

TECHNICAL NOTE

Scheme: Proposed Redevelopment
Location: The Rossett, Didsbury
Ref: AM/220449/TN01 Rev A
Date: 17 February 2023
Author: Abbie Moore
Checked: Mark Devenish / Jim Budd

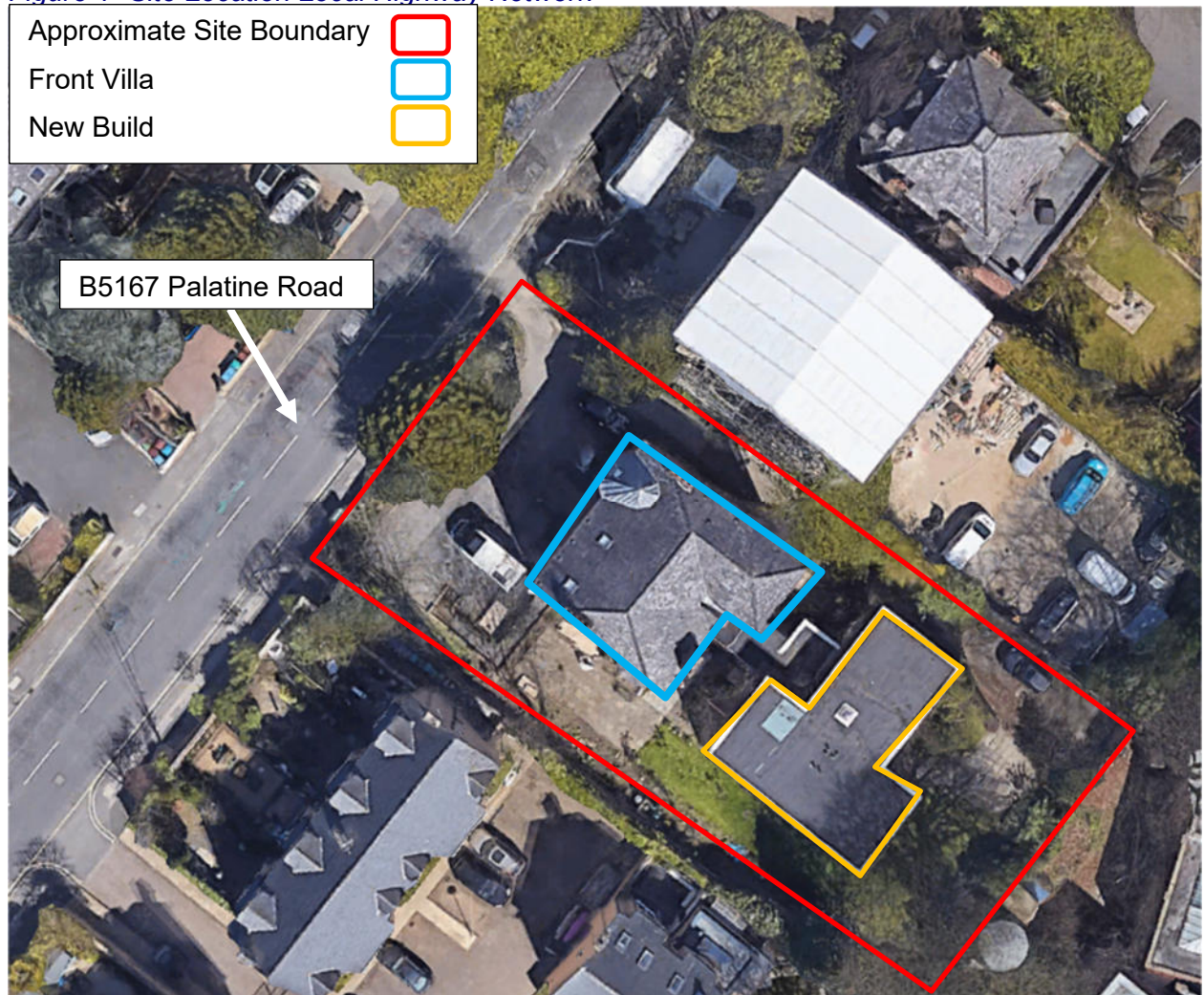
Introduction

1. This Technical Note has been prepared as part of a planning application for the replacement of the existing two storey rear building with a new two storey building adjacent to 'The Rossett' property, on land to the southeast of the B5167 Palatine Road, West Didsbury, Manchester.

Site as Existing

2. The site currently comprises the 'Front Villa' and a linked two storey building to the rear which it is proposed to be demolished and rebuilt under the application proposals. Please refer to the location plan at **Figure 1** as follows. The existing site contains 8no. flats in the Front Villa and 6no. flats within the rear linked building. All units are one-bed, with the exception of a single 2-bed unit in the front villa.
3. Car parking is accommodated along the frontage of the front villa but is unmarked, whilst the bins are kept in the car parking area.
4. The site location plan can be seen in **Figure 1** below and the existing site layout plan is included at **Appendix A**:

Figure 1- Site Location Local Highway Network



Local Highway Network

B5167 Palatine Road

5. The B5167 Palatine Road is located along the north-western boundary of the site and provides a link between the Lapwing Lane/ Palatine Road junction to the north and the A5145 Barlow Moor Road to the south.
6. Within the vicinity of the site, the B5167 Palatine Road is a single carriageway with footways on both sides of the road and evenly spaced street lighting, being subject to a speed limit of 30mph. There are traffic regulation orders (TROs) in place restricting on street parking in the vicinity of the site and no waiting orders between the times of 8am and 6.30pm.

Proposed Development

7. The application proposes the demolition of the existing two storey linked building to the rear, and replacement with a new two storey detached building. 8 one-bedroom apartments are proposed in the new building.
8. The proposed site layout plan is included **Appendix B**.

Access arrangement

9. The access will remain as existing, with a single access point at the north of the frontage on Palatine Road.

Servicing and Internal Arrangement

10. Bin stores are shown on the proposed site layout plan along the north-east boundary within 25m of the highway. Refuse collection vehicles will therefore continue to collect the bins directly from Palatine Road and will not be required to enter the site, however formal bin storage will now be provided removing the bins from the parking area to the front of the building.
11. The existing row of car parking spaces will be retained at the site frontage. As part of the site external works, the parking spaces will be formally demarcated. The existing space caters for 6no. spaces including one disabled space. It is acknowledged that the aisle width does not meet the typical 6m width, however it should be noted that this is formalising an existing situation rather than introducing the arrangement.

Trip Generation & Car Parking Demand

12. Given the uplift in the number of apartments from 14 to 16, we have interrogated the TRICS database and the “flats, privately-owned” category within the residential subset. The TRICS report from this exercise is reproduced for reference at **Appendix C**.
13. Using the trip rates produced by the exercise over a typical working weekday, it is possible to gauge the degree to which the proposals may or may not generate an increase in peak hour and daily trip making and in the demand for parking.

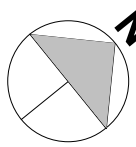
14. The spreadsheet at **Appendix D** summarises the analysis of the existing development of 14 apartments and across a 12-hour day, this suggests that the proposals will generate up to four two-way trips in the peak hours, and 39 across the 12-hour period between 07:00 and 19:00. The demand for parking never exceeds the 5 that are assumed to be in the car park at the start of the day on the basis that by mid-morning, the car park is empty.
15. This exercise is repeated for the proposed development which would result in 16 apartments across the entire site. The spreadsheet at **Appendix E** summarises this analysis and across a 12-hour day, this suggests that the proposals will generate up to five two-way trips in the peak hours, and 44 across the 12-hour period between 07:00 and 19:00. The demand for parking, however, still never exceeds the 5 that are assumed to be in the car park at the start of the day.
16. On the basis of this analysis, the proposals will lead to an imperceptible increase in peak-hour trip making by private car and will not generate any increase in the demand to park.

Summary

17. This Technical Note has been prepared as part of a planning application for the replacement of the existing two storey rear building with a new two storey building at 'The Rossett', 123 Palatine Road, West Didsbury, Manchester.
18. The proposals will increase the number of apartments on the whole site from 14 to 16 and associated improvements will be made to both the external refuse storage area and to the frontage car parking arrangement.
19. The increase in the number of apartments from 14 to 16 will have no discernible effect on either trip generation or on the demand for parking in this accessible location.
20. It is therefore concluded that the application proposals are capable of being supported with regard to the issues of highways and transportation.

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APPENDIX A



Scale Bars		TO BE USED ONLY AS GUIDANCE			
1:100	mm	0	1000	2000	3000
1:200	mm	0	500	1000	1500
1:500	M	0	5	10	15
1:1250	M	0	10	20	30

NOTES

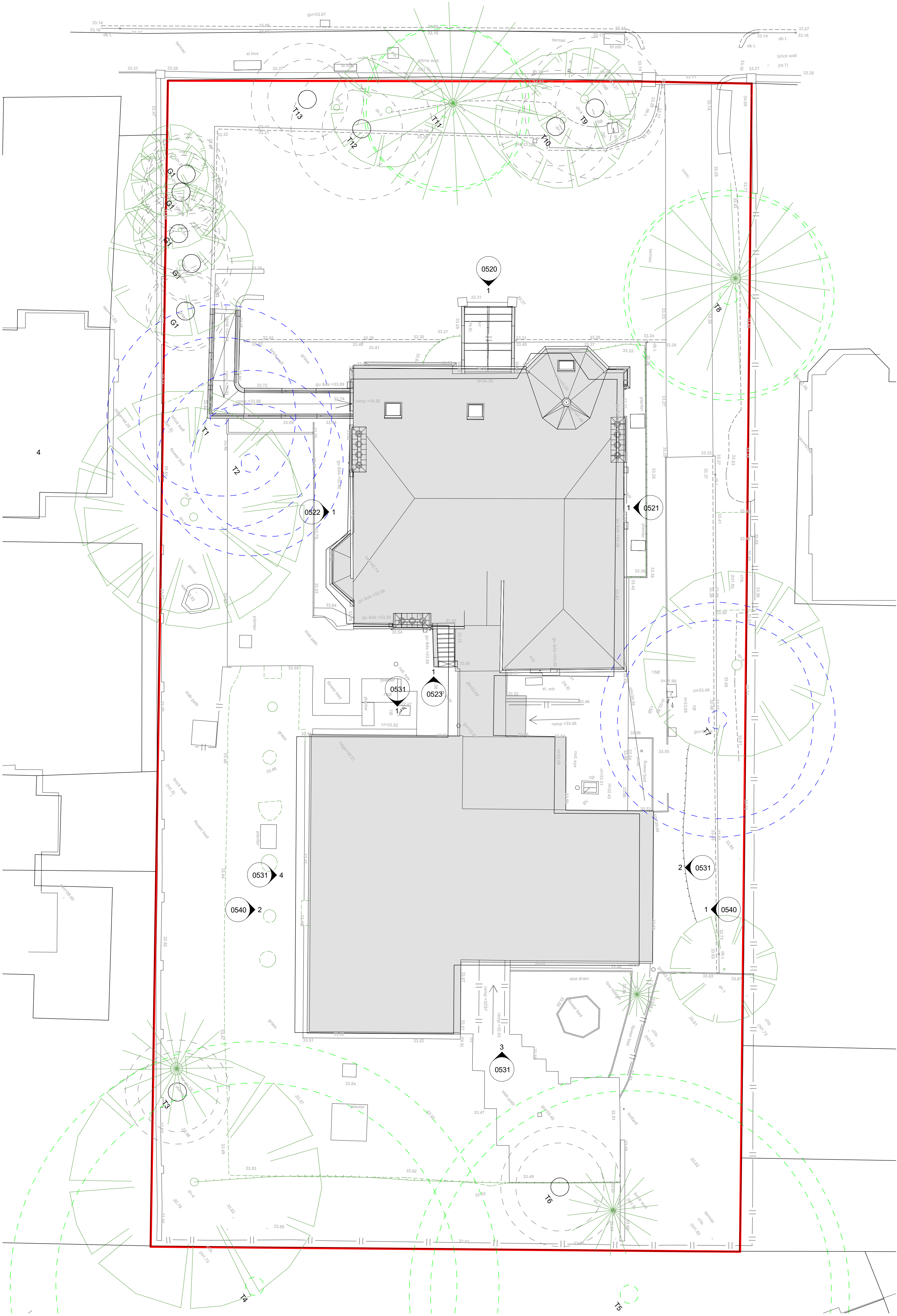
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used singly in accordance with the manufacturers recommendations.

This drawing contains the following model files: -
12392-AEW-XX-XX-M3-A-0001

CDM 2015

Client notified of duties: **30/03/2021**
Principal Designer: **CPC Project Services**
Unless noted below, all known hazards have been highlighted on the drawing:

PALATINE ROAD



Existing Site Plan

Scale @ 1 : 100

P02	14/06/22	Updated to client comments	MH	PBH
P01	08/12/21	Initial Issue	MH	PBH
Rev	Date	Description	Drawn By	Checked By

Status	Purpose of Issue
S2	For Information

drawing stage **Preliminary**

client

Great Places / Cube Homes

project
**The Rossett, Palatine Road,
Manchester**

drawing title
Existing Site Plan

date 08/12/21 drawn MH
scale @ A1 1 : 100 checked PBH

Rev

P02

Dwg No

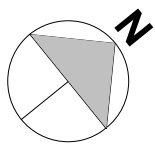
12392-AEW-SI-XX-DR-A-0001

aew architects
0161 214 4370
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APPENDIX B



Scale Bars		TO BE USED ONLY AS GUIDANCE	
1:100	mm	0 1000 2000 3000 4000	
1:200	mm	0 500 1000 1500 2000	
1:500	M	0 5 10 15 20	
1:1250	M	0 10 20 30 40 50 60 70	

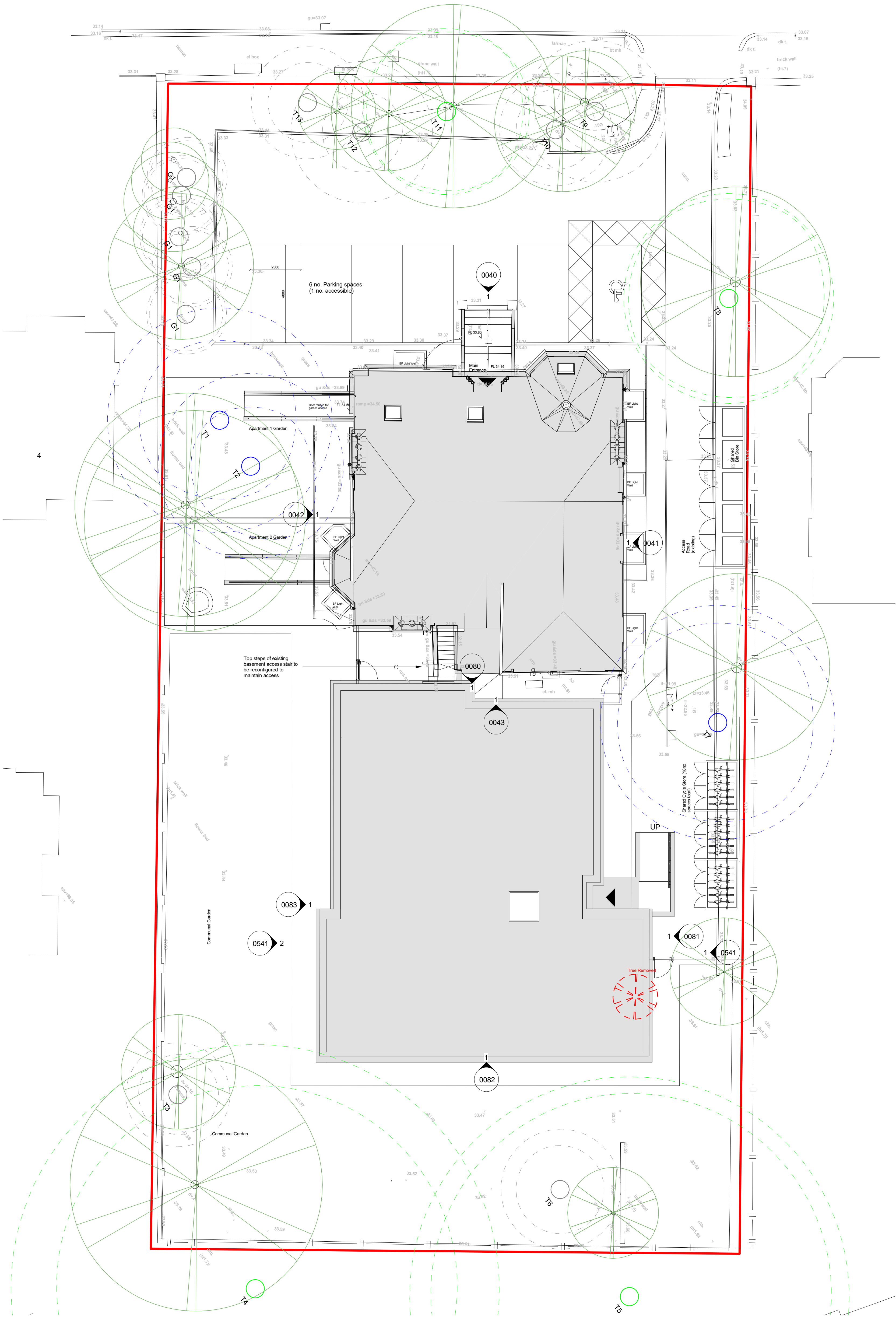
NOTES

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Proposed Site Plan

Scale @ 1 : 100

Rev	Date	Description	Drawn By	Checked By
P02	14/06/22	Updated to client comments	MH	PBH
P01	08/12/21	Initial Issue	MH	PBH

Status	Purpose of Issue
S2	For Information

drawing stage **Preliminary**

client **Great Places / Cube Homes**

project **The Rossett, Palatine Road, Manchester**

drawing title **Proposed Site Plan**

date	08/12/21	drawn	MH
scale @ A1	1 : 100	checked	PBH

Rev **P02**

Dwg No **12392-AEW-SI-XX-DR-A-0002**

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APPENDIX C

Calculation Reference: AUDIT-726001-230217-0203

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
HF HERTFORDSHIRE	2 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DY DERBY	1 days
LE LEICESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/22

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	4 days
Friday	2 days

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

Selected survey types:

Manual count	11 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	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

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	6 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	3 days
20,001 to 25,000	7 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
No	9 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
2	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD			
	EXETER			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: MONDAY	10/07/17		Survey Type: MANUAL
3	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
4	HF-03-C-01	BLOCKS OF FLATS		HERTFORDSHIRE
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: WEDNESDAY	09/06/21		Survey Type: MANUAL
5	HF-03-C-05	BLOCKS OF FLATS		HERTFORDSHIRE
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: MONDAY	07/06/21		Survey Type: MANUAL
6	LE-03-C-01	BLOCK OF FLATS		LEICESTERSHIRE
	NEW STREET			
	LEICESTER			
	OADBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: FRIDAY	16/10/20		Survey Type: MANUAL
7	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
8	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
10	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
11	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	22	0.059	11	22	0.176	11	22	0.235
08:00 - 09:00	11	22	0.079	11	22	0.222	11	22	0.301
09:00 - 10:00	11	22	0.146	11	22	0.126	11	22	0.272
10:00 - 11:00	11	22	0.067	11	22	0.155	11	22	0.222
11:00 - 12:00	11	22	0.100	11	22	0.079	11	22	0.179
12:00 - 13:00	11	22	0.088	11	22	0.063	11	22	0.151
13:00 - 14:00	11	22	0.096	11	22	0.121	11	22	0.217
14:00 - 15:00	11	22	0.100	11	22	0.109	11	22	0.209
15:00 - 16:00	11	22	0.109	11	22	0.084	11	22	0.193
16:00 - 17:00	11	22	0.163	11	22	0.105	11	22	0.268
17:00 - 18:00	11	22	0.205	11	22	0.079	11	22	0.284
18:00 - 19:00	11	22	0.134	11	22	0.084	11	22	0.218
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.346			1.403			2.749

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:	9 - 30 (units:)
Survey date range:	01/01/14 - 11/05/22
Number of weekdays (Monday-Friday):	11
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.

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APPENDIX D

TRICS 7.9.4

Trip Rate P No of Dwellings

14 units (existing)

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			Inbound	Outbound	Accumulation	*
	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip				
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS
07:00-08:0	11	22	0.059	11	22	0.176	11	22	0.235	1	2	3	
08:00-09:0	11	22	0.079	11	22	0.222	11	22	0.301	1	3	1	
09:00-10:0	11	22	0.146	11	22	0.126	11	22	0.272	2	2	2	
10:00-11:0	11	22	0.067	11	22	0.155	11	22	0.222	1	2	0	
11:00-12:0	11	22	0.1	11	22	0.079	11	22	0.179	1	1	1	
12:00-13:0	11	22	0.088	11	22	0.063	11	22	0.151	1	1	1	
13:00-14:0	11	22	0.096	11	22	0.121	11	22	0.217	1	2	1	
14:00-15:0	11	22	0.1	11	22	0.109	11	22	0.209	1	2	1	
15:00-16:0	11	22	0.109	11	22	0.084	11	22	0.193	2	1	1	
16:00-17:0	11	22	0.163	11	22	0.105	11	22	0.268	2	1	2	
17:00-18:0	11	22	0.205	11	22	0.079	11	22	0.284	3	1	4	
18:00-19:0	11	22	0.134	11	22	0.084	11	22	0.218	2	1	4	
Daily Trip Rates:			1.346			1.403			2.749	19	20		

* Assumes 5 cars parked at start of day

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APPENDIX E

TRICS 7.9.4

Trip Rate P No of Dwellings

16 units (proposed)

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			Inbound	Outbound	Accumulation	*
	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip				
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS
07:00-08:0	11	22	0.059	11	22	0.176	11	22	0.235	1	3	3	
08:00-09:0	11	22	0.079	11	22	0.222	11	22	0.301	1	4	1	
09:00-10:0	11	22	0.146	11	22	0.126	11	22	0.272	2	2	1	
10:00-11:0	11	22	0.067	11	22	0.155	11	22	0.222	1	2	0	
11:00-12:0	11	22	0.1	11	22	0.079	11	22	0.179	2	1	0	
12:00-13:0	11	22	0.088	11	22	0.063	11	22	0.151	1	1	0	
13:00-14:0	11	22	0.096	11	22	0.121	11	22	0.217	2	2	0	
14:00-15:0	11	22	0.1	11	22	0.109	11	22	0.209	2	2	0	
15:00-16:0	11	22	0.109	11	22	0.084	11	22	0.193	2	1	0	
16:00-17:0	11	22	0.163	11	22	0.105	11	22	0.268	3	2	1	
17:00-18:0	11	22	0.205	11	22	0.079	11	22	0.284	3	1	3	
18:00-19:0	11	22	0.134	11	22	0.084	11	22	0.218	2	1	4	
Daily Trip Rates:			1.346			1.403			2.749	22	22		

* Assumes 5 cars parked at start of day