel, where possible (in this instance, by staff). The parking standards should not therefore be applied slavishly in this instance.

3.4 Waste Collection and Servicing

- 3.4.1 The bin store would be located to the south of the Site. It is envisaged that refuse collection vehicles would service the Site directly from Apsley Grove.
- 3.4.2 The separate but accompanying Waste Management Strategy document provides more details on the proposed arrangements.

4.0 FORECAST TRIP GENERATION

- 4.1.1 An assessment has been undertaken of the forecast trip generating potential associated with the Proposed Development. To do so, average weekday vehicle trip rates have been extracted from the TRICS database for the TRICS land use category “Employment – Warehousing (Self-storage)”.
- 4.1.2 The full TRICS outputs are contained in **Appendix G** and **Table 4.1** summarises the weekday AM and PM peak hour vehicle trip rates (per 100m²) and trip generation forecasts associated with the Proposed Development (7,428m²).

Table 4.1 – Trip Rates and Forecast Trip Generation

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Trip Rate (per 100m ²)	0.156	0.104	0.09	0.197	1.654	1.656
Trip Generation (7,428m ²)	12	8	7	15	123	123

- 4.1.3 **Table 4.1** demonstrates that the Proposed Development is forecast to generate around 20no. two-way trips in the AM peak hour and 22no. two-way trips in the PM peak hours, and 246no. two-way vehicle movements over the course of an average weekday.
- 4.1.4 This level of trip generation is not considered to be onerous and would not give rise to a perceptible effect on highway safety or capacity on the local highway network.
- 4.1.5 It should also be noted that this assessment does not account for the trips that could be generated by the existing car sales use on the site, which is therefore a robust approach.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 AXIS has been appointed by Crown Advisory (hereafter referred to as 'the Developer') to provide highways and transport advice to accompany a full planning application for the development of a B8 use self-storage facility on land located at No. 16 - 18 Hyde Road, in Ardwick, Manchester.
- 5.1.2 The Site has been assessed in terms of its accessibility by walking, cycling and public transport. Overall, the Site is considered to be very well located, given its location on the periphery of Manchester City Centre and its potential to encourage a large number of trips by non-car modes of transport.
- 5.1.3 The report demonstrates that the level of parking proposed is sufficient to cater for the anticipated demand generated by the proposed development.
- 5.1.4 The main access points will be via Apsley Grove and Hyde Road. It will be possible to achieve to suitable junction visibility splays from all access points. It is envisaged that refuse collection vehicles would service the Site directly from Apsley Grove.
- 5.1.5 Swept path analyses have been carried out to show that a family saloon car can satisfactorily access the proposed parking bays. The Site's proposed access arrangements are therefore deemed appropriate.
- 5.1.6 This TS has considered the traffic generating potential associated with the Proposed Development. The proposed self-storage facility is forecast to generate a total of around 20no. two-way vehicle movements in the AM peak hour and 22no. two-way movements in the PM peak hour, and 246no. two-way vehicle movements over the course of an average weekday.
- 5.1.7 This level of trip generation is not considered to be onerous and would not give rise to a perceptible effect on highway safety or capacity on the local highway network.
- 5.1.8 It should also be noted that this assessment does not account for the trips that could be generated by the existing car sales use on the site, which is therefore a robust approach.

5.2 Conclusions

- 5.2.1 With regards to the evidence presented within this report, the Proposed Development is considered to pass the tests set out in Paragraph 111 of the National Planning Policy Framework, which states that developments should only be prevented or refused if there would be an unacceptable impact on highway safety or the traffic impacts on the road network would be 'severe'.
- 5.2.2 Based on the information presented in this report, it is considered that there should be no reason to withhold planning permission from a transport perspective.

APPENDIX A – LOCAL HIGHWAY AUTHORITY COMMENTS

From: Carl Glennon <carl.glennon@manchester.gov.uk>
Sent: 13 September 2022 13:46
To: Tom Flanagan
Subject: Re: 14 Hyde Road, Ardwick

Dear Tom,

Thank you for submitting a pre-application consultation in relation to the above.

I have consulted with Highways and related comments are set out below for your consideration.

Notwithstanding the Highways comments, the principle of the development is considered to be potentially appropriate. The principal elevation of the building has been appropriately related to Hyde Road, in relation to scale, massing and the alignment of building lines. Should a planning application be pursued, it will be necessary to clarify details of materials, landscaping, lighting and boundary treatments. Given the magnitude of the development, the application would also need to be accompanied with a crime impact statement.

Whilst a comprehensive heritage statement would not be required, any application should discuss the relationship and potential impact of the development on the listed Apollo Theatre.

The Council's validation checklist should be referenced as part of the preparation of the planning application. The site is located in Flood Zone 2 and should be appropriately assessed for potential increased flood risk. As the land has been previously developed an appropriate ground condition report should be provided.

Please advise if you wish to discuss any of the outlined issues prior to the submission of the related planning application.

The above advice is related to the information available to the City Council at this time. This advice may be subject to alteration as a result of consultation or if further information is brought to the attention of the City Council, which materially affects the consideration of this matter.

Yours sincerely,

Carl

Highways comments

1. Site Access Arrangements:

1.1 Two vehicle access points are proposed. One to the north and another to the south.

North – priority controlled two-way access off A57 Hyde Road. This access will provide access to a car parking area for 4 vehicles.

The North access will utilise an existing vehicle access. It is requested that the access have dropped kerbs and tactile paving in place.

South – two priority access junctions are in place on Aspley Grove. The south-eastern junction will serve as an access only whilst the south-western will serve as an egress. This area provides parking for 10 vehicles.

1.2 The two new access points to Aspley Grove would provide access to the southern car park. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreement for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Aspley Grove and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

1.3 It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

1.4 Drawing 3231-01-ATRO1 demonstrates that a 2.4m x 40m visibility splay can be achieved at the proposed access points.

1.5 Highways are aware of significant on-street parking that occurs along Aspley Grove. It is requested that this be assessed as part of the proposals. It is further requested that a TRO review is undertaken.

2. Car Parking:

2.1 14 vehicle parking spaces will be available on-site. These are split into 4 parking spaces to the north and 10 parking spaces to the south.

2.2 A total of 2 vehicle spaces will be accessible.

2.3 Drawing 3231-01-ATRO1 demonstrates that a 3.5T panel can safely access, manoeuvre and egress from the parking spaces. The southern-eastern accessible space cannot be accessed by a car from the east but can be from the west. Highways accepts that this does not cause detrimental impact to the highway safety of the site.

2.4 The development would have a GFA of 3,684m². MCCs Core Standards state that the maximum parking standard for B8 'Storage and Distribution' would be a maximum of 37 spaces.

2.5 The development proposes 14 parking spaces which is a provision of one space per 263m², or 38%.

2.6 The Transport Note provides an assessment for the TRICs database and parking accumulation.

2.7 The TRICs assessment suggests that a B8 Storage facility of 3,684m² is likely to result in 10 two-way trips in the AM peak and PM peak. The TRICs assessment suggests that there would be a maximum number of 15 trips between 12:00-13:00. The TRICs assessment and Trip Rates are acceptable to Highways.

2.8 It is acknowledged that these figures could suggest a worst case scenario due to the TRICs database suggesting that self-storage facilities parking demand is typically 1 space per 448m². This figure would suggest a maximum parking demand of 8 spaces.

2.9 A car parking accumulation assessment has been undertaken using the TRICs results. This suggests that the maximum parking accumulation would be 8 vehicles between 12:00 – 13:00. This shows that up to 6 parking spaces would remain available.

2.10 Regarding the dimension of these parking spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

2.11 Highways request a minimum of 1 EV charge point per 1,000m² floor space. An EV Charging point is in place in the northern car park and one in the southern car park.

3. General Comments:

3.1 Safe and secure cycle parking should be in place for the use of staff and visitors. The Transport Note states that a total of 8 cycle parking spaces will be provided. This is acceptable to Highways.

3.2 Details on waste storage and removal should be included in the Transport Statement. For the avoidance of doubt Highways can only support a council waste strategy proposal if the proposed vehicle is 11.5m.

3.3 If private waste collection is proposed, then Swept Path Analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

3.4 It is requested that servicing is undertaken outside of the network AM and PM peak periods. It is also requested that a Service Management Strategy is in place.

3.5 It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

3.6 The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

3.7 A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

3.8 It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

3.9 Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3.10 Highways are satisfied with the proposed scope of the Transport Statement.

Carl Glennon
Planning Officer,
Growth and Development Directorate,
Area Team,
Planning,
Manchester City Council,
Floor 6 Town Hall Extension,
PO Box 532,
Manchester,
M60 2LA.
Tel: 0161 234 4530
email: carl.glennon@manchester.gov.uk
Web: <http://www.manchester.gov.uk>
Mobile: 07814 086043

From: Tom Flanagan <tom@paulbutlerassociates.co.uk>

Sent: 12 September 2022 11:25

To: Carl Glennon <carl.glennon@manchester.gov.uk>

Cc: Julian Austin <julian@paulbutlerassociates.co.uk>

Subject: RE: 14 Hyde Road, Ardwick

Morning Carl

Are you able to provide an update on this pre-application enquiry?

When we last spoke you mentioned that you were still waiting for comments from highways, but that you would provide some general planning feedback if these remained outstanding.

If you are able to come back to me today / tomorrow that would be great.

Thanks,

Tom

Tom Flanagan MTCP MRTPI
Director

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
m: 0781 256 9682 t. 0161 835 3530 | e. tom@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

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From: Tom Flanagan

Sent: Thursday, August 25, 2022 8:46 AM

To: Julian Austin <julian@paulbutlerassociates.co.uk>; 'Carl Glennon' <carl.glennon@manchester.gov.uk>; Tom Flanagan <tom@paulbutlerassociates.co.uk>; Sue Wills <sue.wills@manchester.gov.uk>

Subject: RE: 14 Hyde Road, Ardwick

Hi Carl

Further to the below, have you received any comments from highways?

The applicant is keen to progress these proposals to planning, therefore it would be useful to get a meeting in the diary.

Thanks,

Tom

Tom Flanagan MTCP MRTPI
Director

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
m: 0781 256 9682 t. 0161 835 3530 | e. tom@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

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From: Julian Austin <julian@paulbutlerassociates.co.uk>

Sent: Monday, August 8, 2022 10:36 AM

To: 'Carl Glennon' <carl.glennon@manchester.gov.uk>; Tom Flanagan <tom@paulbutlerassociates.co.uk>; Sue Wills <sue.wills@manchester.gov.uk>

Subject: RE: 14 Hyde Road, Ardwick

Hi Carl

Tom is on leave but yes please proceed in consulting highways.

Thanks

Julian Austin BSc (Hons) MPLAN MRTPI
Associate Director

Due to the COVID-19 outbreak I am working at home and available by email or on my mobile (07398093948) during usual office hours.

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ

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From: Carl Glennon <carl.glennon@manchester.gov.uk>

Sent: 08 August 2022 10:21

To: Tom Flanagan <tom@paulbutlerassociates.co.uk>; Sue Wills <sue.wills@manchester.gov.uk>

Cc: Julian Austin <julian@paulbutlerassociates.co.uk>

Subject: Re: 14 Hyde Road, Ardwick

Hello Tom,

Thank you for your email.

Before arranging a meeting, it would be helpful to receive comments from Highways.

Please confirm that you are happy for me to seek the views of Highways as part of a pre-application consultation.

I look forward to hearing from you.

Regards,

Carl

Carl Glennon
Planning Officer,
Growth and Development Directorate,
Area Team,
Planning,
Manchester City Council,
Floor 6 Town Hall Extension,
PO Box 532,
Manchester,
M60 2LA.
Tel: 0161 234 4530
email: carl.glennon@manchester.gov.uk
Web: <http://www.manchester.gov.uk>
Mobile: 07814 086043

From: Tom Flanagan <tom@paulbutlerassociates.co.uk>

Sent: 04 August 2022 08:50

To: Carl Glennon <carl.glennon@manchester.gov.uk>; Sue Wills <sue.wills@manchester.gov.uk>

Cc: Julian Austin <julian@paulbutlerassociates.co.uk>

Subject: 14 Hyde Road, Ardwick

Hi Carl / Sue

I hope you are both well.

We are working on a project relating to the provision of a self storage facility at the above site. Please find attached some drawings / feasibility study prepared by the architects, a Transport Technical Note and a Pre-application Planning note.

We are hoping to arrange a meeting to discuss the proposals further and the progression of a planning application. If you are able to confirm your availability for meeting that would be much appreciated. I was thinking the w/c 15th August or the week after if you are available.

I look forward to hearing from you.

Kind regards,

Tom

Tom Flanagan MTCP MRTPI
Director

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
m: 0781 256 9682 t. 0161 835 3530 | e. tom@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

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APPENDIX B – PROPOSED SITE LAYOUT PLAN

LEGEND

Site Boundary

P7	11/04/23	SA	SH	Amended Entrance Accesses	
P6	29/03/23	SA	SH	Amended Drawing in Client Comments	
P5	23/03/23	AK	SH	Amended Drawing & DGA Ramp	
P4	24/10/22	SA	SH	Amended Car Park Layout & Roof Height	
P3	17/10/22	SA	SH	Amended Site Levels	
P2	05/10/22	SA	SH	Amended Drawings	
P1	23/09/22	SA	SH	Initial Issue	
No.	Date	Drawn	Chk.	Appo	Revision or reason for issue

Client
Crown Advisory

create studios
Architects & Designers
Create & Studios (NW) Ltd
Universal Square
Chester Street North
Manchester M12 6JH
0161 874 0100
www.createstudios.co.uk
info@createstudios.co.uk

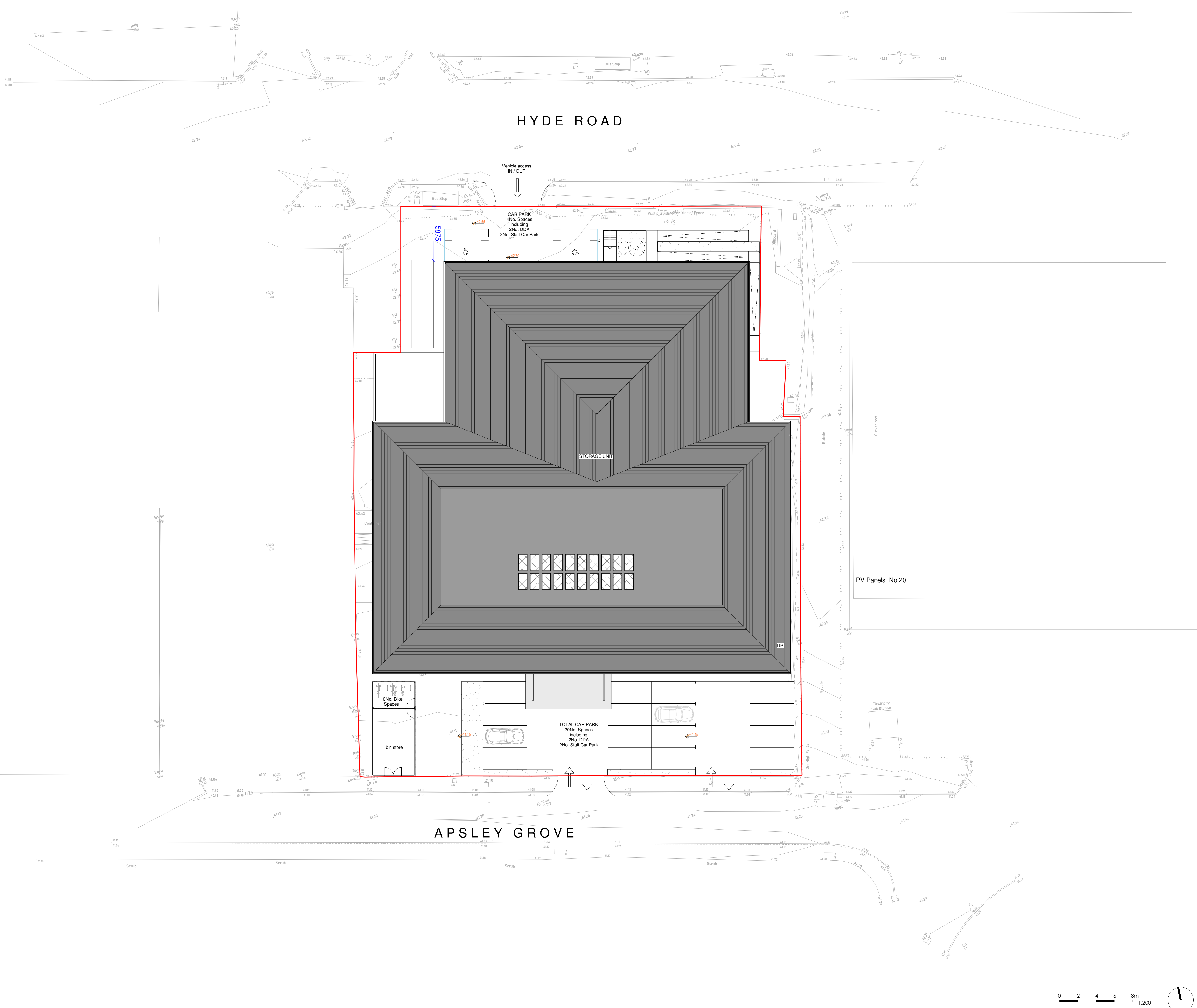
Project Title
16-18, Hyde Road, Manchester M12 6AW

Scale / North Point
1 : 200

Drawing Title
Proposed Site Plan

Drawing Number
A1414/02/001
Drawing Status
Preliminary

Revision
P7



APPENDIX C – VISIBILITY SPLAYS

Scale: 1:500 @A3

40m Visibility Splay for 30mph Design Speed (south-western access)

40m Visibility Splay for 30mph Design Speed (south-eastern access)

40m Visibility Splay for 30mph Design Speed (south-western access)

40m Visibility Splay for 30mph Design Speed (south-eastern access)

APSLEY GROVE

STORAGE UNIT

PV Panels No.20

10No. Bike Spaces

bin store

TOTAL CAR PARK 20No. Spaces including 2No. DDA 2No. Staff Car Park

Electricity Sub Station

Scrub

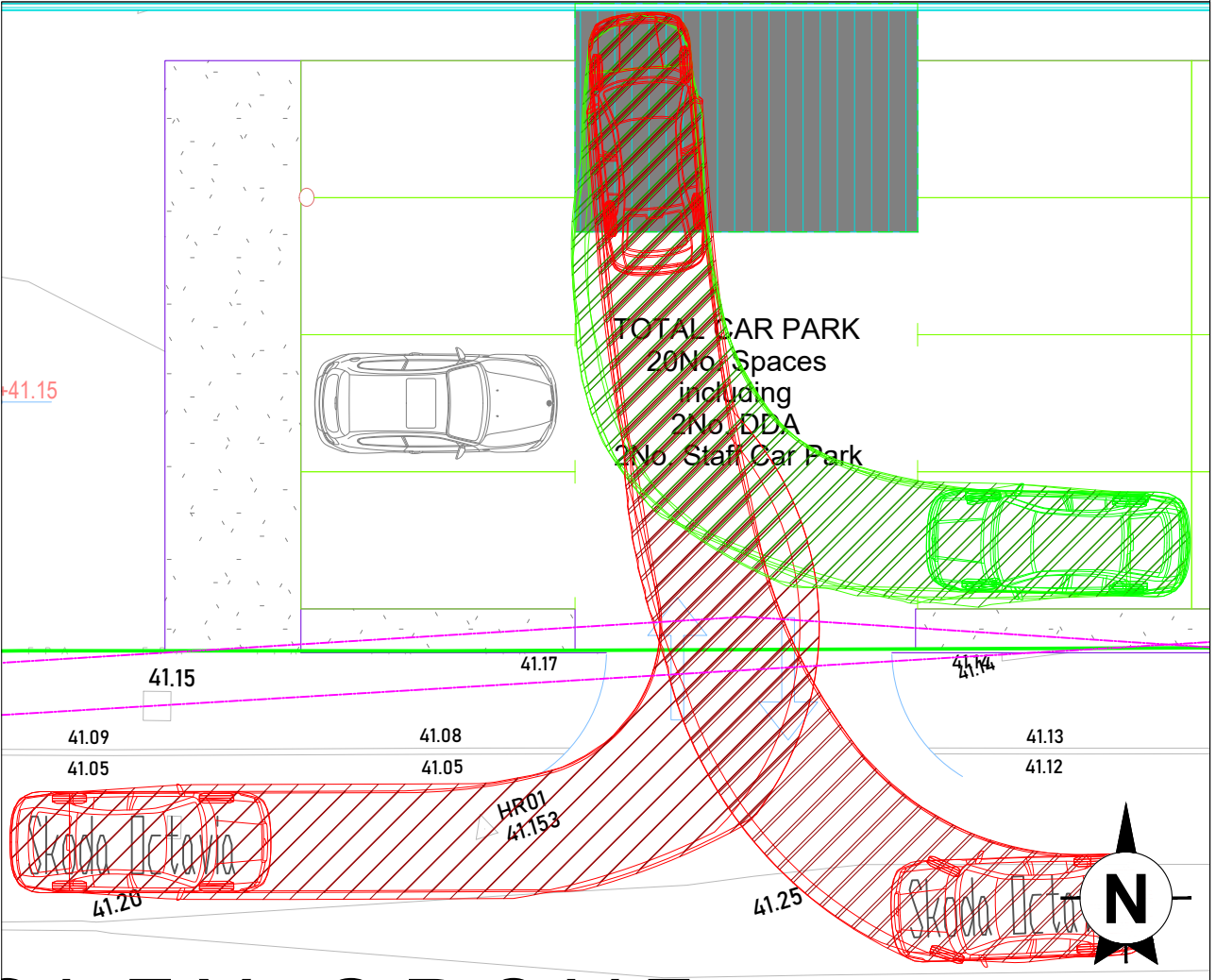
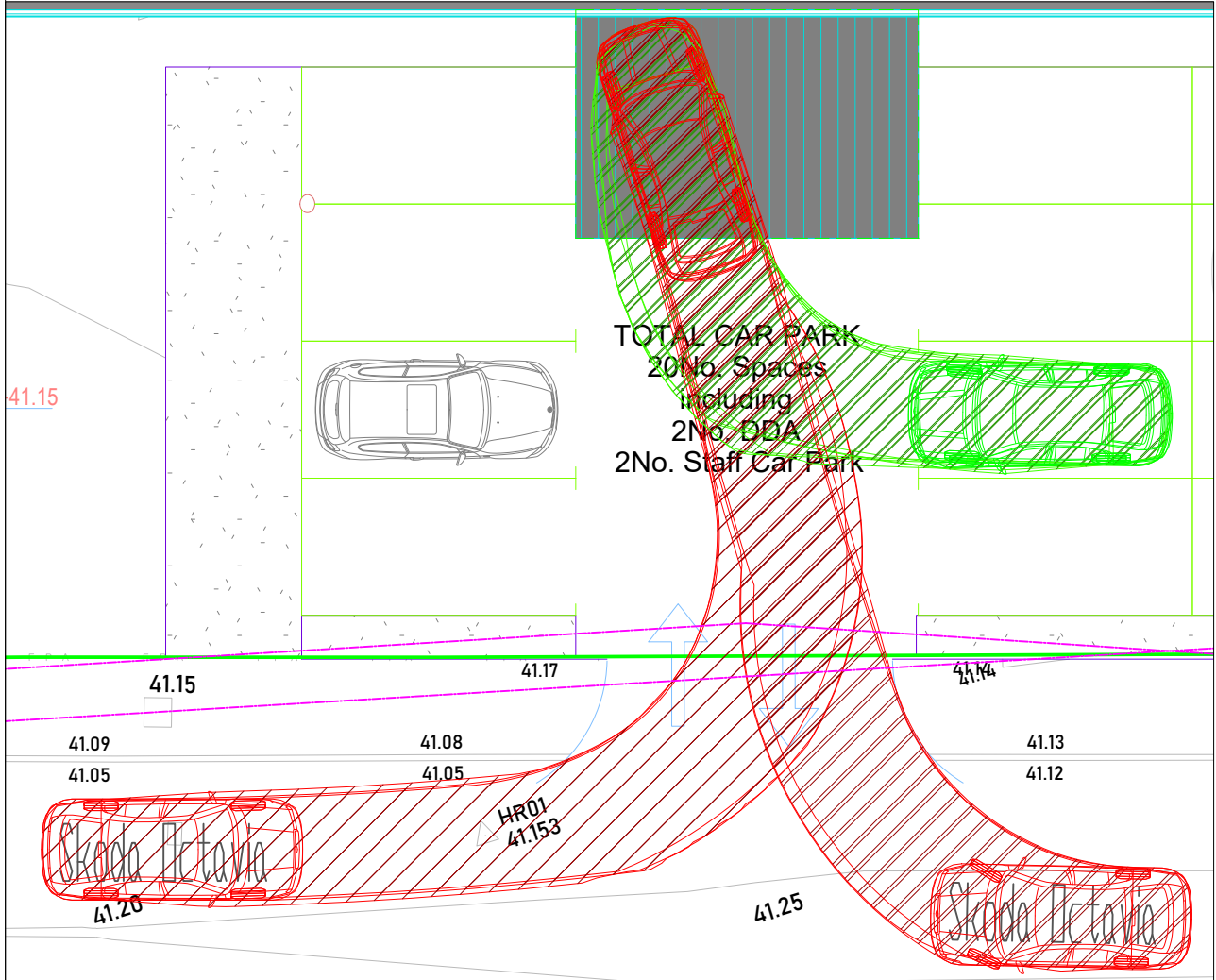
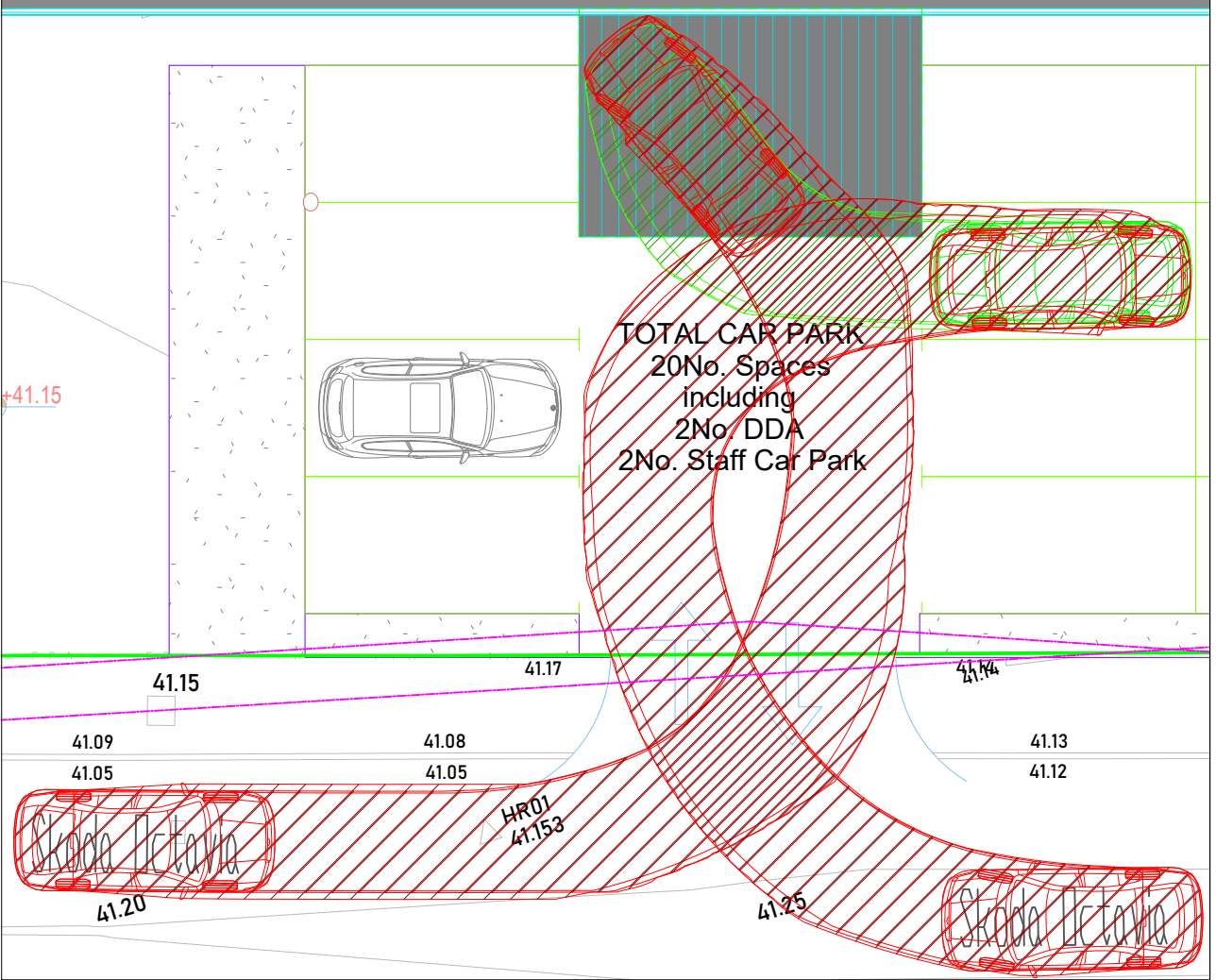
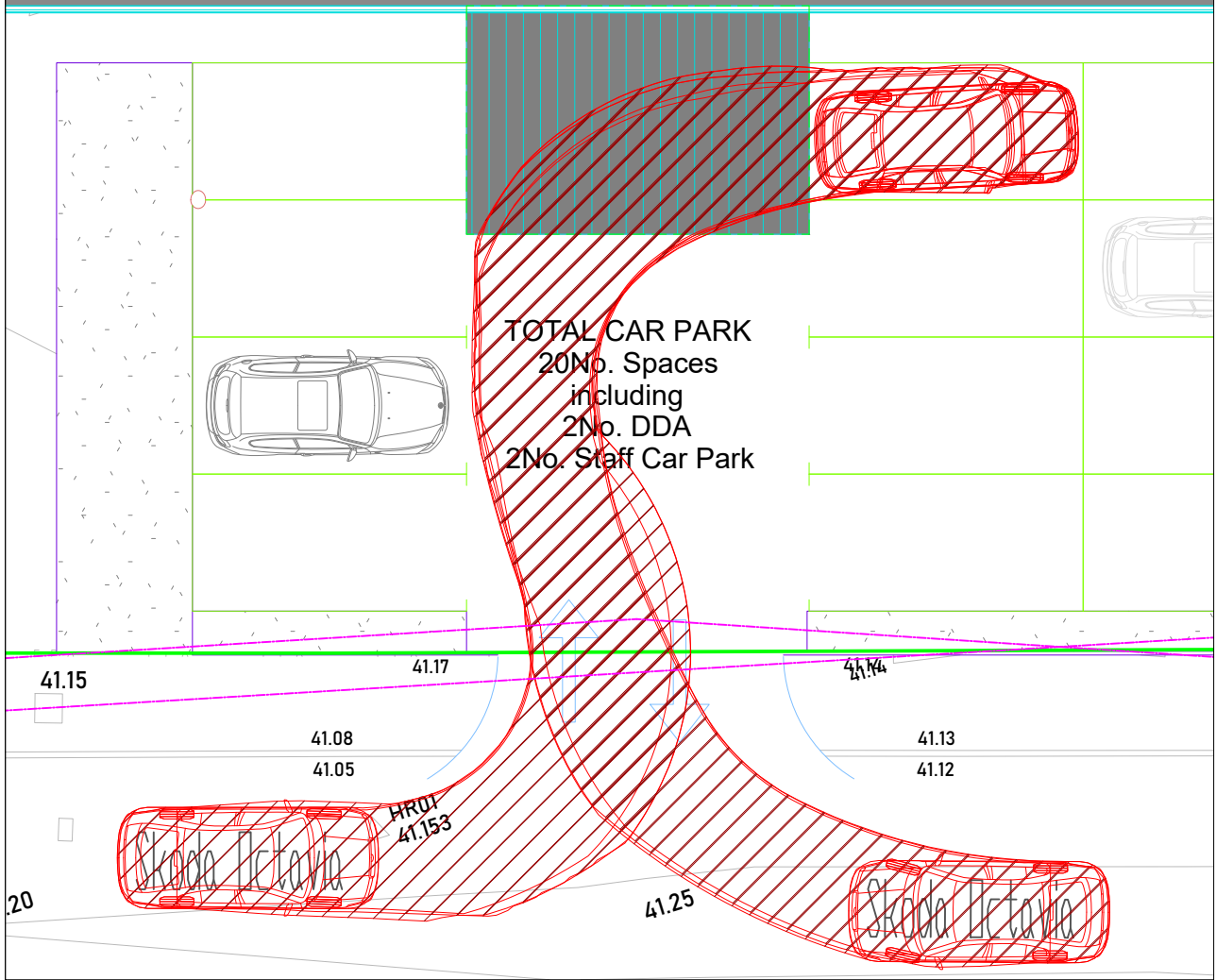
02 Apsley

Scale: 1:500 @A3

Chester Office: Well House Barns Breton Chester CH4 8DH	South Manchester Office: Canfield House 76 Winter Lane Wilmslow SK9 5SB	axiss
0844 8700 007 • www.axissped.co.uk		
client: Crown Advisory		
project: B8 Use Self-Storage Facility Hyde Road, Ardwick		
drawing title: Visibility Displays for 30mph Design Speed		
date: 05.03.2023	drawn by:	checked:
drawing number:	LV	UK
3231-01-D01		
status: FOR INFORMATION		
scale(s): As Shown	rev:	
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planning environment design		

planning environment design

APPENDIX D – SWEPT PATHS ANALYSIS

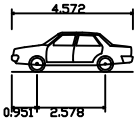


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• Revision History • Date

DESIGN VEHICLE DIMENSIONS



Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Cheshire Office: Well House Barns, Breton, Cheshire, CH4 8DH
South Manchester Office: Cavendish House, 76 Water Lane, Wilmslow, SK9 6BB
axis

client: Crown Advisory

project: B8 Use Self-Storage Facility, Hyde Road, Ardwick

drawing title: Large Vehicle Swept Paths, 1 of 5

date: 05.03.2023

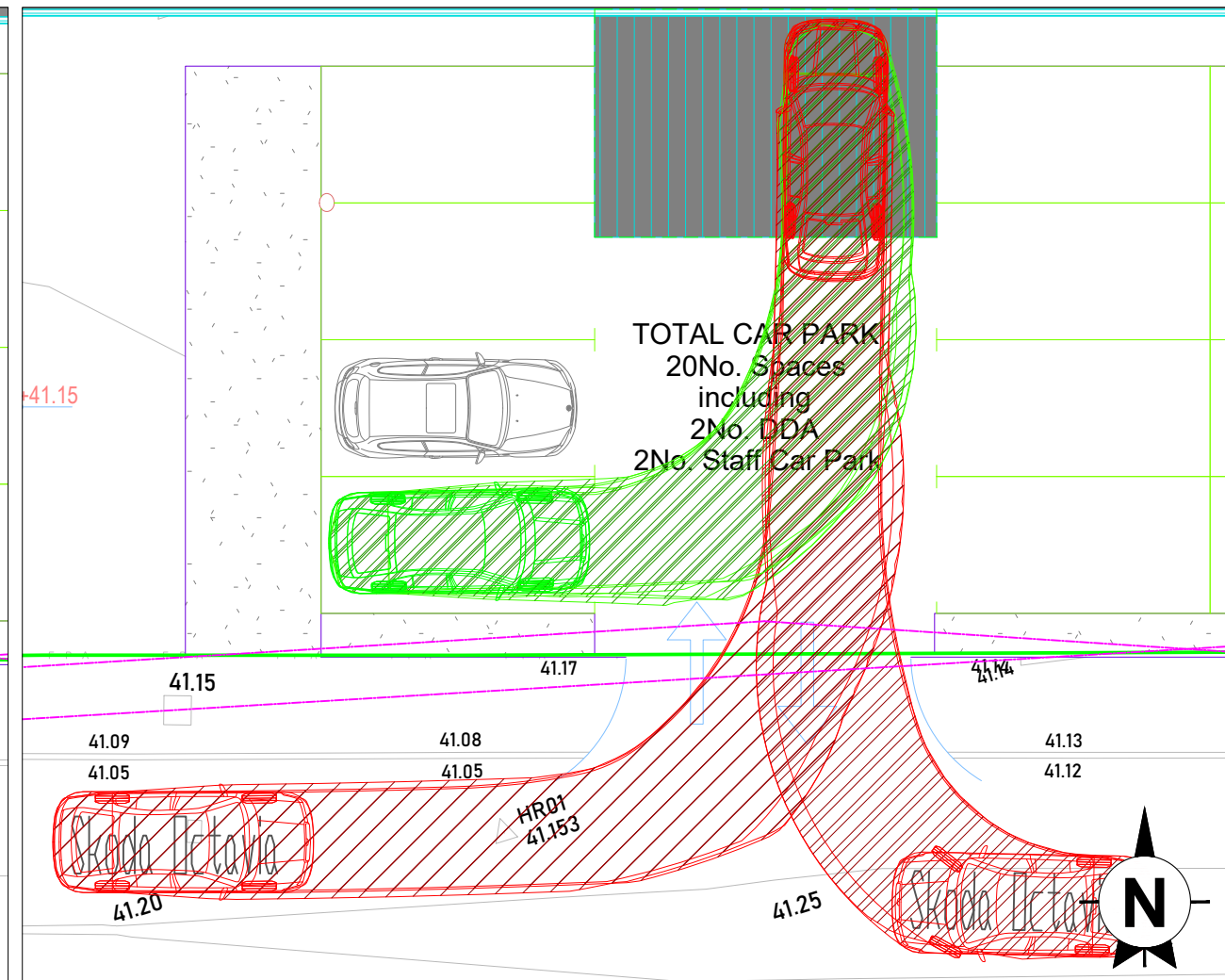
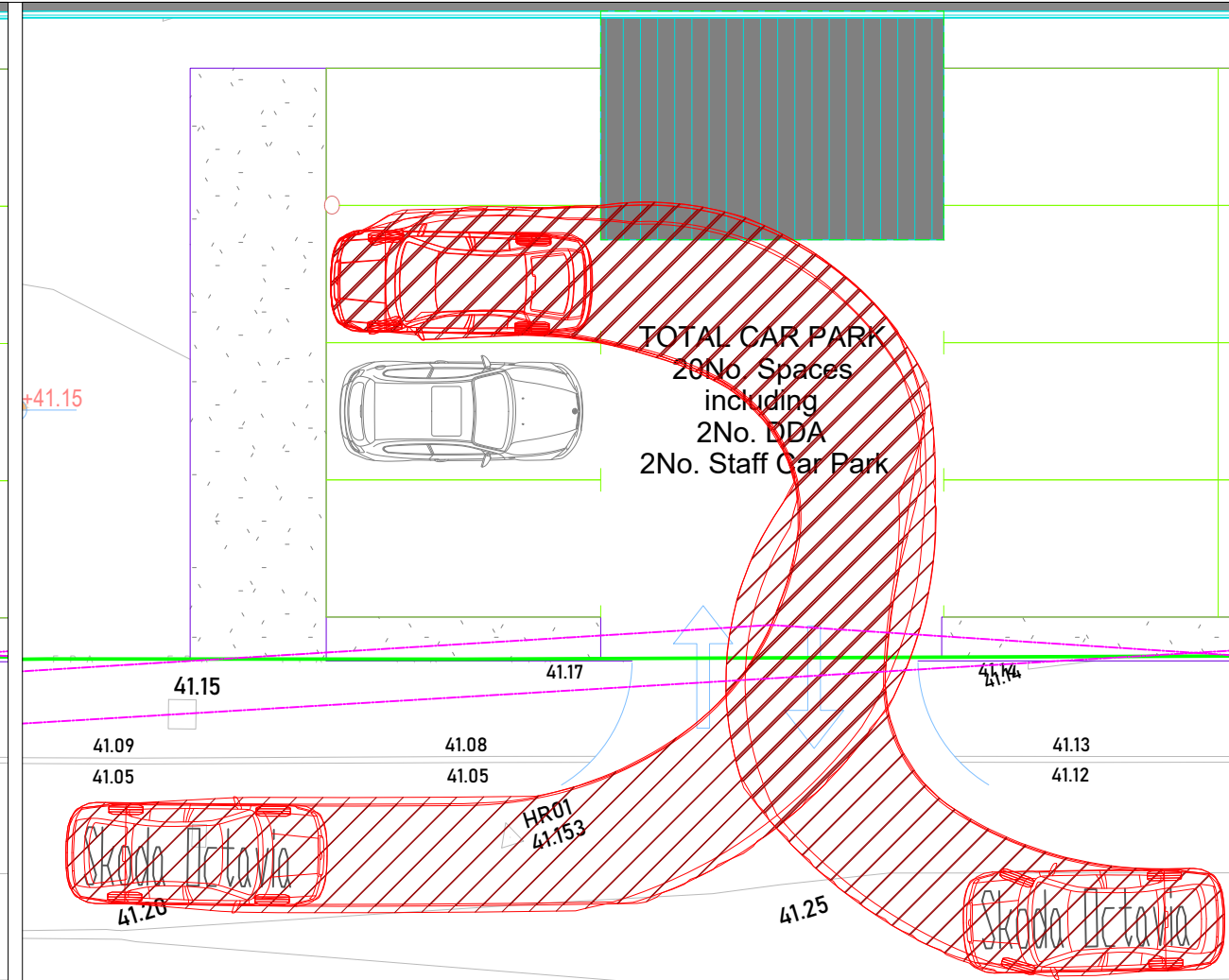
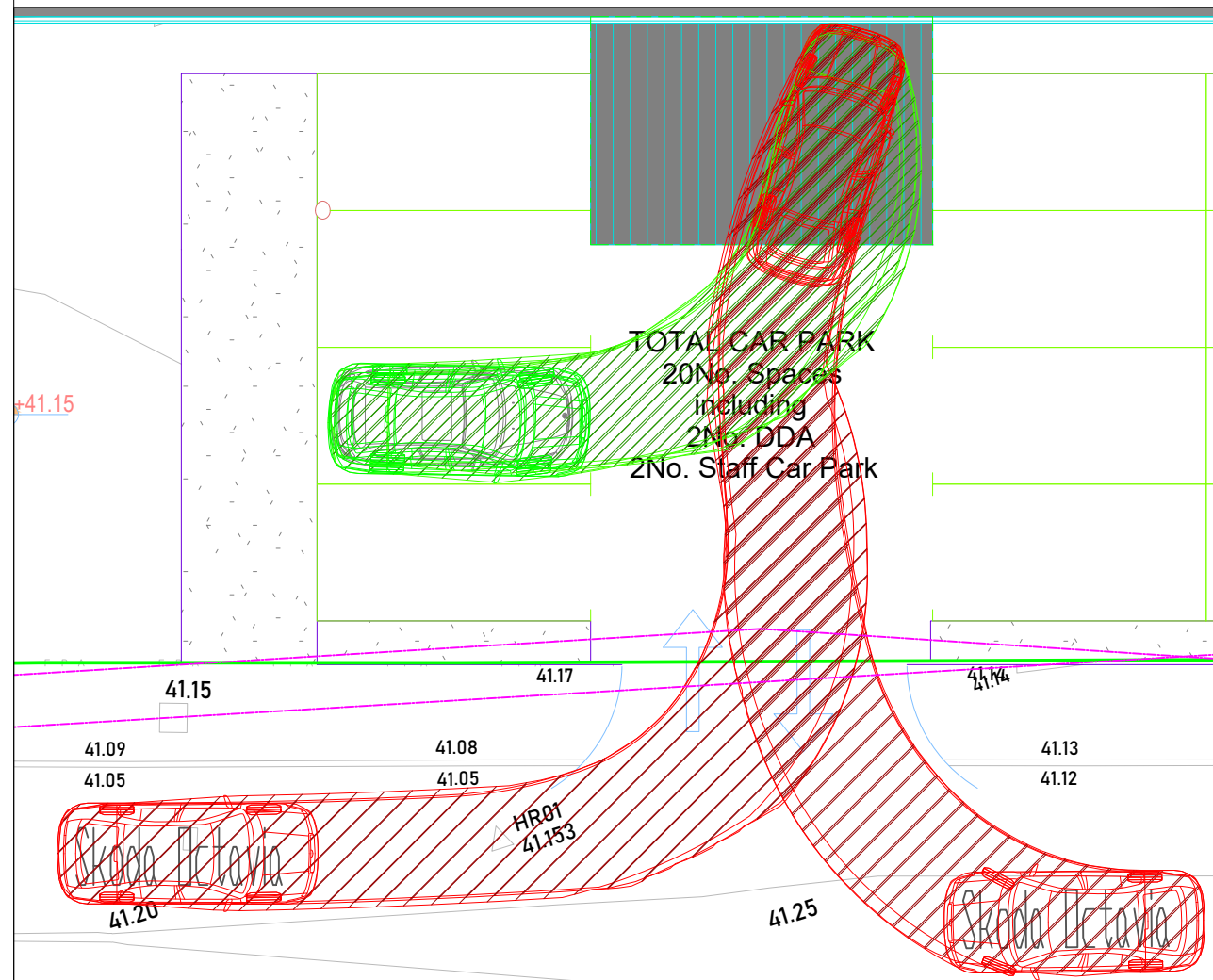
drawing number: 3231-01-ATRO2

scale(s): 1:125@A3

status: FOR INFORMATION

rev: --

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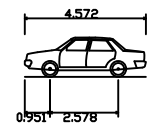


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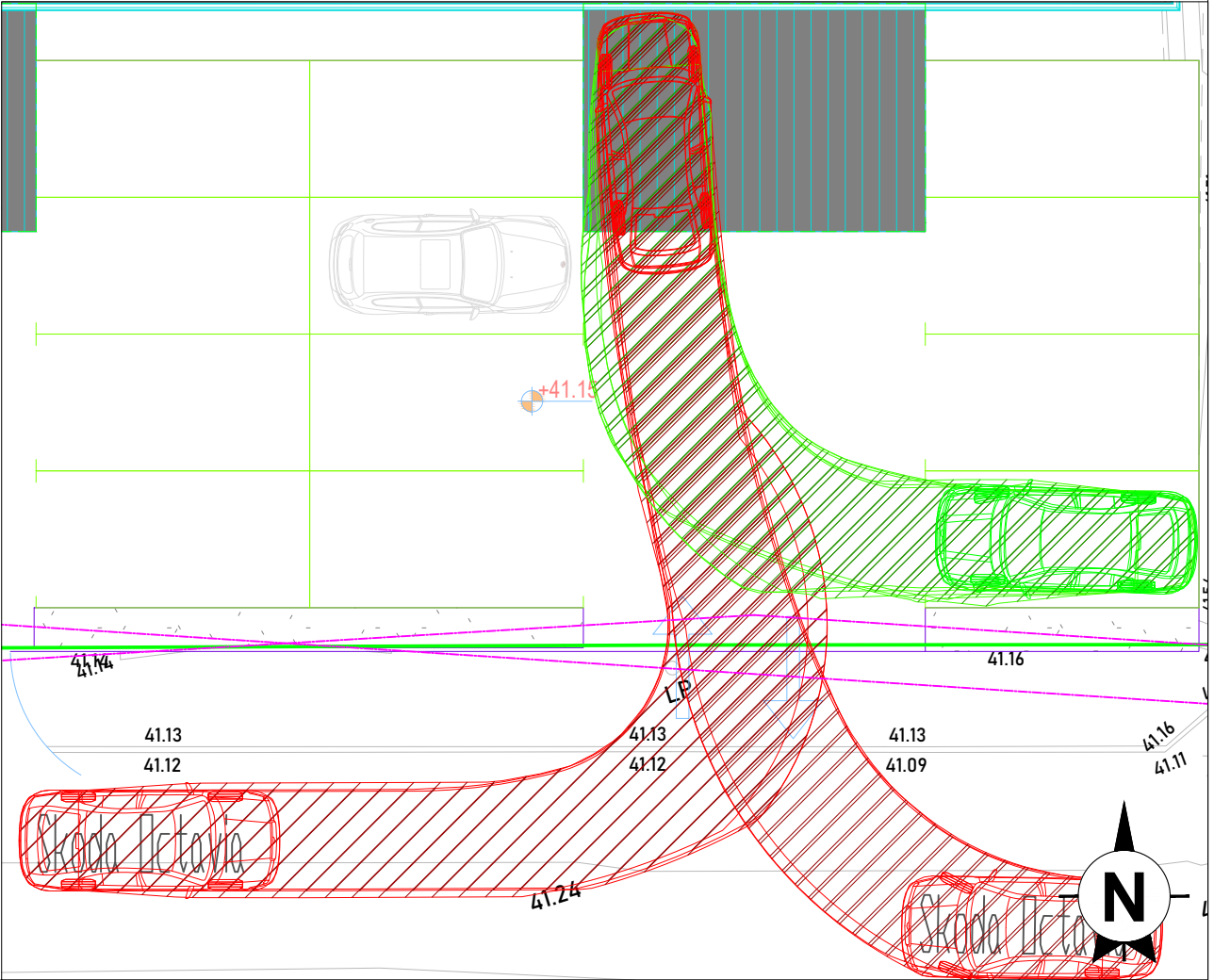
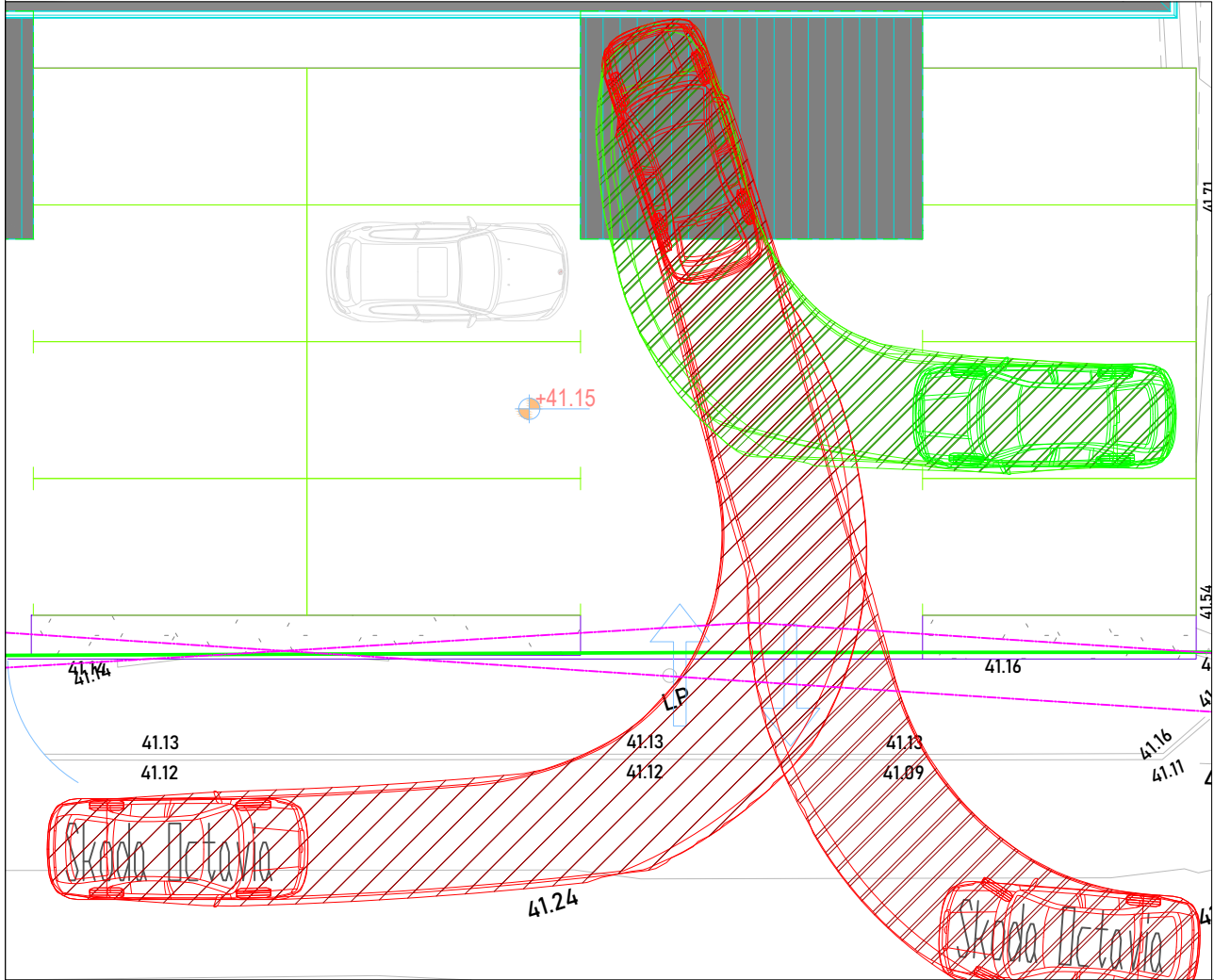
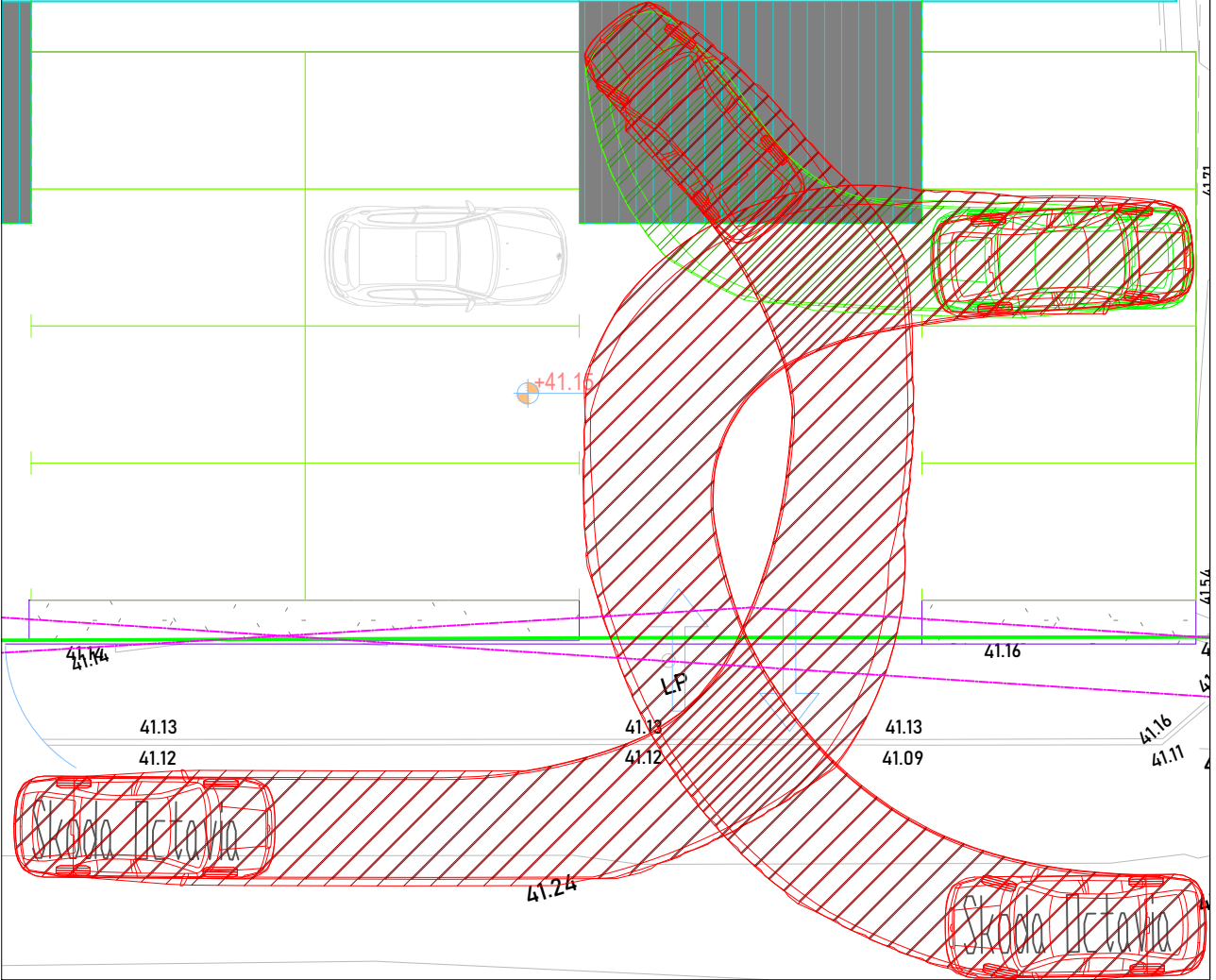
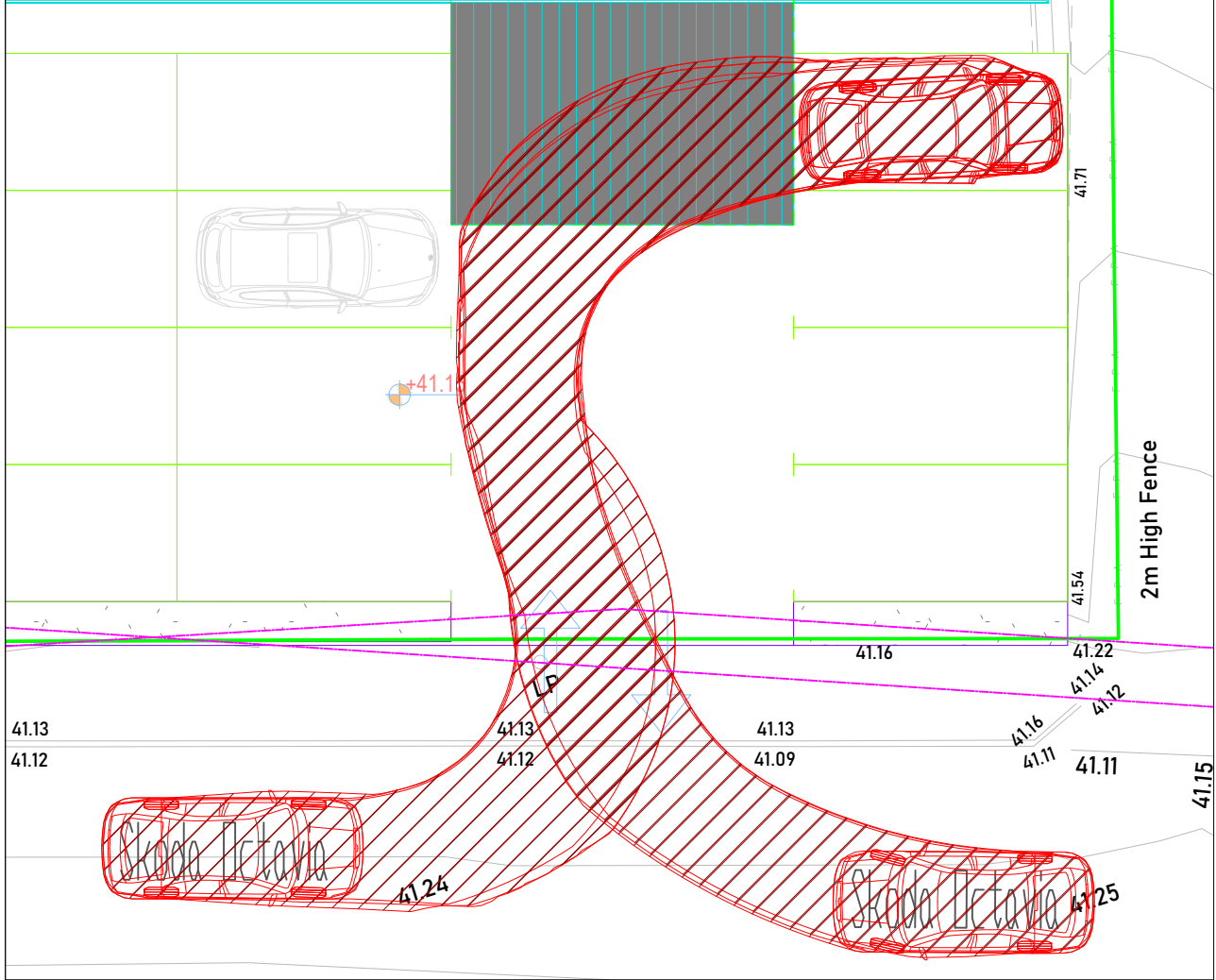
● Revision History	● Date
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DESIGN VEHICLE DIMENSIONS



Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Chester Office: Well House Bams Brighton Chester CH4 5DH		South Manchester Office: Cavendish House 76 Watton Lane Wythenshawe M90 5BB		axis
0844 8700 007		www.axisped.co.uk		
client: Crown Advisory				
project: B8 Use Self-Storage Facility Hyde Road, Ardwick				
drawing title: Large Vehicle Swept Paths 2 of 5				
date: 05.03.2023		drawn by:	checked:	
drawing number:		LV	LK	
3231-01-ATRO3		status: FOR INFORMATION		
scale(s): 1:125 @A3		rev:	--	
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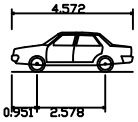


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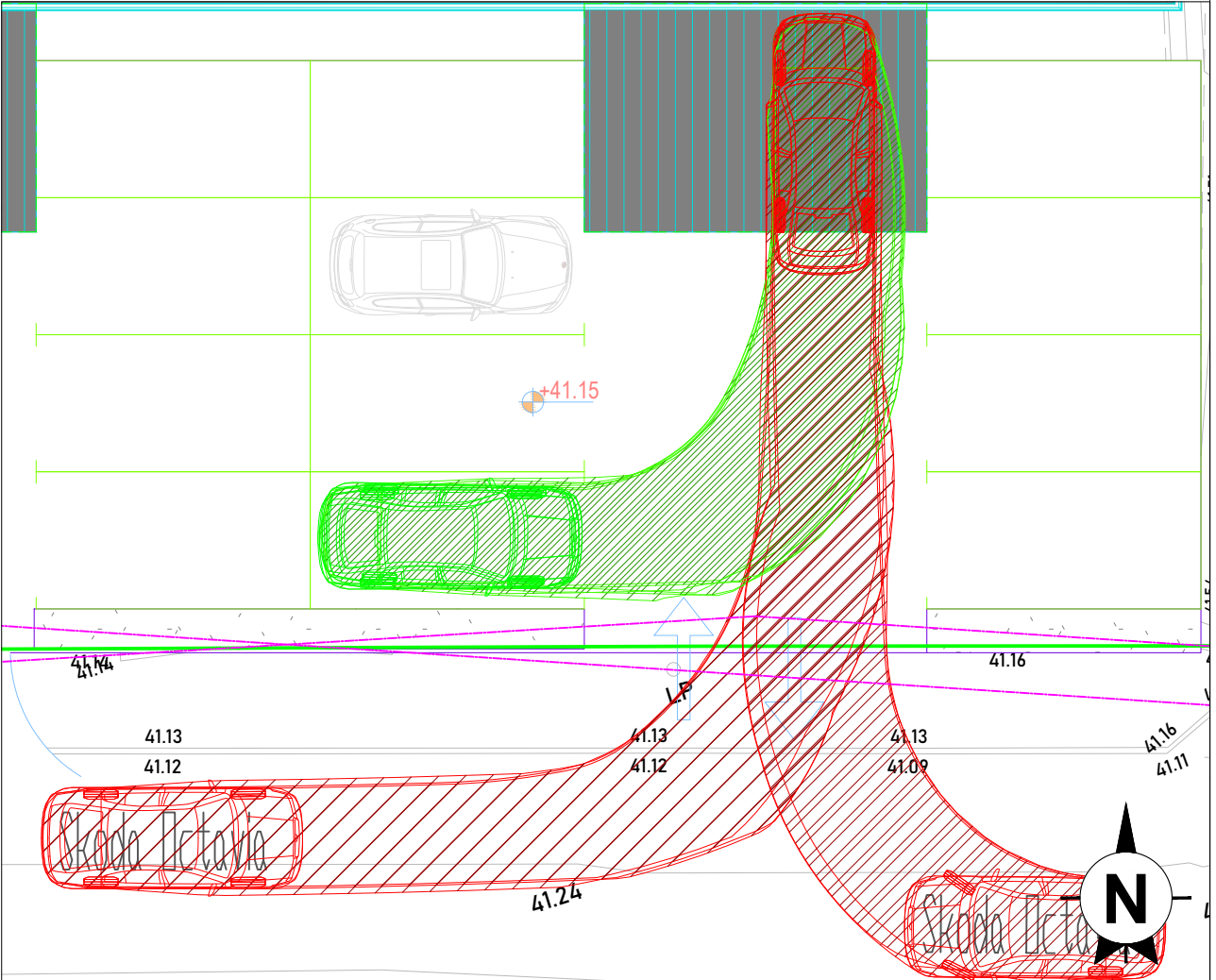
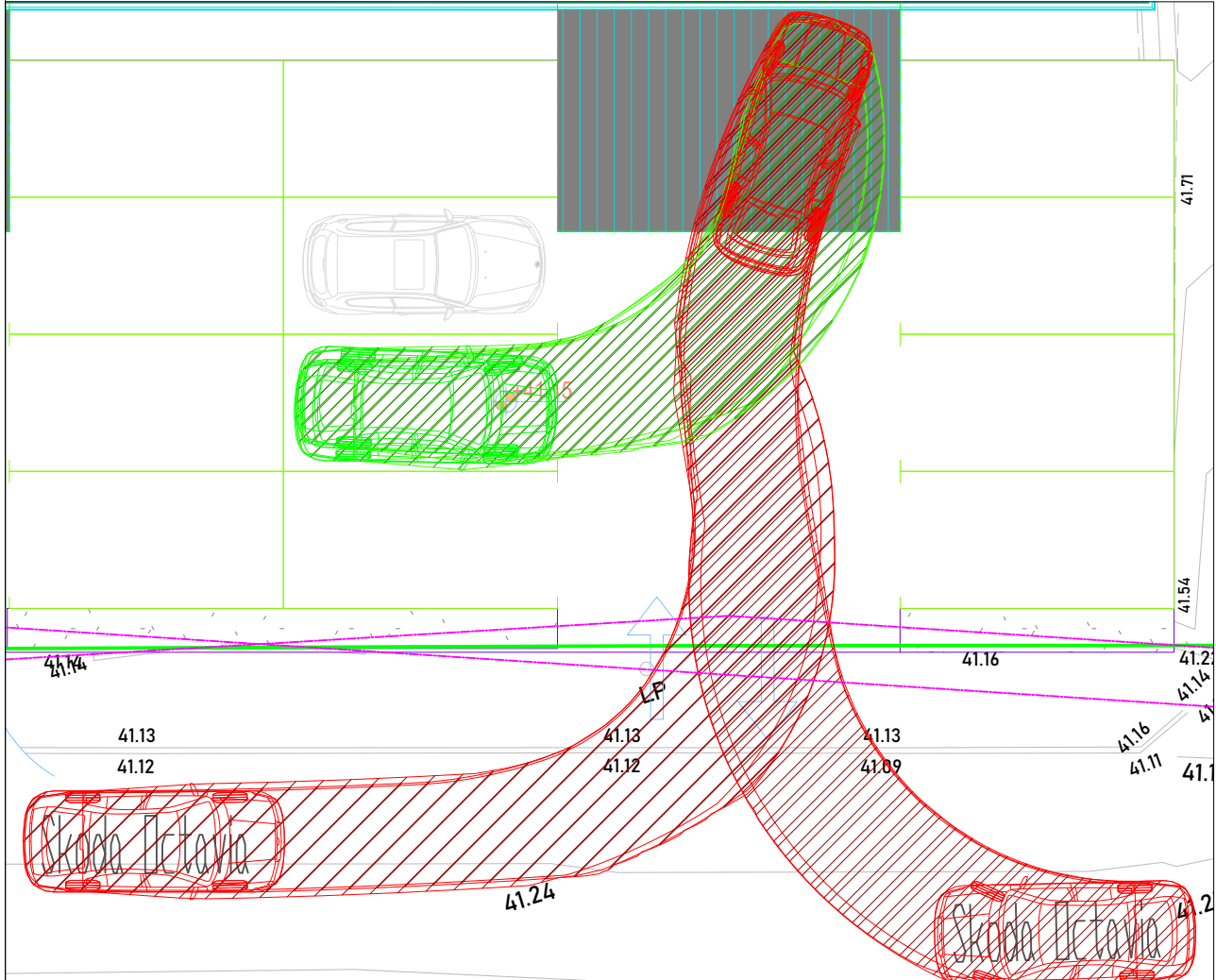
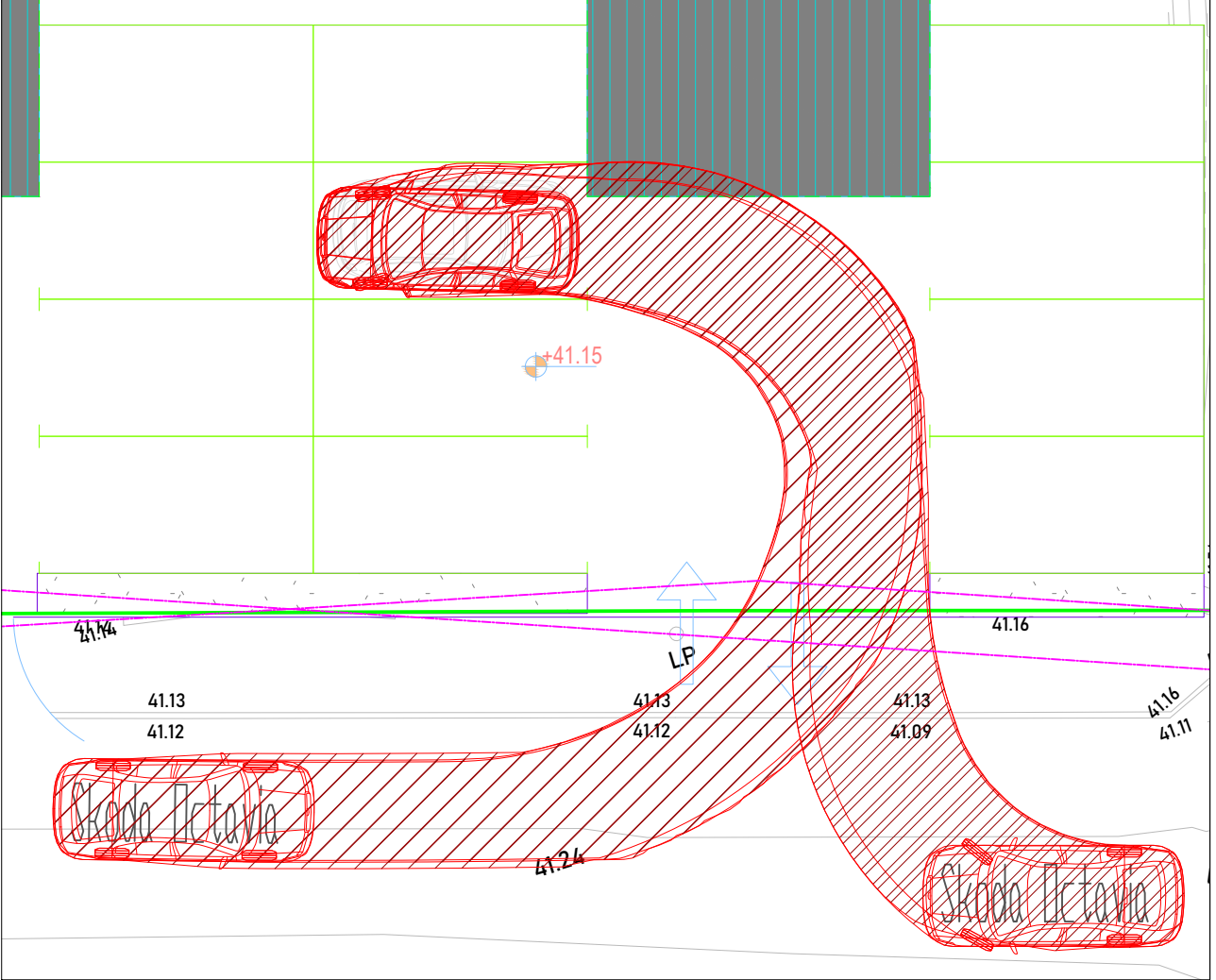
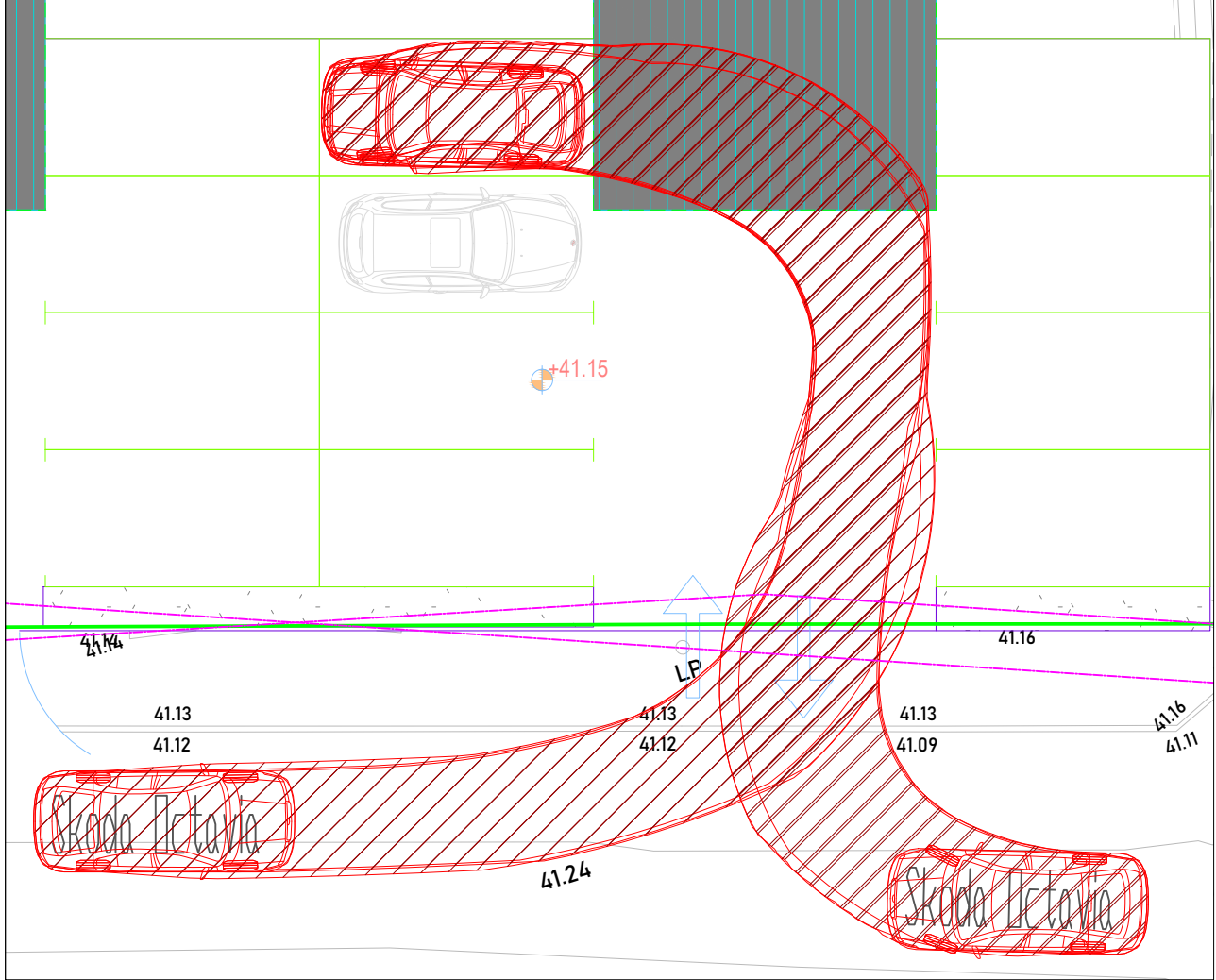
• Revision History • Date

DESIGN VEHICLE DIMENSIONS



Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Cheshire Office: Well House Barns Bretton Cheshire CH4 8DH		South Manchester Office: Canalita House 76 Water Lane Wilmslow SK9 5BB		axis
0844 8700 007		www.axisped.co.uk		
client: Crown Advisory				
project: B8 Use Self-Storage Facility Hyde Road, Ardwick				
drawing title: Large Vehicle Swept Paths 3 of 5				
date: 05.03.2023		drawn by:	checked:	
drawing number:		LV	LK	
3231-01-ATRO4		status: FOR INFORMATION		
scale(s): 1:125@A3		rev:	--	
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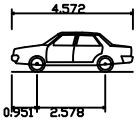


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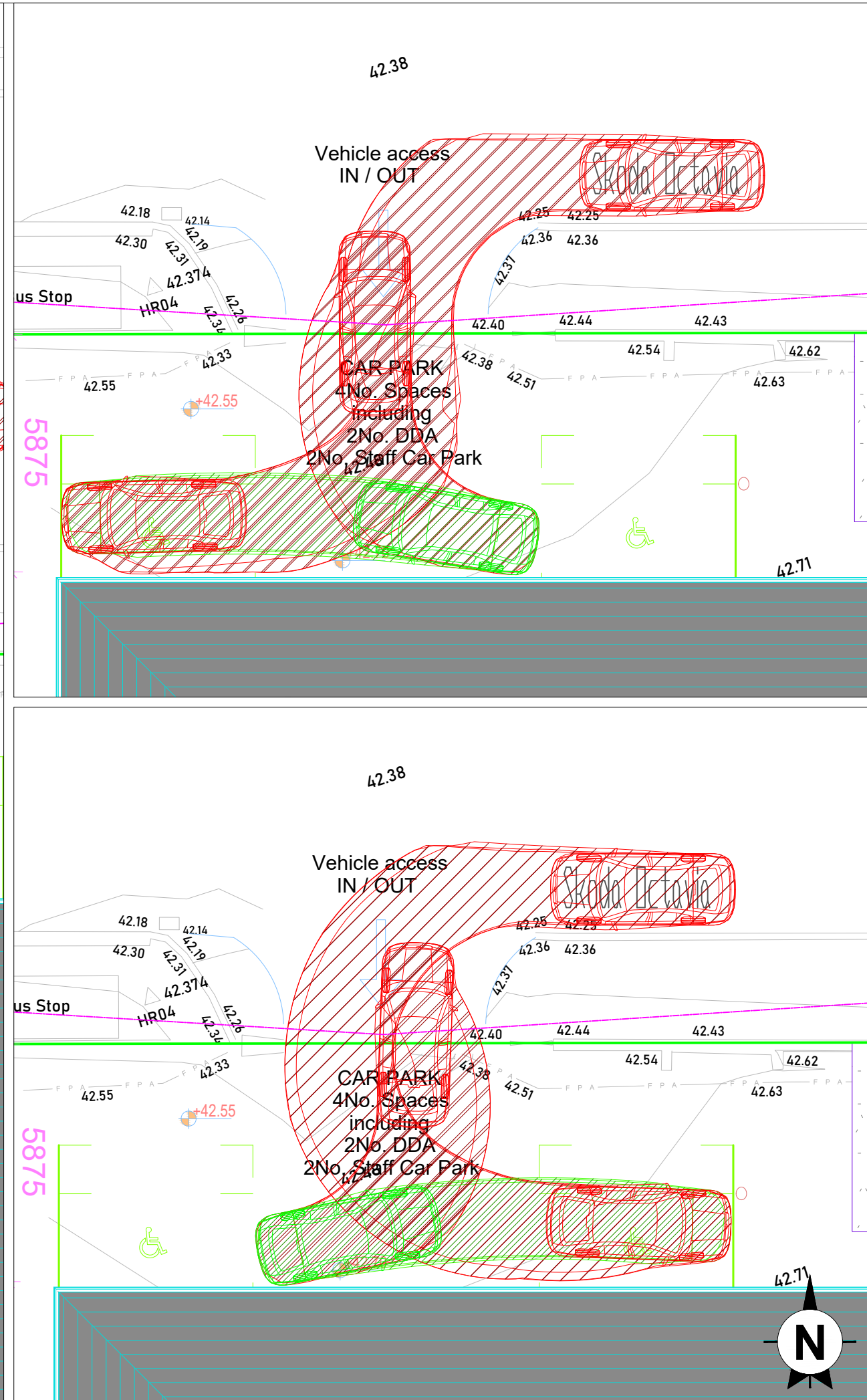
• Revision History • Date

DESIGN VEHICLE DIMENSIONS



Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Client Office: Well House Barns Bretton Cheshire CH4 8DH		South Manchester Office: Canal House 76 Water Lane Wilmslow SK9 5BB		axis
0844 8700 007		www.axisped.co.uk		
client: Crown Advisory				
project: B8 Use Self-Storage Facility Hyde Road, Ardwick				
drawing title: Large Vehicle Swept Paths 4 of 5				
date: 05.03.2023		drawn by:	checked:	status: FOR INFORMATION
drawing number:		LV	LK	
3231-01-ATRO5				
scale(s): 1:125@A3		rev:	--	
planning environment design				



● Revision History	● Date

A side-view diagram of a car. Above the car, a dimension line indicates a total length of 4.572. Below the car, two dimension lines are shown: the first starts from the front wheel and extends to the beginning of the door, labeled 0.951; the second starts from the beginning of the door and extends to the back wheel, labeled 2.578.

Chester Office: Well House Farm Breton Chester CH4 8DH	South Manchester Office: Cavendish House 76 Water Lane Wilmslow SK9 5BB	xis
0844 8700 007 - www.xisped.co.uk		
client: Crown Advisory		
project: B&B Use Self-Storage Facility Hyde Road, Ardwick		
drawing title: Large Vehicle Swept Paths 5 of 5		
date: 05.03.2023	drawn by: LV	checked: UK
drawing number:		status: FOR INFORMATION
3231-01-D01		rev: --
planning environment design		

APPENDIX E – TRICS CAR PARKING DEMAND ANALYSIS

3231-01 Potential B8 Self-Storage Facility, Hyde Road / Aspley Grove, Ardwick, Manchester

Summary of Employment: Warehousing (Self-storage) sites contained within TRICS 7.10.1

TRICS SELF-STORAGE SITES - ALL SITES						
Site Reference	Total GFA	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Car Parking Occupancy	% Occupancy Rate	Maximum Parking Demand Per GFA
AN-02-E-01	***Sites in Northern Ireland - excluded from data***					
CA-02-E-02	2675	22	122	13	59%	206
CB-02-E-01	3100	9	344	5	56%	620
CF-02-E-01	4200	33	127	15	45%	280
DL-02-E-01	***Sites in Northern Ireland - excluded from data***					
DY-02-E-01	1900	30	63	9	30%	211
EX-02-E-02	5350	18	297	13	72%	412
KC-02-E-01	5925	14	423	11	79%	539
KC-02-E-03	5575	45	124	11	24%	507
LB-02-E-01	***London based site - excluded from data***					
MK-02-E-01	5700	13	438	10	77%	570
MS-02-E-01	8000	9	889	8	89%	1000
NF-02-E-01	2650	25	106	8	32%	331
NF-02-E-02	6830	31	220	9	29%	759
NG-02-E-01	14000	36	389	5	14%	2800
NG-02-E-02	2860	10	286	4	40%	715
NW-02-E-01	4261	35	122	18	51%	237
NY-02-E-01	1350	10	135	5	50%	270
PB-02-E-01	4400	24	183	13	54%	338
PB-02-E-02	3205	15	214	7	47%	458
SD-02-E-01	4925	25	197	13	52%	379
SF-02-E-01	***Surveyed during Covid-19 lockdown restrictions***					
TW-02-E-01	5500	20	275	11	55%	500
WK-02-E-01	5046	66	76	22	33%	229
WK-02-E-02	2769	21	132	13	62%	213
WM-02-E-01	4645	7	664	20	286%	232
WM-02-E-02	7000	11	636	5	45%	1400
WS-02-E-01	3000	24	125	8	33%	375
WY-02-E-01	2500	10	250	6	60%	417
AVERAGE	4695	23	274	10	1	560

Application of Average Maximum Parking Demand per GFA applied to Application Site

GFA of Proposed Development	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Parking Occupancy (based on UK Average Maximum Parking Demand per GFA)
7428	20	371	13

APPENDIX F – CAR PARK ACCUMULATION ASSESSMENT

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: B8 Commercial (Self Storage)

Proposed GFA: 7428 sqm

No. of required overnight spaces/

Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	0
01:00-02:00	0.000	0.000	0	0	0
02:00-03:00	0.000	0.000	0	0	0
03:00-04:00	0.000	0.000	0	0	0
04:00-05:00	0.000	0.000	0	0	0
05:00-06:00	0.000	0.000	0	0	0
06:00-07:00	0.000	0.000	0	0	0
07:00-08:00	0.093	0.035	7	3	4
08:00-09:00	0.156	0.104	12	8	8
09:00-10:00	0.139	0.121	10	9	10
10:00-11:00	0.152	0.125	11	9	12
11:00-12:00	0.125	0.093	9	7	14
12:00-13:00	0.211	0.190	16	14	15
13:00-14:00	0.180	0.180	13	13	15
14:00-15:00	0.152	0.180	11	13	13
15:00-16:00	0.139	0.173	10	13	11
16:00-17:00	0.166	0.152	12	11	12
17:00-18:00	0.090	0.197	7	15	4
18:00-19:00	0.038	0.093	3	7	0
19:00-20:00	0.013	0.013	1	1	0
20:00-21:00	0.000	0.000	0	0	0
21:00-22:00	0.000	0.000	0	0	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 15

Peak Demand Period: 12:00-13:00

axis

Car Park Accumulation / Demand Assessment

Proposed B8 Self Storage Facility, Hyde Road, Ardwick

April 2023

Job Number - 3231-01

Appendix F

APPENDIX G – TRICS OUTPUTS

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220713-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1900 to 5500 (units: sqm)
 Range Selected by User: 1842 to 7368 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 15/10/21

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

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	1
Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	2
No Sub Category	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

Secondary Filtering selection:

Use Class:

B8 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	4 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 8 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 8 days

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	CA-02-E-02 CLIFTON WAY CAMBRIDGE	SELF STORAGE		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2675 sqm Survey date: FRIDAY 16/10/09 Survey Type: MANUAL			
2	CA-02-E-03 WESTFIELD ROAD PETERBOROUGH NETHERTON	ARMADILLO SELF STORAGE		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3205 sqm Survey date: THURSDAY 20/10/11 Survey Type: MANUAL			
3	DS-02-E-01 FORRESTERS BUSINESS P.. DERBY SINFIN LANE	ARMADILLO S. STORAGE		DERBYSHIRE
	Edge of Town Centre Commercial Zone Total Gross floor area: 1900 sqm Survey date: TUESDAY 05/07/11 Survey Type: MANUAL			
4	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 Survey Type: MANUAL			
5	TW-02-E-01 STONEYGATE CLOSE GATESHEAD	1ST STORAGE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16 Survey Type: MANUAL			
6	WK-02-E-01 HOOD STREET COVENTRY	SELF STORAGE		WARWICKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 5046 sqm Survey date: MONDAY 31/10/11 Survey Type: MANUAL			
7	WK-02-E-02 145 FOLESHILL ROAD COVENTRY	STORAGE KING		WARWICKSHIRE
	Edge of Town Centre Retail Zone Total Gross floor area: 2769 sqm Survey date: FRIDAY 21/10/11 Survey Type: MANUAL			
8	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	8	3610	0.093	8	3610	0.035	8	3610	0.128
08:00 - 09:00	8	3610	0.156	8	3610	0.104	8	3610	0.260
09:00 - 10:00	8	3610	0.139	8	3610	0.121	8	3610	0.260
10:00 - 11:00	8	3610	0.152	8	3610	0.125	8	3610	0.277
11:00 - 12:00	8	3610	0.125	8	3610	0.093	8	3610	0.218
12:00 - 13:00	8	3610	0.211	8	3610	0.190	8	3610	0.401
13:00 - 14:00	8	3610	0.180	8	3610	0.180	8	3610	0.360
14:00 - 15:00	8	3610	0.152	8	3610	0.180	8	3610	0.332
15:00 - 16:00	8	3610	0.139	8	3610	0.173	8	3610	0.312
16:00 - 17:00	8	3610	0.166	8	3610	0.152	8	3610	0.318
17:00 - 18:00	8	3610	0.090	8	3610	0.197	8	3610	0.287
18:00 - 19:00	8	3610	0.038	8	3610	0.093	8	3610	0.131
19:00 - 20:00	2	3908	0.013	2	3908	0.013	2	3908	0.026
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.654			1.656			3.310

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:	1900 - 5500 (units: sqm)
Survey date range:	01/01/08 - 15/10/21
Number of weekdays (Monday-Friday):	8
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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
08:00 - 09:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
09:00 - 10:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
10:00 - 11:00	8	3610	0.007	8	3610	0.007	8	3610	0.014
11:00 - 12:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
12:00 - 13:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
13:00 - 14:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
14:00 - 15:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
15:00 - 16:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
16:00 - 17:00	8	3610	0.007	8	3610	0.003	8	3610	0.010
17:00 - 18:00	8	3610	0.000	8	3610	0.003	8	3610	0.003
18:00 - 19:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
19:00 - 20:00	2	3908	0.000	2	3908	0.000	2	3908	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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									
06:00 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	8	3610	0.007	8	3610	0.003	8	3610	0.010
08:00 - 09:00	8	3610	0.010	8	3610	0.017	8	3610	0.027
09:00 - 10:00	8	3610	0.014	8	3610	0.014	8	3610	0.028
10:00 - 11:00	8	3610	0.010	8	3610	0.014	8	3610	0.024
11:00 - 12:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
12:00 - 13:00	8	3610	0.010	8	3610	0.010	8	3610	0.020
13:00 - 14:00	8	3610	0.014	8	3610	0.007	8	3610	0.021
14:00 - 15:00	8	3610	0.014	8	3610	0.017	8	3610	0.031
15:00 - 16:00	8	3610	0.021	8	3610	0.024	8	3610	0.045
16:00 - 17:00	8	3610	0.017	8	3610	0.010	8	3610	0.027
17:00 - 18:00	8	3610	0.014	8	3610	0.010	8	3610	0.024
18:00 - 19:00	8	3610	0.007	8	3610	0.007	8	3610	0.014
19:00 - 20:00	2	3908	0.000	2	3908	0.000	2	3908	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.136			0.277

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
08:00 - 09:00	8	3610	0.007	8	3610	0.003	8	3610	0.010
09:00 - 10:00	8	3610	0.007	8	3610	0.010	8	3610	0.017
10:00 - 11:00	8	3610	0.007	8	3610	0.003	8	3610	0.010
11:00 - 12:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
12:00 - 13:00	8	3610	0.007	8	3610	0.007	8	3610	0.014
13:00 - 14:00	8	3610	0.003	8	3610	0.000	8	3610	0.003
14:00 - 15:00	8	3610	0.003	8	3610	0.003	8	3610	0.006
15:00 - 16:00	8	3610	0.003	8	3610	0.007	8	3610	0.010
16:00 - 17:00	8	3610	0.000	8	3610	0.003	8	3610	0.003
17:00 - 18:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
18:00 - 19:00	8	3610	0.000	8	3610	0.000	8	3610	0.000
19:00 - 20:00	2	3908	0.000	2	3908	0.000	2	3908	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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.