

Technical Note 01

Response to LHA and TfGM Consultation Comments

Prepared for: Storage World Self Storage and Workspace LLP

May 2023

3232-01-TN01

1.1 Introduction

1. This Technical Note 01 (TN01) has been prepared to address the comments raised by the Local Highway Authority (LHA) at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM), received by the Local Planning Authority on 20 April 2023, in relation to application reference 135680/FO/2022.

1.2 LHA Consultation Comments

LHA Comment – Trip Generation

2. In relation to the trip generation assessment contained within the submitted Transport Statement (TS), the LHA commented as follows:
 - i) *“The (existing) ‘Employment - Industrial Unit’ assessment appears to include sites surveyed at a time when COVID-19 restrictions were in place;*
 - ii) *The (proposed) ‘Employment - Warehousing Self Storage’ assessment includes relatively old surveys undertaken between 2002 and 2016 with no recent surveys; and*
 - iii) *It is unclear whether the surveyed self storage sites are representative of the development proposals given that it appears that the proposals will also include workspace/offices which is likely to generate additional trips. It is also noted that the existing Storage World site at Ashton Old Road also includes workshops, packing supplies shop and it is unclear whether the proposed site would also offer such provisions which may influence trip generation.”*



Axis Response – Trip Generation

3. In relation to point i) above, Axis have updated the TRICS search criteria in order to remove surveys which were undertaken during Covid-19 related lockdown restrictions. The full updated TRICS outputs are contained in **Appendix A** and are also summarised in the **Table 1**.

Table 1 – Updated Trip Rates and Traffic Generation, Existing Use

	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Trip Rates (per 100m ²)	0.448	0.083	11	2
Trip Generation (2,425m ²)	0.025	0.346	1	8

4. In relation to point ii) above, whilst it is acknowledged that the operation of B8 use commercial warehouses has changed over the past circa 20 years due to the rise in automation, it is considered that the same is not necessarily true for self-storage facilities, where there is no reason to suggest that their operation and, by definition, their associated traffic generation, has materially changed.
5. Without prejudice to the above, Axis have updated the TRICS search criteria in order to exclude surveys that are older than 2010. The full updated TRICS outputs are contained in **Appendix B** and are also summarised in **Table 2**.

Table 2 – Updated Trip Rates and Traffic Generation, Proposed Use

	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Trip Rates (per 100m ²)	0.14	0.094	17	11
Trip Generation (11,975m ²)	0.073	0.158	9	19

6. Of more importance to ensuring that the comparator sites used in TRICS are representative of the proposed development is to utilise surveys of sites that are similarly located and offer similar services to those that will be available as part of the proposals. This relates to point iii) of paragraph 2.
7. The comparator sites used in the updated TRICS outputs in **Appendix B** have been reviewed, all of which offer business storage facilities, flexible office spaces and packing supply shops. The trip generation assessment is therefore considered to be representative of the proposed development.

8. Utilising the updated trip rates and traffic generation forecasts set out above, **Table 3** sets out the associated net operational traffic generation forecasts between the existing and proposed uses.

Table 3 – Net Forecast Trip Generation of the Existing and Proposed Uses

	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Use	11	2	13	1	8	9
Proposed Use	17	11	28	9	19	28
Net Difference	6	9	15	8	11	19

9. **Table 3** shows that the proposed development is forecast to generate a net uplift of 15 two-way vehicle trips in the AM peak hour and 19 two-way vehicle trips in the PM peak hour, on average. Volumetrically, this equates to one two-way vehicle trip every 3-4 minutes during the busiest hours, on average.
10. The updated net operational traffic generation forecasts still fall well below the 30 two-way hourly trip threshold set out in the former Department for Transport “*Guidance on Transport Assessment*” document, which, although now superseded, is still used as a general rule of thumb to establish whether additional assessments are required.

LHA Comment – Access

11. In relation to the proposed access arrangements, the LHA commented as follows:

“The proposals include retention of the existing Ambrose Street site access. The access gate-line has been set-back slightly to reduce the risk of waiting vehicles blocking back onto the highway. Highways request further information on how access for all vehicles would be managed through the gate to ensure queues do not extend back onto the highway. No dedicated pedestrian route is provided through the site and it is unclear whether a dedicated pedestrian gate would be provided at the site access. Highways request that the site layout is updated to provide a safe pedestrian route to the building entrance from Ambrose Street.”

Axis Response – Access

12. Vehicular access to the site is proposed via the existing site access off Ambrose Street, which is currently used to service the existing industrial units which are likely to generate regular HGV trips.

13. The access is 7.2m wide and can accommodate the passage of two cars or LGVs with ample clearance. The likely number of occasions when larger vehicles (i.e., vehicles larger than a 7.5T van) would require access to the site would be limited to the point that the propensity for queuing to occur on the local highway network would be negligible.
14. Notwithstanding the above, on the occasions that larger delivery vehicles or articulated vehicles do require access to the site, then members of staff will act as banksmen to ensure the safe access, manoeuvring and egress of such vehicles.
15. A dedicated pedestrian gate will be provided at the site access. A dedicated pedestrian route has now also been included as part of the proposals, to ensure the safe passage of pedestrians from the access to the building entrance. This is shown on the updated proposed site layout plan (drawing number MH1314-07 Rev E).

LHA Comment – Parking Provision

16. In relation to the proposed car parking arrangements, the LHA commented as follows:

“The TS provides a summary of parking demand at other self storage sites recorded in the TRICS database, showing a maximum parking demand of 1no. parking space per 448sqm. Whilst this indicates that the development proposals would generate a maximum parking demand of 27 spaces, it is unclear whether the selected sites are comparable to the proposals as details of these sites/surveys have not been appended to the Transport Statement. An additional parking accumulation assessment has also been provided based on hourly trip rates obtained from the TRICS database, showing a maximum parking accumulation of 17 vehicles. Based on the above, Highways require further justification with regard to the selected TRICS sites/assessment parameters utilised to inform the above parking assessments to ensure that the assessments reflect the development proposals. Alternatively, surveys at the existing Ashton Old Road site may provide a more representative estimate on maximum levels of parking demand. Further detail on anticipated weekend parking demand is also required given that the site would be operational 7 days-a-week.”

Axis Response – Parking Provision

17. The analysis of parking at TRICS comparator sites has been updated to only include the comparator sites utilised in the traffic generation exercise (see earlier section and **Appendix B**). The updated analysis is summarised below in **Table 4**.

Table 4 – Car Parking Demand Analysis at TRICS Comparator Sites

TRICS Site Ref.	Total GFA	Total Car Parking Spaces	GFA per Parking Space	Maximum Car Parking Occupancy	% Occupancy Rate	Maximum Parking Demand per GFA
DY-02-E-01	1900	30	63	9	30%	211
MS-02-E-01	8000	9	889	8	89%	1000
NG-02-E-02	2860	10	286	4	40%	715
PB-02-E-02	3205	15	214	7	47%	458
SD-02-E-01	4925	25	197	13	52%	379
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
Average	4276	25	267	11	1	463

18. **Table 4** demonstrates that a demand for 1 parking space was generated by every 463m² of GFA, on average, which when applied to the proposed development (11,975m²) results in a maximum parking demand of 26 spaces (7 spaces less than the proposed provision of 33 spaces).
19. The parking accumulation assessment contained in the submitted TS has also been updated to reflect the updated trip rates set out in **Appendix B**. The updated car parking accumulation assessment is contained in **Appendix C**, and demonstrates that the proposed development is forecast to generate a maximum parking demand of up to 21 spaces in any given hour (12 spaces less than the proposed provision of 33 spaces).
20. The weekday analysis is considered to represent the worst-case scenario and so weekend surveys are therefore considered to be unnecessary.
21. With regards to the evidence presented above, the proposed parking provision is therefore considered to be suitable to accommodate the forecast demand.

LHA Comment – Parking Layout

22. In relation to the proposed parking layout and dimensions, the LHA commented as follows:



“Highways request that the site layout plan is updated to demonstrate appropriate 2.4m x 4.8m standard parking dimensions, additional 1.2 side and rear clearance at disabled parking spaces and 6m aisle width. Highways also note that the car swept-path assessment appended to the TS is not clear as it appears two tracks have been overlaid in the presented viewport.”

Axis Response – Parking Layout

23. All of the car parking bays within the site accord with the standard 2.4m x 4.8m dimension and have a minimum isle width of 6m.
24. As requested by the LHA, a new swept path analysis plan (**Drawing Number 3232-01-ATR03**) is contained in **Appendix D** which more clearly shows the operation of the internal site layout.

LHA Comment – Off-site Highways Works

25. In relation to off-site highways works, the LHA commented as follows:

“No off-site highways works are proposed. However, Highways request that the application includes footway reinstatement of the redundant vehicular access point located east of the site access on Ambrose Street as part of a S278 agreement. Highways note that the existing site access does not benefit from dropped- kerbs or tactile paving provision. Highways therefore request that the proposals include such provision in order to improve surrounding pedestrian facilities as part of a S278 agreement. It is also requested that the existing double-yellow waiting restrictions to the northern aspect of Ambrose Street are extended to protect the presented visibility splay. Refreshment of the existing surrounding waiting restrictions within the vicinity of the Potter Lane/Ambrose Street junction is also requested. It is recommended that the s278 works be attached as a condition to any planning consent.”

Axis Response – Off-site Highways Works

26. The suggested off-site highway works are accepted and will be progressed as part of a S278 (Highways Act) Agreement.
27. The off-site highway works are illustrated on the submitted External Works plan (drawing number 11325-050).



28. It is considered that the off-site highway works could be secured by means of an approved plan (i.e. the External Works plan) in lieu of a separate planning condition requiring a Section 278 agreement.

LHA Comment – Cycle Parking

29. In relation to cycle parking, the LHA commented as follows:

“14no. covered and secured cycle parking spaces will be provided. This level of provision aligns with the minimum Core Strategy requirement of 1no. cycle parking space per 850sqm for B8 developments. The applicant should however ensure that such parking is made available to both staff and visitors.”

Axis Response – Cycle Parking

30. This comment is accepted, and it can be confirmed that the proposed cycle parking provision will be available to both staff and visitors.

LHA comment – Refuse Collection

31. In relation to refuse collection, the LHA commented as follows:

“Refuse servicing will be undertaken within the curtilage of the site. Although a swept-path assessment has been submitted within the TS which demonstrates that an appropriate refuse vehicle can access/egress the site in forward gear, this would involve the vehicle reversing within the vicinity of operational parking bays giving rise to potential vehicle/pedestrian conflict. Highways therefore request that refuse servicing is restricted to times when the facility is closed as part of a conditioned Delivery & Servicing Management Plan.”

Axis Response – Refuse Collection

32. There will be limited pedestrian activity within the car parking area. Moreover, the submitted swept path analysis indicated that there is sufficient clearance between the swept path of the refuse vehicle and the adjacent car parking bays. It is therefore considered that the refuse collection arrangements are safe and satisfactory.
33. This will be formally set out in the Delivery and Servicing Management Plan, which will be secured by means of a suitably worded planning condition.



LHA comment – Deliveries

34. In relation to deliveries, the LHA commented as follows:

“The TS notes that a 16.5m articulated vehicle may require access to the site on occasions, with the submitted swept-path assessment also showing associated reversing manoeuvres within the vicinity of the operational car park. Highways therefore request that access for such vehicles is also restricted to times when the facility is closed as part of the Delivery & Servicing Management Plan.”

Axis Response – Deliveries

35. As set out earlier in this TN01, staff will act as banksmen when large delivery vehicles require access to the site. Staff will ensure that these vehicles safely and satisfactorily access, manoeuvre and egress the site without conflict with other site users. This will be formally set out in the Delivery and Servicing Management Plan, which will be secured by means of a suitably worded planning condition.

LHA Comment – Travel Plan

36. The LHA commented as follows:

“A Framework Travel Plan has been provided as part of the application. However, it is recommended that the development, submission, implementation and monitoring of a Full Travel Plan within 6 months of occupation be attached as a condition to any planning consent.”

Axis Response – Travel Plan

37. This is acknowledged and accepted.

LHA Comment – Construction Management

38. In relation to construction management, the LHA commented as follows:



“At this stage, Highways require the applicant provide outline details on the proposed power connections and any associated highways works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists. A Construction/Demolition Management Plan should also be provided by the applicant prior to any construction works beginning which would provide further details on utility works and associated traffic management. A Construction/Demolition Management Plan should also be provided by the applicant prior to any construction works beginning which would provide further details on utility works and associated traffic management.”

Axis Response – Construction Management

39. Full details of the construction of the proposed development will be set out in and managed through the production of a Construction / Demolition Management Plan to be approved by the MCC. This document will be provided following the grant of any future planning permission and once a contractor has been secured, whereupon details on utility works and associated traffic management, amongst other things, can be provided accordingly.

LHA Comment – Construction / Fit Out Management

40. The LHA commented as follows:

“The applicant should be advised that any requirements for licensing, hoarding/scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk.”

Axis Response – Construction / Fit Out Management

41. This is acknowledged and accepted.



1.3 TfGM Consultation Comments

TfGM Comment – Accident Analysis

42. In relation to accident analysis, TfGM comments as follows:

“The latest five-year period should be used to assess road safety. This should include the data from 2022 that is available.”

Axis Response – Accident Analysis

43. To date, the online Crashmap resource only contains data up to and including 2021. Image 1 below shows the most-recently available complete 5-year accident record (2017 – 2021 inclusive).

Image 1 – Crashmap Extract, 2017 – 2021 Inclusive



44. Image 1 demonstrates that a total of 5 ‘slight’ severity accidents have been recorded within the vicinity of the application site between 2017 – 2021 (inclusive), at or adjacent to the A6010 Pottery Lane / Ambrose Street / Gorton Road signalised junction. This equates to 1 accident per year, on average, and is not considered to be a cause for concern in the context of the proposed development.

TfGM Comment – Trip Generation

45. In relation to trip generation, TfGM comments as follows:

“TfGM HFAS recommended approach if the existing use is still fully operational is that the existing trips should be determined by a survey at the access, and not a desktop exercise using TRICS. The TRICS exercise for the existing use includes only B2 sites and not B8 sites. B2 sites generally have a higher trip rate compared to B8 use. If the existing development is covered by B2/B8 use, and in theory if there is a higher mix of B8 use, the existing trip rate will not be an accurate representation of existing operations. TfGM would refer to the Local Highway Authority (LHA) to confirm the use classes which cover the existing site.”

Axis Response – Trip Generation

46. The trip generation of the existing use of the site, which has been forecast with reference to B2 use industrial unit sites within TRICS, is considered to be appropriate on the basis that the site, under its existing planning use, could lawfully operate fully under any B2 use operation which could generate significant volumes of traffic. The proposals therefore remove the potential for this to occur.

TfGM Comment – Proposed Internal Arrangements

47. TfGM comment as follows:

“The TS confirms that the existing vehicle access on Ambrose Street will be retained for the proposed B8 use. TfGM recommend that the access is upgraded to provide dropped kerbs and tactile paving.”

48. With regards to the other elements of the proposed development, TfGM refer to the LHA, of whose comments on this aspect have been addressed in Section 1.2 of this TN01.



Axis Response – Proposed Internal Arrangements

49. As set out in Section 1.2, the proposed access will be upgraded to provide dropped kerbs and tactile paving. This will be provided as part of a S278 Agreement and is shown on the External Works plan (drawing number 11325-050)

TfGM Comment – Traffic Regulation Orders

50. TfGM commented as follows:

“TfGM would suggest that it would be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.”

Axis Response – Traffic Regulation Orders

51. This has been acknowledged and accepted in Section 1.2 in relation to a similar request made by the LHA.

TfGM Comment – Construction Traffic Management Plan

52. TfGM commented as follows:

“A robust Construction Traffic Management Plan should be employed as part of the development.”

Axis Response – Construction Traffic Management Plan

53. This has been acknowledged and accepted in Section 1.2 in relation to a similar request made by the LHA.



TfGM Comment – Active Travel

54. TfGM commented as follows:

“To promote active travel and link in with the surrounding environment, the applicant should reinstate any redundant vehicle access points which served the former site and install tactile paving and dropped kerbs at the site access. The development should be designed so as to integrate with the surrounding area to create a safe pedestrian environment with natural surveillance. In particular, the internal layout should ensure provision of a safe walkway throughout the car park, with appropriate lighting surrounding the building.”

Axis Response – Active Travel

55. This has been acknowledged and accepted in Section 1.2 in relation to a similar request made by the LHA.

TfGM Comment – Cycle Parking

56. TfGM commented as follows:

“It is important to ensure that adequate infrastructure and facilities are provided to encourage staff to travel by sustainable modes. The TS confirms that 14 covered cycle parking spaces, in accordance with the Council's adopted standards will be provided adjacent to the building entrance. TfGM recommend that where possible spaces in excess of the minimum should be provided. The staff cycle store should benefit from sufficient lighting and CCTV. Additionally, there should be onsite lockers, showers and changing room facilities for staff.”

Axis Response – Cycle Parking

57. The cycle store will benefit from sufficient lighting and CCTV for security purposes. The proposed development will provide adequate facilities for staff to change, shower and securely store their helmet and other cycling equipment on site.

58. The proposed shower facility is shown on the updated site layout plan (drawing number MH1314-07 Rev E).



TfGM Comment – Travel Plan

59. TfGM commented as follows:

“To encourage sustainable travel choices, it is important that the development is accompanied by a robust Staff Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.”

Axis Response – Travel Plan

60. As set out in Section 1.2 of this TN01, a full Travel Plan will be submitted to the Local Planning Authority within 6 months of occupation, to be attached as a condition to any planning consent.

61. The Full Travel Plan will accord with the requirements set out in TfGM's response.



Appendix A – Updated TRICS Outputs (Existing Use)



Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-230417-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	SR STIRLING	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: 1010 to 5070 (units: sqm)
 Range Selected by User: 1000 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 29/09/22

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	13 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)	4
Edge of Town	9

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:

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 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	1 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
4	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
5	DY-02-C-01	ENGINEERED PRODUCTS	DERBY
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
7	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
8	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

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Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
10	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET
	ROBINS DRIVE		
	BRIDGWATER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2300 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
11	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	STIRLING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2350 sqm	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
12	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
13	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Surveyed during Covid-19 related restrictions
EC-02-C-02	Surveyed during Covid-19 related restrictions
GS-02-C-02	Surveyed during Covid-19 related restrictions
TV-02-C-02	Surveyed during Covid-19 related restrictions
VG-02-C-01	Surveyed during Covid-19 related restrictions

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1976	0.152	1	1976	0.000	1	1976	0.152
06:00 - 07:00	2	2163	0.231	2	2163	0.023	2	2163	0.254
07:00 - 08:00	13	2490	0.290	13	2490	0.049	13	2490	0.339
08:00 - 09:00	13	2490	0.448	13	2490	0.083	13	2490	0.531
09:00 - 10:00	13	2490	0.306	13	2490	0.164	13	2490	0.470
10:00 - 11:00	13	2490	0.182	13	2490	0.154	13	2490	0.336
11:00 - 12:00	13	2490	0.161	13	2490	0.161	13	2490	0.322
12:00 - 13:00	13	2490	0.188	13	2490	0.210	13	2490	0.398
13:00 - 14:00	13	2490	0.204	13	2490	0.226	13	2490	0.430
14:00 - 15:00	13	2490	0.102	13	2490	0.142	13	2490	0.244
15:00 - 16:00	13	2490	0.096	13	2490	0.170	13	2490	0.266
16:00 - 17:00	13	2490	0.049	13	2490	0.300	13	2490	0.349
17:00 - 18:00	13	2490	0.025	13	2490	0.346	13	2490	0.371
18:00 - 19:00	13	2490	0.040	13	2490	0.117	13	2490	0.157
19:00 - 20:00	1	1976	0.304	1	1976	0.304	1	1976	0.608
20:00 - 21:00	1	1976	0.152	1	1976	0.202	1	1976	0.354
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.930			2.651			5.581

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:	1010 - 5070 (units: sqm)
Survey date date range:	01/01/12 - 29/09/22
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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/C - INDUSTRIAL UNIT

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	2	2163	0.000	2	2163	0.000	2	2163	0.000
07:00 - 08:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
08:00 - 09:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
09:00 - 10:00	13	2490	0.003	13	2490	0.003	13	2490	0.006
10:00 - 11:00	13	2490	0.003	13	2490	0.003	13	2490	0.006
11:00 - 12:00	13	2490	0.006	13	2490	0.006	13	2490	0.012
12:00 - 13:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
13:00 - 14:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
14:00 - 15:00	13	2490	0.006	13	2490	0.006	13	2490	0.012
15:00 - 16:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
16:00 - 17:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
17:00 - 18:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
18:00 - 19:00	13	2490	0.003	13	2490	0.003	13	2490	0.006
19:00 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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/C - INDUSTRIAL UNIT

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	2	2163	0.046	2	2163	0.000	2	2163	0.046
07:00 - 08:00	13	2490	0.025	13	2490	0.022	13	2490	0.047
08:00 - 09:00	13	2490	0.059	13	2490	0.031	13	2490	0.090
09:00 - 10:00	13	2490	0.059	13	2490	0.056	13	2490	0.115
10:00 - 11:00	13	2490	0.031	13	2490	0.037	13	2490	0.068
11:00 - 12:00	13	2490	0.043	13	2490	0.037	13	2490	0.080
12:00 - 13:00	13	2490	0.059	13	2490	0.074	13	2490	0.133
13:00 - 14:00	13	2490	0.040	13	2490	0.034	13	2490	0.074
14:00 - 15:00	13	2490	0.019	13	2490	0.022	13	2490	0.041
15:00 - 16:00	13	2490	0.022	13	2490	0.025	13	2490	0.047
16:00 - 17:00	13	2490	0.015	13	2490	0.022	13	2490	0.037
17:00 - 18:00	13	2490	0.006	13	2490	0.006	13	2490	0.012
18:00 - 19:00	13	2490	0.003	13	2490	0.003	13	2490	0.006
19:00 - 20:00	1	1976	0.000	1	1976	0.304	1	1976	0.304
20:00 - 21:00	1	1976	0.000	1	1976	0.152	1	1976	0.152
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.427			0.825			1.252

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/C - INDUSTRIAL UNIT

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	2	2163	0.023	2	2163	0.000	2	2163	0.023
07:00 - 08:00	13	2490	0.031	13	2490	0.000	13	2490	0.031
08:00 - 09:00	13	2490	0.015	13	2490	0.000	13	2490	0.015
09:00 - 10:00	13	2490	0.003	13	2490	0.000	13	2490	0.003
10:00 - 11:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
11:00 - 12:00	13	2490	0.000	13	2490	0.000	13	2490	0.000
12:00 - 13:00	13	2490	0.000	13	2490	0.003	13	2490	0.003
13:00 - 14:00	13	2490	0.009	13	2490	0.009	13	2490	0.018
14:00 - 15:00	13	2490	0.000	13	2490	0.012	13	2490	0.012
15:00 - 16:00	13	2490	0.000	13	2490	0.003	13	2490	0.003
16:00 - 17:00	13	2490	0.000	13	2490	0.022	13	2490	0.022
17:00 - 18:00	13	2490	0.003	13	2490	0.015	13	2490	0.018
18:00 - 19:00	13	2490	0.000	13	2490	0.003	13	2490	0.003
19:00 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.067			0.151

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

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

Appendix B – Updated TRICS Outputs (Proposed Use)



Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-230418-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1900 to 8000 (units: sqm)
 Range Selected by User: 1336 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 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	3 days
Friday	1 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	2
Commercial Zone	1
Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

Axis 76 Water Lane Wilmslow

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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	X days - Selected
Servicing vehicles Excluded	8 days - Selected

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 (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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 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.

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Licence No: 339901

LIST OF SITES relevant to selection parameters

1	DY-02-E-01	ARMADILLO S. STORAGE	DERBY
	FORRESTER'S BUSINESS P..		
	DERBY		
	SINFIN LANE		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: TUESDAY	05/07/11	Survey Type: MANUAL
2	MS-02-E-01	BIG YELLOW	MERSEYSIDE
	MILL LANE		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	09/09/10	Survey Type: MANUAL
3	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM
	LENTON LANE		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2860 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
4	PB-02-E-02	ARMADILLO SELF STORAGE	PETERBOROUGH
	WESTFIELD ROAD		
	PETERBOROUGH		
	NETHERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
5	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON
	DRAKES WAY		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4925 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
6	TW-02-E-01	1ST STORAGE	TYNE & WEAR
	STONEYGATE CLOSE		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
7	WK-02-E-01	SELF STORAGE	WARWICKSHIRE
	HOOD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5046 sqm	
	Survey date: MONDAY	31/10/11	Survey Type: MANUAL
8	WK-02-E-02	STORAGE KING	WARWICKSHIRE
	145 FOLESHILL ROAD		
	COVENTRY		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	2769 sqm	
	Survey date: FRIDAY	21/10/11	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	4276	0.073	8	4276	0.029	8	4276	0.102
08:00 - 09:00	8	4276	0.140	8	4276	0.094	8	4276	0.234
09:00 - 10:00	8	4276	0.123	8	4276	0.111	8	4276	0.234
10:00 - 11:00	8	4276	0.146	8	4276	0.108	8	4276	0.254
11:00 - 12:00	8	4276	0.117	8	4276	0.088	8	4276	0.205
12:00 - 13:00	8	4276	0.172	8	4276	0.170	8	4276	0.342
13:00 - 14:00	8	4276	0.146	8	4276	0.149	8	4276	0.295
14:00 - 15:00	8	4276	0.120	8	4276	0.143	8	4276	0.263
15:00 - 16:00	8	4276	0.117	8	4276	0.140	8	4276	0.257
16:00 - 17:00	8	4276	0.137	8	4276	0.132	8	4276	0.269
17:00 - 18:00	8	4276	0.073	8	4276	0.158	8	4276	0.231
18:00 - 19:00	8	4276	0.032	8	4276	0.079	8	4276	0.111
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:			1.409			1.414			2.823

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 - 8000 (units: sqm)
Survey date range:	01/01/10 - 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	4276	0.000	8	4276	0.000	8	4276	0.000
08:00 - 09:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
09:00 - 10:00	8	4276	0.003	8	4276	0.003	8	4276	0.006
10:00 - 11:00	8	4276	0.006	8	4276	0.006	8	4276	0.012
11:00 - 12:00	8	4276	0.003	8	4276	0.003	8	4276	0.006
12:00 - 13:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
13:00 - 14:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
14:00 - 15:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
15:00 - 16:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
16:00 - 17:00	8	4276	0.006	8	4276	0.003	8	4276	0.009
17:00 - 18:00	8	4276	0.000	8	4276	0.003	8	4276	0.003
18:00 - 19:00	8	4276	0.000	8	4276	0.000	8	4276	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:			0.018			0.018			0.036

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	4276	0.006	8	4276	0.003	8	4276	0.009
08:00 - 09:00	8	4276	0.015	8	4276	0.012	8	4276	0.027
09:00 - 10:00	8	4276	0.012	8	4276	0.012	8	4276	0.024
10:00 - 11:00	8	4276	0.009	8	4276	0.012	8	4276	0.021
11:00 - 12:00	8	4276	0.003	8	4276	0.006	8	4276	0.009
12:00 - 13:00	8	4276	0.009	8	4276	0.009	8	4276	0.018
13:00 - 14:00	8	4276	0.012	8	4276	0.006	8	4276	0.018
14:00 - 15:00	8	4276	0.012	8	4276	0.015	8	4276	0.027
15:00 - 16:00	8	4276	0.015	8	4276	0.018	8	4276	0.033
16:00 - 17:00	8	4276	0.009	8	4276	0.009	8	4276	0.018
17:00 - 18:00	8	4276	0.009	8	4276	0.009	8	4276	0.018
18:00 - 19:00	8	4276	0.006	8	4276	0.006	8	4276	0.012
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:			0.117			0.117			0.234

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	4276	0.003	8	4276	0.003	8	4276	0.006
08:00 - 09:00	8	4276	0.006	8	4276	0.003	8	4276	0.009
09:00 - 10:00	8	4276	0.006	8	4276	0.009	8	4276	0.015
10:00 - 11:00	8	4276	0.006	8	4276	0.003	8	4276	0.009
11:00 - 12:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
12:00 - 13:00	8	4276	0.003	8	4276	0.003	8	4276	0.006
13:00 - 14:00	8	4276	0.003	8	4276	0.000	8	4276	0.003
14:00 - 15:00	8	4276	0.003	8	4276	0.003	8	4276	0.006
15:00 - 16:00	8	4276	0.003	8	4276	0.006	8	4276	0.009
16:00 - 17:00	8	4276	0.000	8	4276	0.003	8	4276	0.003
17:00 - 18:00	8	4276	0.000	8	4276	0.000	8	4276	0.000
18:00 - 19:00	8	4276	0.000	8	4276	0.000	8	4276	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:			0.033			0.033			0.066

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

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

Appendix C – Updated Car Parking Accumulation Assessment



CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Employment - Warehousing (Self-storage)

Proposed GFA: 11975 m²

No. of required overnight spaces/

Manually adjusted initial occupation no. 1 (manual adjustment to remove end of day negative parking demand)

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	1
01:00-02:00	0.000	0.000	0	0	1
02:00-03:00	0.000	0.000	0	0	1
03:00-04:00	0.000	0.000	0	0	1
04:00-05:00	0.000	0.000	0	0	1
05:00-06:00	0.000	0.000	0	0	1
06:00-07:00	0.000	0.000	0	0	1
07:00-08:00	0.073	0.029	9	3	6
08:00-09:00	0.140	0.094	17	11	12
09:00-10:00	0.123	0.111	15	13	13
10:00-11:00	0.146	0.108	17	13	18
11:00-12:00	0.117	0.088	14	11	21
12:00-13:00	0.172	0.170	21	20	21
13:00-14:00	0.146	0.149	17	18	21
14:00-15:00	0.120	0.143	14	17	18
15:00-16:00	0.117	0.140	14	17	16
16:00-17:00	0.137	0.132	16	16	16
17:00-18:00	0.073	0.158	9	19	6
18:00-19:00	0.032	0.079	4	9	0
19:00-20:00	0.013	0.013	2	2	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: 21

Peak Demand Period: 12:00-13:00

axis

Car Park Accumulation / Demand Assessment - Proposed
B8 Self-storage Facility

Pottery Lane / Ambrose Street, Manchester

May 2023

Job Number - 3232-01

Appendix C

Appendix D – Drawing No. 3232-01-ATR03

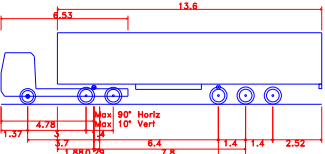




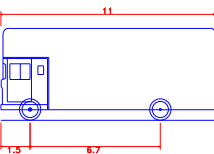
Application Site Boundary

Site Ownership Boundary

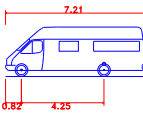
Design Vehicles:



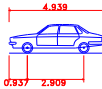
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Pantechnic / Removals Van
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 4.730m
Min Body Ground Clearance 0.541m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 12.200m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Jaguar S-Type
Overall Length 4.939m
Overall Width 1.875m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

0344 8700 007

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Client

Storage World

Project

Storage World, Ambrose Street

Drawing Title

Swept Path Analysis

Scale

1:1000 @A3

Date

15-05-2023

Dwg no

3232-01-ATR03

Status

Preliminary

Drawn

AB

Rev

CZ

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revision: desc:

date:

