
Argosy Drive Development, Manchester Airport

Transport Assessment Addendum

784-B040536

Revision 01
26/01/2023

Document prepared on behalf of Threadneedle Curtis Ltd



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TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	1
2.0	INTRODUCTION	2
2.1	Background	2
3.0	RECENT PLANNING APPLICATION (REFERENCE: 134103/FO/2022), TECHNICAL DETAILS AND ACCEPTANCES.	3
3.1	Background	3
3.2	Addressing matters raised by TfGM and MCC	3
3.3	Addressing matters raised by National Highways	4
3.4	Summary of the Current Position in relation to the 2022 Planning Application	4
4.0	CURRENT PROPOSALS AND COMPARISON WITH EXTANT USES AND RECENT PROPOSALS	6
4.1	Extant Development	6
4.2	Recent and Currently Proposed Site Land Uses and Floorspaces	6
4.3	Net Change in Traffic Generation as a result of the Proposals	7
4.4	Comparison of other matters between Previous and Revised proposals	7
5.0	SUMMARY AND CONCLUSIONS	8
5.1	Summary	8
5.2	Conclusions	9

PLANS

Plan 1 Site Location

Plan 2 Existing Site Layout

Plan 3 Recently Proposed Layout

Plan 4 Currently Proposed Layout

APPENDICES

Appendix A – AECOM Transport Assessment 20.04.2022

Appendix B – TfGM Consultation Response 21.07.2022

Appendix C – Tetra Tech 1st Response to TfGM 16.09.2022

Appendix D – TfGM Acceptance and Request for Further Counts 06.10.2022

Appendix E – Tetra Tech Submission of Clarifications and Corrections 12.10.2022

Appendix F – Tetra Tech Provide Technical Note 1 to TfGM 18.10.2022

Appendix G – TfGM and MCC Confirm Acceptance 15.11.2022

Appendix H – National Highways / WSP Consultation Response

Appendix I – Tetra Tech Initial Technical email to NH Regarding Consultation Response 05.12.2022

Appendix J – NH/WSP Raise Issues to be Addressed 22.12.2022

Appendix K – Tetra Tech 2nd Technical Email to NH 09.01.2023

Appendix L – NH/WSP Request Further Details 19.01.2023

Appendix M – Tetra Tech Respond to NH/WSP 23.01.2023

Appendix N – NH Confirm Acceptance 25.01.23

1.0 Executive Summary

- 1.1.1 Threadneedle Curtis Ltd submitted planning application reference: 134103/FO/2022 in 2022, those proposals are shown in Plan 3 and comprise logistics units.
- 1.1.2 In terms of Highways, Traffic and Transport matters, those proposals have been found to be acceptable by Transport for Greater Manchester, (TfGM), Manchester City Council (MCC) as Local Highway Authority and National Highways (NH) as the Authority for the Strategic Road Network. In fact, the proposals would replace existing similar uses and floor space on the same site and consequently net traffic impacts were immaterial.
- 1.1.3 Threadneedle Curtis Ltd now seek to make minor amendments to the design of those previously proposed buildings on the same site.
- 1.1.4 They have been advised that this will require a new planning application to be submitted. A comparison between Plan 3 and Plan 4 (the previous and current proposals) shows how the revised use types and floor spaces are identical to those in the 2022 application. Likewise, proposed access is identical and the only minor differences in transport terms are the addition of 3 car parking spaces (to 140), the reduction of 2 HGV parking spaces (to 19) and the relocation of a cycle parking shelter on site. Those changes are immaterial.
- 1.1.5 It is therefore considered that the Highways, Traffic and Transportation matters which were found to be acceptable in relation to the 2022 application should likewise be considered acceptable for the current proposals.
- 1.1.6 The applicant is however mindful that planning applications should be supported by adequate technical information, to allow the application to be validated and to enable consultation. To that end, this Transport Assessment Addendum has been compiled. It collates into this single document, all the Highways, Traffic and Transportation technical evidence, Authority queries and subsequent technical submissions, which led to the acceptance of those aspects in application reference: 134103/FO/2022 by the various Authorities. It also demonstrates how, in Highways, Traffic and Transportation terms, the revised / current proposals are not materially different to those for which acceptance has been given.

2.0 Introduction

2.1 Background

- 2.1.1 Tetra Tech (TT) has been appointed by Threadneedle Curtis Ltd to provide Transport and Highways advice in relation to a planning application for a 6 logistics unit layout (as opposed to the previously proposed eight units) with the same combined GFA of 13,746 sqm at Argosy Drive, Manchester.
- 2.1.2 The site is located approximately 13km to the south of Manchester City Centre and 4.5km south of Wythenshawe, as shown on **Plan 1**. The site is approximately 500m east of the M56 Junction 6, and the existing site layout is as shown on **Plan 2**.
- 2.1.3 The proposals which are the subject of this application are identical in terms of use type, floorspace and access to a previous iteration of the proposals from mid-2022, as considered by Manchester City Council (planning application reference: 134103/FO/2022). There are immaterial differences in parking numbers. That previous application was scrutinised by Transport for Greater Manchester (TfGM), Manchester City Council (MCC) as Local Highway Authority and National Highways (and their consultants WSP) as the Authority for the Strategic Road Network, which in this case means the M56 and its slip roads, but not the A538.
- 2.1.4 Between September 2022 and January 2023 each of those Authorities initially raised queries on the technical evidence submitted by AECOM with those proposals, but through the submission of further technical evidence and data they now accept the technical work underpinning those proposals and have raised no objection on Highways, Traffic or Transportation grounds.
- 2.1.5 On the basis that access provision and proposed use and floorspace is equivalent to the scheme submitted for planning in 2022, the current application seeks to rely on all of the previous technical submissions, and current agreements associated with the previous application. Nothing has emerged in the period between the previous and current proposals which would alter the scope or the outcome of those assessments.
- 2.1.6 This report is titled Transport Assessment Addendum (TAA). It seeks to collate the various technical submissions and acceptances and stands as the technical evidence base in support of the revised proposals.

3.0 Recent Planning Application (reference: 134103/FO/2022), Technical Details and Acceptances.

3.1 Background

- 3.1.1 A planning application was submitted to Manchester City Council in June 2022 (ref: 134103/FO/2022) for the erection of eight logistics units, associated parking, access and landscaping, with a GFA of 13,746 sqm (i.e. the same land use and floorspace as the current application).
- 3.1.2 A Transport Assessment was produced by AECOM and that was submitted as part of the previous planning application package, see **Appendix A**.
- 3.1.3 Upon receipt of the initial planning application submission, TfGM, MCC and National Highways provided consultation responses which included comments on the technical details of the AECOM TA.

3.2 Addressing matters raised by TfGM and MCC

- 3.2.1 The initial TfGM comments are included as **Appendix B**. Following those TfGM comments:
- TT provided a technical email to TfGM on 16th September 2022, see **Appendix C**.
 - TfGM responded on the 6th October 2022, agreeing to the content of the TT email and requesting to see the findings of an updated traffic count survey, see **Appendix D**.
 - TT provided Clarifications and Corrections on 12 October 2022, see **Appendix E**.
 - TT provided Technical Note 1: “Response to TfGM Comments” to TfGM on 18th October 2022, see **Appendix F**.
 - TfGM informed Manchester City Council (MCC) of their updated position and MCC confirmed to Tetra Tech on the 15th November that they “*require no further information from you and have provided our MCC Highways response to our Planning colleagues*”, see **Appendix G**.
- 3.2.2 The content and cumulation of those documents provides confirmation that TfGM and MCC were satisfied on all Highways, Traffic and Transportation matters, with matters such as parking accumulation, assessment scope and methodology, trip generation, validity of count data, junction operational capacity, parking restrictions, travel plan, road safety, public transport and sustainable travel, having been specifically addressed.

3.3 Addressing matters raised by National Highways

3.3.1 The NH consultation response comments were supported by a technical note produced by their acting consultants, namely WSP. The initial NH comments and the WSP technical note listed 20 queries and those are included as **Appendix H**. Following those NH/WSP comments:

- Tetra Tech provided a technical email to NH/WSP on 5th December 2022, see **Appendix I**. That technical email sought to address their consultation response points and it described the work undertaken to satisfy MCC and TfGM. It set out the updated traffic generation, adopting the robust trip rates specifically requested by TfGM.
- NH responded on 22nd December 2022, confirming that whilst a number of matters were resolved some remained and they requested further sensitivity tests based on even more robust trip rates as specifically requested by WSP, see **Appendix J**.
- TT provided a further technical email on the 9th January 2023, which included sensitivity tests as requested by WSP, see **Appendix K**.
- NH responded on 19th January 2023 noting 4 remaining queries. See **Appendix L**
- The submission of technical details by TT on 23rd January addressed those queries (see **Appendix M**) and led to National Highways confirming that all their queries had been addressed and that they would remove their request for MCC to defer determining the application. (See **Appendix N**)

3.3.2 The content and cumulation of those documents provides confirmation that NH were satisfied on all Highways, Traffic and Transportation matters, as pertains to the strategic road network, with matters such as development impact on the motorway and slip roads, robust trip generation rates, parking accumulation, assessment scope and methodology and validity of count data, having been specifically addressed.

3.4 Summary of the Current Position in relation to the 2022 Planning Application

3.4.1 In summary and in relation to the Highways Traffic and Transportation aspects of the 2022 planning application, which is identical in terms of land use classification, access and floorspace to the current proposals:

- TfGM have confirmed that the recent proposals are acceptable.
- MCC have confirmed that the recent proposals are acceptable
- NH have confirmed that recent proposals are acceptable

3.4.2 The currently proposed use and quantum of floorspace has not changed from the 2022 proposals. Moreover, from a Highways Traffic and Transport perspective, the acceptances from the authorities are recent and indeed current. It is therefore expected that the information set out in this TAA will be sufficient to meet the requirements of the Planning Authority in terms of providing sufficient technical information to inform the consideration of the current proposals.

4.0 Current Proposals and Comparison with Extant Uses and Recent Proposals

4.1 Extant Development

4.1.1 This section sets out a comparison of the current proposals in the context of the existing land uses on the site and in the context of the recent proposals which were the subject of planning application reference: 134103/FO/2022.

Existing Site Land Uses and Floorspaces

4.1.2 The extant lawful use comprises 4 buildings which are to be demolished as part of the proposals. Those can be seen on Plan 2 and are a mixture of B1 Office (Unit 305), and logistics (Units 303, 304 and 311), as follows:

- Unit 305 was a two-story office with a GFA of c.2,050 sqm.
- Unit 304 is a single-story logistics facility with a GFA of c.550 sqm.
- Units 303 and 311 are logistics facilities with ancillary offices at mezzanine level with GFAs of c.3,200 sqm and c.3,900 sqm respectively.

4.1.3 Although the office (unit 305) was present when the 2022 application was being assessed, it has subsequently been removed. WSP, on behalf of NH, requested that a sensitivity test be undertaken where the traffic from that lawful use was not to be considered in the evaluation of net traffic increases arising from the proposals. That sensitivity test was undertaken (as detailed in **Appendix K**). It presented an overly robust forecast of traffic impact, but even that was clearly shown to forecast an immaterial increase in one peak period (and a forecast reduction in others) and was found to be acceptable to NH.

4.2 Recent and Currently Proposed Site Land Uses and Floorspaces

4.2.1 The recent (2022) proposals and current proposals are shown on **Plans 3 and 4**

4.2.2 Whilst the previous proposals featured 8 units and the current proposals feature 6 units, overall, the proposed land use and floorspaces (which are the key factors in determining traffic generation) are identical in both.

4.3 Net Change in Traffic Generation as a result of the Proposals

4.3.1 Comparisons of the peak net traffic impact arising from the previous proposals (over the extant case), based on trip rates requested by TfGM and WSP were undertaken and concluded that there would be no material traffic impact. A comparison between **Plans 3** and **4** shows that access is identical and since the same use types are proposed, trip routing and distribution will also be identical. Consequently, overall, the trip generation of the current proposals is identical to that as per the 2022 planning application scheme upon which TfGM, MCC and NH do not object on Highways Traffic and Transportation grounds.

4.4 Comparison of other matters between Previous and Revised proposals

4.4.1 It can be seen from reviewing the Appendices and the text in Section 3 of this TAA, that all other Highways Traffic and Transportation matters pertaining to the 2022 Planning Application were satisfactorily addressed. **Appendix E**, for example, sets out the TfGM acceptance on the previously proposed aspects of Traffic Regulation Orders, Travel Plan, and cycle spaces. Those previous proposed aspects are unchanged in the current proposals. The Applicant of the current proposals proposes that any such undertakings associated with the 2022 application will also be given in respect of the current application.

4.4.2 In terms of identifying any differences between the previous and current proposals, they are few and immaterial. A comparison between Plan 3 & Plan 4 shows that they comprise:

- An increase of 3 parking spaces to a total of 140. Notably, within that total, the spaces featuring EV charging have increased from 7 to 18, which is a further encouragement to promote sustainable travel
- A reduction in HGV parking spaces from 21 to 19 spaces
- The minor relocation of a cycle parking stand but the same level of overall provision.

4.4.3 All highways traffic and transportation issues were addressed to the satisfaction of the LH & LPA on the recent 2022 proposals and so the current proposals seek to rely on the support previously granted by the Highway authorities and TfGM

5.0 Summary and Conclusions

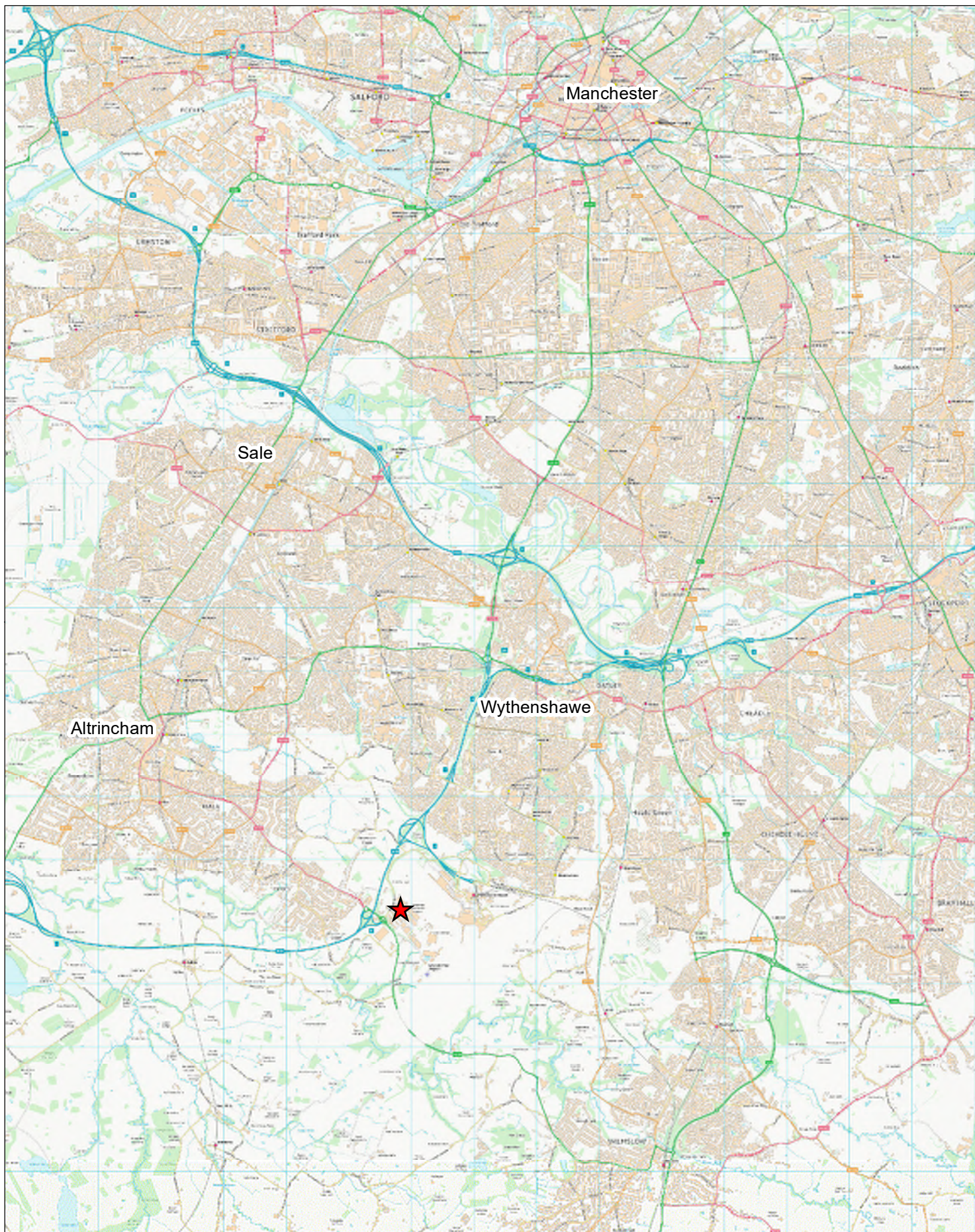
5.1 Summary

- 5.1.1 A Transport Assessment was produced by AECOM to provide transport and highways advice in relation to a planning application for eight logistics units with a combined GFA of 13,746 sqm at Argosy Drive, Manchester Airport. The site is located approximately 13km to the south of Manchester City Centre, 4.5km south of Wythenshawe, and 500m east of the M56, Junction 6. Those proposals sought to replace existing similar uses of similar size and were promoted through planning application reference 134103/FO/2022.
- 5.1.2 Upon receipt of the initial planning application submission, TfGM, MCC and National Highways provided consultation responses which included comments on the technical details in the AECOM TA. Tetra Tech (TT) were appointed by Threadneedle Curtis Ltd to address those points and extensive dialogue and submission of additional technical details followed, culminating in TfGM, MCC and National highways all recently confirming that they are satisfied on Highways Traffic and Transport aspects of the proposals.
- 5.1.3 Threadneedle Curtis Ltd now seek to make minor amendments to the design of those previously proposed buildings on the same site. The revised use types and floor spaces are identical to those in the 2022 application. Likewise, proposed access is identical and the only minor differences in transport terms are the addition of 3 car parking spaces (to 140), the reduction of 2 HGV parking spaces (to 19) and the relocation of a cycle parking shelter on site. Those changes are immaterial.
- 5.1.4 Threadneedle Curtis Ltd have been advised that their revised proposals will require a new planning application to be submitted. The applicant is mindful that planning applications should be supported by adequate technical information, to allow the application to be validated and to enable consultation. To that end, this Transport Assessment Addendum has been compiled. It collates into this single document, all the Highways, Traffic and Transportation technical evidence, Authority queries and subsequent technical submissions, which led to the acceptance of those aspects of application reference: 134103/FO/2022 by the various Authorities. It also demonstrates how in Highways, Traffic and Transportation terms, the revised / current proposals are not materially different to those for which acceptance has been given.

5.2 Conclusions

- 5.2.1 It is considered that the Highways, Traffic and Transportation matters which were found to be acceptable to Transport for Greater Manchester, (TfGM), Manchester City Council as Highway Authority and National Highways as the Authority for the Strategic Road Network, in relation to the 2022 application should likewise be considered acceptable for the revised proposals.
- 5.2.2 It is considered that there are no Highways traffic or Transport reasons which should prevent approval of the planning application.

Plans



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Plan 1: Site Location
 Proposal: Proposed Warehousing Units
 Location: Argosy Way, Manchester
 TT Job No.: 784-B040536



Legend

 Site Location

0 990 1,980 2,970 Meters
 Scale: 1:80,000 @A4

06 September 2022
 NGR: 382,303 E / 389,784 N

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Plan 2: Existing Site Layout
Location: Argosy Drive, Manchester
Job Number: TT-B040536



Key



Indicative Site Boundary

Notes

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SCHEDULE OF ACCOMMODATION

Unit 1 (GIA)	m²	sq ft
Unit 1a		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1b		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1c		
Warehouse	584	6,286
Grd Floor Rec	52	559
1st Floor Office	112	1,206
Total	748	8,051
Unit 1d		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1e		
Warehouse	531	5,716
Grd Floor Rec	52	559
1st Floor Office	102	1,098
Total	685	7,373
Unit 1f		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1g		
Warehouse	425	4,575
Grd Floor Rec	52	559
1st Floor Office	84	904
Total	561	6,038
Unit 1h		
Warehouse	691	7,437
Grd Floor Rec	52	559
1st Floor Office	130	1,399
Total	873	9,395
Unit 1 Total	5,983	64,395
Level Access	8	
HGV Parking	9 (inc. 8 Loading)	
Car Parking	54 (inc. 8 Accessible and 3 EV)	
Haunch Height	8 and 9m	

Unit 2 (GIA)	m²	sq ft
Unit 2a		
Warehouse	1,028	11,065
Grd Floor Rec	52	559
1st Floor Office	190	2,045
Total	1,270	13,670
Unit 2b		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 2c		
Warehouse	1,148	12,357
Grd Floor Rec	52	559
1st Floor Office	211	2,271
Total	1,411	15,188
Unit 2 Total	3,811	41,010

Level Access	6
HGV Parking	7 (inc. 6 Loading)
Car Parking	38 (inc. 3 Accessible and 2 EV)
Haunch Height	10m

Unit 3 (GIA)	m²	sq ft
Unit 3a		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3b		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3c		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3d		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3 Total	3,952	42,538

Level Access	6
HGV Parking	6 (inc. 3 Loading)
Car Parking	46 (inc. 4 Accessible and 2 EV)
Haunch Height	10m

Total GIA : 13,746 147,943
Indicative Site Area : 2.716Ha (6.71 acres)
Indicative Site Density : 50.61% GIA

Key
Site Boundary 2.72Ha 6.72acres

P04	Belmound to Viscount Drive / Unit 1h car park amended	MJH	MJH	27/05/22
P03	Roof access added	LL	MJH	27/04/22
P02	Site Boundary amended	JF	MJH	20/04/22
P01	First Issue	LL	MJH	14/04/22
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Project **MAG - Argosy Drive,
Manchester Airport**

Title **Proposed Block Plan**

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Plan 3: Previously Proposed Layout

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2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.

SCHEDULE OF ACCOMMODATION

Unit 1 (GIA)	m²	sq ft
Unit 1a		
Warehouse	935	10,064
Gnd Floor Rec	49	527
1st Floor Office	137	1,474
Total	1,121	12,066
Unit 1b		
Warehouse	934	10,054
Gnd Floor Rec	49	527
1st Floor Office	133	1,432
Total	1,116	12,013
Unit 1c		
Warehouse	743	7,998
Gnd Floor Rec	49	527
1st Floor Office	137	1,475
Total	929	10,000
Unit 1d		
Warehouse	791	8,514
Gnd Floor Rec	49	527
1st Floor Office	101	1,087
Total	941	10,129
Unit 1e		
Warehouse	693	7,459
Gnd Floor Rec	49	527
1st Floor Office	100	1,076
Total	842	9,063
Unit 1f		
Warehouse	687	7,395
Gnd Floor Rec	49	527
1st Floor Office	113	1,216
Total	849	9,139
Unit 1 Total	5,798	62,410

Level Access	6
HGV Parking	6 (inc.6 Loading)
Car Parking	56 (inc 8 Accessible and 14 EV)
Haunch Height	8 and 9m

Key

Site Boundary 2.72Ha 6.72acres

Unit 2 (GIA)	m²	sq ft
Unit 2a		
Warehouse	1,028	11,065
Gnd Floor Rec	52	559
1st Floor Office	190	2,045
Total	1,270	13,670
Unit 2b		
Warehouse	908	9,774
Gnd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 2c		
Warehouse	1,148	12,357
Gnd Floor Rec	52	559
1st Floor Office	211	2,271
Total	1,411	15,188
Unit 2 Total	3,811	41,010

Level Access	6
HGV Parking	7 (inc. 6 Loading)
Car Parking	38 (inc 3 Accessible and 2 EV)
Haunch Height	10m

Unit 3 (GIA)	m²	sq ft
Unit 3a		
Warehouse	908	9,774
Gnd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3b		
Warehouse	668	7,190
Gnd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3c		
Warehouse	668	7,190
Gnd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3d		
Warehouse	908	9,774
Gnd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3 Total	3,952	42,538

Level Access	6
HGV Parking	6 (inc.3 Loading)
Car Parking	46 (inc 4 Accessible and 2 EV)
Haunch Height	10m

Total GIA	13,746	147,943
Indicative Site Area	2.716Ha (6.71 acres)	
Indicative Site Density	50.61% GIA	

P05	Site plan amended to suit new layout on unit 1	LL	MJH	13/10/22
P04	Bellmouth to Viscount Drive / Unit 1h car park amended	MJH	MJH	27.05.22
P03	Roof access added	LL	MJH	27/04/22
P02	Site Boundary amended	JF	MJH	20/04/22
P01	First Issue	LL	MJH	14/04/22
Rev	Description	By	Ckd	Date



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Project MAG - Argosy Drive,
Manchester Airport

Title Proposed Block Plan

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KRP	LL	MJH
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Plan 4: Currently Proposed Layout

Appendices

Appendix A: AECOM Transport Assessment 20.04.2022



Argosy Development Manchester Airport

Transport Statement

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Version 1.2

April 2022

Quality information

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Table of Contents

1. Introduction.....6

2. Planning Background..... 10

3. Transport Policy 15

4. Baseline Transport Data 20

5. Proposed Development 28

6. Junction Assessment 34

7. Summary and Recommendations.....44

Appendix A – Traffic Data.....45

Appendix B – Site Review.....46

Appendix C – TRICS Model Outputs.....52

Appendix D – VISSIM Model Outputs 53

Figures

Figure 1: Manchester Airport Location.....	8
Figure 2: Location of Building 311, 304, 305 and Argosy Drive Car Park.....	8
Figure 3: Developments in the Vicinity of Manchester Airport.....	10
Figure 4: Location of Rainbow Works.....	11
Figure 5: Timperley Wedge Development Overview.....	14
Figure 6: Key building Occupants from Avro Way.....	22
Figure 7: Local Bus Service Routing	25
Figure 8: Existing Cycle Routes	26
Figure 9: Accident Review Boundary.....	27
Figure 10: Proposed Development Phases	29
Figure 11: Proposed Development Site Overview	30
Figure 12: Proposed Cycling Facilities	31
Figure 13: Extent of VISSIM Model	35
Figure 14: Base AM Peak 1 Average Speed	37
Figure 15: 2038 Without Development AM Peak 1 Average Speed	37
Figure 16: 2038 With Development AM Peak Average Speed	38
Figure 17: Base PM Peak Average Speed	38
Figure 18: 2038 Without Development PM Peak Average Speed.....	39
Figure 19: 2038 With Development PM Peak Average Speed.....	39
Figure 20: Highway Access Viscount Drive / Avro Way	41
Figure 21: Highway Access Viscount Drive / Argosy Drive	42
Figure 22: Highway Access Viscount Drive / York Drive	43

Tables

Table 1: Bus Services and Frequencies serving the World Freight Terminal.....	24
Table 2: Trip Generation Summary (all vehicles)	32
Table 3: Development Trip Distribution	33
Table 4: NTEM Growth Factors	35
Table 5: Model Results Summary.....	36
Table 6 – Overall Planned changes in parking provision for known planned developments accessed via Avro Way	40

1. Introduction

Overview of Scope

- 1.1 AECOM has been appointed by Threadneedle Curtis Ltd, to provide a Transport Statement (TS) in support of the planning application for a proposed development of 3 logistic units in the cargo area at Manchester Airport.
- 1.2 The proposed site is located at the World Freight Terminal, Manchester Airport, Manchester, M90 5PL and is currently occupied by existing Buildings 311, 304, 303, 305 and Argosy Drive car park.
- 1.3 This TS includes a review of:
 - Existing highway conditions associated with the current use of the development site, plus existing wider highway conditions and characteristics; and
 - Proposed development, covering the trip generation for the proposed development site and expected highway impacts due to the additional generated trips on the adjacent highway network.
- 1.4 Conditions have been assessed using pre-COVID-19 pandemic traffic data.

COVID-19 Statement

- 1.5 The global pandemic has significantly impacted the way people travel and how businesses operate, those impacts are ongoing. One of the most affected sectors is aviation, which has been severely negatively impacted by the travel restrictions imposed throughout the pandemic. Given the level of uncertainty in how travel will continue to be impacted, this TS has not considered the impact of COVID-19 and is based on available data collected prior to the pandemic.

Site Location

- 1.6 The site of the proposed development is located at Manchester Airport. The Airport is located to the south of Manchester City Centre, between M56 junction 5 and junction 6 (see **Figure 1**).
- 1.7 The development site is located within the cargo area, which is situated on the south west side of the Airport (see **Figure 2**). The site is to the south of York Drive, east of Viscount Drive and north of Avro Way, with access to the site from Viscount Drive via Avro way, which is approached from Runger Lane.
- 1.8 The area to the north of Avro Way is made up of several industrial units, which are due to be demolished (building 303, 304, 305, 311) and Argosy Drive car park. This group of units make up part of Manchester Airport's World Freight Terminal which comprises primarily of logistic companies and flight service providers. There is an existing car park which is used for staff parking.
- 1.9 **Table 1** shows the current occupancy of Buildings 303, 304 305 and 311. The businesses currently occupying the development site are primarily logistic companies or flight service providers.

Table 1: Current Occupancy at Development Site

Building	Company	Business
Building 311	Trilogy Freight	Logistics Provider
	Airbridge International	Delivery Company
	ProTemp Couriers UK Ltd	Courier Service
	R J J Freight Ltd	Freight Forwarding Service
	Aztek International Freight	Logistics Service
	E M S Cargo Ltd	Delivery Company
Building 304	Sewage Pumping Station Control Device (note Freight and Logistics usage currently on the York Drive side of the unit)	-
Building 303	Blacksmith Freight Services	Logistics Service
	Manchester Airport Product Solutions	Transportation Solutions
	A Menzies Aviation Company	Freight Forwarding Service
	FedEx	Transport Company
	Senator International	Global Logistics
	SOS Air Cargo Ltd	Freight Forwarding Agent
Building 305	Currently Vacant (Previously Storage Facility)	-

Figure 1: Manchester Airport Location



Figure 2: Location of Building 311, 304, 305 and Argosy Drive Car Park

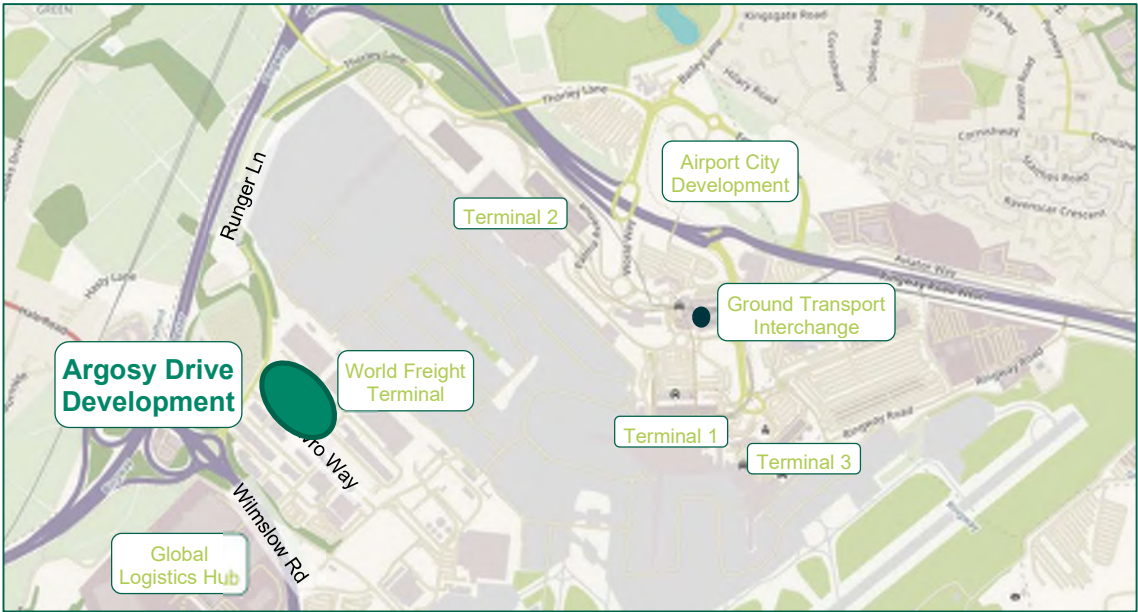


Image Source: Openstreetmaps

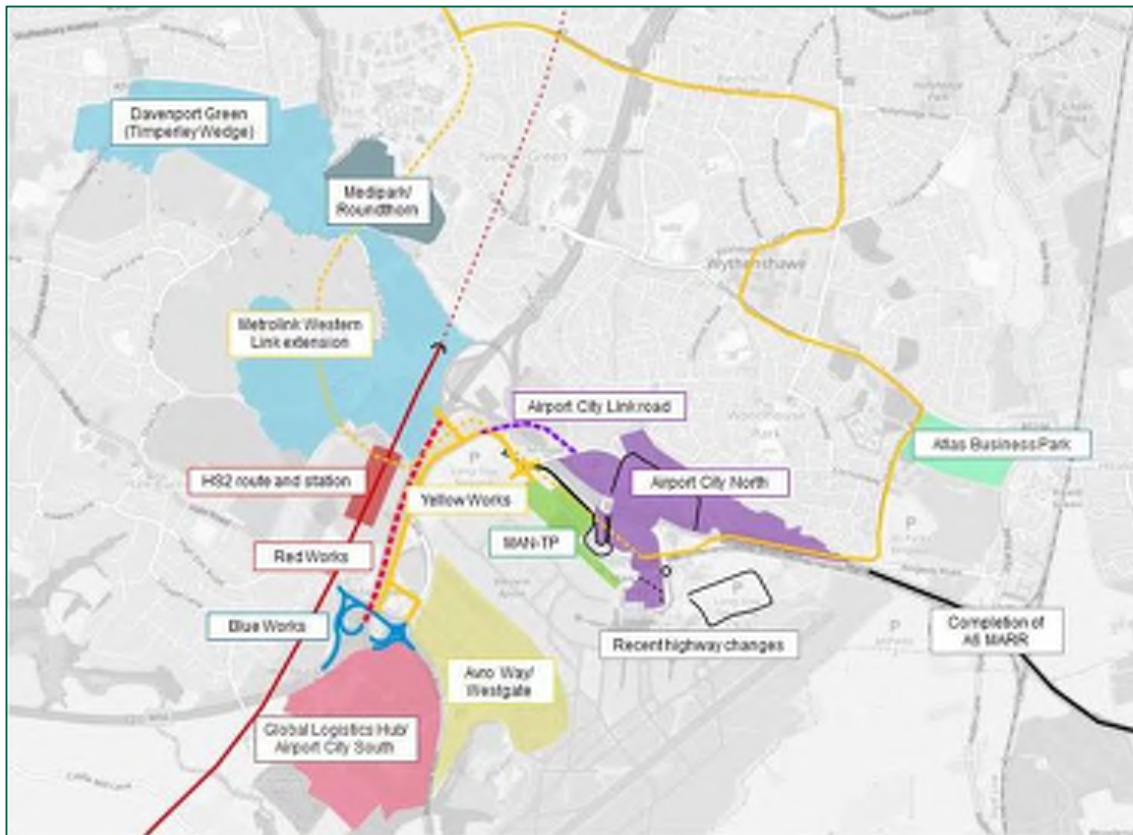
Report Structure

- 1.10 Following this introductory chapter, this report will comprise of the following sections:
- **Chapter 2** provides a summary of the planning background;
 - **Chapter 3** considers national, regional and local transport policy;
 - **Chapter 4** presents the existing conditions relating to traffic and vehicular movements at the site;
 - **Chapter 5** details the development proposal for Unit 1, Unit 2 and Unit 3, along with trip generation data and likely highway impacts; and
 - **Chapter 6** discusses the junction assessment, which considers traffic impacts with the development in place; and
 - **Chapter 7** provides a summary and presents the conclusions of the Assessment.
- 1.11 The Report is also support by a series of appendices which present the baseline traffic data, plus the results of the highways assessment.

2. Planning Background

- 2.1 There are several developments in the vicinity of Manchester Airport which are either under development or currently in the planning stage. This section provides details of the relevant developments. A summary diagram showing the location of these developments is provided in **Figure 3**. The development assessed by this TS sits within the Avro Way / Westgate development zone.

Figure 3: Developments in the Vicinity of Manchester Airport



MAN-TP

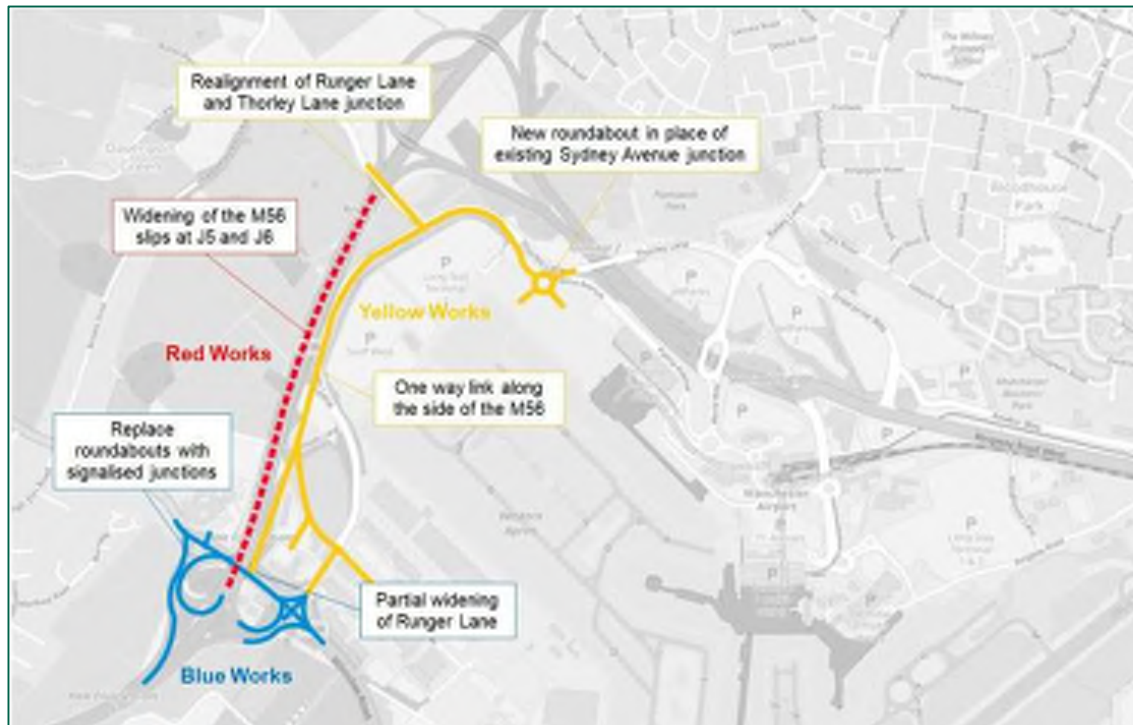
- 2.2 The Manchester Airport Transformation Programme (MAN-TP) is a £1 billion investment to transform Manchester Airport into a world class operation with significant enhancements to current facilities and major improvements to customer experience, with improvements to the airport, airfield and airport access. A key focus of MAN-TP is the expansion of Terminal 2, currently under development.

Rainbow Works

- 2.3 The highway improvement scheme, known as the 'Rainbow Works', was established through Section 106 obligations associated with the second runway planning permission for the airport to handle circa 30 million passengers per annum. The purpose of the planned improvements is to upgrade access to and from the west of the Airport, via the M56, reduce congestion at Junction 5 and between Junction 5 and 6.
- 2.4 The proposed Rainbow Works scheme consists of the following three phases of highway improvements (see **Figure 4**):

- ‘Blue’ works: Improvements at Junction 6 of the M56 including signalling the western roundabout, enhancements to the east side roundabout and extension of slip roads;
 - ‘Yellow’ works: Delivery of a new dual carriageway between Terminal 2 and M56 Junction 6 along with slip road extension. There is an option to split this phase into two to allow for early development of Airport City Plot 350 (known as ‘Light Yellow’) followed by subsequent northern section improvements to Terminal 2 (known as ‘Dark Yellow’); and
 - ‘Red’ works: Widening the M56 Junction 5 and 6 slip roads to two lanes, including adjustments to the mainline between Junction 5 and 6.
- 2.5 The second runway planning permission includes a trigger point for when all three phases of highway improvements are to be completed. That trigger point is set at 10,100 passengers per hour (two-way) using the Airport’s terminals in the 30th busiest hour. Based on existing demand profiles, this equates to annual passenger volumes estimated to be in the region of 32 to 34 million passengers per annum.

Figure 4: Location of Rainbow Works



Manchester Airport Sustainable Development Plan

- 2.6 The Manchester Airport Sustainable Development Plan (SDP) sets out the context for the growth and development of the Airport to 2030. The long-term aim of the SDP is to deliver development growth and infrastructure provision to support a throughput of up to 55 million passengers per annum. To achieve this, the SDP and particularly the Land Use Plan element, provides the framework for the Airport’s detailed investment and capacity planning.
- 2.7 In recent years planning applications have been submitted for developments forming part of this long-term growth strategy. Manchester Airport has planning approval for a Transit Unit on Runger Lane, to the west of the existing Cargo and Logistics Centre, as well as an extension to the existing Airport cargo handling centre to the north of Wilmslow Road (the Global Logistics Hub).

- 2.8 Two separate planning consents were also granted for the development of a business park on land to the north of the M56 Spur, between Thorley Lane and Ringway Road West. These proposals were then further developed and resubmitted for approval as Airport City North.

Local Motorway Network

- 2.9 M56 SMART Motorways - Motorway improvements are under way on the M56 close to the Airport, with the construction of all-lane running (four lanes) smart motorway on the M56 between Junction 6 and 8. This will provide increased capacity and improve access to Manchester Airport and improve journey time reliability on this congested section of M56.
- 2.10 M6 Junction 19 – currently under construction is the £43 million improvement to M6 Junction 19, designed to enable better flow between the motorway and the A556. The improvements are designed to speed up journey times and reduce congestion at the junction roundabout, whilst also providing improvements for pedestrians and cyclists.

Terminal 2 Metrolink Extension Outline Business Case

- 2.11 TfGM (Transport for Greater Manchester) is assessing options for the extension of the Metrolink network in line with the ambitions of Greater Manchester's Transport Strategy 2040, to create an integrated and sustainable transport system. The extension of the Metrolink Network includes an extension to Terminal 2 at Manchester Airport, with a £2.1m grant from central government the extension has the potential to be delivered by 2026. The extension of the Metrolink network to Terminal 2 will improve access to Manchester Airport for those in an around Greater Manchester.
- 2.12 The extension of Metrolink is subject to planning approval.

High Speed Rail Phase 2, Manchester Airport Station

- 2.13 Phase 2b of HS2 (High Speed 2) involves a route from Crewe to Manchester. The plans propose a new station at Manchester Airport to bring together Northern Powerhouse Rail (NPR) and HS2 services, improving transport connections and services in the North. The development of Phase 2b will increase the airport's importance as an international gateway, a new proposed HS2 station at Manchester Airport will improve the airports accessibility and capitalise on the investment programme at Terminal 2.
- 2.14 Currently a rail journey from London to Manchester Airport takes 135 minutes, the development of HS2 will facilitate the same rail journey at 63 minutes. Improvements to journey time and capacity will provide quicker and easier access to the country's third largest airport, seeing huge benefits for businesses and leisure passengers. Highway access to the proposed station will be via M56 Junction 6, which will be upgraded to accommodate the access to the HS2 Station.

Northern Powerhouse Rail (NPR)

- 2.15 NPR aims to maximise benefits for the north through a combination of new rail lines, major upgrades to existing routes and through the use of planned HS2 infrastructure. The integrated NPR/HS2 station at Manchester Airport will enhance connectivity and access to global opportunities, NPR will allow the rail network to have the capacity to significantly increase train size and frequency, shortening journey times to Manchester Airport.

- 2.16 NPR intends to bring Manchester Airport within 90 minutes reach for 4.3 million people, more than doubling the number of people currently within 90 minutes reach without NPR¹.

Stockport to Manchester Airport Bus Rapid Transit

- 2.17 Proposals for a new Bus Rapid Transit (BRT) network operating between Stockport and Manchester Airport are under development by Stockport Council, Cheshire East Council and TfGM, and have been identified as a Strategic Priority² by those organisations.
- 2.18 The opening of A6MARR (Manchester Airport Relief Road) has vastly improved highway connections to the airport from south Manchester and Stockport, and potentially open new bus service opportunities, but wider public transport options are likely to remain limited³. Therefore, three new BRT services are proposed; one from Stockport and Manchester Airport, with stops at Hazel Grove, Bramhall, Woodford, Handforth, Stanley Green and Heald Green. The other two services would both begin in Wilmslow and serve Handforth and Stanley Green, with one moving on to Heald Green and Manchester Airport and the other instead travelling through Cheadle to the East Didsbury Metrolink stop.
- 2.19 The final details of the routes are still being developed through a study commissioned by TfGM.

Timperley Wedge Development (Trafford Council – Places for Everyone (PfE) Plan – Jul 2021)

- 2.20 Proposals to develop 2,500 quality homes and 15,000 square metres employment land to provide high quality office space located to the south east of Timperley, west of M56, Junction 5 (see **Figure 5**).
- 2.21 The planned development includes proposals for a new spine road to improve access through the site, also incorporating bus priority measures. The proposed Metrolink Line, Western Leg extension, would also serve the development site. The development will also provide safe cycling and walking routes and significantly enhance public transport.

¹ <https://transportfornorth.com/northern-powerhouse-rail/>

² <https://moderngov.cheshireeast.gov.uk/documents/s72259/Local%20Transport%20Plan%20-%20app%203.pdf>

³ <https://cbwmagazine.com/south-east-manchester-multi-modal-strategy-calls-for-three-new-brt-services/>

SITE FRAMEWORK PLAN | UNIVERSITY OF WINCHESTER

KEY

- Indicative Residential Development
- Indicative Employment Development
- Indicative Local Centre (Mixed Use)
- Indicative Green Infrastructure
- Safeguarded Land
- 2019 Green Belt
- Indicative Multi-Modal Routes
- Indicative Multistore Western Loop
- Indicative Blue Infrastructure Links
- Indicative Green Infrastructure Links
- 162 Route 5 Safeguarded Area
- Metrolink Station
- Ancient Woodland

Map labels include: WOODHOUSE PARK, MILL GREEN, MILL GREENS, MANCHESTER AIRPORT, HEWELL GREEN, and JOURN THORN.

Prepared for: Threadneedle Curtis Ltd

3. Transport Policy

Introduction

- 3.1 This chapter identifies and summaries the relevant Transport Policy in the area surrounding the Argosy development site.

National Policy

National Planning Policy Framework (2021)

- 3.2 This national planning guidance has been designed for local planning authorities and decision makers, for both drawing up plans and as a material consideration in determining applications.
- 3.3 Essentially, the NPPF identifies a presumption in favour of sustainable development. This is not intended to replace the development plan as the starting point for decision-making, but it does imply that, in accordance with the development plan, proposals should be approved without delay.
- 3.4 It calls on the planning system to do “everything it can to support sustainable economic growth”, and that “significant weight should be placed on the need to support economic growth.”
- 3.5 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 3.6 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
 - Prioritise pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Ensure safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establish home zones;
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - Consider the needs of people with disabilities by all modes of transport.

- 3.7 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
- The accessibility of the development;
 - The type, mix and use of development;
 - The availability of and opportunities for public transport;
 - Local car ownership levels; and
 - An overall need to reduce the use of high-emission vehicles.

Decarbonising Transport: A Better, Greener Britain (2021)

- 3.8 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.
- 3.9 Whilst there have been recently published strategies to reduce Greenhouse Gas (GHG) emissions in individual transport modes, the journey to net zero demands that transport as a whole sector moves further, faster. The TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

Future of Mobility: Urban Strategy, Department for Transport (2019)

- 3.10 The Future of Mobility Grand Challenges are central in the Government's Industrial Strategy, in facilitating innovation in urban mobility for freight, passengers and services. The Government's approach will be underpinned by the following principles:
- New modes of transport and new mobility services must be safe and secure by design;
 - The benefits of innovation in mobility must be available to all parts of the UK and all segments of society;
 - Walking, cycling and active travel must remain the best options for short urban journeys;
 - Mass transit must remain fundamental to an efficient transport system;
 - New mobility services must lead the transition to zero emissions;
 - Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight;
 - The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers;
 - New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users; and
 - Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

- 3.11 The speed of transport innovation has been increased by advanced data science, artificial intelligence and sensing technology, allowing opportunity for cleaner transport, automation, new business models and new modes of travel promising to transform how people, goods and services move. Delivering these changes successfully has the potential to boost productivity and investment, increase export opportunities for UK companies and create high-quality jobs.

Aviation Policy Framework (2013)

- 3.12 The UK Aviation Policy Framework was published by the previous Government in 2013 and outlines national objectives and principles to guide plans and decisions at the local and regional level. The framework's primary objective is to achieve long-term economic growth and aviation is viewed as a key enabler in this regard by providing domestic and international connectivity which links business communities and markets. Aviation also benefits the UK economy through direct contributions to gross domestic product and employment, with the sector estimated to directly provide 220,000 jobs. The overall objective in the UK Aviation Policy Framework is to ensure that the UK's air links continue to make it one of the best-connected countries in the world.
- 3.13 The number of passengers using non-London airports has increased by over a third since 2000. Recognising the importance of airports such as Manchester the framework states 'a key priority is to work with the aviation industry and other stakeholders to make better use of existing runway capacity at all UK airports'. The framework also places importance on ensuring these airports are better integrated into the wider transport network. The UK Aviation Policy Framework seeks to promote improved surface access to airports and that future development schemes should be accompanied by clear proposals that demonstrate how the airport will ensure easy and reliable access for passengers and staff, increase the use of public transport and minimise the impact of the operation in the local area. The UK Aviation Policy Framework continues to encourage airport operators to publish plans that set out their approach to growth and future development.

Regional Policy

The Greater Manchester Transport Strategy (2040)

- 3.14 The Greater Manchester Transport Strategy 2040 was adopted in February 2017. It was developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). The document builds upon the '2040 Vision for Transport' and highlights the priority interventions needed to achieve the vision. The strategy addresses long term challenges for the Greater Manchester area, such as a rapidly growing and ageing population, climate change and the need to improve productivity.
- 3.15 The overall aim of the strategy is to create 'world class connections that support long-term, sustainable economic growth and access to opportunity for all'. The four key goals of the vision are:
- Supporting sustainable economic growth;
 - Improving quality of life for all;
 - Protecting our environment; and
 - Developing an innovative city-region.
- 3.16 The strategy acknowledges Greater Manchester's role as an important city region and national growth engine. Anticipated growth over the next 20 years will see wide scale development across the region and managing the impact of this on the transport network will be challenging. For this reason, integration between transport and development will be vital.

Our People, Our Place - The Greater Manchester Strategy (2017)

- 3.17 This new strategy sets out GMCAs collective ambition to make Greater Manchester one of the best places in the world. It is a strategy for everyone in Greater Manchester – residents, the voluntary, community and social enterprise sector, businesses, and civic leaders. This is the third Greater Manchester Strategy and it builds on the substantial progress made since the first Strategy published in 2009 and the most recent refresh in 2013. The previous strategies have delivered a strong drive for economic growth, the 2017 strategy builds on that experience, increasing the focus on ensuring that the people of Greater Manchester can all benefit from economic growth and the opportunities it brings throughout their lives.

Manchester Core Strategy (2012-2027)

- 3.18 Manchester's Core Strategy was adopted by the City Council in July 2012. Policy MA1 (Manchester Airport Strategic Site) sets out the policy context for the development of the proposed Airport City development. The document states that the area provides significant opportunity for employment in Manchester.

Policy MA1 Manchester Airport Strategic Site

- 3.19 This sets out the policy context for the development of the Airport. It identifies areas for expansion of the Airport and shows amendments to the Green Belt required to deliver that expansion. In Table 8.1 of that Policy, the area subject to this application falls within Existing Area Strategic Site, which identified as being suitable for the development of "Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking".
- 3.20 Policy MA1 goes on to state "All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure that any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular:
- Minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council, informed by an up to date environmental assessment;
 - Support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site;
 - Retain or relocate the allotments;
 - Include surface car access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts upon the highway network;
 - Seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and the Manchester Airport Environment Plan;
 - Demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated; and

- Improve access to training and job opportunities, particularly for people in Wythenshawe.”

Local Policy

Manchester Airport Sustainable Development Plan (2016)

- 3.21 MAG published the Manchester Airport Sustainable Development Plan (SDP) in June 2016. This document sets out the strategic context for the long-term development of the Airport. The SDP comprises a high-level summary and four detailed plans that deal with the Economy and Surface Access, Environment, Community and Land Use. These plans set out in greater detail how MAG will realise future opportunities and deal with the principle issues faced.
- 3.22 The Sustainable Development Plan updates the 2007 Manchester Airport Master Plan and develops the land use, environmental and community programmes and sets a context for the economic growth strategy that is strongly linked to the surface access strategy. The overall approach to surface access is to improve the airports accessibility with quick, convenient and reliable access from all parts of the airport’s catchment area. The aim is to extend and improve rail services, making the airport a node in the wider network. It is intended to manage growth in road traffic and promote the improvement in public transport links for passengers and staff. The airport’s public transport connections are also important in local access to airport employment.
- 3.23 Embedded within this plan is the detailed surface access strategy which has re-emphasised the airports long standing commitment to delivering sustainable travel and managing growth in road traffic. A key element of this commitment has been the setting of long-term modal split targets for both passengers and staff which reflects the on-going commitment to delivering a fully integrated surface access network.

Summary

- 3.24 The overriding theme of national policy is that developments must be accessible by sustainable means of transport as well as to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail relevant to the proposed development site. The following chapters of this report will demonstrate that the proposed development is compliant with local, regional and national policies outlined within this chapter.

4. Baseline Transport Data

Introduction

- 4.1 This chapter considers the relevant baseline transport conditions in the vicinity of the proposed development site for Unit 1, 2 and 3. The section below considers:
- Strategic Highway Conditions;
 - Local Highway Access;
 - Public Transport provision; and
 - Active travel connections to the site.

Strategic Highway Conditions

- 4.2 Wider strategic access to the site is provided by the surrounding motorway and A road network, which provides excellent connectivity both within the North West and Nationally.

M56

- 4.3 The M56 spur provides direct access to Manchester Airport via Junction 5. The M56 forms a strategic east west route from the M60 in the east to the M53 in the west, providing access to the Greater Manchester and Cheshire areas. The M56 also provides direct links to the M6, which is approximately 15km to the west. Access to the freight and cargo area of the airport, is typically accessed via Junction 6.
- 4.4 Currently the M56 can become extremely congested during peak periods, in particular the sections between Junction 6 and 8, and to the north of the Airport.
- 4.5 The M56 is currently being upgraded to SMART motorway, with the construction of all-lane running motorway on the M56 between Junction 6 and 8. This will provide increased capacity and will reduce congestion and improve journey time reliability through this section.

M60

- 4.6 The M60 forms an orbital ring road around Manchester and is approximately 7km to the north of the proposed site. The M60 also provides links to other areas of Greater Manchester via other strategic motorways such as the M62, M61, M66 and M67.

M6

- 4.7 The M6 provides a major national strategic route in a north-south direction and is approximately 15km from the proposed site via Junction 20. As well as providing the main north-south movement from Greater Manchester via M6 Junction 19, and A556 (which was recently upgraded), the M6 also provides direct links to the M62 and M58 to Liverpool.

A555

- 4.8 The A555 is a dual carriageway linking the A6 near Hazel Grove (south east Stockport), through to M56 Junction 5. The road includes the recent completion of the A6MARR scheme, which bypasses heavily congested district and local centres, including Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton, Wythenshawe, Gatley and Heald Green.

A538 / Runger Lane

- 4.9 The A538 provides access south from M56 Junction 6. In 2018 significant junction improvements were construction on the A538, at Sunbank Lane, to enable access to the Airport City South development. There are proposed plans for the widening of Runger lane to improve access as part of the Rainbow Works.

Local Highway Conditions

Avro Way

- 4.10 The site for development already holds Buildings 303, Building 304, Building 305, Building 311 and associated parking. This site is located to the northeast of the priority junction of Runger Lane and Avro Way. The site is bounded by York Drive to the north, Viscount Drive to the east, Avro Way to the south and Runger Lane to the west.
- 4.11 AVRO 308, owned by MAG, comprises of office spaces and sits across Viscount Drive to the east of the site, along with Building 302 which is a short-term holding facility. To the north of the site is Manchester Airport's tarmac where aircraft are parked, unloaded or loaded, refuelled, boarded or maintained. The site is situated within a predominately urban area and comprises industrial units, offices and roads.
- 4.12 Vehicles travelling to the site will route via A638 Wilmslow Road, Runger Lane and Avro Way. The junction of Runger Lane and Avro Way is an existing priority junction where, at its western end, Avro Way forms the minor arm. During peak times, queues occasionally form on Runger Lane back from the A538 junction. Yellow box markings are in place to maintain movements to/from Avro Way at these times.
- 4.13 Pinfold Lane, which is accessed from Avro Way is barrier controlled. This prevents access to the A538 via Sunbank Lane.
- 4.14 Avro Way also forms the main access to West Gate, the main airside highway link to the airfield which is located from the north of Pinfold Lane.
- 4.15 The western end of Avro Way has a 30mph speed limit with controlled on-street parking (30 min limit). Along the site boundary, approximately 65m west of the junction with Pinfold Lane, this is reduced to 20mph.
- 4.16 Carriageway widths are considered acceptable and can accommodate HGV access.
- 4.17 **Figure 6** provides a summary of the key building occupants for the area accessed from Avro Way.

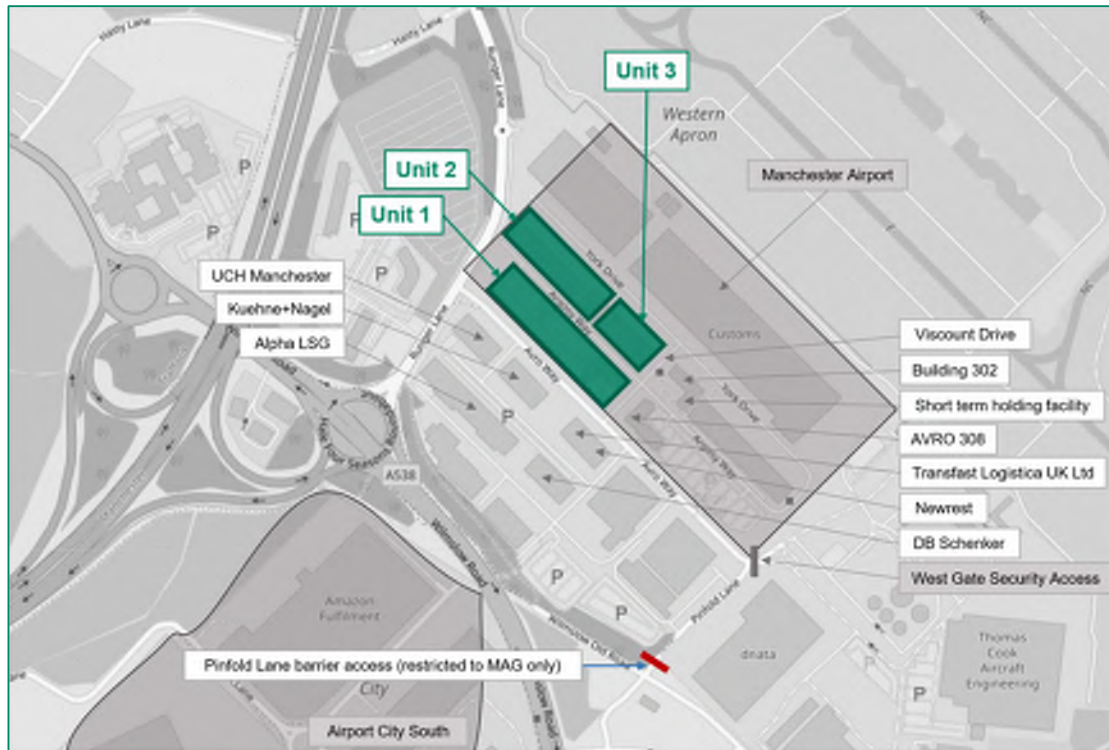
Viscount Drive

- 4.18 Vehicles accessing the site will route via Avro Way and Viscount Drive junction. To the west of Viscount drive is the development site, accessible from the Viscount Drive and Argosy Drive junction, to the east is Building 308 and Building 302. To the north of Viscount Drive is the junction of Viscount Drive and York Drive, where airport freight servicing units are accessible.

York Drive

- 4.19 Vehicles accessing York Drive will route via Avro Way and Viscount Drive; travelling north before reaching the Viscount Drive and York Drive junction. York Drive can be accessed via a small roundabout junction at the eastern end of Argosy Drive, no direct access to York Drive is possible from the development site at the west end of Argosy Drive. From York Drive vehicles can access the World Freight Terminal units.

Figure 6: Key building Occupants from Avro Way



Site Review

4.20 To support the development of this TS, a site visit to the proposed development site would usually be recommended. However due to COVID-19 global pandemic restrictions, a desk-based site review was undertaken using online mapping tools to understand existing conditions in the vicinity of the proposed development site. The full observations from the site review can be found in **Appendix B**.

4.21 The review identified the following key considerations:

- Runger Lane, is a single carriageway road, 30mph, with footway and cycleway on eastern side;
- The Avro Way / Runger Lane junction is in close proximity to the M56 J6 / A538 signalised hamburger roundabout junction;
- Avro Way is a private road and a no through route, the speed limit reduces to 20mph at Pinfold Lane end;
- There is designated on-street parking on sections of Avro Way, which has a 30 minute time limit;
- The development site and World Freight Terminal is accessible via Viscount Drive, a single carriageway road, 20mph, with footway and pedestrian crossing; and
- There are two designated bus stops near the development site, one on Viscount Drive and one on the eastern end of Argosy Drive.

Traffic Data

4.22 Prior to the COVID-19 global pandemic, traffic counts were undertaken at the junction of Avro Way / Runger Lane, to support MAG studies (May 2018). To support the understanding of highway conditions, these data have also been utilised to support this TS. A summary of the key data relevant to this assessment is located in **Appendix A**.

- 4.23 It is noted that the 2018 data was collected prior to the opening of major transport interventions within the vicinity of Manchester Airport, most notably the completion of the A555, A6MARR (A6 to Manchester Airport Relief Road). This link road provides a more direct linkage between the M56 and the east of Manchester Airport towards Stockport.
- 4.24 Whilst the link road is some distance from Runger Lane / Avro Way, we are aware that there may be some traffic flow changes on Runger Lane as a result. However, following contact with TfGM, we are not aware of any available more recent traffic count data on Runger Lane which was collected following the opening of A6MARR and prior to COVID-19. In the absence of additional data, a commentary of likely wider highway implications is presented below.
- 4.25 Following the opening of the new A6MARR relief road in October 2018, there have been changes in wider traffic flows due to the scheme. This has included higher traffic volumes on the A555 and M56 spur road at Junction 5. At the same time, increased congestion levels on the M56 and M56 J5 spur road during peak hours were observed, in particular during the PM Peak. This congestion is likely to be as a direct result of the new road. As a result of the congestion, there is likely to have been some wider highway reassignment, due to the congestion (the scale of this is not known).
- 4.26 The opening of the new route is also likely to have potentially reduced traffic flows on some parallel routes, such as A538, Finney Lane and A560 Gatley Road.
- 4.27 The section of the M56 which has seen the increased congestion is between junctions 6 (A538) and 7 (A556). This section of the M56 is a known congestion hotspot, which also typically experienced peak time congestion prior to the opening of A6MARR. This appears to have increased following the opening of A6MARR.
- 4.28 National Highways are currently progressing the construction of the Smart Motorways, all lanes running, scheme on the M56. The works are due to complete in Autumn 2022. It is envisaged that these changes will significantly reduce the recent congestion issues observed on the M56 (pre COVID-19).
- 4.29 Traffic flows on Runger Lane are likely to have been impacted by the opening of A6MARR, with some potential rerouting as a result. The congestion issues noted on the M56 may potentially result in additional traffic using Runger Lane in the PM peak to avoid M56 Junction 5 spur congestion in the PM Peak. This is expected to be largely resolved/reduced upon completion of the smart motorways scheme, currently under construction on the M56.
- 4.30 Whilst some changes to traffic flows on Runger Lane are expected, the scale of these changes are not expected to have materially changed the scale of existing traffic conditions on Runger Lane. It is therefore not expected that a materially different analysis of junction assessment findings would be expected should more recent traffic data become available for this location (prior to the pandemic).

Public Transport

4.31 This Section discusses access to the development site via the various public transport modes which serve the Airport.

Bus

4.32 The Manchester Airport Ground Transport Interchange (GTI) is located central to the airport terminals and provides the main interchange for public transport surface access at Manchester Airport. The GTI provides both local bus connections and also longer distance bus and coach connections to other UK cities.

4.33 The GTI is approximately 3km, or just over a 40-minute walk, via road from the development site and is therefore not a viable walk distance to directly access bus from this interchange. There are however local bus stops located closer to the development site, which both serve the GTI and wider local destinations.

4.34 The nearest bus stops to the site location are:

- World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.
- Runger Lane / Hasty Lane junction (Bus routes 288 & 313) (10 minute walk);
- Wilmslow Road / Sunbank Lane junction (Bus routes 288 northbound & 88 in both directions) (15 minute walk); and
- Aviation Viewing Park on Wilmslow Old Road (Bus route 288) (21 minute walk).

4.35 A summary of these bus service routings shown in **Figure 7**. These services typically operate at the following service frequencies shown in **Table 1**.

Table 1: Bus Services and Frequencies serving the World Freight Terminal

Route	Weekday (Mon – Fri) Frequency	Saturday Frequency	Sunday Frequency	Journey Time
88: Altrincham and Macclesfield, via Wilmslow – Wilmslow Road / Sunbank Lane	1 per hour between 07:03 and 18:50	1 per hour between 07:45 and 19:10	1 every 2 hours between 09:00 and 17:00	12 minutes
313: Stockport – Viscount Drive / World Freight Terminal	1 every 30 minutes between 05:15 and 22:30	1 every 30 minutes between 05:15 and 22:30	1 every 30 minutes between 07:05 and 22:30	37 minutes
288: East Didsbury – Runger Lane / Hasty Lane	1 per hour between 06:34 and 18:20	1 per hour between 08:43 and 17:43	No Service	50 minutes

Source: TfGM

Figure 7: Local Bus Service Routing



Rail

- 4.36 Manchester Airport is well served by heavy rail services. The station is operational 24 hours a day. The airport train station (located within the GTI) provides direct links to Manchester Piccadilly every 10 minutes with a journey time of approximately 20 minutes. Many of these services continue beyond Manchester Piccadilly providing direct rail connections across the north of England and into Scotland. Wider rail connections are also provided via interchange at Manchester Piccadilly or Crewe Rail Station, with a direct service to the south via Wilmslow.
- 4.37 The GTI is a considerable distance from the development site (approximately 3km, or just over a 40-minute walk), therefore other connections such as via the 313 bus would offer improved access to rail.

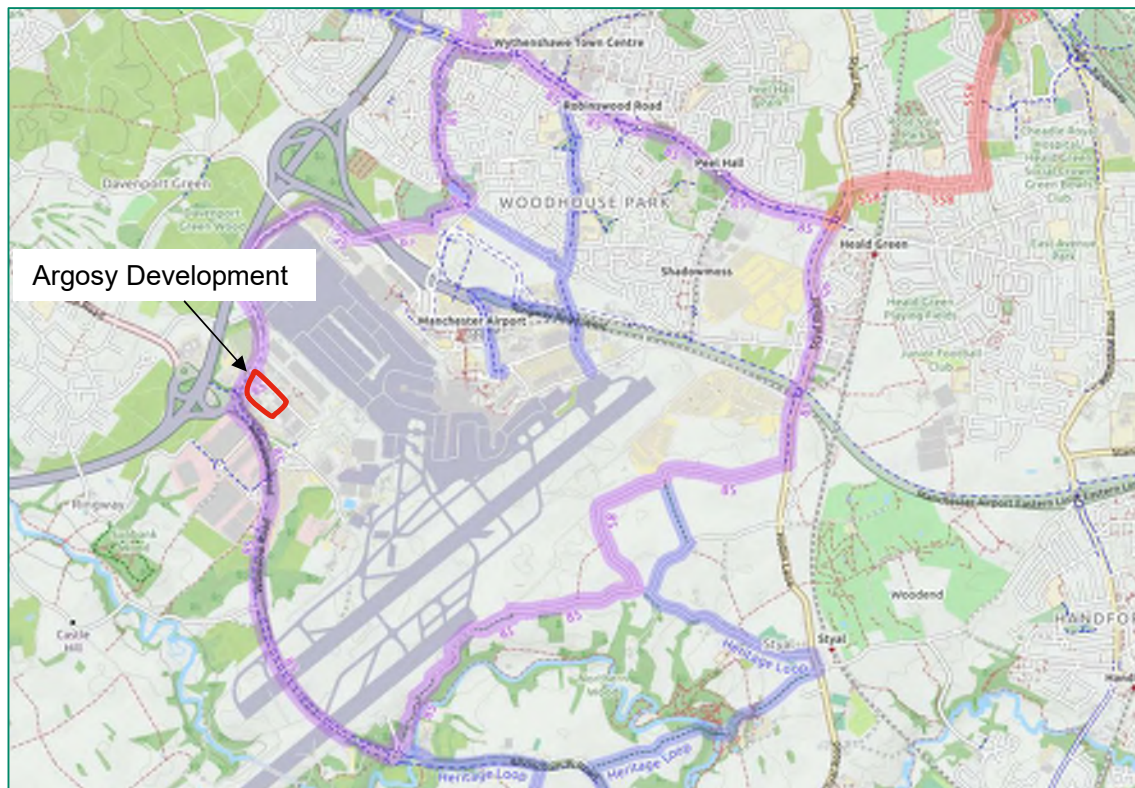
Metrolink

- 4.38 The Manchester Airport Metrolink line opened in November 2014 and connects the airport to the East Didsbury Metrolink line at St Werburghs Road Metrolink stop. The provision of a connection to the Metrolink network considerably improves accessibility of the airport, increasing the public transport catchment of the proposed development and the airport as a whole. Whilst also, improving the quality of the journey for passengers and employees based at the airport.
- 4.39 The Metrolink stop for the airport is provided within the GTI and so access between the development site and Metrolink would be considered via other modes, such as bus service 313. The Metrolink airport line currently operates with a 12-minute frequency between Manchester Airport and Manchester Victoria.

Active Travel

- 4.40 Given the nature of the site, and limited nearby residential development, it is unlikely there will be significant travel to the site on foot as a main mode of transport.
- 4.41 For those accessing the site on foot, there is a footpath along Avro Way and adjacent roads, including Runger Lane, and along Viscount Drive and Argosy Drive. As part of the wider Airport City development proposals, pedestrian and cycle facilities will be provided and improved in the area. The core of the Airport City development will be arranged around a network of pedestrian friendly and vibrant routes.
- 4.42 There are existing cycle routes located near the development site, the NCN85 passes by the site⁴. This could provide easy access for a confident cyclist to the residential areas of southern Manchester, or via routes 85 and 558 to Stockport. A map showing the key cycle routes near to the proposed development site are shown in **Figure 8**.

Figure 8: Existing Cycle Routes



Accident Review

- 4.43 A review of accident data within the boundary, as shown below in Figure 9, was carried out using Crashmap accident data recorded over the last 5 years (2016-2020). 6 accidents were recorded in the boundary over the 5 year period⁵. All of the accidents recorded were slight accidents, there were no serious or fatal accidents recorded. Predominantly the accidents recorded were on the A538 / Hale Four Seasons Roundabout, and 2 were recorded on Wilmslow Old Road

⁴ [www. https://www.sustrans.org.uk/](https://www.sustrans.org.uk/)

⁵ <https://www.crashmap.co.uk/Search>

south of the development site. No accidents were recorded in the boundary over the 5 year period on Avro Way or Runger Lane.

Figure 9: Accident Review Boundary



Summary

- 4.44 The site is well connected with good existing highway links and public transport provision. The site is located within the World Freight Terminal with surrounding businesses predominately logistics or related to air travel. The recent developments at Airport City, especially the Global Logistics Hub, have resulted in further improvements in infrastructure to support active travel.

5. Proposed Development

Introduction

- 5.1 This chapter introduces the proposed development, each section considers;
- The existing site of the proposed development;
 - The proposed development;
 - Site access to the proposed development; and
 - Trip generation and trip distribution

Existing Site Closure

- 5.2 The site of the proposed development is located in the cargo area at Manchester Airport, on the south west side of the airport. The cargo area is made up of several industrial units, the group of units make up part of Manchester Airports World Freight Terminal and comprises of primarily logistic companies or flight services providers.
- 5.3 The proposed Unit 1 site is currently utilised as a barrier operated car park and consists of 215 spaces, utilised by airport servicing staff. Building 305 is also located at the Unit 1 site, although currently vacant.
- 5.4 The proposed Unit 2 site is currently holding Building 311 and Building 304, Building 311 is primarily used by logistic companies or flight service providers and Building 304 is currently utilised as a sewage pumping station control unit on the Argosy Drive side and freight and logistics on the York Drive side, including 40 car parking spaces at the front of the units. Currently to the north of Building 311 and Building 304 there is HGV provision, including loading and parking bays.
- 5.5 The proposed Unit 3 site is currently Building 303 with 25 car parking spaces to the front of the building. Currently to the north of Building 303 there is provision for HGV loading and parking.

Proposed Development

- 5.6 The proposed development has planned use for Airport freight, the site is to the west of Viscount Drive and North of Avro Way. The plans include Unit 1, Unit 2 and Unit 3.
- The proposed Unit 1 is 5,985m² and comprised of 8 Units.
 - The proposed Unit 2 is 4,266m² and comprised of 4 Units.
 - The proposed Unit 3 is 3,066m² and comprised of 3 Units.
- 5.7 An overview of the proposed development site is provided in **Figure 11**.
- 5.8 The development of the site involves 3 phases; (i) phase 1 involves the demolition of Building 305 and the Argosy Drive car park and the construction of Unit 1, (ii) phase 2 involves the demolition of Building 311 and 304 and the construction of Unit 2 and finally (iii) phase 3 involves the demolition of Building 303 and the construction of Unit 3. A plan showing the proposed phases of development is provides in **Figure 10**.

Figure 10: Proposed Development Phases



Vehicle Parking

- 5.9 Parking provisions are accessible off Argosy Drive, to the north of Unit 1 and to the south of Unit 2 and Unit 3.
- 5.10 Unit 1 has a total of 48 car parking spaces, 8 HGV parking spaces and 8 disabled parking spaces.
- 5.11 Unit 2 has a total of 32 car parking spaces, 8 HGV parking spaces and 4 disabled parking spaces.
- 5.12 Unit 3 has a total of 24 car parking spaces, 5 HGV parking spaces and 3 disabled parking spaces.
- 5.13 The combined car parking spaces for all three proposed units is 104, which therefore represents an overall decrease of 103 car parking spaces when compared with the current facilities (207 spaces). As discussed in Section 5.24 TRICS analysis has been used to examine development related traffic flow. Using TRICS we assume that the highest number of cars expected at the development at any one time is around 60 more than the development can accommodate, however it is expected that the nearby car park to the east of Building 308 can accommodate the displaced car park users.
- 5.14 Although the HGV loading and parking bays to the north of Building 311, 304 and 303 will be lost due to development of Unit 2 and Unit 3, there will be an increase in the total number of HGV loading and parking bays within in the development site.
- 5.15 Staff using the existing car park off Argosy Drive are expected to use a nearby car park, located to the east of Building 308, which can accommodate the displaced vehicles.

Electric Vehicle Charging

- 5.16 Electric Vehicle Charging is expected to become more important as vehicle owners switch to more environmentally friendly vehicle choices, such as plug in electric vehicles.
- 5.17 Supporting the scheme will be the inclusion of electric vehicle charging points for charging of eight vehicles, within the 104-space car park for Argosy Drive development (Units 1 – 3). This will include an allocation of 20% of spaces for electric charging, plus a further 80% for ducting installation to support future additional electric charging spaces. This will mean that 11 of the 104 spaces will be equipped for electric vehicle charging. At present, it is not known if these will be rapid/standard charging units. The Argosy development car park will be a private car park, therefore access to the charging points will be primarily for employees based at Units 1, 2, and 3.



Figure 11: Proposed Development Site Overview



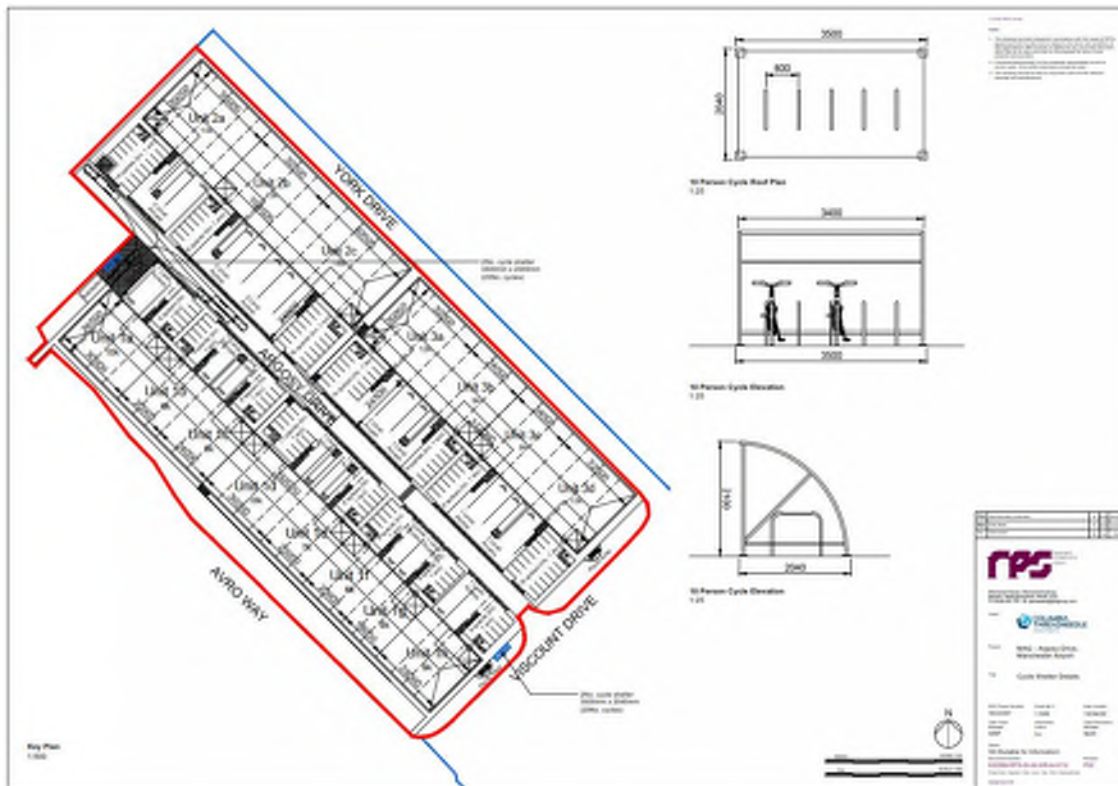
5.19 Up to 30 cycle storage facilities will be provided (example shown – see right).

5.20 By a proportion of employees of Unit 1, 2 or 3 cycling to work, this will help to reduce pressures on parking, helping to reduce highway trips and will improve the health of those employees cycling to work. The inclusion of workplace cycle parking will also further promote the use of cycling to work within the wider Manchester Airport area. It is also noted that there are existing cycle routes close to the development site, as shown in **Figure 8**.



5.21 A plan showing the type of cycling facilities to be provided, along with expected location is provided in **Figure 12**.

Figure 12: Proposed Cycling Facilities



Pedestrian Access

5.22 A safe pedestrian route has been defined to provide a safe pedestrian route between the Argosy development buildings (west of Unit1a) and the existing footway on the northern side of Avro Way, adjacent to the proposed development site. This is shown on the site redline boundary identified in **Figure 11**.

Site Access

5.23 The site for development is located to the west of the existing Viscount Drive. The site is currently accessed via Argosy Drive which forms the minor arm of a simple priority junction with Viscount Drive. All existing and proposed vehicle movements to/from the site will be via the Viscount Drive / Argosy Drive existing priority junction.

- 5.24 For those accessing the site on foot, there is a footpath along Avro Way and adjacent roads including Runger Lane. As part of the wider Airport City development proposals, pedestrian and cycle network routes and facilities will be provided and improved in the area.
- 5.25 The parking demand for this development is thought to be less than recent land uses of the Building 311, 304, 303 and 305. However HGV access to the site is expected to increase due to the proposed Units usage.

Trip Generation

- 5.26 Development related traffic flow has been developed for the proposed development site using TRICS analysis, based on developments of similar existing usage types and the proposed development types. TRICS (Trip Rate Information Computer System) is an industry standard software which holds numerous traffic surveys of similar sites. To inform the TRICS analysis a sample of Industrial Unit development types was applied within the assessment. The TRICS outputs provided a series of trip rates which were applied to the development size for each of the units to determine the overall quantum of trip generation.
- 5.27 The Trip Generation has been considered in 3 phases as the development of the 3 individual Units will be phased. Phase 1 involves the trip generations for exclusively Unit 1, Phase 2 involves Unit 1 & 2 and Phase 3 includes trip generations for all 3 Units.
- 5.28 A summary of the trip generation totals for arriving and departing vehicles are provided in **Table 2**.

Table 2: Trip Generation Summary (all vehicles)

Phase	Unit	Development Size	Time Period	Arrival (veh per hr)	Departing (veh per hr)
P1	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
P2	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 1 & 2	10,251sqm	AM Peak hr (08:00-09:00)	53	7
			PM Peak hr (17:00-18:00)	7	41
P3	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 3	3,066 sqm	AM Peak hr (08:00-09:00)	16	2
			PM Peak hr (17:00-18:00)	2	12
	Unit 1, 2 & 3	13,317 sqm	AM Peak hr (08:00-09:00)	69	9
			PM Peak hr (17:00-18:00)	9	53

Source: TRICS

- 5.29 A record of TRICS outputs can be found in **Appendix C** (available upon request).

Trip Distribution

- 5.30 It is important to establish if there will be forecast changes in traffic distribution due to the proposed development site. The distribution of traffic associated with the proposed development site is assumed to follow existing travel distribution patterns, as the uses of the proposed development are assumed to generally align with existing operations to those existing businesses located on the area accessed from Viscount Drive.
- 5.31 To inform the distributions for traffic accessing/egressing the site, all traffic must access via Viscount Drive, with the distribution of north and south access determined from the Runger Lane / Avro Way turning count data collected in May 2018 (see **Table 3**).

Table 3: Development Trip Distribution

Time Period	From Runger Lane North	From Runger Lane South	To Runger Lane North	To Runger Lane South
AM Peak 1 (7:00-8:00)	35%	65%	37%	63%
AM Peak 2 (8:00-9:00)	41%	59%	51%	49%
PM (17:00-18:00)	41%	59%	40%	60%

Source: May 2018 Turning Count Data (collected by IDC)

6. Junction Assessment

Introductions & Junctions to be assessed

- 6.1 To understand the impacts of the proposed development site a junction assessment has been undertaken. This includes a mixture of quantitative and qualitative review of the key junctions impacted by the development.
- 6.2 There is no traffic data available for the existing Avro Way / Viscount Drive junction or the Viscount / Argosy Drive Junction, which are the main access junctions to the proposed site. Due to the COVID-19 pandemic, it was not seen as appropriate to survey these locations, both in terms of restrictions in place at the time which would have discouraged site visits, also any data collected would have been skewed by restrictions imposed at the time. For these locations a qualitative assessment has been undertaken, based on knowledge of existing land uses and desk-based site review, via online aerial mapping tools. Due to the relatively small scale of the development proposed, it is not envisaged that capacity issues for these junctions would be expected under the travel demand forecast for the proposed development site. It is also worth noting the level of car parking provision for the development is lower than for previous uses (see sections 5.13).
- 6.3 All traffic accessing the proposed development will need to utilise the Runger Lane / Avro Way junction, along with all other traffic accessing this part of the airport. Existing turning count data for this junction exists from prior to the pandemic and has therefore enabled a quantitative assessment of the impact on travel delay at this junction due to the proposed development, which has been undertaken using VISSIM modelling software.

Existing Traffic Demand

- 6.4 Prior to the COVID-19 global pandemic in 2018, traffic counts were undertaken at the junction of Avro Way / Runger Lane, to support MAG studies. More recent pre-pandemic data was investigated by TfGM, though no alternative data for Runger Lane or Avro Way was identified. To support the understanding of highway conditions, these data have also been utilised to support this TS. A summary of the key data relevant to this assessment is located in **Appendix A**.
- 6.5 Further information on suitability of this data and any recent impacts on the data available is included within this report section 4.22 – 4.29.

Runger Lane / Avro Way (Quantified Assessment)

Overview and Modelling Approach

- 6.6 To assess the impacts of the development (all three units combined) on the Runger Lane / Avro Way junction, a junction model was developed within VISSIM modelling software (Version 2021). An overview of the scale of the VISSIM model prepared is summarised in **Figure 13**. The model has been developed to assess the impacts of the AM and PM peak hours and has considered the impacts of an opening year of 2023, plus a design year of 2038 with and without the proposed development. The VISSIM model includes a base year of 2018, which has been calibrated to existing count data prior to the pandemic.

- 6.7 When reviewing the base traffic data for the junction, the peak hours presented by the data show the following:
- AM Peak Hour 1 (7:00 to 8:00);
 - AM Peak Hour 2 (8:00 to 9:00); and
 - PM Peak Hour (17:00 to 18:00).
- 6.8 As the peak flow for the AM peak is prior to the standard commuter peak, a 2-hour VISSIM model has been developed to represent 06:45 to 09:15 including 15-min model warm-up and cool-down periods.

Figure 13: Extent of VISSIM Model



- 6.9 Future year demand forecasts for the model were derived by applying NTEM 7.2 growth, based on factors forecast by TEMPRO. These have been based on the Manchester NTEM zone, and forecasts the growth factors as shown in Table 4. To ensure worst case assessment, Manchester values have been used as opposed to Greater Manchester NTEM values which present an overall lower level of growth.

Table 4: NTEM Growth Factors

Column heading	AM Peak	PM Peak
2018 to 2023	1.1053	1.0825
2018 to 2038	1.3330	1.2619

Source: NTEM 7.2 Manchester

- 6.10 The NTEM factors shown above were applied to the base traffic flows in order to determine future year without development scenarios. The impact of the development was then added to the without development flows.

Modelling Results

6.11 The VISSIM model was run under the following scenarios:

- 2018 Base Year, AM & PM Peak hrs;
- 2023 Open Year, AM & PM Peak – Without Development;
- 2023 Open Year, AM & PM Peak – With Development;
- 2038 Design Year, AM & PM Peak – Without Development; and
- 2038 Design Year, AM & PM Peak – With Development.

6.12 Model outputs for junction performance and speed plots were extracted to understand the impacts of the additional development traffic on the Runger Lane / Avro Way junction.

6.13 A summary of the phased results for AM Peak 1 (7:00 – 8:00) and PM Peak (17:00 – 18:00) are presented in **Table 5**. Also, more detailed model outputs are provided in **Appendix D**

Table 5: Model Results Summary

	Base	2023 Without Development	2023 With Development	2038 Without Development	2038 With Development
AM Peak 1					
Delay Total (min)	124	156	163	271	280
Delay Average (s)	5.18	5.89	6.13	8.45	8.52
Travel Time Total (min)	880	989	1,001	1,276	1,314
Speed Average (mph)	22.67	22.23	22.08	20.81	20.75
PM Peak					
Delay Total (min)	149	195	215	333	488
Delay Average (s)	6.35	7.65	8.14	11.24	15.86
Travel Time Total (min)	925	1,034	1,096	1,309	1,511
Speed Average (mph)	20.87	20.21	19.88	18.61	16.83

6.14 The key findings from the assessment shows that traffic to Avro Way are highest in the AM Peak, as vehicles access employment sites accessed from Avro Way. The right turn from Runger Lane (south) into Avro Way, must give way to southbound travel on Runger Lane to access Avro Way. In the existing base model, small queues indicated by orange and red sections of the link exist due to traffic waiting for gaps in traffic to enable the turning movement, **Figure 14**. Under future year without development 2038 further drop in speed is observed for junction turning movements as shown in **Figure 15**. The impact of the development is negligible as presented in **Figure 16**.

Figure 14: Base AM Peak 1 Average Speed

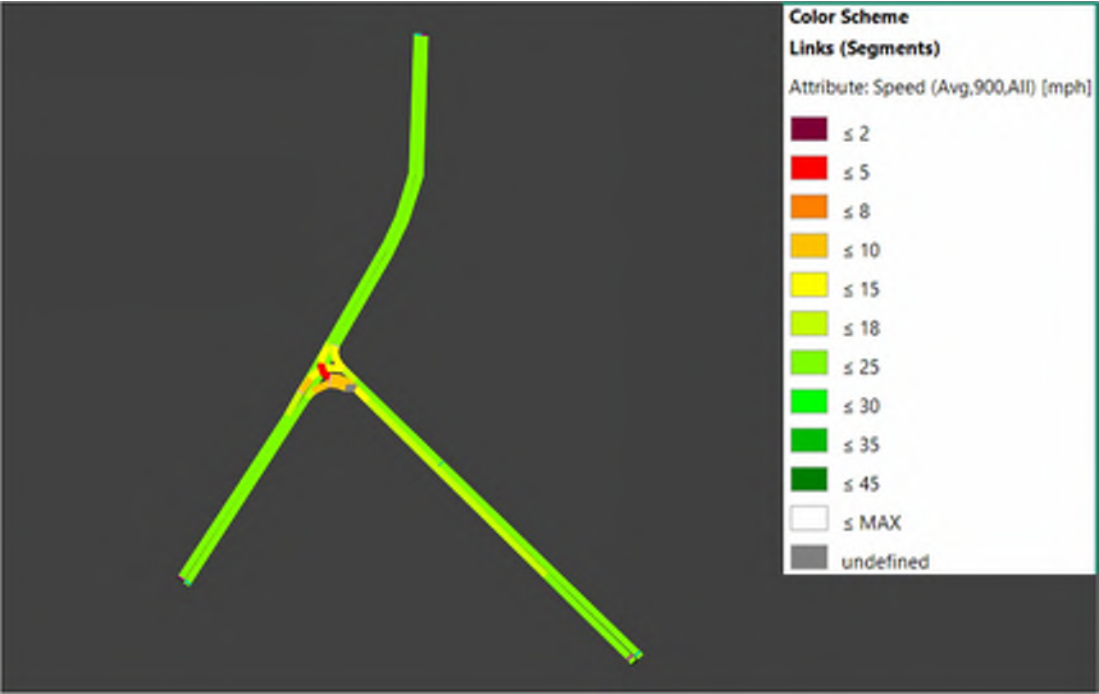


Figure 15: 2038 Without Development AM Peak 1 Average Speed

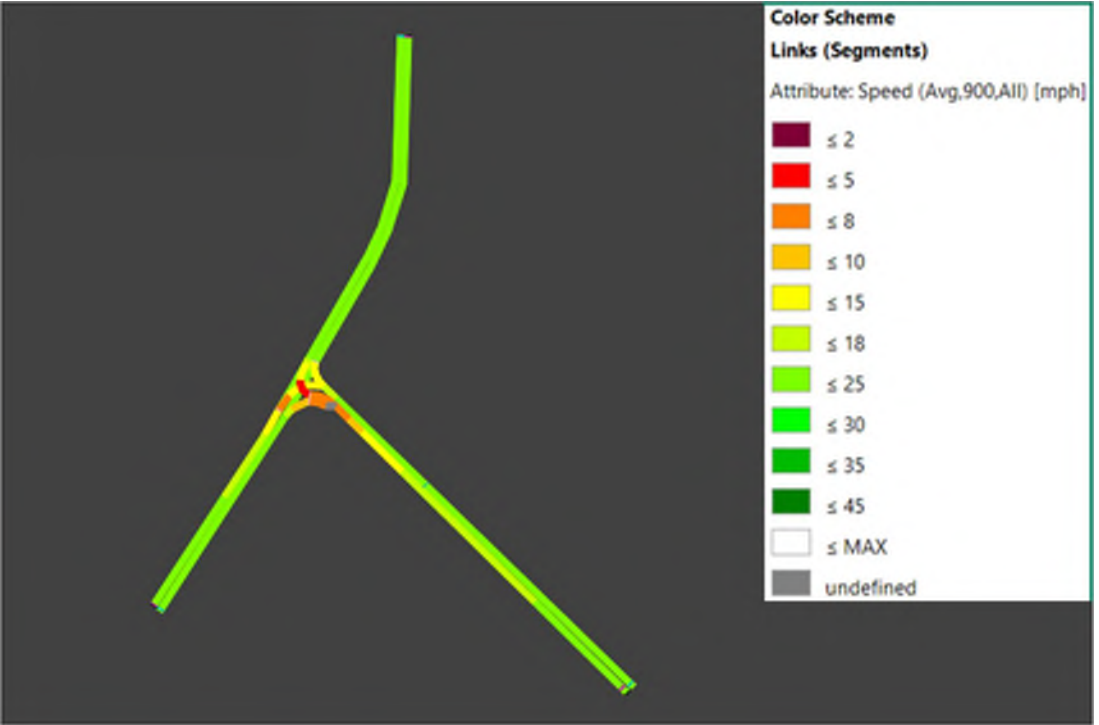
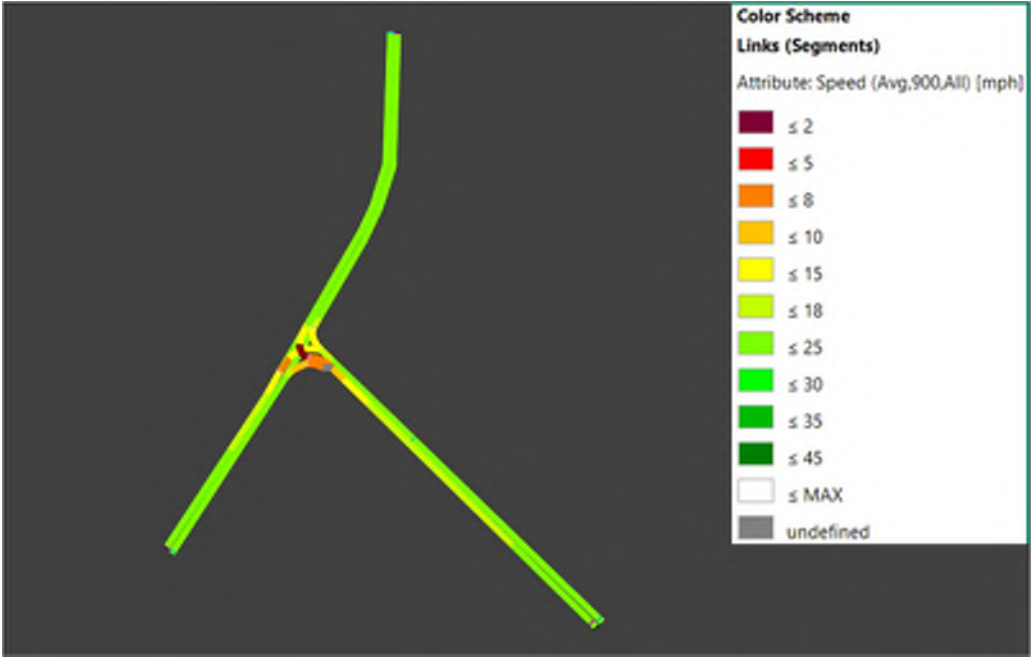


Figure 16: 2038 With Development AM Peak Average Speed



6.15 In the PM, a queue typically forms on Avro Way and Runger Lane South for traffic accessing Avro Way as presented in the Base model speed plot, **Figure 17** . Under future year 2038 demand scenarios, without development, these queues increase to up to approx.10m on Runger Lane South and up to 20m on Avro Way, see **Figure 18**. The introduction of the development related traffic marginally increases the maximum queue by 20m to approx.40m, see **Figure 19**, an overall modest change. Other vehicle movements through the junction generally show minimal queues forming.

Figure 17: Base PM Peak Average Speed

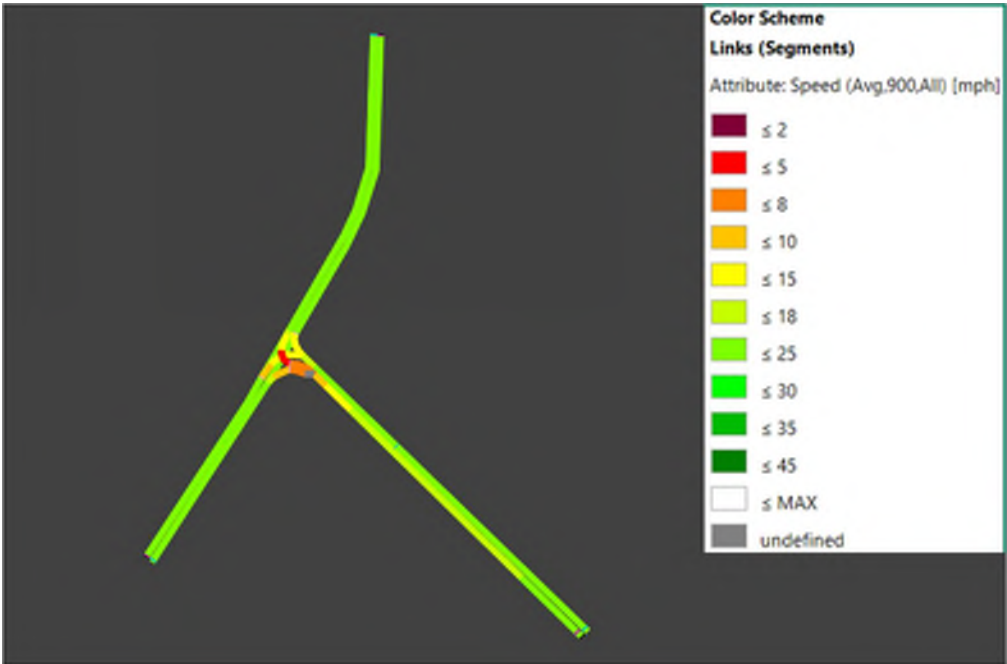


Figure 18: 2038 Without Development PM Peak Average Speed

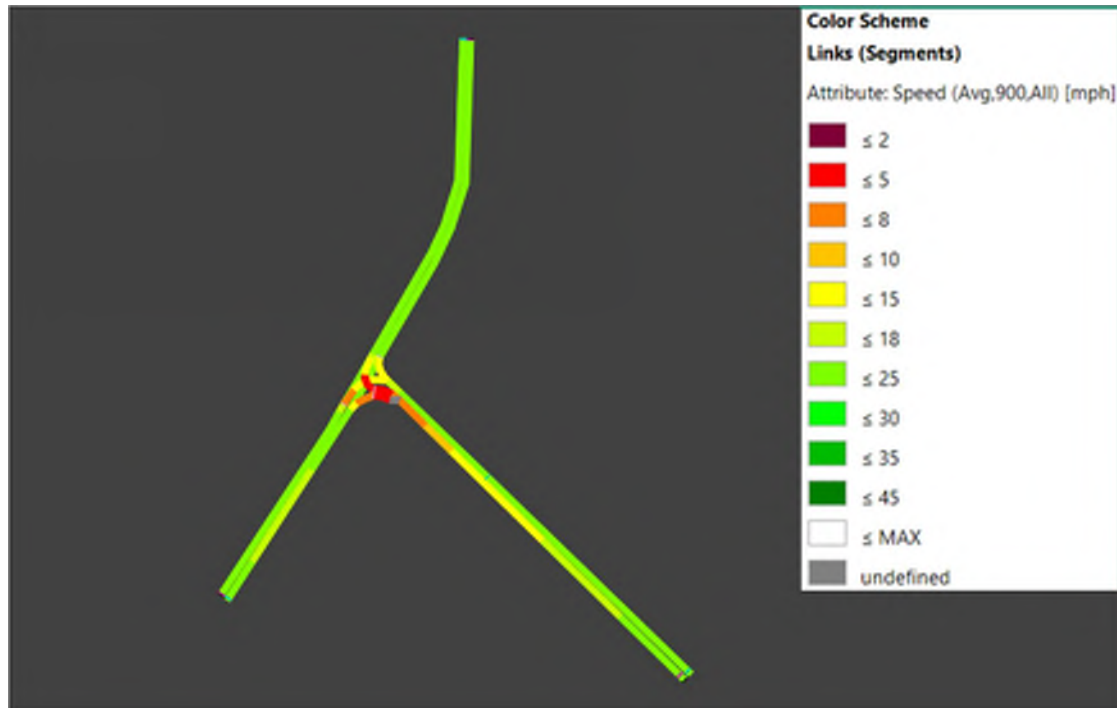
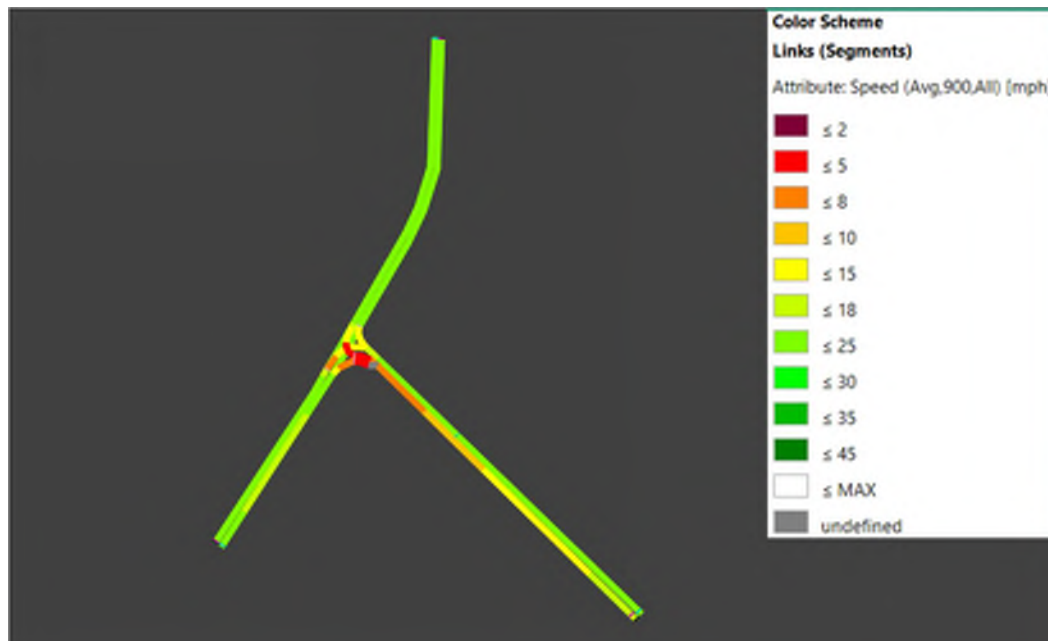


Figure 19: 2038 With Development PM Peak Average Speed



Cumulative Impacts

- 6.16 The modelling assessment discussed above has considered the impacts of the Argosy Development, in isolation to other planned developments which would also be accessed via the Runger Lane / Avro Way Junction. These other developments are the Units 401 and 402 sites which would also be accessed via Avro Way, and are currently subject to planning submissions.
- 6.17 Given knowledge of the other planned development sites, the cumulative impacts on highways of all three development sites have been considered and are discussed below. As all three planned development sites are currently occupied by existing

usages, with associated highway access and car parking, the overall change in quantum of parking allocations for these developments has been considered. **Table 6** provides a car parking space inventory which considers the impacts of the proposed redevelopment of these sites.

Table 6 – Overall Planned changes in parking provision for known planned developments accessed via Avro Way

Site		Existing Parking Spaces	Proposed Development Spaces	Difference
Building 401	Unit 1a	320	32	-248
	Unit 1b		18	
	Unit 1c		22	
Building 402	Unit 2a	180	34	-105
	Unit 2b		11	
	Unit 2c		11	
	Unit 2d		19	
Argosy Development	Unit 1	207	48	-103
	Unit 2		32	
	Unit 3		24	
Total Combined:		707	251	-456

- 6.18 As shown above, the existing parking provision for the three existing sites total 707 spaces. Under the proposed developments, a considerable reduction in the overall quantum of parking provision is proposed, which in turn will result in lower traffic flows accessing these sites during the peak hours. As shown above the overall impact is a reduction of 456 parking spaces within the Avro Way area from existing volumes.
- 6.19 Due to this large reduction and expected reduced traffic volumes serving these developments, than current uses, it is expected that the proposed developments will lessen the pressure on Avro Way / Runger Lane during the peak periods and would be expected to generate reduced impacts on highway than was forecast by the modelling exercise discussed in the section above.

Avro Way / Viscount Drive (Qualitative Assessment)

Overview

- 6.20 To assess the impacts of the development on the Avro Way / Viscount Drive junction, online aerial mapping tools and using knowledge based on existing land uses has been undertaken in the absence of available traffic survey data at this location. A qualitative assessment of this location has been undertaken.

Assessment Narrative

- 6.21 Avro Way / Viscount Drive junction is a priority junction in the central section of Avro Way (see **Figure 20**). The existing layout of the access junction currently accommodates general vehicle and HGV access.
- 6.22 Whilst there is a proposed change in use of the site from a car park to airport related business operations, the overall vehicle volumes accessing this location are expected to be substantially less, though, the mix of vehicle types using the development site will also now include HGVs. The existing junction onto Avro Way is already designed to accommodate HGVs accessing other existing units in the World Freight Terminal.

Figure 20: Highway Access Viscount Drive / Avro Way



Junction Impact Summary

- 6.23 Following the qualitative junction impact assessment, it is determined that the junction impact is **neutral**. The assessment does not foresee any issues with capacity and therefore the junction assessment is complete.

Viscount Drive / Argosy Drive (Qualitative Assessment)

Overview

- 6.24 To assess the impacts of the development on the Viscount Drive / Argosy Drive junction, online aerial mapping tools and using knowledge based on existing land uses has been undertaken in the absence of available traffic survey data at this location. A qualitative assessment of this location has been undertaken. Argosy Drive is the existing vehicular access road for the proposed Units 1, 2 & 3, the junction will be maintained and adjusted to also permit HGV access to the site.

Assessment Narrative

- 6.25 Viscount Drive / Argosy Drive junction is a priority junction in the central section of Viscount Drive and at the eastern end of the no through road, Argosy Drive (see **Figure 21**).
- 6.26 The existing layout of the access junction currently accommodates general vehicle access only, though the bell-mouth junction will be modified slightly to also accommodate HGVs accessing/egressing the development site and will be tracked to ensure HGVs can be accommodated through the modified access.
- 6.27 Whilst there is a proposed change in use of the site for Unit 1 from a car park to airport related business operations, the overall vehicle volumes accessing this location are expected to be substantially less, though the mix of vehicle types using the development site will now include HGVs.

Figure 21: Highway Access Viscount Drive / Argosy Drive



Junction Impact Summary

- 6.28 Following the qualitative junction impact assessment, it is determined that the junction impact is **neutral**. The assessment does not foresee any issues with capacity and therefore the junction assessment is complete.

Viscount Drive / York Drive (Qualitative Assessment)

Overview

- 6.29 To assess the impacts of the development on the Viscount Drive / York Drive junction, online aerial mapping tools and using knowledge based on existing land uses has been undertaken in the absence of available traffic survey data at this location. A qualitative assessment of this location has been undertaken. Viscount Drive is the main access route to the World Freight Terminal and already accommodates HGV access.

Assessment Narrative

- 6.30 Viscount Drive / York Drive junction is a priority junction at the northern end of Viscount Drive (see **Figure 22**).
- 6.31 The junction currently accommodates all traffic accessing the World Freight Terminal, including mainly HGV's and some general traffic. All traffic accessing the World Freight Terminal accesses and egresses York Drive at either the Viscount Drive / York Drive priority junction or at the eastern end of York Drive along the through route on Argosy Drive.
- 6.32 There is no access to the development site along York Drive and therefore Viscount Drive / York Drive junction is not expected to see an increase in traffic use.

Figure 22: Highway Access Viscount Drive / York Drive



Junction Impact Summary

- 6.33 Following the qualitative junction impact assessment, it is determined that the junction impact is **neutral**. The assessment does not foresee any issues with capacity and therefore the junction assessment is complete.

Summary and Key Findings

- 6.34 The Avro Way / Viscount Drive junction and the Viscount Drive / York Drive junction already accommodate substantial HGV traffic and therefore no adverse impacts are expected from the development. Despite the Viscount Drive / Argosy Drive junction not currently accommodating HGV traffic, small modifications to the junction will facilitate the additional HGV traffic.
- 6.35 The junction assessment has shown no overall adverse impacts on the surrounding highway network due to the proposed development site.

7. Summary and Recommendations

Summary

- 7.1 AECOM has prepared the Transport Statement on behalf of MAG in order to support the proposed redevelopment. Which includes the development of 3 Units with associated parking.
- 7.2 The report has assessed the highway impact of the development, on the immediate network and the wider highway network. In summary the report has analysed the following key areas:
 - The policy context of the site;
 - Known planned developments within the surrounding area;
 - The site location and existing highway network conditions;
 - The development proposal; and
 - Trip generation and junction assessment.

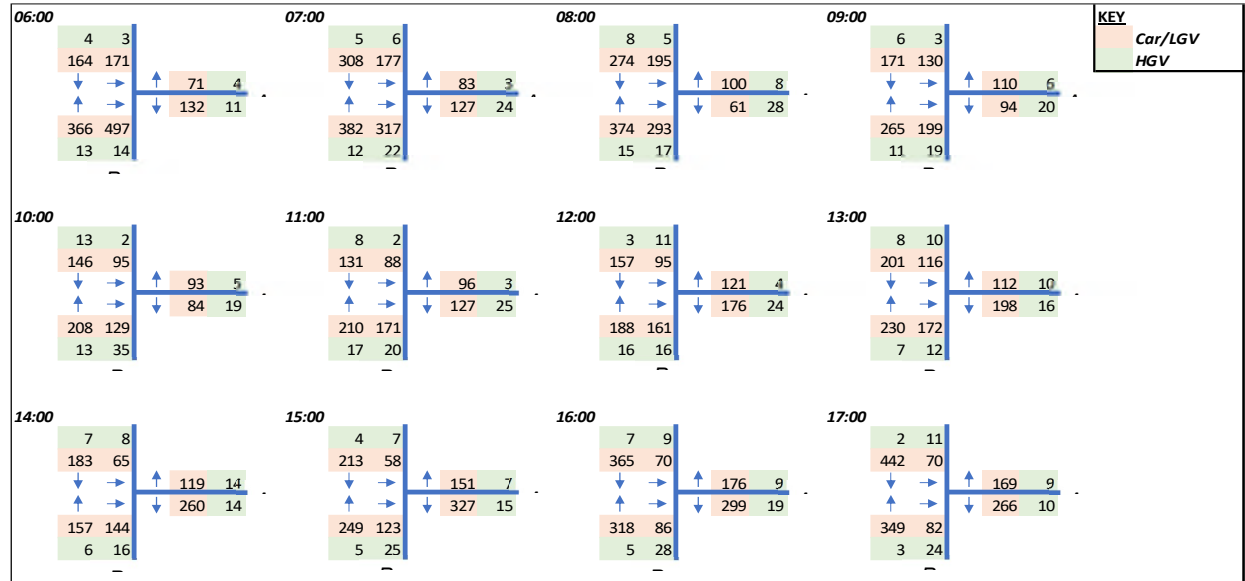
Conclusion and Recommendations

- 7.3 The TS has determined that the overall trip generation associated with the proposed development is relatively modest and is unlikely to result in additional congestion at the points at which the site is accessed from existing junction on Avro Way and Viscount Drive. Also, the small overall net change in travel demand on Avro Way has been shown to represent only minimal impacts on the performance of the Runger Lane / Avro Way junction.
- 7.4 The TS has set out how the site might be accessed via sustainable modes of travel, noting also that Units 1, 2 & 3 will be provided with onsite cycle parking facilities. This could potentially lead to a reduction in highways related accidents within the vicinity of the development site, which could be identified, following an accident investigation review.
- 7.5 Given the reduction of 207 car parking spaces between the existing and proposed use, it is likely that the development will significantly decrease the number of vehicles travelling to/from the site, and in turn will not detrimentally impact upon local junctions. The inclusion of provision for EV charging points within the design will promote the use of electric vehicle choices for those accessing the redeveloped site.
- 7.6 The TS is in line with the overriding theme of national, regionally and local policy; that developments must be accessible by sustainable means of transport. The TS demonstrates that the proposed development is compliant with national, regional and local policies outlined in the Transport Policy section of this document.
- 7.7 The junction modelling work that has been presented represents a 'worse-case' scenario, in that the trips generated by the proposed development have been added to the existing flows without any discounting for the existing site. The junction is still found to operate within capacity in the future year scenarios tested.
- 7.8 The assessment of the local highway network surrounding the proposed site concludes that there will be no significant detrimental impact to the operation of local highway networks resulting from the development site.

Appendix A – Traffic Data

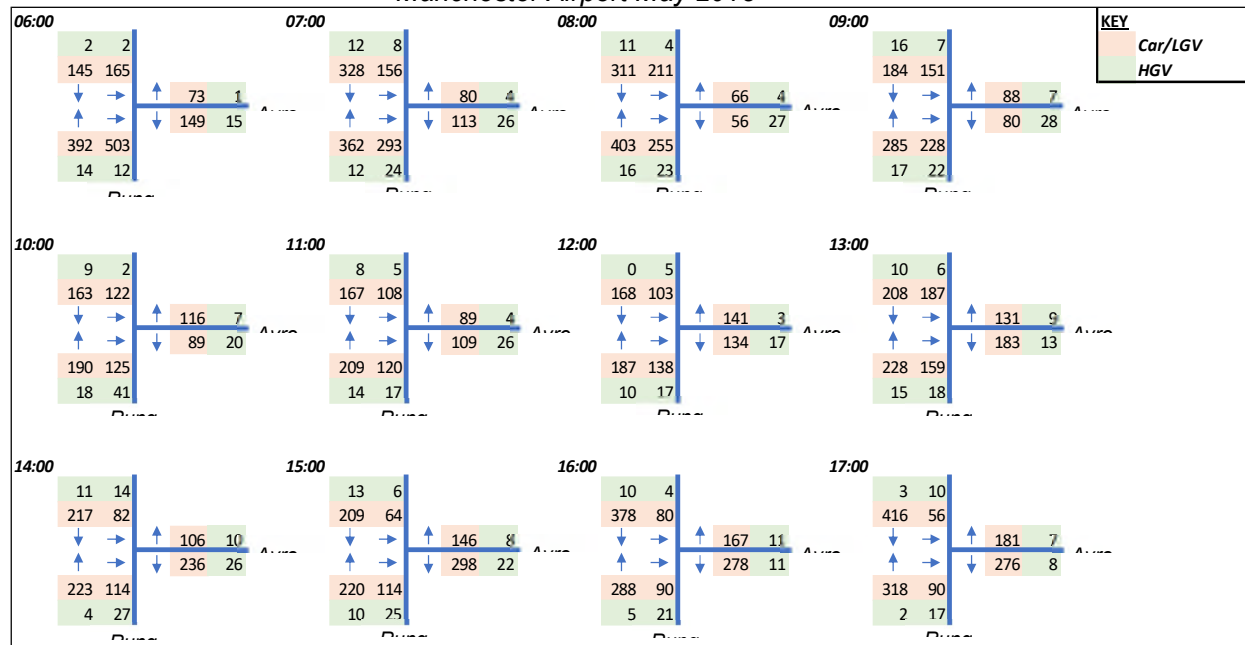
This Section provides turning count data for the junction of Runger Lane / Avro Way, which was surveyed on 16th and 17th May 2018.

A.1 Runger Lane / Avro Way Turning Count Data



Turning Data 16.05.2018

Data from survey undertaken by Intelligent Data Collection Limited on behalf of AECOM at Manchester Airport May 2018



Turning Data 17.05.2018

Appendix B – Site Review

To support the development of a TS, a site visit to the proposed development site would be undertaken. However due to the restrictions imposed due to the COVID-19 global pandemic, a desk-based site review was undertaken using online mapping tools to understand existing conditions in the vicinity of the proposed development site. The full observations from the site visit are discussed within this Appendix.

B.1 Runger Lane / M56

- Runger Lane south of Avro Way Junction is a single carriageway, 30mph road that meets the roundabout joining the M56 Junction 6 or Wilmslow Road.
- The slip road onto the roundabout is a signalised junction, 50mph speed limit with footway / cycleway on both sides (**Figure B1**)
- Vehicles travelling on the M56 or Wilmslow Road travel off the roundabout onto Runger Lane, 30mph speed limit and single carriageway with signage to World Freight Terminal (**Figure B2**)

B1.1 – Signalised Junction Hale Four Seasons Roundabout



B1.2 – Roundabout exit Runger Lane



B.2 Runger Lane

- Runger Lane is single carriageway, 30mph speed limit with footway / cycleway down one side.
- Junction with Avro Way oversite Holiday Inn Express car park access (**Figure B3**),

- Approximately 100m south of Avro Way junction signalised junction, A538 and access to M56 Junction 6 (**Figure B4**); on approach to the signalised junction speed limit changes to 40mph (**Figure B5**)

B2.1 – Runger Lane / Avro Way Junction



Source: [google.com/maps](https://www.google.com/maps)

B2.2 – Runger Lane South of Avro Way Junction



Source: [google.com/maps](https://www.google.com/maps)

B2.3 – Speed Limit Runger Lane



Source: [google.com/maps](https://www.google.com/maps)

B.3 Avro Way

- Avro Way, single carriage with footpath / cycle way down one side, speed 30mph, no through route,
- Private road, signed as World Freight Terminal, industrial units to south, airport to north,
- On road parking, Mon – Sun 6am – 6.30pm, 30 min no return with 2 hours, CCTV monitored (**Figure B6**),

- Avro Way junction with Viscount Drive, Manchester Airport Cargo Centre (**Figure B7**), Manchester airport bus access via Viscount Drive,
- Pinfold Lane end of Avro Way 20mph, signed as security controlled, with barrier-controlled airport access.

B3.1 – Avro Way Parking



B3.2 – Avro Way Junction Manchester Airport Cargo Centre



B.4 Pinfold Lane

- There is no through route from Avro Way as it has barrier-controlled access for approved MAG vehicles only (**Figure B8**). This prevents general highway access between Sunbank Lane and Avro Way.

B4.1 – South Pinfold Lane, junction Wilmslow Old Road



B.5 Viscount Drive

- Viscount Drive, single carriageway with footpath / cycle way down one side and pedestrian crossings, speed limit 20mph, no on street parking permitted (**Figure B9**),

- Viscount Drive crossroad with Argosy Drive (**Figure B10**), bus stop
- Northern end signed as World Freight Terminal, industrial units signposted, CCTV monitored on entry to York Drive (**Figure B11**)

B5.1 – Avro Way junction Viscount Drive



B5.2 – Viscount Road crossroad with Argosy Drive



B5.3 – Viscount junction with York Drive



B.6 York Drive

- York Drive, single carriageway with footpath down both sides and pedestrian crossings, speed 20mph (**Figure B12**),
- Yellow hatched lines at Viscount Drive junction to York Drive to reduce congestion (**Figure B13**)
- Western end of York Drive no through route, eastern end through route onto Argosy Drive (**Figure B14**)

B6.1 – York Drive



B6.2 – Viscount Drive junction to York Drive



B6.3 – York Drive through route



B.7 Argosy Drive

- Argosy Drive, single carriageway with footpath / cycle way, speed 20mph (**Figure B15**),
- Parking is designated for several units, barrier-controlled car parks (**Figure B16**)
- The eastern end of Argosy Drive is a through route, the western end is a no through route,
- There is bus access with a bus stop at the eastern end of Argosy Drive (**Figure B17**)

B7.1 – Argosy Drive



B7.2 – Argosy Drive through route



B7.3 – Argosy Drive Bus Stop



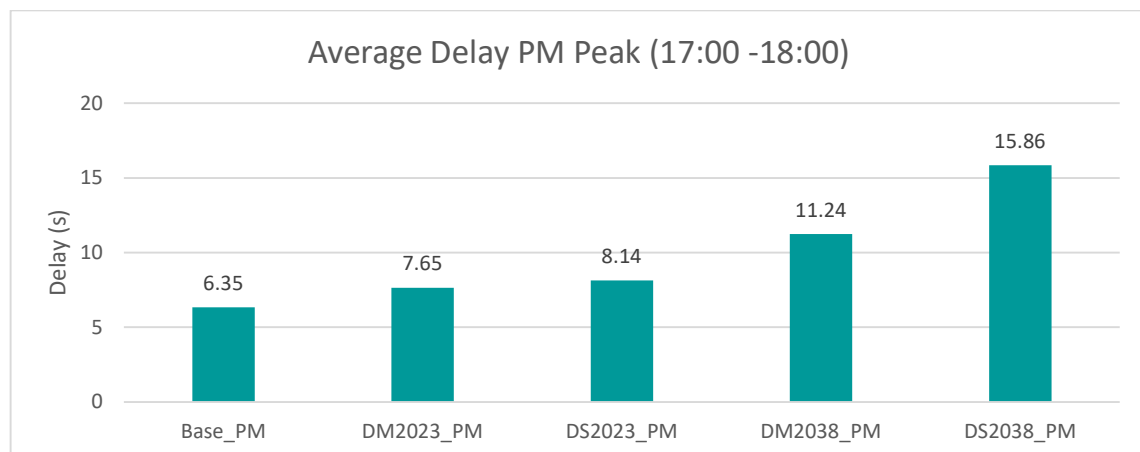
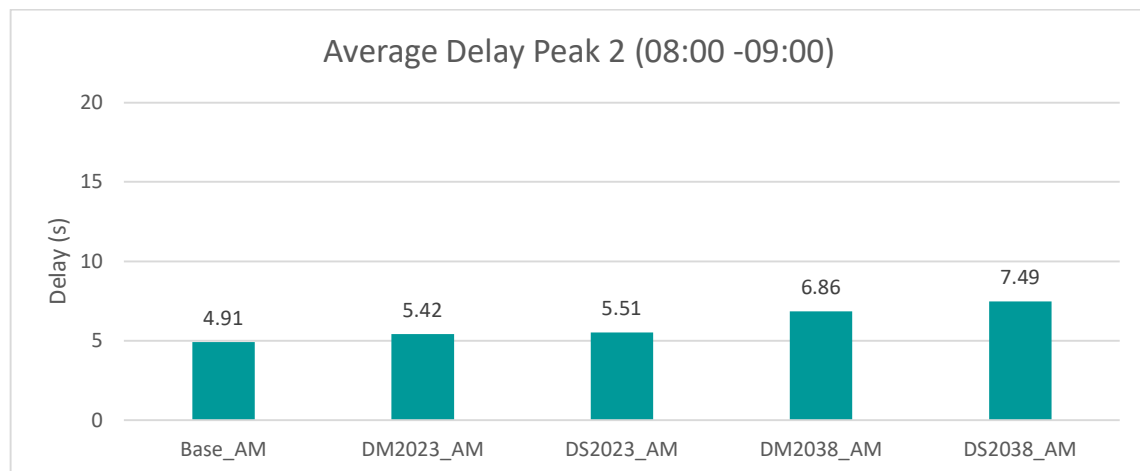
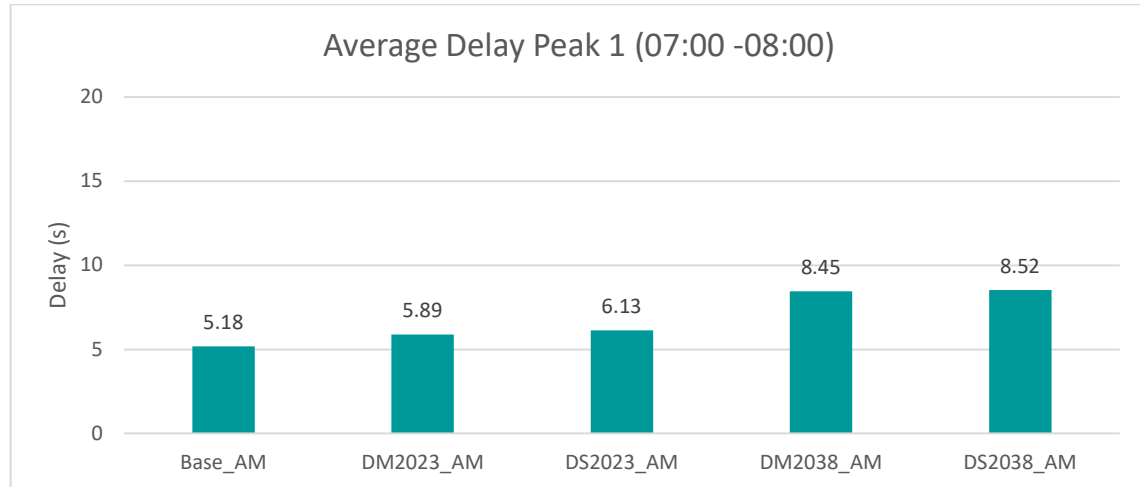
Appendix C – TRICS Model Outputs

(Available upon request)

Appendix D – VISSIM Model Outputs

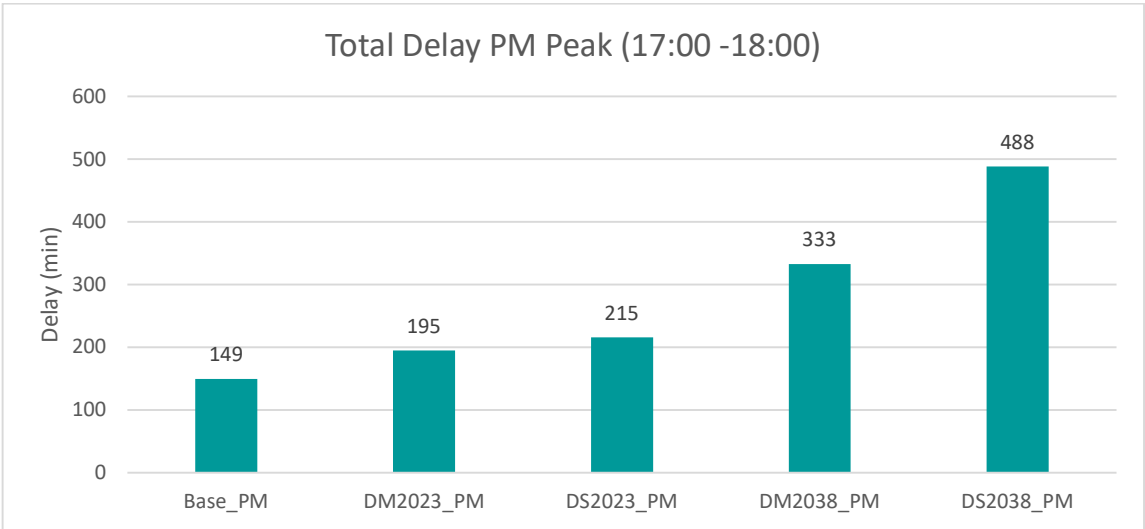
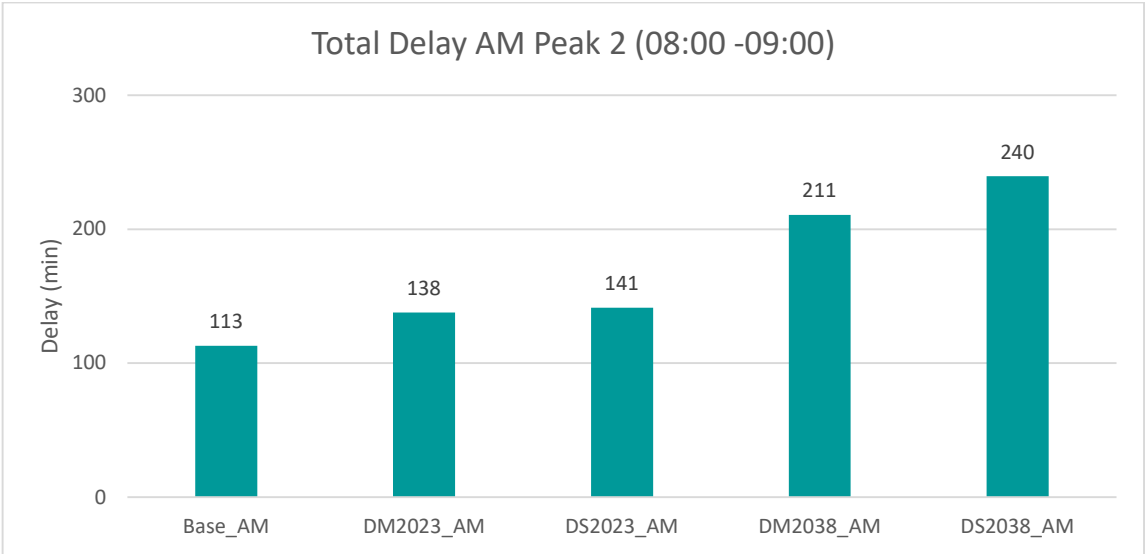
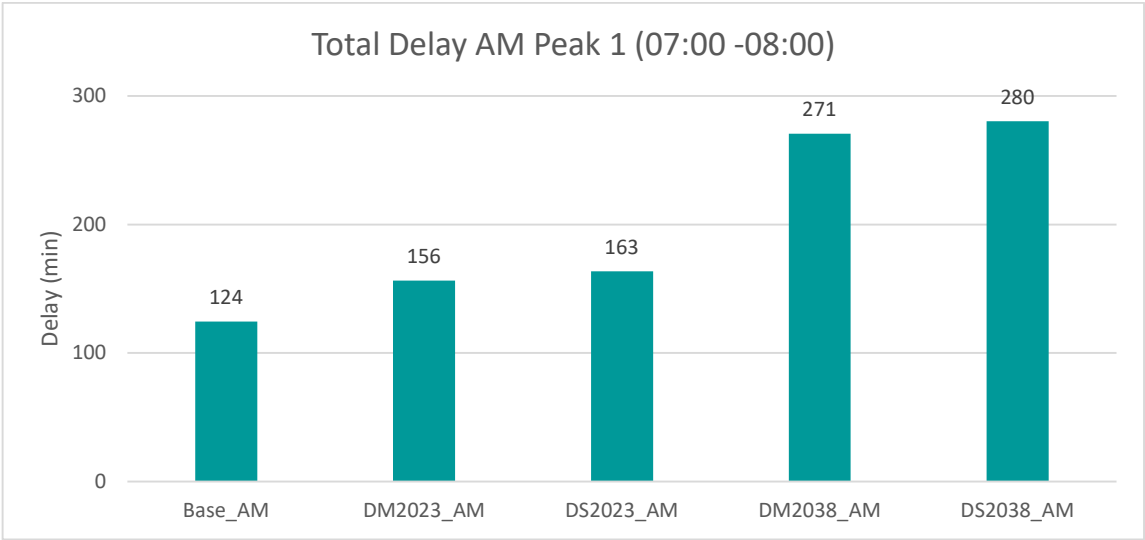
Network Performance Indicators Summary

Average Delay



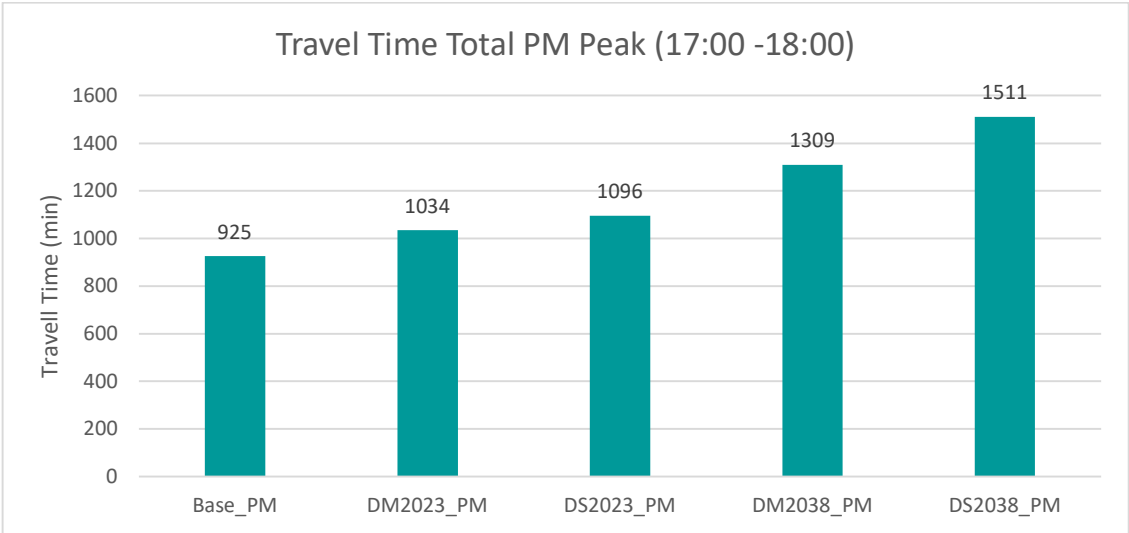
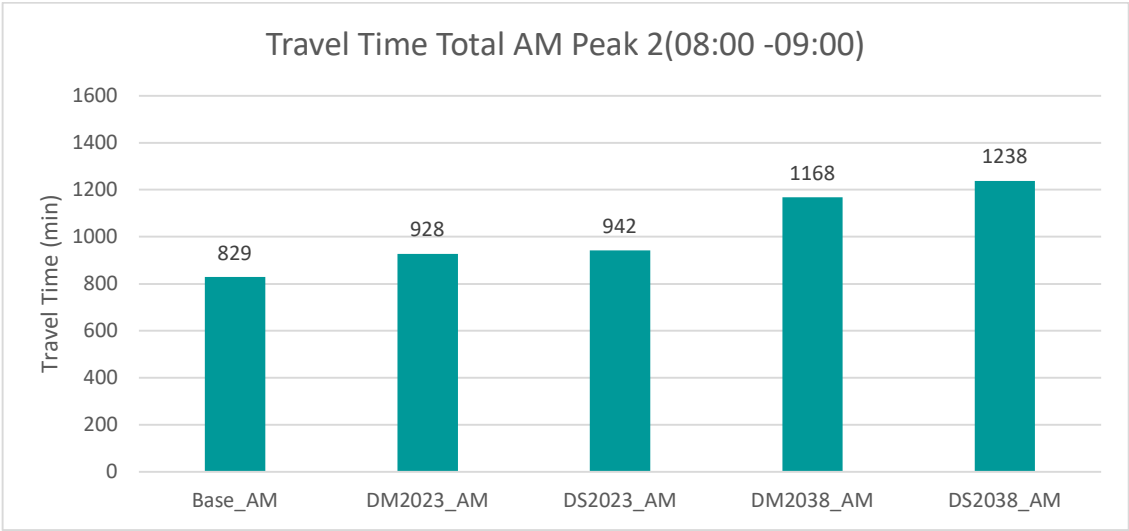
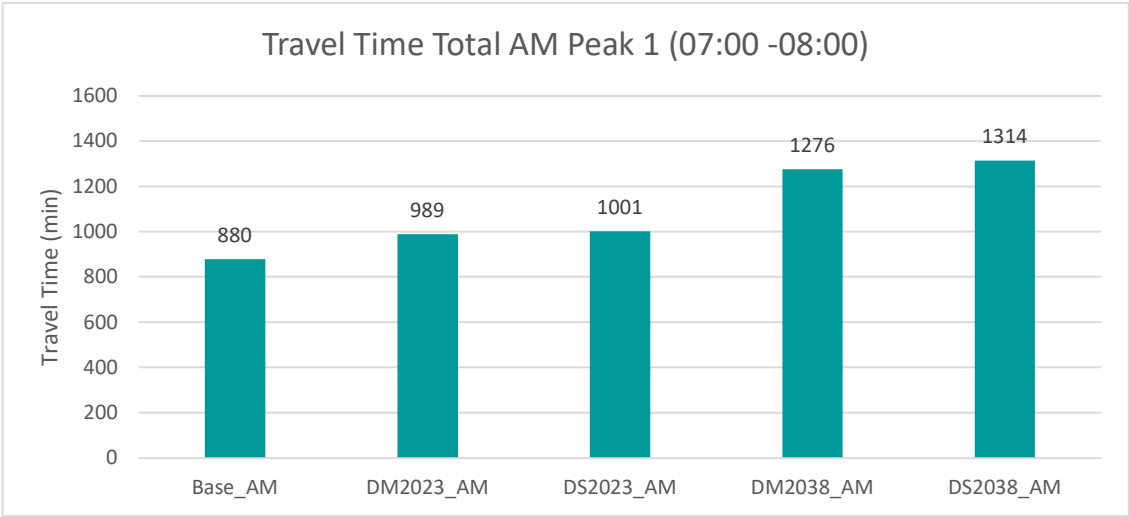
**Some indicators might suggest no change or a slightly better performance of the 'With Scheme' scenarios against 'Without Scheme' scenarios. This is due to model's variability and inability to capture very small differences in demand.*

Total Delay



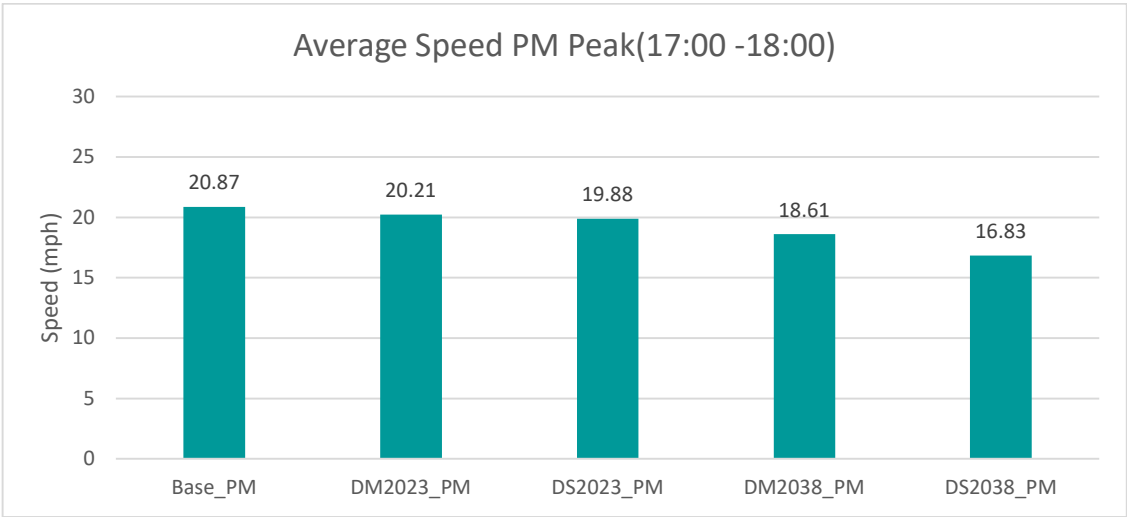
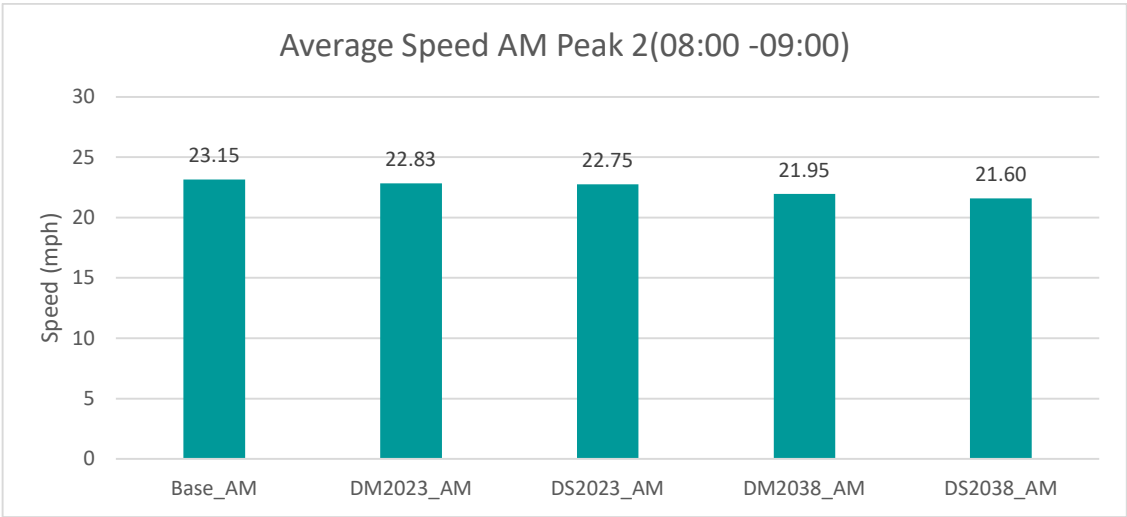
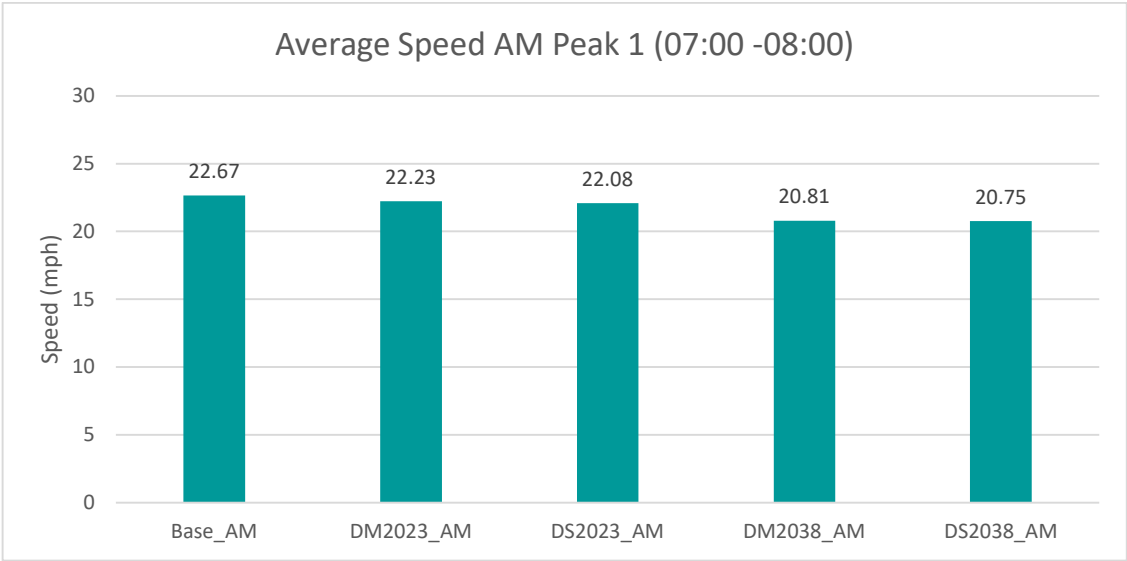
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Total Travel Time



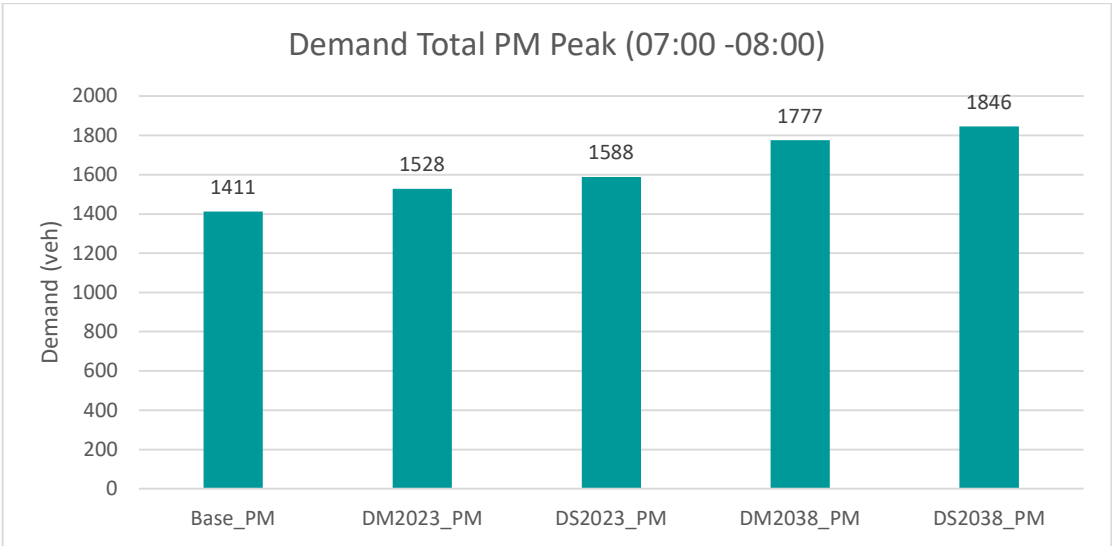
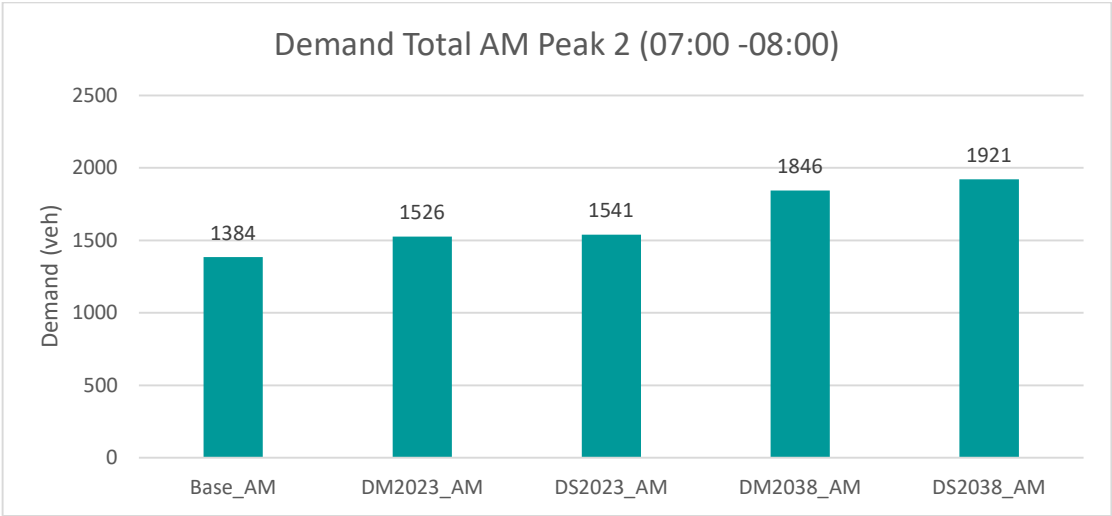
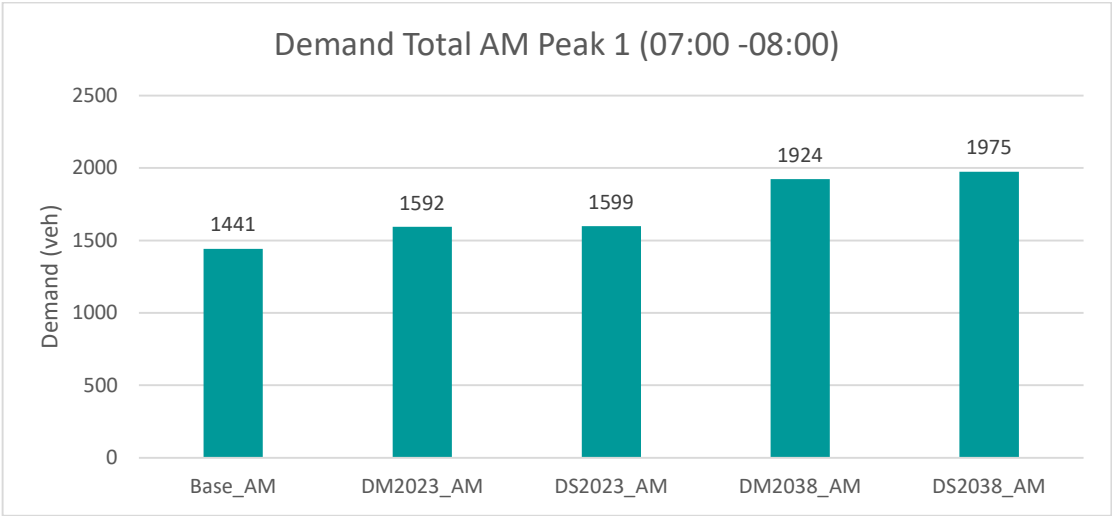
**Some indicators might suggest no change or a slightly better performance of the 'With Scheme' scenarios against 'Without Scheme' scenarios. This is due to model's variability and inability to capture very small differences in demand.*

Average Speed



**Some indicators might suggest no change or a slightly better performance of the 'With Scheme' scenarios against 'Without Scheme' scenarios. This is due to model's variability and inability to capture very small differences in demand.*

Demand Total



Node Evaluation Results (1/4)

MOVEMENT	FromLink	ToLink	Base AM (07:00-08:00)			
			All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4	328	282	34	12
Runger Lane North to Avro Way	1	6	168	147	19	2
Runger Lane South to Runger Lane North	3	2	371	345	23	3
Runger Lane South to Avro Way	3	6	335	261	44	30
Avro Way to Runger Lane North	5	2	91	60	16	15
Avro Way to Runger Lane South	5	4	133	92	28	13
Total			1426	1187	164	75

Base AM (08:00-09:00)			
All	Cars	LGV	HGV
297	251	35	11
205	181	23	1
387	358	24	5
308	240	39	29
92	59	19	14
75	32	27	16
1364	1121	167	76

MOVEMENT	FromLink	ToLink	2023 Without Development AM (07:00-08:00)			
			All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4	366	316	37	13
Runger Lane North to Avro Way	1	6	179	156	21	2
Runger Lane South to Runger Lane North	3	2	410	380	26	4
Runger Lane South to Avro Way	3	6	372	290	48	34
Avro Way to Runger Lane North	5	2	100	68	18	14
Avro Way to Runger Lane South	5	4	145	99	31	15
Total			1572	1309	181	82

2023 Without Development AM (08:00-09:00)			
All	Cars	LGV	HGV
325	272	40	13
232	206	25	1
426	394	25	7
339	267	42	30
102	65	21	16
85	35	31	19
1509	1239	184	86

MOVEMENT	FromLink	ToLink	2023 With Development AM (07:00-08:00)			
			All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4	365	316	36	13
Runger Lane North to Avro Way	1	6	183	159	22	2
Runger Lane South to Runger Lane North	3	2	409	379	26	4
Runger Lane South to Avro Way	3	6	376	294	48	34
Avro Way to Runger Lane North	5	2	102	70	18	14
Avro Way to Runger Lane South	5	4	146	100	31	15
Total			1581	1318	181	82

2023 With Development AM (08:00-09:00)			
All	Cars	LGV	HGV
325	272	40	13
235	209	25	1
424	393	24	7
345	272	42	31
106	68	22	16
89	37	32	20
1524	1251	185	88

Node Evaluation Results (2/4)

				2038 Without Development AM (07:00-08:00)				2038 Without Development AM (08:00-09:00)			
MOVEMENT	FromLink	ToLink		All	Cars	LGV	HGV	All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4		446	384	46	16	393	329	49	15
Runger Lane North to Avro Way	1	6		213	186	25	2	279	248	29	2
Runger Lane South to Runger Lane North	3	2		495	461	29	5	503	463	31	9
Runger Lane South to Avro Way	3	6		448	348	59	41	419	333	49	37
Avro Way to Runger Lane North	5	2		117	81	22	14	123	78	27	18
Avro Way to Runger Lane South	5	4		182	123	38	21	105	43	37	25
Total				1901	1583	219	99	1822	1494	222	106
DS2038_AM											
				2038 With Development AM (07:00-08:00)				2038 With Development AM (08:00-09:00)			
MOVEMENT	FromLink	ToLink		All	Cars	LGV	HGV	All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4		446	385	45	16	393	330	49	14
Runger Lane North to Avro Way	1	6		228	199	27	2	304	270	32	2
Runger Lane South to Runger Lane North	3	2		494	459	30	5	507	464	34	9
Runger Lane South to Avro Way	3	6		475	369	64	42	458	366	54	38
Avro Way to Runger Lane North	5	2		119	83	22	14	124	80	27	17
Avro Way to Runger Lane South	5	4		189	126	39	24	109	46	38	25
Total				1951	1621	227	103	1895	1556	234	105

Node Evaluation Results (3/4)

				Base PM (17:00-18:00)			
MOVEMENT	FromLink	ToLink		All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4		439	395	37	7
Runger Lane North to Avro Way	1	6		60	43	14	3
Runger Lane South to Runger Lane North	3	2		331	302	29	0
Runger Lane South to Avro Way	3	6		107	62	24	21
Avro Way to Runger Lane North	5	2		178	148	20	10
Avro Way to Runger Lane South	5	4		282	253	22	7
Total				1397	1203	146	48

2023 Without Development PM (17:00-18:00)						
MOVEMENT	FromLink	ToLink	All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4	476	427	40	9
Runger Lane North to Avro Way	1	6	64	45	15	4
Runger Lane South to Runger Lane North	3	2	357	327	30	0
Runger Lane South to Avro Way	3	6	116	67	27	22
Avro Way to Runger Lane North	5	2	189	158	22	9
Avro Way to Runger Lane South	5	4	309	277	25	7
			1511	1301	159	51

			2023 With Development PM (17:00-18:00)			
MOVEMENT	FromLink	ToLink	All	Cars	LGV	HGV
Runger Lane North to Runger Lane South	1	4	477	428	40	9
Runger Lane North to Avro Way	1	6	67	47	16	4
Runger Lane South to Runger Lane North	3	2	358	328	30	0
Runger Lane South to Avro Way	3	6	119	68	29	22
Avro Way to Runger Lane North	5	2	209	177	24	8
Avro Way to Runger Lane South	5	4	339	301	28	10
Total			1569	1349	167	53

Node Evaluation Results (4/4)

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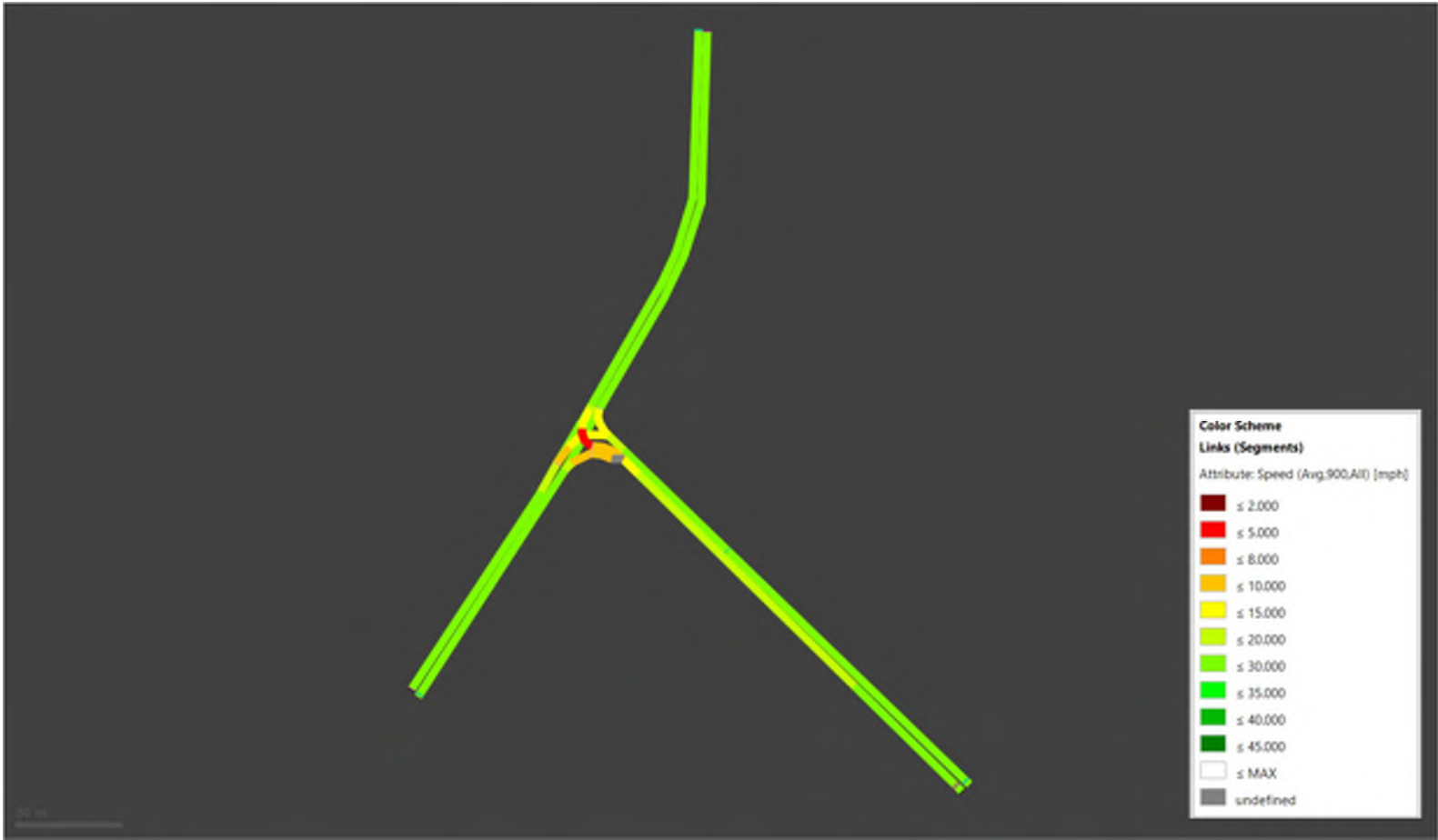
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Runger Lane North to Runger Lane South	1	4	553	497	46	10
Runger Lane North to Avro Way	1	6	76	54	18	4
Runger Lane South to Runger Lane North	3	2	416	382	34	0
Runger Lane South to Avro Way	3	6	136	78	33	25
Avro Way to Runger Lane North	5	2	223	188	25	10
Avro Way to Runger Lane South	5	4	353	317	28	8
Total			1757	1516	184	57

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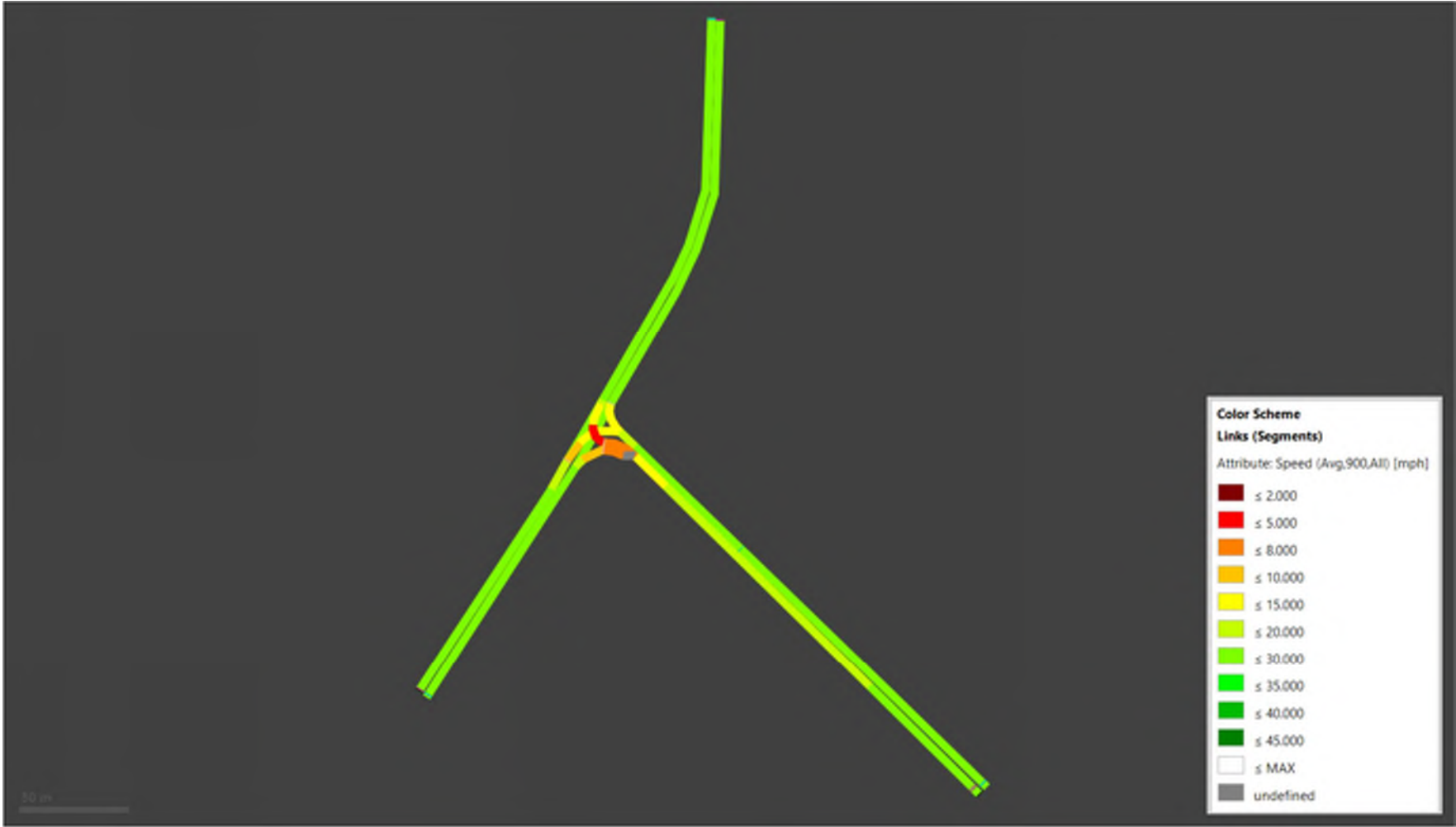
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Runger Lane North to Avro Way	1	6	80	57	19	4
Runger Lane South to Runger Lane North	3	2	418	383	35	0
Runger Lane South to Avro Way	3	6	142	79	35	28
Avro Way to Runger Lane North	5	2	248	210	28	10
Avro Way to Runger Lane South	5	4	386	344	30	12
Total			1827	1569	193	65

Speed Plots

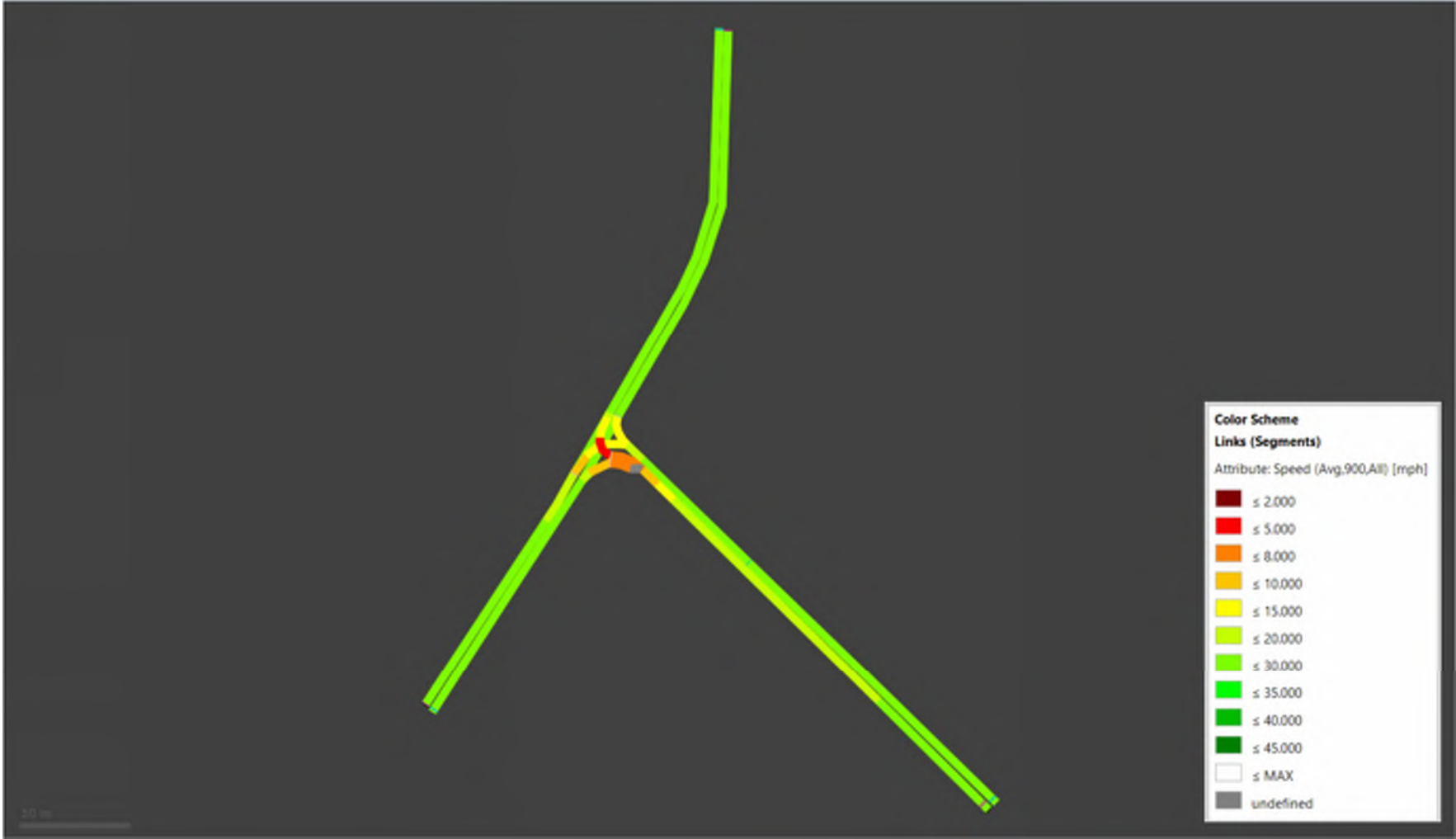
Base Model AM Peak



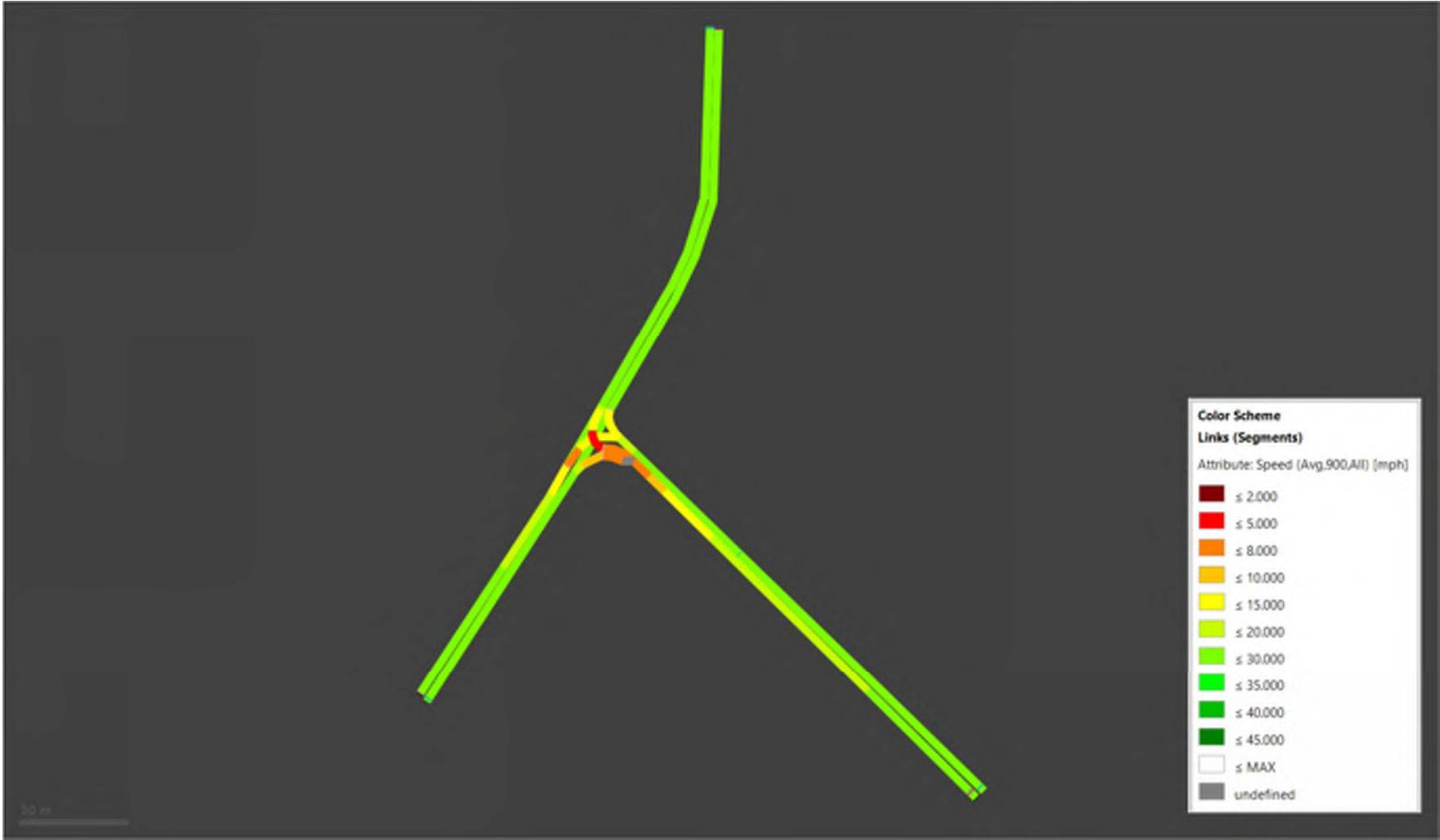
2023 Without Development AM Peak



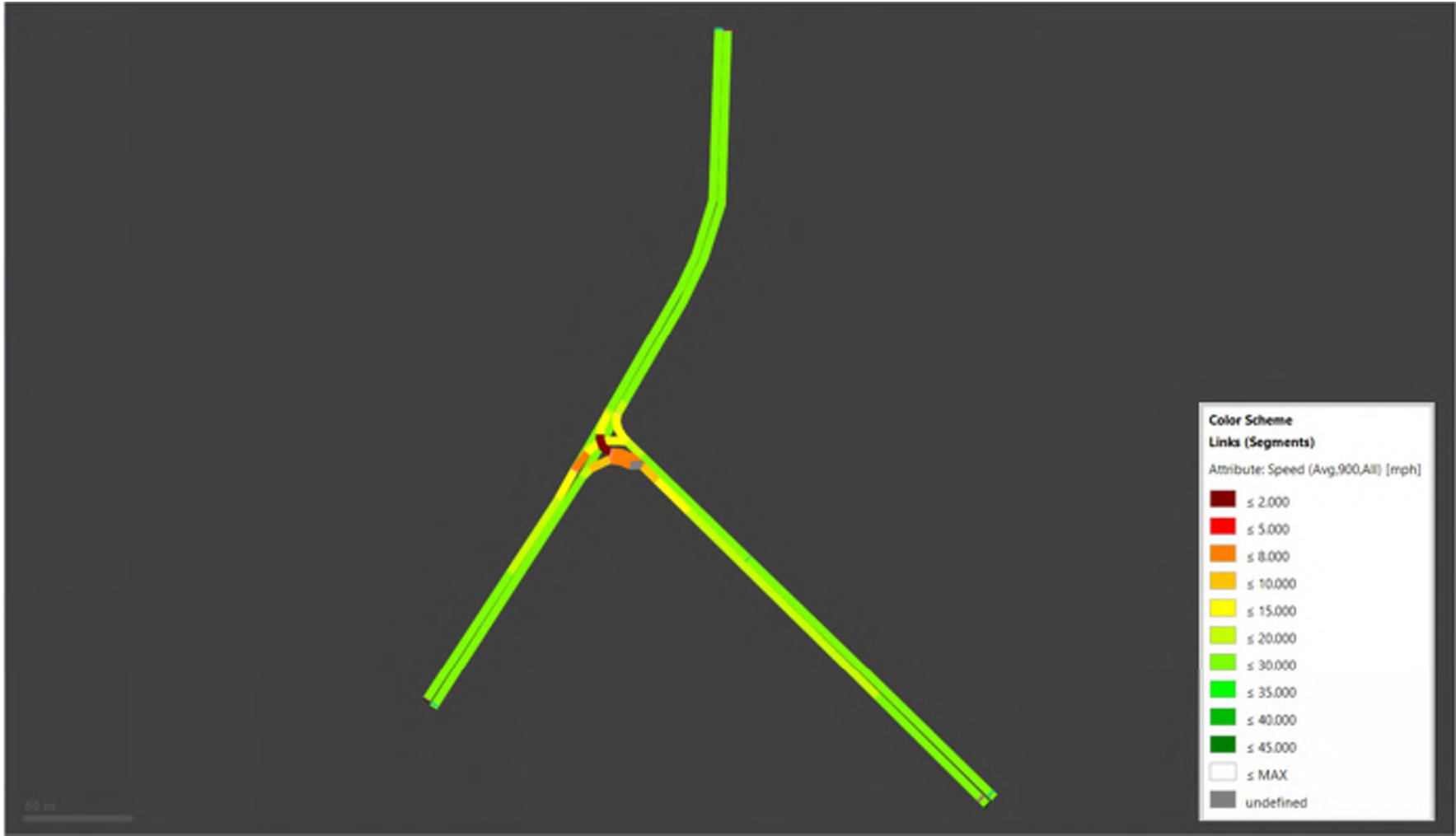
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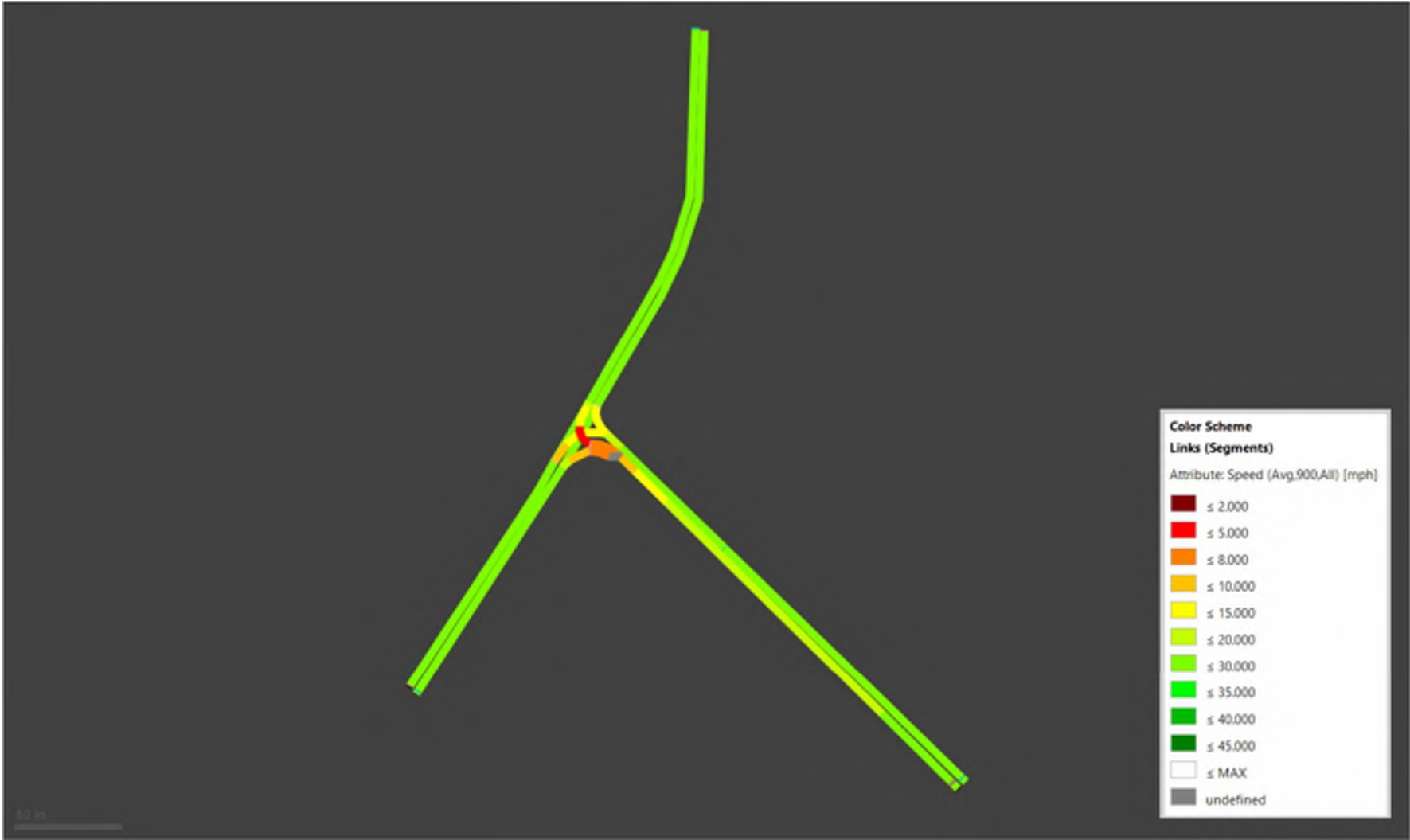
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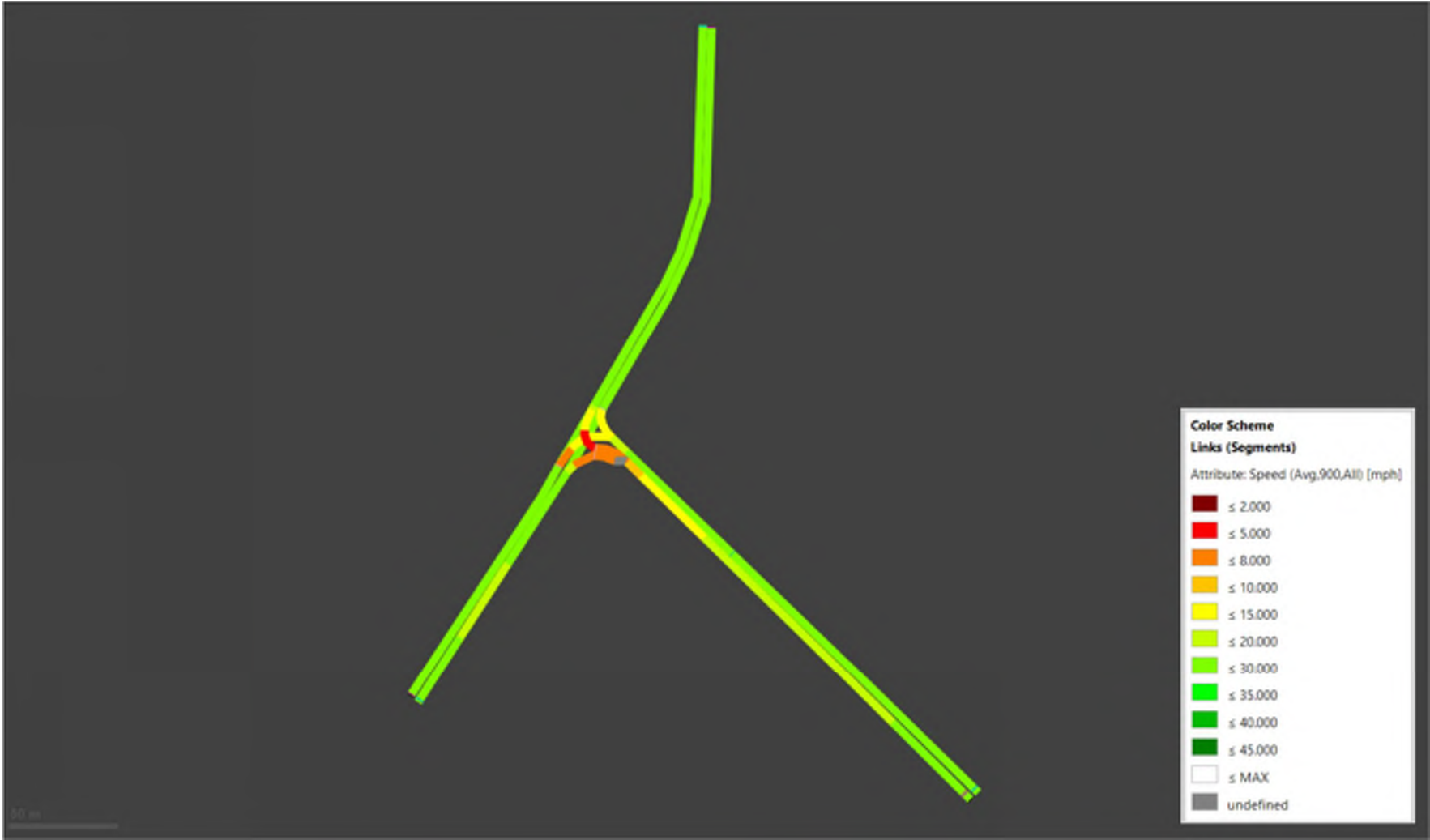
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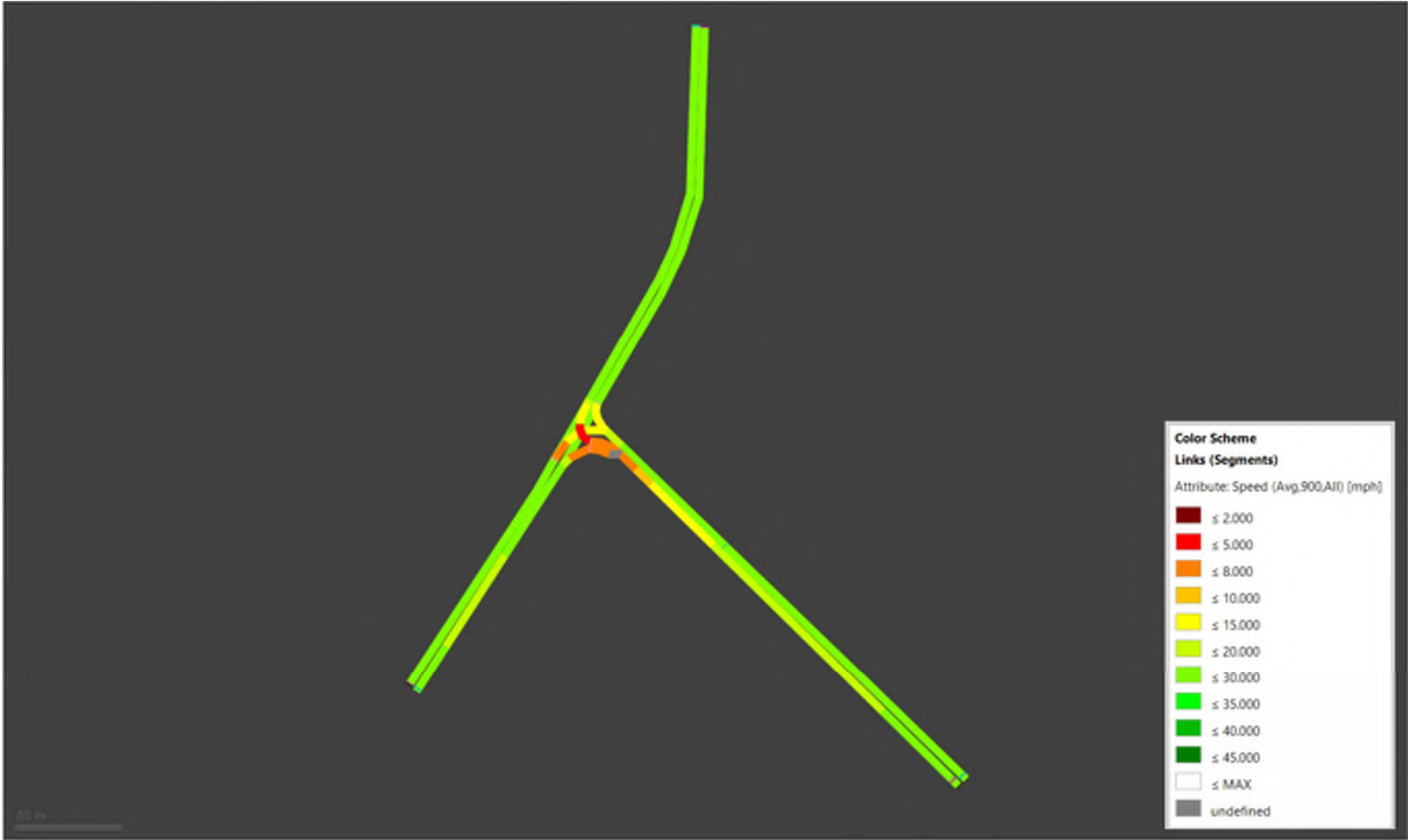
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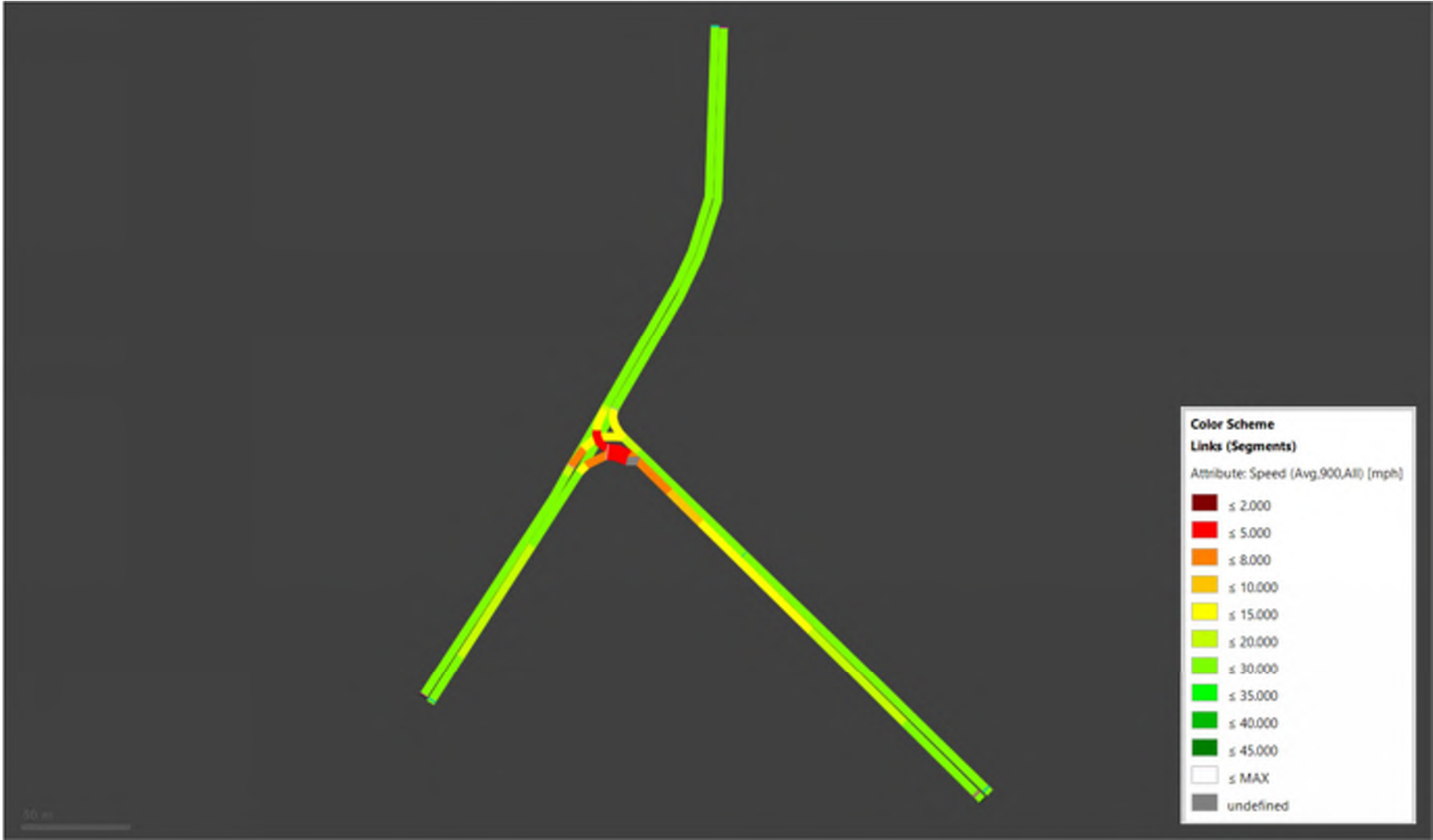
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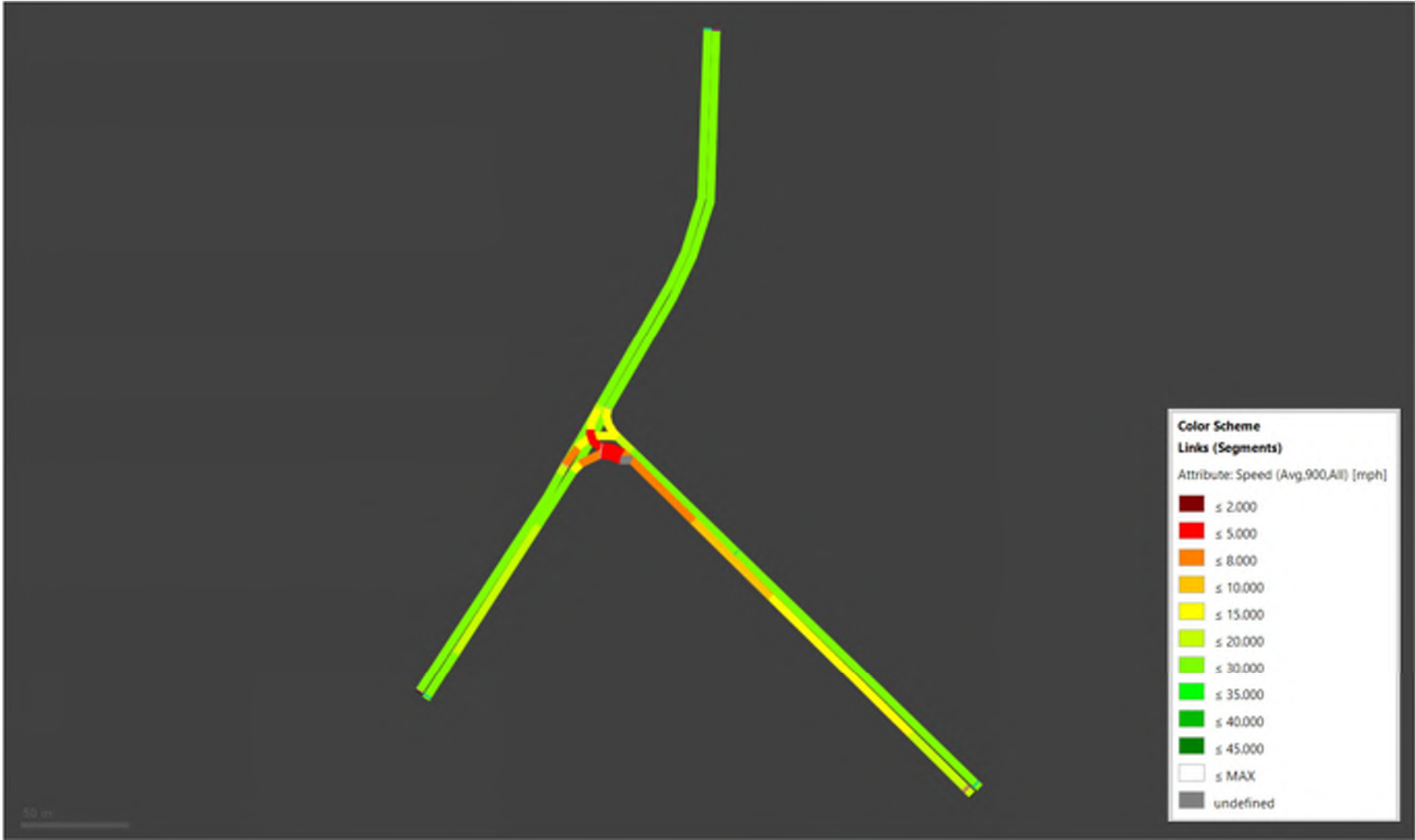
2023 With Development PM Peak



2038 Without Development PM Peak



2038 With Development PM Peak



aecom.com

Appendix B: TfGM Consultation Response 21.07.2022



Transport for
Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

0161 244 1000
www.tfgm.com

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/334

Your ref:

21st July 2022

Dear Sir / Madam

Application Number: **134103/FO/2022**

Location: **Argosy Drive, Manchester Airport, Manchester, M90 5PY**

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for a proposed development of 3 logistic units in the cargo area at Manchester Airport. 1.2 The proposed site is located at the World Freight Terminal, Manchester Airport, Manchester, M90 5PL.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by AECOM, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety Data

Road safety data should be updated to the end of 2021.

II. Trip Generation

Trip rates are not acceptable, industrial estate trip rates should be used rather than industrial units which is more for individual sites. The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces.

We would suggest trip rates are revised accordingly and included in the TA appendices.

III. Trip Generation Diagram

A trip generation diagram showing just the trips generated by the new development should be included in the submission.

IV. Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Covid restrictions have now been removed therefore a new count should be obtained. A new count would also be useful as the data would include changes in traffic flows which may have happened as a result of the recent highway schemes introduced in the area.

Some explanation has been given in the TA in relation to the effect of the recent highway schemes on local traffic flows, but this explanation has not been backed by actual data.

V. Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate).

The summary concludes that there will be 'neutral' impact on junction performance; LINSIG/PICADY assessments should be carried out to confirm this and new count data should be used to inform the highway assessments.

VI. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

I. Other

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

Metrolink Impact

It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.

Site Accessibility

I. Public Transport

The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

There is no information provided as to the infrastructure make-up of these existing bus stops.

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In order to maximise the benefits of the existing active travel facilities near the site, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

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It is also important to ensure that adequate infrastructure and facilities are provided to encourage future employees to travel by sustainable modes.

The TA confirms that up to 30 cycle parking spaces will be provided.

TfGM would refer to the LHA to determine whether this level of provision is acceptable. We would suggest that 30 spaces should be the minimum provision rather than a target,

The cycle facilities should be made secure through the use of measures such as CCTV and lighting. Cycle maintenance tools should also be provided where possible.

Additionally, welfare facilities should be made available for staff to include changing rooms, showers and lockers.

IV. Travel Plan

Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation and therefore it is encouraging that the application is accompanied by a Travel Plan.

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Travel Plan. These include:

- a travel plan budget and resources for the implementation and day to day management of travel plan measures;

- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the use of the Travel Plan incentives should be offered to encourage employees to use alternative modes of travel to the private car, through measures such as concessionary bus fares, discounted cycles, journey planning etc. Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

Appendix C: Tetra Tech 1st Response to TfGM 16.09.2022

Our Ref: 784-B040536 /PB

Claire Smallman
Infrastructure Development Officer
Transport for Greater Manchester
Email claire.smallman@tfgm.com

By email

Date: 16 September 2022

Dear Claire,

Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TFGM queries and requests. Argosy Drive, Manchester Airport, Manchester, M90 5PY

We refer to the consultation response that you provided on 21st July 2022, which we attach for ease of cross reference as **Appendix A**.

Manchester Airport Group (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that TfGM have raised. In undertaking that role, we have reviewed the original work by AECOM, sought to address your considered queries and in places we have offered a second professional opinion. Some of our work is still in hand, such as collecting new traffic count data, which has had to wait until schools returned. That work will follow in a separate submission but for now we have sought to provide the information you have requested and address your queries as far as is possible at present.

We are grateful for the confirmation within your response that TfGM are offering their advice in order that the case officer can weigh your views in the planning balance. We would be grateful if you could update your consultation advice to the planning Case Officer, following your further considerations of the information below.

Taking your points in turn then, we have copied your queries in Bold text for ease of cross reference and respond as follows:

Road Safety

“Road safety data should be updated to the end of 2021”.

That additional data has been obtained and is attached in **Appendix B**. In moving the 5 year period forward one year from the data provided by AECOM, one accident from 2016 has dropped away and no accidents have occurred in 2021. The data within the AECOM TS therefore represents typical conditions and a slightly worse position than that of the most recent 5 year period to the end of 2021. We would seek your confirmation that this information addresses your request.

Trip Generation

“Trip Generation Trip rates are not acceptable, industrial estate trip rates should be used..... The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces. We would suggest trip rates are revised accordingly and included in the TA appendices.”

We have undertaken a revised trip generation exercise as you suggest and include the TRICS output for your consideration See, **Appendix C** attached. The trip rates are indeed a little higher than AECOM had forecast. The peak hour traffic generation of the development site is shown in **Appendix D**.

We note that you draw the link between trip rates and car park capacity. The revised (car only) trip arrivals and departures have been modelled to derive a likely car park occupancy for the new development and that occupancy peaks at 105 assuming that the car park was entirely empty at 5am (when the TRICS data set commences). That assessment is attached as **Appendix E**. More likely, is that a few vehicles could be present at that time, and they would therefore increase the occupancy figures by that amount throughout the day. In either event we would accept that the revised trip rates that you have requested would align very closely with the proposed quantum of parking which AECOM stated was 104 spaces.

As an aside we have noted that the number of spaces illustrated on the submitted layout plan is 138, reduced from the 282 existing space provision on the site. That is described later.

It would appear that the proposed parking provision is appropriate for the proposed uses and would serve to cap any material increase in trip generation, beyond the revised rates.

We would seek your confirmation that these trip rates are acceptable to TfGM. We will then use those in later modelling.

Trip Generation Diagram

“A trip generation diagram showing just the trips generated by the new development should be included in the submission”.

To meet your request a trip generation diagram has been produced and is attached in **Appendix F**. That shows the trip Generation Based on the AECOM distribution in their TS table 3 and the revised trip rates. The AECOM distribution was based on 2018 patterns and has not been questioned.

We would seek your confirmation that this distribution is acceptable.

Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Several new counts have been instructed (now that school traffic has returned) and that data will be passed on to TfGM as soon as it has been received and validated. The TRICS Report “*Guidance note on Changes in travel behavior, August 2019*” notes that trip making has been reducing across all trip purposes apart from leisure. Furthermore, that was pre pandemic which accelerated the trends towards home and flexible working. It would not be unusual therefore if the new count data shows a lower volume than was present in 2018. As TfGM rightly point out, new counts will pick up any traffic changes due to highways works. We can also use the new counts to cross check the traffic distribution above and a new count will enable a re-basing of the application of growth factors to the year of opening of the development.

Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate)

We note your recommendation and will commit to use those packages when the new count data is available.

Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

The applicant would commit to a TRO review as requested, including funding the refreshing of parking signage and lines if required.

The applicant has no ability to implement additional TROs on the adopted highway, but it is a feature of this area of the airport that Avro Way and Viscount Drive are not adopted.

In relation to the wider highway network, TROs are conferred by a technical committee and the applicant has no power to revoke or implement TROs. Parking within the proposal site will be laid out as per the approved drawings, to do otherwise would be in breach of planning condition.

The wider point relates to parking control so before addressing this TfGM comment further we would like to clear up an apparent discrepancy in the AECOM work. AECOM describe the existing parking as 280 spaces (TS paras 5.3-5.5). We have undertaken a desk-based count and find the total to be 282. The discrepancy arises in the AECOM TS Para 5.13, where they describe the proposals which deliver 104 spaces as removing 103 spaces. The AECOM discrepancy is therefore the difference between the existing 280 spaces and their (103 removed+104 remaining =) 207, i.e 73 spaces unexplained.

We have noted however that at the time of the AECOM report, a contractors compound had occupied the car park area to the left of the entrance and that contains 72 spaces. Arguably AECOM were correct in their statement that 207 represented the “current facilities” at that time, but the actual and now current car parking equates to 282 spaces. We also mentioned previously that the proposal layout plans show 138 spaces so in our view, the proposals remove $282 - 138 = 144$ spaces.

Returning to the TfGM comment and the matter of whether additional parking spaces would be required, the parking occupancy calculation demonstrates that no additional parking is required for the proposals.

A reduction in car parking is normally accepted as an encouragement towards sustainable travel. No changes are proposed to the parking regimes out-with the red line boundary of the application.

We would ask TfGM to clarify whether the reviewing of TROs is just a suggestion as they state it to be, or if they see some other more rigorous planning requirement for the applicant here.

In considering the planning tests of mitigating impact, safe and suitable access, encouraging

sustainable modes and not creating cumulative residual impacts which could be considered to be severe, the removal of parking should be seen as a positive benefit of the proposals. We would ask TfGM to confirm that view please.

Other

A robust Construction Traffic Management Plan should be employed as part of the development'

The applicant intends to provide a Construction Traffic management plan in advance of the Planning Committee date. That Construction Traffic Management Plan can be secured by condition.

Metrolink Impact

'It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.'

Thank you for advising of this. Comments from Metrolink do not appear to be available on the Planning Portal. Given the distance between this already operational employment site and the Metrolink station it is not anticipated that there would be any conflict. If TfGM have the Metrolink comments it would be appreciated if those could be sent to us.

Public Transport

'The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

There is no information provided as to the infrastructure make-up of these existing bus stops.'

A description of the bus stop infrastructure was provided within the AECOM Interim Travel Plan. That is replicated below for ease of reference.

"The bus stops on Viscount Drive, Argosy Drive and at the Aviation Viewing Park include a shelter, seating, timetable information and lighting, due to their proximity to the streetlights. The stop locations in either direction on Runger Lane is marked with bus stop flags and have street lighting within its vicinity. The individual stops are shown on Figure 3, Figure 4, Figure 5, and Figure 6."

AECOM ITP Figures 3, 4, 5 and 6

Figure 3: Viscount Drive Bus Stop



Figure 4: Argosy Drive Bus Stop



Figure 6: Aviation Viewing Park – Old Winslow Road Drive Bus Stop



Figure 5: Runger Lane Bus Stops (Northbound and Southbound)



Active Travel

'It should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.'

The existing walk and cycle infrastructure was described within the AECOM TA. That existing infrastructure is fit for purpose and the accident analyses demonstrate no issues in relation to safety.

As the application is being made in detail, the specifics of those facilities are illustrated on the submitted plans and will be secured by condition.

The site will connect to the existing footways on Avro Way via on-site footpaths as shown on the proposed site layout plan (**Appendix B**). Those deliver significantly more direct connectivity for pedestrians.

Cycle Parking

'It is also important to ensure that adequate infrastructure and facilities are provided to encourage future employees to travel by sustainable modes.'

The TA confirms that up to 30 cycle parking spaces will be provided.

TfGM would refer to the LHA to determine whether this level of provision is acceptable. We

would suggest that 30 spaces should be the minimum provision rather than a target.

The cycle facilities should be made secure through the use of measures such as CCTV and lighting.

Cycle maintenance tools should also be provided where possible.

Additionally, welfare facilities should be made available for staff to include changing rooms, showers and lockers.”

Lighting and CCTV will be provided across the layout. The Travel Plan in seeking to promote sustainable modes of travel will seek to make cycling attractive. Cycle maintenance tools in the form of a bike repair stand will be installed adjacent to the cycle parking.

Given the small sizes of the proposed units, the emerging detailed design does not provide showering and locker fit out in each unit, from the outset. The design does feature the base fit out and infrastructure to enable such provisions at a later date, if the end use and end tenant require it.

Travel Plan

‘Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning occupation and therefore it is encouraging that the application is accompanied by a Travel Plan...

...Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

The applicant has demonstrated their commitment to promoting sustainable travel through the production of the Interim Travel Plan produced by AECOM and submitted as part of the planning application package. A full travel plan can be secured by Planning Condition and worked up in detail post approval.

We trust that you will find that the information that we now provide satisfactorily addresses the points raised in your consultation response. We hope to have the traffic count survey data available in a few weeks' time and will provide that information under separate cover when it is available. We will then also utilise that most recent count data to assess junction modelling where any material impacts occur.

In the meantime and in order to allow us to demonstrate progress with the application, I would be very grateful if you could provide your acknowledgements as requested through each section of this letter.

Should you have any queries please do not hesitate to contact us

Yours sincerely,



Peter Blair
Head of Transport North
For and on behalf of TetraTech Europe

Enc.

Appendices

Appendix A	TfGM consultation response dated 21 st July 2022
Appendix B	Updated Personal Injury Accident data
Appendix C	Revised TRICS Output
Appendix D	Trip Generation Table based on Revised Rates
Appendix E	Car Park Occupancy Calculation
Appendix F	Trip Distribution and Assignment

Appendices

Appendix A – TfGM Consultation Response dated 21st July 2022



Transport for
Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

0161 244 1000
www.tfgm.com

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/334

Your ref:

21st July 2022

Dear Sir / Madam

Application Number: **134103/FO/2022**

Location: **Argosy Drive, Manchester Airport, Manchester, M90 5PY**

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for a proposed development of 3 logistic units in the cargo area at Manchester Airport. 1.2 The proposed site is located at the World Freight Terminal, Manchester Airport, Manchester, M90 5PL.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by AECOM, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety Data

Road safety data should be updated to the end of 2021.

II. Trip Generation

Trip rates are not acceptable, industrial estate trip rates should be used rather than industrial units which is more for individual sites. The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces.

We would suggest trip rates are revised accordingly and included in the TA appendices.

III. Trip Generation Diagram

A trip generation diagram showing just the trips generated by the new development should be included in the submission.

IV. Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Covid restrictions have now been removed therefore a new count should be obtained. A new count would also be useful as the data would include changes in traffic flows which may have happened as a result of the recent highway schemes introduced in the area.

Some explanation has been given in the TA in relation to the effect of the recent highway schemes on local traffic flows, but this explanation has not been backed by actual data.

V. Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate).

The summary concludes that there will be 'neutral' impact on junction performance; LINSIG/PICADY assessments should be carried out to confirm this and new count data should be used to inform the highway assessments.

VI. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

I. Other

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

Metrolink Impact

It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.

Site Accessibility

I. Public Transport

The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

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- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the use of the Travel Plan incentives should be offered to encourage employees to use alternative modes of travel to the private car, through measures such as concessionary bus fares, discounted cycles, journey planning etc. Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent.

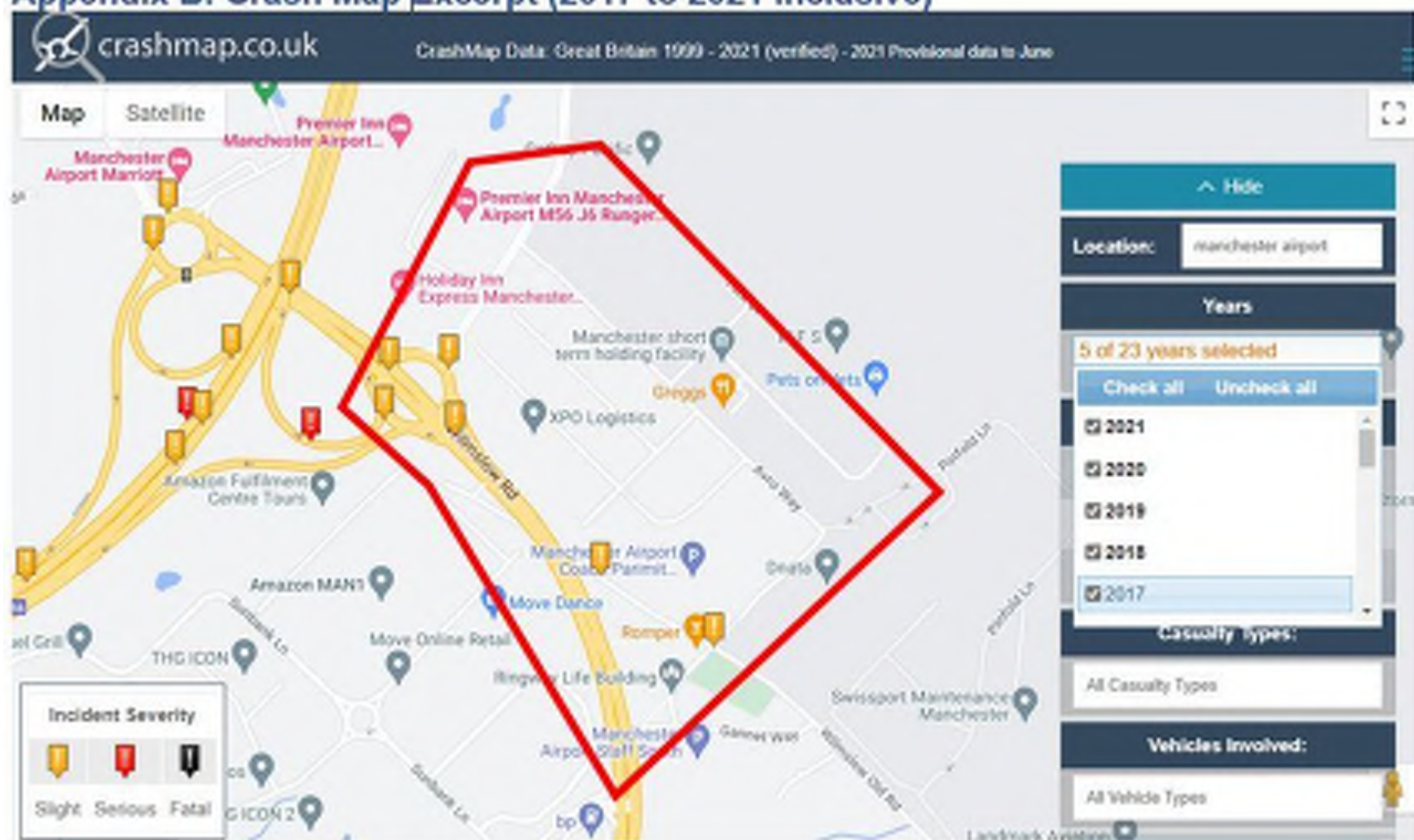
I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

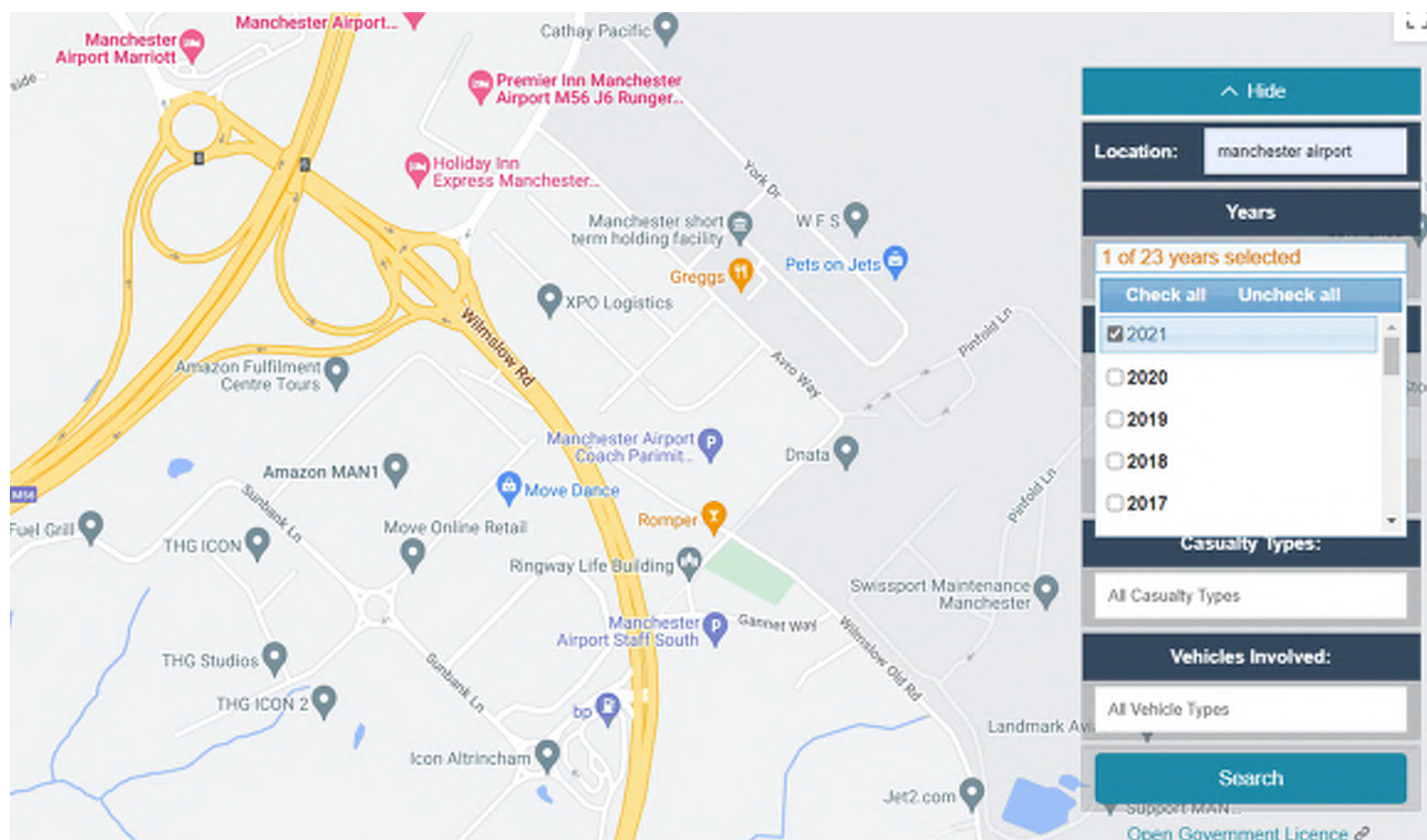
Yours faithfully

Claire Smallman
Infrastructure Development Officer
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

Appendix B – Updated Personal Injury Accident Data

Appendix B: Crash Map Excerpt (2017 to 2021 Inclusive)





Appendix C – Revised TRICS Output

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	3 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: 1776 to 23226 (units: sqm)
 Range Selected by User: 708 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/03/20

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	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 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)	2
Edge of Town	10

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	9
Commercial Zone	1
Development Zone	2

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.

WYG Group Quay West Salford Quays

Licence No: 705118

Secondary Filtering selection:

Use Class:

Not Known 12 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
3	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
4	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
5	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
6	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
7	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
9	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
10	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
11	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
12	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.010	1	20860	0.000	1	20860	0.010
05:30 - 06:00	1	20860	0.067	1	20860	0.014	1	20860	0.081
06:00 - 06:30	2	16063	0.031	2	16063	0.006	2	16063	0.037
06:30 - 07:00	2	16063	0.068	2	16063	0.019	2	16063	0.087
07:00 - 07:30	12	8759	0.140	12	8759	0.033	12	8759	0.173
07:30 - 08:00	12	8759	0.293	12	8759	0.067	12	8759	0.360
08:00 - 08:30	12	8759	0.262	12	8759	0.139	12	8759	0.401
08:30 - 09:00	12	8759	0.165	12	8759	0.106	12	8759	0.271
09:00 - 09:30	12	8759	0.154	12	8759	0.103	12	8759	0.257
09:30 - 10:00	12	8759	0.127	12	8759	0.105	12	8759	0.232
10:00 - 10:30	12	8759	0.156	12	8759	0.127	12	8759	0.283
10:30 - 11:00	12	8759	0.101	12	8759	0.103	12	8759	0.204
11:00 - 11:30	12	8759	0.114	12	8759	0.130	12	8759	0.244
11:30 - 12:00	12	8759	0.118	12	8759	0.130	12	8759	0.248
12:00 - 12:30	12	8759	0.132	12	8759	0.162	12	8759	0.294
12:30 - 13:00	12	8759	0.147	12	8759	0.154	12	8759	0.301
13:00 - 13:30	12	8759	0.143	12	8759	0.155	12	8759	0.298
13:30 - 14:00	12	8759	0.129	12	8759	0.123	12	8759	0.252
14:00 - 14:30	12	8759	0.121	12	8759	0.144	12	8759	0.265
14:30 - 15:00	12	8759	0.111	12	8759	0.122	12	8759	0.233
15:00 - 15:30	12	8759	0.099	12	8759	0.117	12	8759	0.216
15:30 - 16:00	12	8759	0.075	12	8759	0.119	12	8759	0.194
16:00 - 16:30	12	8759	0.084	12	8759	0.169	12	8759	0.253
16:30 - 17:00	12	8759	0.090	12	8759	0.215	12	8759	0.305
17:00 - 17:30	12	8759	0.053	12	8759	0.213	12	8759	0.266
17:30 - 18:00	12	8759	0.059	12	8759	0.138	12	8759	0.197
18:00 - 18:30	12	8759	0.018	12	8759	0.059	12	8759	0.077
18:30 - 19:00	12	8759	0.018	12	8759	0.043	12	8759	0.061
19:00 - 19:30	2	16063	0.087	2	16063	0.037	2	16063	0.124
19:30 - 20:00	2	16063	0.065	2	16063	0.096	2	16063	0.161
20:00 - 20:30	2	16063	0.012	2	16063	0.062	2	16063	0.074
20:30 - 21:00	2	16063	0.006	2	16063	0.022	2	16063	0.028
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.255			3.232			6.487

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:	1776 - 23226 (units: sqm)
Survey date range:	01/01/14 - 01/03/20
Number of weekdays (Monday-Friday):	12
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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.000	1	20860	0.000	1	20860	0.000
05:30 - 06:00	1	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 06:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
06:30 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 07:30	12	8759	0.001	12	8759	0.006	12	8759	0.007
07:30 - 08:00	12	8759	0.011	12	8759	0.002	12	8759	0.013
08:00 - 08:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
08:30 - 09:00	12	8759	0.009	12	8759	0.017	12	8759	0.026
09:00 - 09:30	12	8759	0.011	12	8759	0.010	12	8759	0.021
09:30 - 10:00	12	8759	0.016	12	8759	0.014	12	8759	0.030
10:00 - 10:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
10:30 - 11:00	12	8759	0.010	12	8759	0.010	12	8759	0.020
11:00 - 11:30	12	8759	0.008	12	8759	0.010	12	8759	0.018
11:30 - 12:00	12	8759	0.012	12	8759	0.013	12	8759	0.025
12:00 - 12:30	12	8759	0.010	12	8759	0.008	12	8759	0.018
12:30 - 13:00	12	8759	0.014	12	8759	0.013	12	8759	0.027
13:00 - 13:30	12	8759	0.013	12	8759	0.009	12	8759	0.022
13:30 - 14:00	12	8759	0.017	12	8759	0.005	12	8759	0.022
14:00 - 14:30	12	8759	0.011	12	8759	0.021	12	8759	0.032
14:30 - 15:00	12	8759	0.010	12	8759	0.012	12	8759	0.022
15:00 - 15:30	12	8759	0.010	12	8759	0.006	12	8759	0.016
15:30 - 16:00	12	8759	0.007	12	8759	0.009	12	8759	0.016
16:00 - 16:30	12	8759	0.004	12	8759	0.004	12	8759	0.008
16:30 - 17:00	12	8759	0.004	12	8759	0.005	12	8759	0.009
17:00 - 17:30	12	8759	0.002	12	8759	0.003	12	8759	0.005
17:30 - 18:00	12	8759	0.000	12	8759	0.002	12	8759	0.002
18:00 - 18:30	12	8759	0.001	12	8759	0.000	12	8759	0.001
18:30 - 19:00	12	8759	0.000	12	8759	0.000	12	8759	0.000
19:00 - 19:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
19:30 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 20:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:30 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.210			0.218			0.428

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 D – Trip Generation Table based on Revised Rates

Proposed Site Trip Generation Based on Industrial Estate Trip Rate

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
07:00	08:00	0.433	0.100	0.533	60	14	73
08:00	09:00	0.427	0.245	0.672	59	34	92
17:00	18:00	0.112	0.351	0.463	15	48	64

Appendix E – Car Park Occupancy Calculation

Parking Occupancy for a 13,746sqm Industrial Estate

Time		Non-HGV Rates			Traffic Generation		Car Park Occupancy
From	To	Arr	Dep	Tot	Arr	Dep	
05:00	05:30	0.010	0.000	0.010	1	0	1
05:30	06:00	0.067	0.009	0.076	9	1	9
06:00	06:30	0.031	0.006	0.037	4	1	13
06:30	07:00	0.065	0.019	0.084	9	3	19
07:00	07:30	0.139	0.027	0.166	19	4	35
07:30	08:00	0.282	0.065	0.347	39	9	64
08:00	08:30	0.249	0.122	0.371	34	17	82
08:30	09:00	0.156	0.089	0.245	21	12	91
09:00	09:30	0.143	0.093	0.236	20	13	98
09:30	10:00	0.111	0.091	0.202	15	13	101
10:00	10:30	0.143	0.110	0.253	20	15	105
10:30	11:00	0.091	0.093	0.184	13	13	105
11:00	11:30	0.106	0.120	0.226	15	16	103
11:30	12:00	0.106	0.117	0.223	15	16	101
12:00	12:30	0.122	0.154	0.276	17	21	97
12:30	13:00	0.133	0.141	0.274	18	19	96
13:00	13:30	0.130	0.146	0.276	18	20	94
13:30	14:00	0.112	0.118	0.230	15	16	93
14:00	14:30	0.110	0.123	0.233	15	17	91
14:30	15:00	0.101	0.110	0.211	14	15	90
15:00	15:30	0.089	0.111	0.200	12	15	87
15:30	16:00	0.068	0.110	0.178	9	15	81
16:00	16:30	0.080	0.165	0.245	11	23	69
16:30	17:00	0.086	0.210	0.296	12	29	52
17:00	17:30	0.051	0.210	0.261	7	29	31
17:30	18:00	0.059	0.136	0.195	8	19	20
18:00	18:30	0.017	0.059	0.076	2	8	14
18:30	19:00	0.018	0.043	0.061	2	6	11
19:00	19:30	0.087	0.037	0.124	12	5	18
19:30	20:00	0.065	0.096	0.161	9	13	13
20:00	20:30	0.012	0.062	0.074	2	9	6
20:30	21:00	0.006	0.022	0.028	1	3	4

Appendix F – Trip Distribution and Assignment

Trip Distribution and Assignment at the Runger Lane / Avro Lane Junction:
Based on surveyed turning counts - Average from Recording on 16th / 17th May 2018 (See AECOM TA Table 3)

Recorded Distribution at Runger Lane / Avro Way Junction: AM Peak 0800-0900	Recorded Distribution at Runger Lane / Avro Way Junction: PM Peak 1700-1800								
Generation of Site Assigned to Runger Lane / Avro Way Junction: AM Peak 0800-0900 <table> <tr> <td>Arr</td><td>59</td></tr> <tr> <td>Dep</td><td>34</td></tr> </table>	Arr	59	Dep	34	Generation of Site Assigned to Runger Lane / Avro Way Junction: PM Peak 1700-1800 <table> <tr> <td>Arr</td><td>15</td></tr> <tr> <td>Dep</td><td>48</td></tr> </table>	Arr	15	Dep	48
Arr	59								
Dep	34								
Arr	15								
Dep	48								

Appendix D: TfGM Acceptance and Request for Further Counts 06.10.2022

From: Landuse <Landuse@tfgm.com>
Sent: 06 October 2022 10:20
To: Blair, Peter
Cc: Landuse
Subject: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Thank you for providing the technical note.

TfGM agree with the content. We would suggest that in terms of traffic distribution, as new counts are being collected and modelling is to be undertaken, we would suggest that the distribution is revised by using new counts.

We would ask that distribution calculation is included in the future submission for checking together with the junction model.

Regards,

Riccardo Boncinelli

From: Blair, Peter <Peter.Blair@tetrattech.com>
Sent: 22 September 2022 07:49
To: Claire Smallman <Claire.Smallman@tfgm.com>
Cc: Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Emily Fleet <Emily.Fleet@magairports.com>
Subject: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Dear Claire,

Manchester Airport Group (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that TfGM have raised on this application.

In undertaking that role, we have reviewed the original work by AECOM, we have updated data as per your requests and we have sought to address your considered queries. I attach a pdf document setting all that out.

I trust that you will find it to be self explanatory, but if you do have any queries please do not hesitate to contact me.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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Appendix E: Tetra Tech Submission of Clarification and Corrections 12.10.2022

From: Claire Smallman <Claire.Smallman@tfgm.com>
Sent: 12 October 2022 15:15
To: Blair, Peter
Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Hi Peter

The revisions relating to the traffic regulation orders, cycle spaces and travel plan, as detailed below, have been reviewed and are acceptable from a TfGM perspective.

The increase in cycle parking spaces is welcomed along with the commitment to meet the aims of the site wide travel plan (copy of MAG Travel Plan Statement received).

Kind regards

Claire Smallman
Infrastructure Development Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
E-mail claire.smallman@tfgm.com
www.tfgm.com

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

From: Blair, Peter <Peter.Blair@tetrattech.com>
Sent: 10 October 2022 15:54
To: Landuse <Landuse@tfgm.com>
Cc: Emily Fleet <Emily.Fleet@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Andrew.Murray@magairports.com
Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Riccardo,

Thank you for your email and for your agreement on the content of our technical letter. I was on leave last week so apologies for not responding straight away.

While I was away, my client reviewed the letter that I had sent to you and asked me to provide a few corrections and updates. Having reviewed his suggestions I believe that they are all beneficial and I hope that you will agree.

The points which I would wish to correct / clarify are as follows:

Applicant. I had said that the applicant was *the Manchester Airport Group*. I have been advised that the applicant is *"Threadneedle Curtis Ltd"*

Traffic Regulation Orders. I had said..... *"The applicant would commit to a TRO review as requested, including funding the refreshing of parking signage and lines if required. The applicant has no ability to implement additional TROs on the adopted highway, but it is a feature of this area of the airport that Avro Way and Viscount Drive are not adopted. In relation to the wider highway network, TROs are conferred by a technical committee and the applicant has no power to revoke or implement TROs. Parking within the proposal site will be laid out as per the approved drawings, to do otherwise would be in breach of planning condition"*.

The client has asked me to replace that answer with the following more positive position.
"Manchester Airport Group (owner of the private roads around the Development and within Manchester Airport vicinity) is undertaking an exercise to consolidate all TROs in place across the airport estate into a single consolidated order. This will shortly be submitted to MCC to progress. This includes the TROs in force on Avro Way and Viscount Drive."

Cycle spaces. Whereas the TA had confirmed that 30 cycle spaces would be provided, the Client has advised me that the drawings submitted as part of the planning application include for 40 cycle parking spaces. These take precedence over the Transport Assessment.

Travel plan. Our technical letter said.....*"The applicant has demonstrated their commitment to promoting sustainable travel through the production of the Interim Travel Plan produced by AECOM and submitted as part of the planning application package. A full travel plan can be secured by Planning Condition and worked up in detail post approval."*

The client has asked me to replace that last sentence with*However, Manchester Airport Group operates a Site Wide Travel Plan and the applicant commits to working with MAG to implement the wider aims of the Site Wide Travel Plan.*

I would be grateful if you would consider those few sentences of revised text please and confirm back that those provisions are acceptable to you.

Thank you in advance of your assistance.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

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Mob: +44 777 511 1629

tetratecheurope.com

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.

Appendix F: Tetra Tech Provide Technical Note 1 to TfGM 18.10.2022

From: Blair, Peter
Sent: 18 October 2022 15:31
To: Claire Smallman
Cc: Emily Fleet; Jess Wortelhock; ANDREW MURRAY; Thompson, Matt
Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.
Attachments: [TN1 - Response to TfGM comments 18102022 - Rev 02 inc Appendices.pdf](#)

Claire,

I attach the remaining outstanding responses to your queries. I had asked my colleague to pull together this information and you will see from the attached document that he has done so very comprehensively. Whilst the Technical Note sets out a comprehensive record of your recent queries, responses and agreements, in fact, having read through the Technical Note, there are only really just two outstanding pieces of information to consider.

The reason why the technical note is so extensive is because we have necessarily included the additional new traffic counts that you have requested and have also taken the opportunity to include our previous responses to you and your confirmations, for ease of reference in the future.

The new information in response to your outstanding queries can be summarised as follows:

You queried the use of 2018 counts. New traffic counts have been undertaken at the junction of Avro way and Runger Lane. They show that traffic volumes on Avro way are significantly lower than in 2018 but that the traffic volumes on Runger Lane are at times similar and at times higher than in 2018. There are several points to take from this. The first is that since the pandemic and the trend since 2016 for reduced trip making, working from home, online services etc. it is not a surprise that Avro Way flows are lower than in 2018. Oddly, Runger Lane flows are higher and by more than even annual growth rates would suggest and I suspect that has been influenced by the presence of the on-line smart motorway construction works on the M56. I live in the Hale, Altrincham, Bowdon area and I divert along Runger Lane maybe one time out of three when travelling along the M56 to home, due to the delays and congestion under the roadworks at present.

My overarching view is that the 2018 traffic volumes presented by AECOM are likely to be robust since they will more accurately reflect traffic volumes on Runger Lane and in fact significantly over-estimate traffic volumes on Avro Way. The reason for you requesting these current counts was to ensure that appropriate volumes were being used in the assessments; the new counts show that the AECOM 2018 counts are appropriate for Runger Lane and overly robust on Avro Way.

The second notable point is that we have identified that AECOM did not "Nett off" the traffic which would be extinguished when the existing lawful uses on the site are replaced by the proposed development. When considering the traffic impact of new proposals, one should add the traffic associated with the proposals and remove the traffic which will be extinguished when the proposals remove the extant lawful uses. We have now performed those calculations in the attached Technical Note and find that the net traffic impact from the proposals is entirely immaterial. When you have scrutinised the detail, you will see that for some turning movements the proposals actually result in a reduction in traffic as compared to the extant lawful use trip volumes. Even on the traffic stream, which experiences the largest increase, (+ 4 arrivals in the am peak) that net traffic increase amounts to just one additional vehicle every 15 minutes. (one every half hour on each Runger lane approach

direction). On that basis, it is considered that further modelling would show no traffic impact difference between the existing baseline and proposed traffic conditions and so should not be necessary.

I trust that this brief overview will assist you in your detailed considerations of the attached Technical Note. When you have had the opportunity to consider the attached documents, I would be grateful if you could confirm that your outstanding queries on new counts, trip distribution and junction modelling are now satisfied. If there are still outstanding queries, I would be grateful if you could contact us directly and we will move to address any such queries as soon as possible. If there are no further queries, we would be grateful if you could formally withdraw your objection from Manchester City Council to the Argosy Planning Application.

As ever thank you in advance for your considerations.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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From: Claire Smallman <Claire.Smallman@tfgm.com>

Sent: 12 October 2022 15:15

To: Blair, Peter <Peter.Blair@tetratech.com>

Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Hi Peter

The revisions relating to the traffic regulation orders, cycle spaces and travel plan, as detailed below, have been reviewed and are acceptable from a TfGM perspective.

The increase in cycle parking spaces is welcomed along with the commitment to meet the aims of the site wide travel plan (copy of MAG Travel Plan Statement received).

Kind regards

Claire Smallman
Infrastructure Development Officer

Technical Note 1: Response to TfGM Comments

Project Name:	MAG Argosy Way	Office:	Manchester
Project No.:	784-B040536	Prepared by:	M Thompson
Date:	18.10.2022	Checked by:	M Thompson
Status:	For Issue	Approved by:	P Blair

1.0 Introduction

- 1.1 Tetra Tech (Tt) has been commissioned by Manchester Airport Group (MAG) to provide transport advice for a planning application for the proposed re-development of office and logistic units in the cargo area at Manchester Airport.
- 1.2 The proposal site is located at the World Freight Terminal, Manchester Airport, Manchester.
- 1.3 A detailed planning application (Ref: 134103/FO/2022) was submitted to Manchester City Council (MCC) which included a Transport Assessment and a Travel Plan, each of which were produced by AECOM (Documents dated June 2022).
- 1.4 Following receipt of the planning application, comments were provided by Transport for Greater Manchester (TfGM) on the Transport Assessment and those comments are attached in **Appendix 1**.
- 1.5 Tetra Tech responded to a number of those queries via a technical email sent to TfGM on 30th September 2022. That email is attached as **Appendix 2**.
- 1.6 TfGM provided a response to Tetra Tech technical email on the 6th October 2022 which stated (**see Appendix 3**):

"Thank you for providing the technical note.

TfGM agree with the content. We would suggest that in terms of traffic distribution, as new counts are being collected and modelling is to be undertaken, we would suggest that the distribution is revised by using new counts.

We would ask that distribution calculation is included in the future submission for checking together with the junction model.”

- 1.7 This Technical Note (TN) follows up on the Technical Letter and TfGM agreement to the approach to be taken forward by providing the additional information in relation to traffic counts, trip generation (including extant lawful use trips and nett development impacts) and trip distribution.
- 1.8 Following receipt of the TfGM response, Tetra Tech followed up with some further clarifications and those were set out in an email of 10th October 2022. Those were also positively accepted by TfGM in their email dated 12th October and the relevant email trail is attached at **Appendix 4**.

2.0 The Development Proposals

2.1 This section seeks to clearly set out the proposals in the context of the existing land uses, to understand the nett changes that should be used in forecasting future travel demands.

Existing Site Land Uses and Floorspaces

2.2 The existing site has 4 buildings, each of which will be demolished as part of the proposals. Those buildings are a mixture of B1 (Unit 305), and logistics (Units 303, 304 and 311), as follows:

- Unit 305 was a two storey office with a GFA of c.2,050 sqm. At the time the planning application was submitted the floorspace has since been demolished.
- Unit 304 is a single storey logistics facility with a GFA of c.550 sqm.
- Units 303 and 311 are logistics facilities with ancillary offices at mezzanine level with GFAs of c.3,200 sqm and c.3,900 sqm respectively.

Proposed Site Land Uses and Floorspaces

2.3 The proposals are shown on the site layout plan included as **Appendix 5**. That shows that three units will have a combined GFA of 13,746 sqm and that is proposed as 100% logistics.

Nett Change in Floorspace as a result of the Proposals

2.4 A comparison of the extant vs proposed land uses and floorspace is provided in **Table 2.1**.

Table 2.1: Nett Floorspace Change

	Existing (Sqm GFA)	Proposed (Sqm GFA)	Nett Change (Sqm GFA)
B1	2,050*	0	-2,050
Logistics	7,650*	13,746	+6,096

3.0 TfGM Comments

3.1 The original TfGM response provided comments under the heading “highways overview”. Those comments were split into 7 categories, as follows:

1. Road Safety Data, - addressed in Tetra Tech technical letter of 30.09.22 to the satisfaction of TfGM
2. Trip Generation - addressed in Tetra Tech technical letter of 30.09.22 to the satisfaction of TfGM however this TN1 provides a further level of detail in relation to the traffic generation associated with the extant lawful use and then the nett traffic impacts of the proposal
3. Trip Distribution – addressed in this TN1
4. Count Data – addressed in this TN1
5. Modelling – Addressed in this TN1
6. Traffic Regulation Orders - addressed in Tetra Tech technical letter of 30.09.22 and email of 10.10.22 to the satisfaction of TfGM
7. Other Issues - addressed in Tetra Tech technical letter of 30.09.22 and email of 10.10.22 to the satisfaction of TfGM

3.2 Additionally TfGM provided comments in relation to Metrolink, Public Transport, Active Travel, Cycle Parking and Travel Plans. Each of these matters was addressed in Tetra Tech technical letter of 30.09.22 to the satisfaction of TfGM.

Count Data

3.3 TfGM provided the following comment in relation to count data:

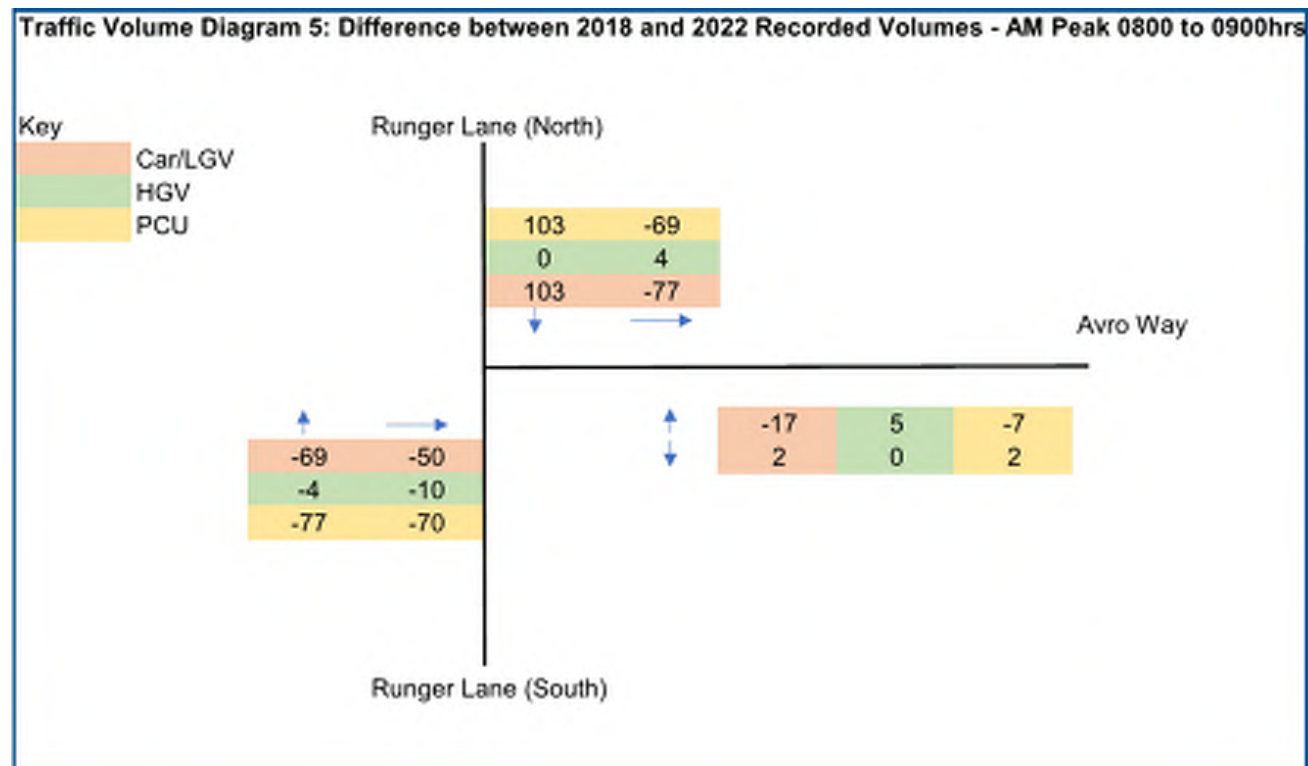
“Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Covid restrictions have now been removed therefore a new count should be obtained. A new count would also be useful as the data would include changes in traffic flows which may have happened as a results of the recent highway schemes introduced in the area.

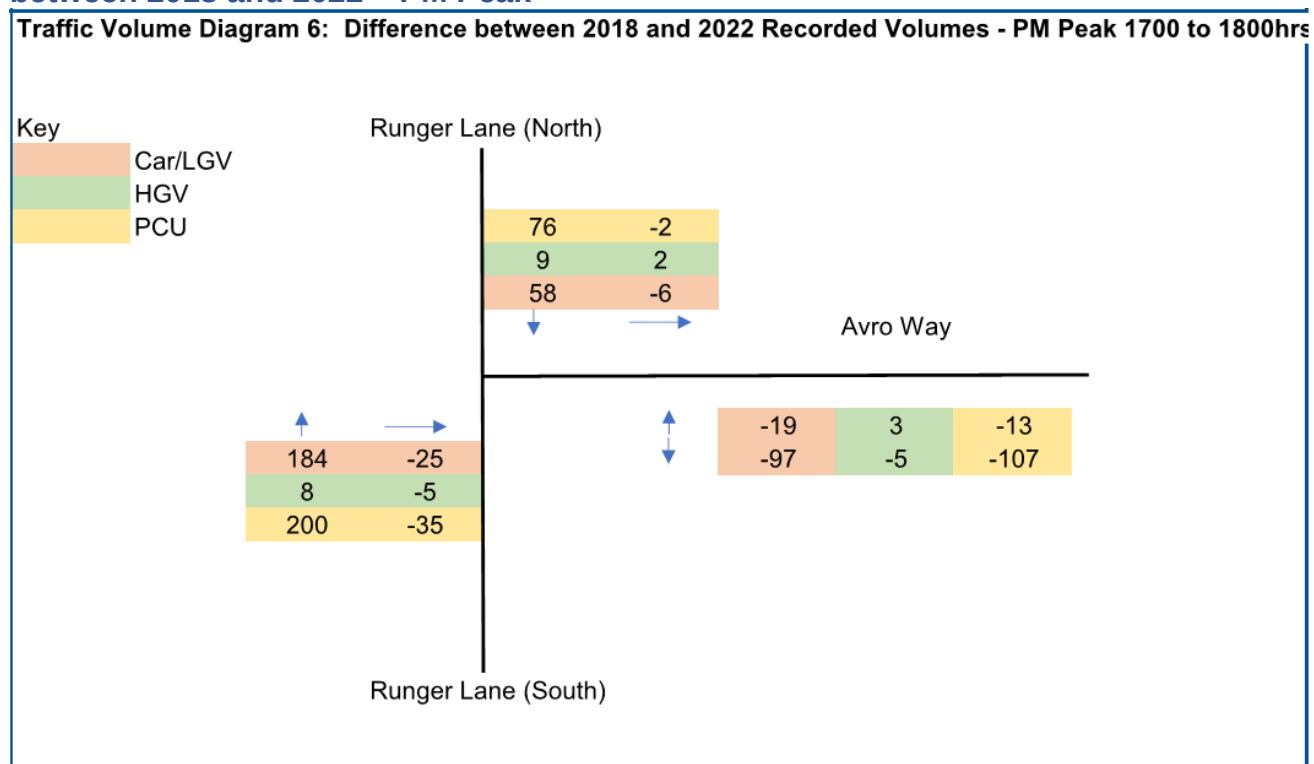
Some explanation has been given in the TA in relation to the effect of the recent highway schemes on local traffic flows, but this explanation has not been backed by actual data.”

- 3.4 Following receipt of TfGM’s comment, Traffic Sense Ltd were instructed to carry out a manual classified junction turning count and queue survey was carried out by Traffic Sense Ltd on Thursday 15th September. The raw data is attached in **Appendix 6**.
- 3.5 To understand the ‘*changes in traffic flows which may have happened as a result of the recent highway schemes introduced in the area*’, a number of traffic volume diagrams have been produced. It should of course be recognised that changes may also be due to the trend in reduced trip making and the M56 smart Motorway roadworks. The Volume Diagrams are included as **Appendix 7**.
- 3.6 **Volume Diagrams 1 and 2** show the 2018 recorded traffic volumes for the AM and PM peak hours of 0800-0900 and 1700-1800 respectively.
- 3.7 **Volume Diagrams 3 and 4** show the 2022 recorded traffic volumes for the AM and PM peak hours of 0800-0900 and 1700-1800 respectively.
- 3.8 **Volume Diagrams 5 and 6** show difference between the 2018 and 2022 recorded traffic volumes for the AM and PM peak hours of 0800-0900 and 1700-1800 respectively.
- 3.9 **Volume Diagrams 5 and 6** are shown in **Excerpt 3.1** and **Excerpt 3.2**.

Excerpt 3.1: Difference in Traffic Volumes at the Runger Lane / Avro Way junction between 2018 and 2022 – AM Peak



Excerpt 3.2: Difference in Traffic Volumes at the Runger Lane / Avro Way junction between 2018 and 2022 – PM Peak



Volume changes on Avro Way

- 3.10 **Excerpts 3.1 and 3.2** shows that in both the AM and PM peak hours, the traffic volumes along Avro Way have reduced between 2018 and 2022.
- 3.11 During the AM peak hour there are 139 fewer arrivals and 5 fewer departures in 2022 than were present in 2018.
- 3.12 During the PM peak hour there are 37 fewer arrivals and 120 fewer departures in 2022 than were present in 2018.

Volume changes on Runger Lane

- 3.13 **Excerpts 3.1 and 3.2** also shows that the traffic volumes on Runger Lane have changed significantly between 2018 to 2022. The PCU's recorded are summarised in **Table 3.1**.

Table 3.1: Traffic Volume Differences on Runger Lane

Direction of Travel	2018	2022	Difference	% Difference
AM Peak				
Northbound	435	358	-77	-18%
Southbound	333	436	103	31%
PM Peak				
Northbound	322	522	200	62%
Southbound	422	498	76	18%

- 3.14 The levels of change in volumes shown in **Table 3.1** are not typical and it is expected that these are a result of the highway works being undertaken between Junction 4 and Junction 7 of the M56. Obviously Runger lane flows will not return to their end state until the smart motorway construction works have been removed. On that basis, we suggest that assessments of Runger Lane should more appropriately make use of the 2018 volumes with appropriate growth factors being applied. In essence that means that the flows adopted by AECOM in their original work are more

appropriate. For reasons of net impact explained later, whether to use 2018 or 2022 or some future year flows is a moot point.

Trip Generation

- 3.15 For the proposed floorspace, a revised TRICS output and associated traffic generation tables were provided to TfGM as part of the Tetra Tech technical letter dated 30.09.22. The trip generation tables for the proposed floorspace (in vehicles) are shown in **Excerpt 3.3**. These matters are now agreed.

Excerpt 3.3: Agreed Traffic Generation of the Proposed Floorspace – In Vehicles

Proposed Site Trip Generation Based on Industrial Estate Trip Rate

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
07:00	08:00	0.433	0.100	0.533	60	14	73
08:00	09:00	0.427	0.245	0.672	59	34	92
17:00	18:00	0.112	0.351	0.463	15	48	64

- 3.16 Considering the sites land use, a number of the vehicles arriving are likely to be HGVs (OGV) and therefore it is appropriate to assess the traffic generation in PCUs. The peak hour trip generation of the proposed site in PCUs using the agreed TRICS is set out in **Table 3.2**.

Table 3.2: Peak Hour Traffic Generation of the Proposals in PCUs

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.433	0.100	0.533	60	14	74
08:00	09:00	0.427	0.245	0.672	59	34	93
17:00	18:00	0.112	0.351	0.463	15	48	63
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.012	0.008	0.020	2	1	3
08:00	09:00	0.022	0.034	0.056	3	5	8
17:00	18:00	0.002	0.005	0.007	0	1	1
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.421	0.092	0.513	58	13	71
08:00	09:00	0.405	0.211	0.616	56	29	85
17:00	18:00	0.110	0.346	0.456	15	47	62
Site Total - In PCUs							
07:00	08:00				62	15	77
08:00	09:00				62	39	101
17:00	18:00				15	49	64

3.17 **Table 3.2** shows that the proposed development is expected to generate 101 and 64 PCU in the AM and PM peak hours.

3.18 In reading the AECOM TA, we notice that they did not nett off the traffic which is associated with the extant lawful use buildings which the proposals replace. The nett impact of the proposals has therefore been significantly overestimated by AECOM. The traffic impact of the proposals is derived from the difference between what is forecast for the proposals over and above what already has existing lawful use permission and will be removed. It is the nett difference which should be assessed and we now seek to undertake that exercise.

3.19 The nett difference in floorspace is provided in **Table 2.1** of this TN.

- 3.20 For the existing logistics, the agreed trip rates contained within **Appendix 8** have again been used.
- 3.21 For the existing office, the following TRICS categories have been selected:
- Land Use: 02 – Employment
 - Category: A – Office
- 3.22 TRICS has been interrogated using appropriate filtering selections and the resulting TRICS output is included as **Appendix 9**.
- 3.23 The peak hour traffic generation of the extant land uses and floorspace is provided in **Table 3.3**. It should be noted that the peak hour OGV traffic generation rates for offices are typically 0, hence no conversion from total vehicle to PCU is necessary as the total vehicle rates are essentially PCUs already.

Table 3.3: Peak Hour Traffic Generation of the Existing Site

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.43	0.10	0.53	33	8	41
08:00	09:00	0.43	0.25	0.67	33	19	52
17:00	18:00	0.11	0.35	0.46	9	27	36
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.01	0.01	0.02	1	1	2
08:00	09:00	0.02	0.03	0.06	2	3	5
17:00	18:00	0.00	0.01	0.01	0	0	0
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.42	0.09	0.51	32	7	71
08:00	09:00	0.41	0.21	0.62	31	16	85
17:00	18:00	0.11	0.35	0.46	9	27	63
Industrial Estate - PCU							
07:00	08:00				34	9	43
08:00	09:00				35	22	57
17:00	18:00				9	27	36
Office - Total Vehicle Trip Rate (PCU)							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				56	12	68
08:00	09:00				97	26	123
17:00	18:00				13	88	101

3.24 **Table 3.2** shows that the extant site is expected to generate 123 and 101 vehicle trips between 0800-0900hrs and 1700-1800hrs respectively.

3.25 The nett traffic generation of the re-development is shown in **Table 3.4**.

Table 3.4: Nett Traffic Generation (Proposed minus Extant)

Time from	Time to	Arr	Dep	Tot
Proposed Development Generation				
07:00	08:00	60	14	74
08:00	09:00	59	34	93
17:00	18:00	15	48	63
Extant Floorspace Generation				
07:00	08:00	56	12	68
08:00	09:00	97	26	123
17:00	18:00	13	88	101
Nett Additional Vehicle Trips				
07:00	08:00	4	2	6
08:00	09:00	-38	8	-30
17:00	18:00	2	-40	-38

- 3.26 **Table 3.4** shows that the proposals will have a traffic reducing effect over the extant position 0800-0900hrs and 1700-1800hrs respectively. A low number of additional vehicle trips are expected between 0700-0800hrs. This level of impact is not material and would not warrant the undertaking of detailed junction assessments.

Trip Distribution

- 3.27 The TfGM response to the Tetra Tech technical letter requested that the trip distribution is revisited upon receipt of the 2022 traffic survey data.
- 3.28 **Volume Diagram 7** and **8** show the recorded distribution of traffic using the Avro Way arm of the Runger Lane / Avro Way junction, based on the 2018 AM and PM peak hour volumes.
- 3.29 **Volume Diagram 9** and **10** show the recorded distribution of traffic using the Avro Way arm of the Runger Lane / Avro Way junction, based on the 2022 AM and PM peak hour volumes.

Trip Assignment

- 3.30 The nett traffic generation of the proposals, as shown in **Table 3.3** has been applied to the trip distribution shown in **Volume Diagrams 9 and 10**, to determine the nett turning volumes at the Runger Lane / Avro Way junction.
- 3.31 **Volume Diagram 11** shows nett traffic generation of the proposal from 0700 to 0800hrs. This diagram shows that the nett change in traffic flows during this time period will be entirely immaterial, with the largest traffic increase on any arm of the junction being only 6 PCU an hour.
- 3.32 **Volume Diagram 12** shows nett traffic generation of the proposal from 0800 to 0900hrs. This diagram shows the nett impact of the proposal is a reduction in vehicle volumes on the Runger Lane approaches and an increase of just 8 PCU on the Avro Way approach. 10 PCU an hour equates to one trip every 6 minutes which is an entirely immaterial impact.
- 3.33 **Volume Diagram 13** shows nett traffic generation of the proposal from 1700 to 1800hrs. This diagram shows the nett impact of the proposal is a reduction in vehicle volume on the Avro Way approach and an increase of just 2 PCU on the Runger Lane south approach. A 2 PCU increase over an hour is again an entirely immaterial impact.

Junction Modelling

- 3.34 TfGM provided the following comment in relation to a junction modelling:

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate).

The summary concludes that there will be 'neutral' impact on junction performance; LINSIG/PICADY assessments should be carried out to confirm this and new count data should be used to inform the highway assessments.

- 3.35 We previously agreed with the TfGM suggested approach. A PICADY model would be better and can be built and run. However, the applying of the nett additional traffic (1 pcu per 15 mins on the busiest arm at the junction which experiences the full development impact) would only result in proving that the replacement development will have no traffic impact. On that basis no junction modelling is considered to be necessary.

4.0 Conclusions

- 4.1 Tetra Tech (Tt) has been commissioned by Manchester Airport Group (MAG) to provide transport advice for a planning application for the proposed re-development of office and logistic units in the cargo area at Manchester Airport.
- 4.2 This Technical Note (TN) seeks to address the remaining TfGM comments (new counts, distribution and modelling) on planning application (Ref: 134103/FO/2022), all other TfGM comments having been addressed by 2 previous technical emails and accepted.
- 4.3 Each of the remaining matters outlined by TfGM have been addressed. Notably the previous consultant AECOM did not nett off traffic associated with the extant lawful uses which will be replaced by the current proposals. New counts and distributions have been presented, but the nett traffic impact is now either entirely immaterial or slightly beneficial rendering further modelling unnecessary. It is concluded that the proposals will have an immaterial traffic impact on the local highway network.

Appendices

Appendix 1 – TfGM Initial Comments



Transport for
Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

0161 244 1000
www.tfgm.com

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/334

Your ref:

21st July 2022

Dear Sir / Madam

Application Number: **134103/FO/2022**

Location: **Argosy Drive, Manchester Airport, Manchester, M90 5PY**

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for a proposed development of 3 logistic units in the cargo area at Manchester Airport. 1.2 The proposed site is located at the World Freight Terminal, Manchester Airport, Manchester, M90 5PL.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by AECOM, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety Data

Road safety data should be updated to the end of 2021.

II. Trip Generation

Trip rates are not acceptable, industrial estate trip rates should be used rather than industrial units which is more for individual sites. The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces.

We would suggest trip rates are revised accordingly and included in the TA appendices.

III. Trip Generation Diagram

A trip generation diagram showing just the trips generated by the new development should be included in the submission.

IV. Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Covid restrictions have now been removed therefore a new count should be obtained. A new count would also be useful as the data would include changes in traffic flows which may have happened as a result of the recent highway schemes introduced in the area.

Some explanation has been given in the TA in relation to the effect of the recent highway schemes on local traffic flows, but this explanation has not been backed by actual data.

V. Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate).

The summary concludes that there will be 'neutral' impact on junction performance; LINSIG/PICADY assessments should be carried out to confirm this and new count data should be used to inform the highway assessments.

VI. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

I. Other

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

Metrolink Impact

It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.

Site Accessibility

I. Public Transport

The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

There is no information provided as to the infrastructure make-up of these existing bus stops.

II. Active Travel

In order to maximise the benefits of the existing active travel facilities near the site, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage future employees to travel by sustainable modes.

The TA confirms that up to 30 cycle parking spaces will be provided.

TfGM would refer to the LHA to determine whether this level of provision is acceptable. We would suggest that 30 spaces should be the minimum provision rather than a target,

The cycle facilities should be made secure through the use of measures such as CCTV and lighting. Cycle maintenance tools should also be provided where possible.

Additionally, welfare facilities should be made available for staff to include changing rooms, showers and lockers.

IV. Travel Plan

Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation and therefore it is encouraging that the application is accompanied by a Travel Plan.

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Travel Plan. These include:

- a travel plan budget and resources for the implementation and day to day management of travel plan measures;

- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the use of the Travel Plan incentives should be offered to encourage employees to use alternative modes of travel to the private car, through measures such as concessionary bus fares, discounted cycles, journey planning etc. Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

Appendix 2 – Tetra Tech Technical Letter and Email of 30.09.2022

Thompson, Matt

From: Blair, Peter
Sent: 22 September 2022 07:49
To: claire.smallman@tfgm.com
Cc: Jess Wortelhock; Emily Fleet
Subject: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.
Attachments: Argosy Drive Letter responding to TfGM Consultation Response (combined).pdf

Dear Claire,

Manchester Airport Group (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that TfGM have raised on this application.

In undertaking that role, we have reviewed the original work by AECOM, we have updated data as per your requests and we have sought to address your considered queries. I attach a pdf document setting all that out.

I trust that you will find it to be self explanatory, but if you do have any queries please do not hesitate to contact me.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.



Our Ref: 784-B040536 /PB

Claire Smallman
Infrastructure Development Officer
Transport for Greater Manchester
Email claire.smallman@tfgm.com

By email

Date: 16 September 2022

Dear Claire,

Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TFGM queries and requests. Argosy Drive, Manchester Airport, Manchester, M90 5PY

We refer to the consultation response that you provided on 21st July 2022, which we attach for ease of cross reference as **Appendix A**.

Manchester Airport Group (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that TfGM have raised. In undertaking that role, we have reviewed the original work by AECOM, sought to address your considered queries and in places we have offered a second professional opinion. Some of our work is still in hand, such as collecting new traffic count data, which has had to wait until schools returned. That work will follow in a separate submission but for now we have sought to provide the information you have requested and address your queries as far as is possible at present.

We are grateful for the confirmation within your response that TfGM are offering their advice in order that the case officer can weigh your views in the planning balance. We would be grateful if you could update your consultation advice to the planning Case Officer, following your further considerations of the information below.

Taking your points in turn then, we have copied your queries in Bold text for ease of cross reference and respond as follows:

Road Safety

“Road safety data should be updated to the end of 2021”.

That additional data has been obtained and is attached in **Appendix B**. In moving the 5 year period forward one year from the data provided by AECOM, one accident from 2016 has dropped away and no accidents have occurred in 2021. The data within the AECOM TS therefore represents typical conditions and a slightly worse position than that of the most recent 5 year period to the end of 2021. We would seek your confirmation that this information addresses your request.

Trip Generation

“Trip Generation Trip rates are not acceptable, industrial estate trip rates should be used..... The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces. We would suggest trip rates are revised accordingly and included in the TA appendices.”

We have undertaken a revised trip generation exercise as you suggest and include the TRICS output for your consideration See, **Appendix C** attached. The trip rates are indeed a little higher than AECOM had forecast. The peak hour traffic generation of the development site is shown in **Appendix D**.

We note that you draw the link between trip rates and car park capacity. The revised (car only) trip arrivals and departures have been modelled to derive a likely car park occupancy for the new development and that occupancy peaks at 105 assuming that the car park was entirely empty at 5am (when the TRICS data set commences). That assessment is attached as **Appendix E**. More likely, is that a few vehicles could be present at that time, and they would therefore increase the occupancy figures by that amount throughout the day. In either event we would accept that the revised trip rates that you have requested would align very closely with the proposed quantum of parking which AECOM stated was 104 spaces.

As an aside we have noted that the number of spaces illustrated on the submitted layout plan is 138, reduced from the 282 existing space provision on the site. That is described later.

It would appear that the proposed parking provision is appropriate for the proposed uses and would serve to cap any material increase in trip generation, beyond the revised rates.

We would seek your confirmation that these trip rates are acceptable to TfGM. We will then use those in later modelling.

Trip Generation Diagram

“A trip generation diagram showing just the trips generated by the new development should be included in the submission”.

To meet your request a trip generation diagram has been produced and is attached in **Appendix F**. That shows the trip Generation Based on the AECOM distribution in their TS table 3 and the revised trip rates. The AECOM distribution was based on 2018 patterns and has not been questioned.

We would seek your confirmation that this distribution is acceptable.

Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Several new counts have been instructed (now that school traffic has returned) and that data will be passed on to TfGM as soon as it has been received and validated. The TRICS Report “*Guidance note on Changes in travel behavior, August 2019*” notes that trip making has been reducing across all trip purposes apart from leisure. Furthermore, that was pre pandemic which accelerated the trends towards home and flexible working. It would not be unusual therefore if the new count data shows a lower volume than was present in 2018. As TfGM rightly point out, new counts will pick up any traffic changes due to highways works. We can also use the new counts to cross check the traffic distribution above and a new count will enable a re-basing of the application of growth factors to the year of opening of the development.

Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate)

We note your recommendation and will commit to use those packages when the new count data is available.

Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

The applicant would commit to a TRO review as requested, including funding the refreshing of parking signage and lines if required.

The applicant has no ability to implement additional TROs on the adopted highway, but it is a feature of this area of the airport that Avro Way and Viscount Drive are not adopted.

In relation to the wider highway network, TROs are conferred by a technical committee and the applicant has no power to revoke or implement TROs. Parking within the proposal site will be laid out as per the approved drawings, to do otherwise would be in breach of planning condition.

The wider point relates to parking control so before addressing this TfGM comment further we would like to clear up an apparent discrepancy in the AECOM work. AECOM describe the existing parking as 280 spaces (TS paras 5.3-5.5). We have undertaken a desk-based count and find the total to be 282. The discrepancy arises in the AECOM TS Para 5.13, where they describe the proposals which deliver 104 spaces as removing 103 spaces. The AECOM discrepancy is therefore the difference between the existing 280 spaces and their (103 removed+104 remaining =) 207, i.e 73 spaces unexplained.

We have noted however that at the time of the AECOM report, a contractors compound had occupied the car park area to the left of the entrance and that contains 72 spaces. Arguably AECOM were correct in their statement that 207 represented the “current facilities” at that time, but the actual and now current car parking equates to 282 spaces. We also mentioned previously that the proposal layout plans show 138 spaces so in our view, the proposals remove $282 - 138 = 144$ spaces.

Returning to the TfGM comment and the matter of whether additional parking spaces would be required, the parking occupancy calculation demonstrates that no additional parking is required for the proposals.

A reduction in car parking is normally accepted as an encouragement towards sustainable travel. No changes are proposed to the parking regimes out-with the red line boundary of the application.

We would ask TfGM to clarify whether the reviewing of TROs is just a suggestion as they state it to be, or if they see some other more rigorous planning requirement for the applicant here.

In considering the planning tests of mitigating impact, safe and suitable access, encouraging

sustainable modes and not creating cumulative residual impacts which could be considered to be severe, the removal of parking should be seen as a positive benefit of the proposals. We would ask TfGM to confirm that view please.

Other

A robust Construction Traffic Management Plan should be employed as part of the development'

The applicant intends to provide a Construction Traffic management plan in advance of the Planning Committee date. That Construction Traffic Management Plan can be secured by condition.

Metrolink Impact

'It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.'

Thank you for advising of this. Comments from Metrolink do not appear to be available on the Planning Portal. Given the distance between this already operational employment site and the Metrolink station it is not anticipated that there would be any conflict. If TfGM have the Metrolink comments it would be appreciated if those could be sent to us.

Public Transport

'The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

There is no information provided as to the infrastructure make-up of these existing bus stops.'

A description of the bus stop infrastructure was provided within the AECOM Interim Travel Plan. That is replicated below for ease of reference.

"The bus stops on Viscount Drive, Argosy Drive and at the Aviation Viewing Park include a shelter, seating, timetable information and lighting, due to their proximity to the streetlights. The stop locations in either direction on Runger Lane is marked with bus stop flags and have street lighting within its vicinity. The individual stops are shown on Figure 3, Figure 4, Figure 5, and Figure 6."

AECOM ITP Figures 3, 4, 5 and 6

Figure 3: Viscount Drive Bus Stop



Figure 4: Argosy Drive Bus Stop



Figure 6: Aviation Viewing Park – Old Winslow Road Drive Bus Stop



Figure 5: Runger Lane Bus Stops (Northbound and Southbound)



Active Travel

'It should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.'

The existing walk and cycle infrastructure was described within the AECOM TA. That existing infrastructure is fit for purpose and the accident analyses demonstrate no issues in relation to safety.

As the application is being made in detail, the specifics of those facilities are illustrated on the submitted plans and will be secured by condition.

The site will connect to the existing footways on Avro Way via on-site footpaths as shown on the proposed site layout plan (**Appendix B**). Those deliver significantly more direct connectivity for pedestrians.

Cycle Parking

'It is also important to ensure that adequate infrastructure and facilities are provided to encourage future employees to travel by sustainable modes.'

The TA confirms that up to 30 cycle parking spaces will be provided.

TfGM would refer to the LHA to determine whether this level of provision is acceptable. We

would suggest that 30 spaces should be the minimum provision rather than a target.

The cycle facilities should be made secure through the use of measures such as CCTV and lighting.

Cycle maintenance tools should also be provided where possible.

Additionally, welfare facilities should be made available for staff to include changing rooms, showers and lockers.”

Lighting and CCTV will be provided across the layout. The Travel Plan in seeking to promote sustainable modes of travel will seek to make cycling attractive. Cycle maintenance tools in the form of a bike repair stand will be installed adjacent to the cycle parking.

Given the small sizes of the proposed units, the emerging detailed design does not provide showering and locker fit out in each unit, from the outset. The design does feature the base fit out and infrastructure to enable such provisions at a later date, if the end use and end tenant require it.

Travel Plan

‘Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning occupation and therefore it is encouraging that the application is accompanied by a Travel Plan...

...Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

The applicant has demonstrated their commitment to promoting sustainable travel through the production of the Interim Travel Plan produced by AECOM and submitted as part of the planning application package. A full travel plan can be secured by Planning Condition and worked up in detail post approval.

We trust that you will find that the information that we now provide satisfactorily addresses the points raised in your consultation response. We hope to have the traffic count survey data available in a few weeks' time and will provide that information under separate cover when it is available. We will then also utilise that most recent count data to assess junction modelling where any material impacts occur.

In the meantime and in order to allow us to demonstrate progress with the application, I would be very grateful if you could provide your acknowledgements as requested through each section of this letter.

Should you have any queries please do not hesitate to contact us

Yours sincerely,



Peter Blair
Head of Transport North
For and on behalf of TetraTech Europe

Enc.

Appendices

Appendix A	TfGM consultation response dated 21 st July 2022
Appendix B	Updated Personal Injury Accident data
Appendix C	Revised TRICS Output
Appendix D	Trip Generation Table based on Revised Rates
Appendix E	Car Park Occupancy Calculation
Appendix F	Trip Distribution and Assignment

Appendices

Appendix A – TfGM Consultation Response dated 21st July 2022



Transport for
Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

0161 244 1000
www.tfgm.com

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/334

Your ref:

21st July 2022

Dear Sir / Madam

Application Number: **134103/FO/2022**

Location: **Argosy Drive, Manchester Airport, Manchester, M90 5PY**

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for a proposed development of 3 logistic units in the cargo area at Manchester Airport. 1.2 The proposed site is located at the World Freight Terminal, Manchester Airport, Manchester, M90 5PL.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by AECOM, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety Data

Road safety data should be updated to the end of 2021.

II. Trip Generation

Trip rates are not acceptable, industrial estate trip rates should be used rather than industrial units which is more for individual sites. The number of trips shown in the TA appears to be on the low side, particularly for the morning departing trips. The number of departing and arriving trips also during the peak hours also possibly appears to be a little low if compared to the proposed parking provision of 103 parking spaces.

We would suggest trip rates are revised accordingly and included in the TA appendices.

III. Trip Generation Diagram

A trip generation diagram showing just the trips generated by the new development should be included in the submission.

IV. Count Data

Assessments in the TA are based on a count undertaken in 2018. TfGM consider this count to be too old and not representative of current conditions.

Covid restrictions have now been removed therefore a new count should be obtained. A new count would also be useful as the data would include changes in traffic flows which may have happened as a result of the recent highway schemes introduced in the area.

Some explanation has been given in the TA in relation to the effect of the recent highway schemes on local traffic flows, but this explanation has not been backed by actual data.

V. Junction Modelling

The TA includes a VISSIM model using the proposed development flows, however TfGM would recommend that signalised junctions affected by the development are assessed using LINSIG or TRANSYT and priority junctions are assessed using PICADY (or ARCADY when appropriate).

The summary concludes that there will be 'neutral' impact on junction performance; LINSIG/PICADY assessments should be carried out to confirm this and new count data should be used to inform the highway assessments.

VI. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

I. Other

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

Metrolink Impact

It should be noted that colleagues within the Metrolink team have provided separate comments directly to the LA.

Site Accessibility

I. Public Transport

The TA provides details of the location of existing stops at the site. There are bus stops at World Freight Terminal (adjacent to Avro Away on Viscount Drive and Argosy Drive), Viscount Drive stop (2 minute walk) and the Argosy Drive stop (5 minute walk). These bus stops are served by service 313, which provides a 30-minute headway between the World Freight Terminal and the GTI. The service continues beyond the GTI, providing a direct via the A6MARR to Stanley Green, Cheadle Hulme and terminates at Stockport Bus Station.

There is no information provided as to the infrastructure make-up of these existing bus stops.

II. Active Travel

In order to maximise the benefits of the existing active travel facilities near the site, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage future employees to travel by sustainable modes.

The TA confirms that up to 30 cycle parking spaces will be provided.

TfGM would refer to the LHA to determine whether this level of provision is acceptable. We would suggest that 30 spaces should be the minimum provision rather than a target,

The cycle facilities should be made secure through the use of measures such as CCTV and lighting. Cycle maintenance tools should also be provided where possible.

Additionally, welfare facilities should be made available for staff to include changing rooms, showers and lockers.

IV. Travel Plan

Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation and therefore it is encouraging that the application is accompanied by a Travel Plan.

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Travel Plan. These include:

- a travel plan budget and resources for the implementation and day to day management of travel plan measures;

- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the use of the Travel Plan incentives should be offered to encourage employees to use alternative modes of travel to the private car, through measures such as concessionary bus fares, discounted cycles, journey planning etc. Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent.

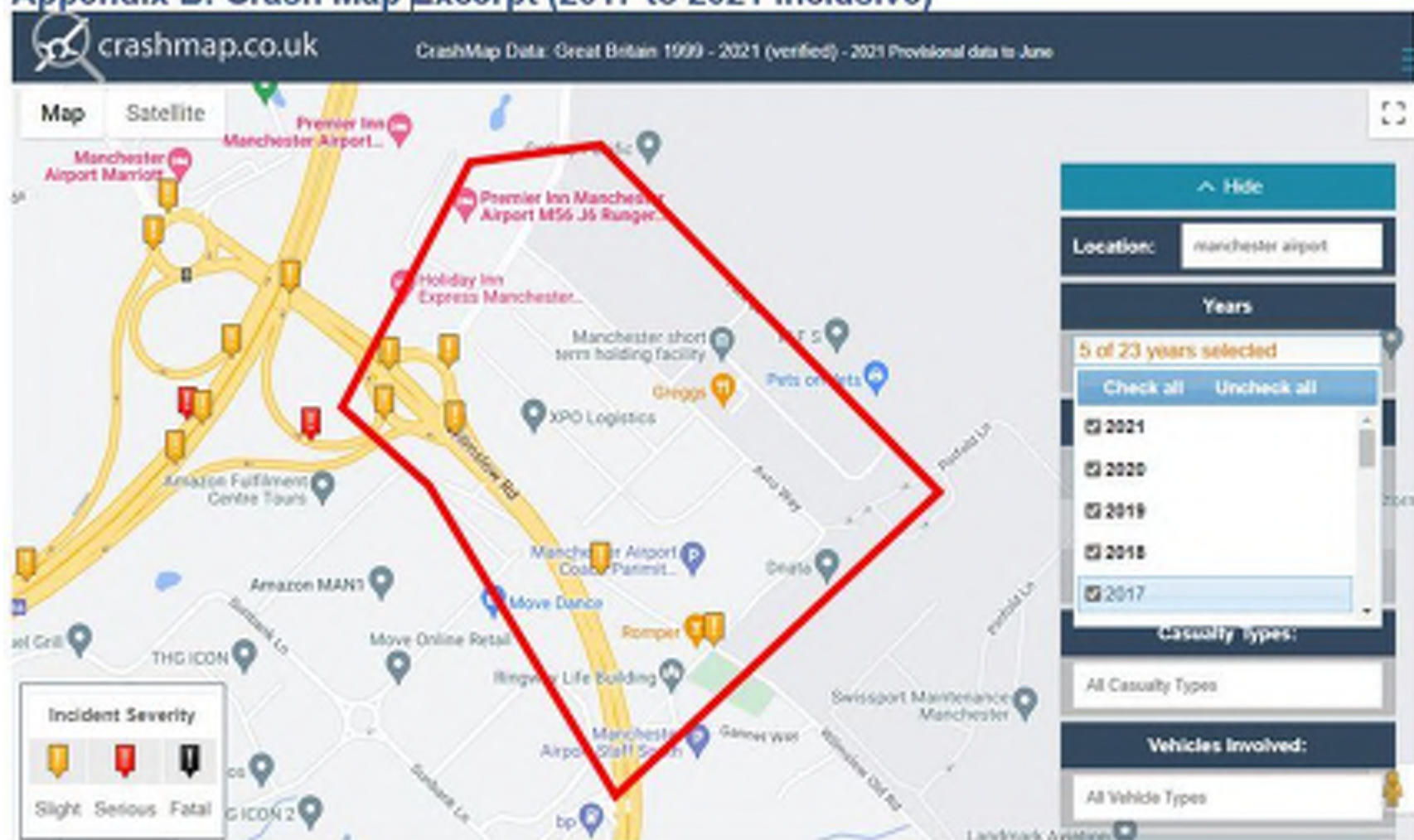
I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

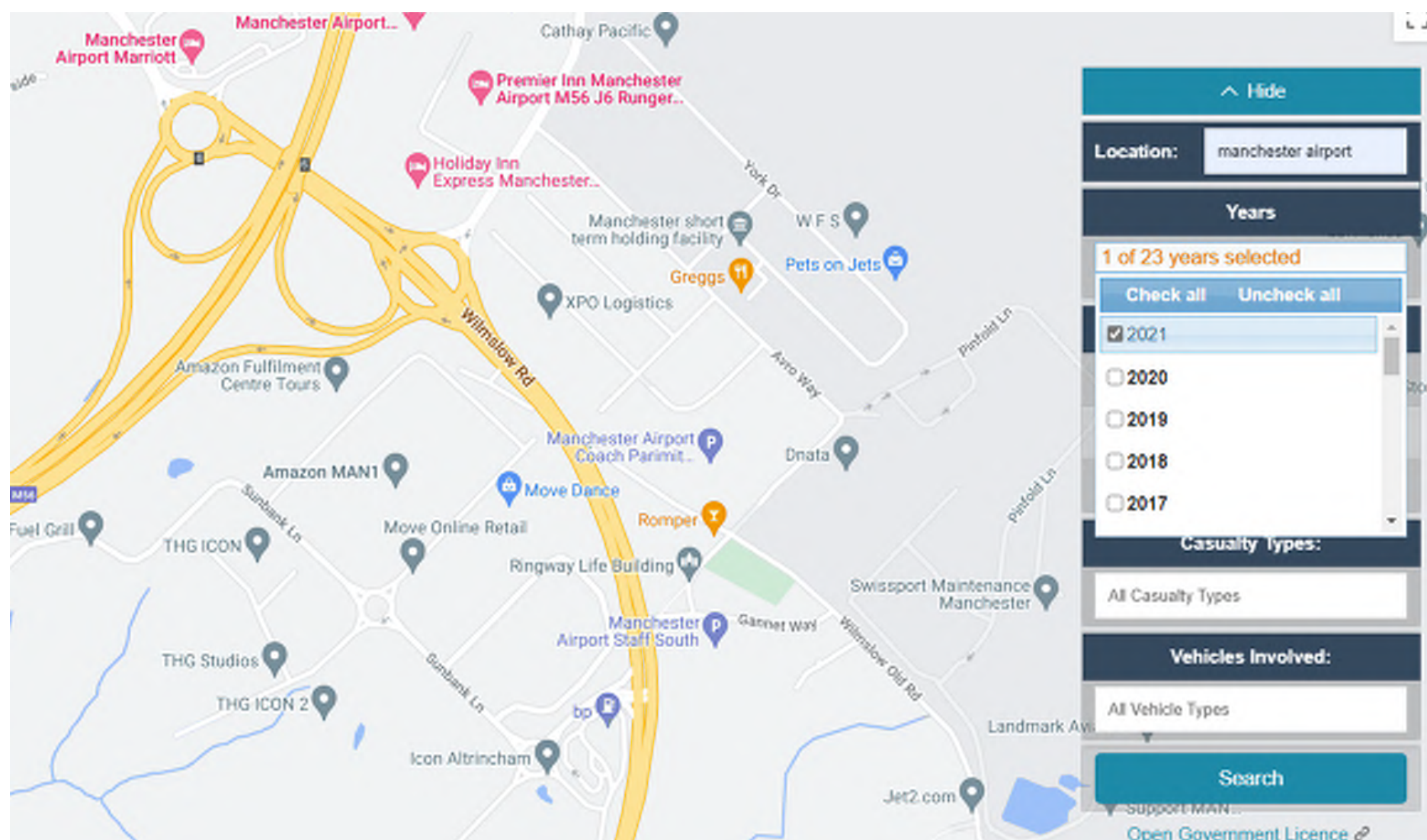
Yours faithfully

Claire Smallman
Infrastructure Development Officer
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

Appendix B – Updated Personal Injury Accident Data

Appendix B: Crash Map Excerpt (2017 to 2021 Inclusive)





Appendix C – Revised TRICS Output

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	3 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: 1776 to 23226 (units: sqm)
 Range Selected by User: 708 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/03/20

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	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 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)	2
Edge of Town	10

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	9
Commercial Zone	1
Development Zone	2

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.

WYG Group Quay West Salford Quays

Licence No: 705118

Secondary Filtering selection:

Use Class:

Not Known 12 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
3	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
4	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
5	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
6	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
7	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
9	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
10	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
11	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
12	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.010	1	20860	0.000	1	20860	0.010
05:30 - 06:00	1	20860	0.067	1	20860	0.014	1	20860	0.081
06:00 - 06:30	2	16063	0.031	2	16063	0.006	2	16063	0.037
06:30 - 07:00	2	16063	0.068	2	16063	0.019	2	16063	0.087
07:00 - 07:30	12	8759	0.140	12	8759	0.033	12	8759	0.173
07:30 - 08:00	12	8759	0.293	12	8759	0.067	12	8759	0.360
08:00 - 08:30	12	8759	0.262	12	8759	0.139	12	8759	0.401
08:30 - 09:00	12	8759	0.165	12	8759	0.106	12	8759	0.271
09:00 - 09:30	12	8759	0.154	12	8759	0.103	12	8759	0.257
09:30 - 10:00	12	8759	0.127	12	8759	0.105	12	8759	0.232
10:00 - 10:30	12	8759	0.156	12	8759	0.127	12	8759	0.283
10:30 - 11:00	12	8759	0.101	12	8759	0.103	12	8759	0.204
11:00 - 11:30	12	8759	0.114	12	8759	0.130	12	8759	0.244
11:30 - 12:00	12	8759	0.118	12	8759	0.130	12	8759	0.248
12:00 - 12:30	12	8759	0.132	12	8759	0.162	12	8759	0.294
12:30 - 13:00	12	8759	0.147	12	8759	0.154	12	8759	0.301
13:00 - 13:30	12	8759	0.143	12	8759	0.155	12	8759	0.298
13:30 - 14:00	12	8759	0.129	12	8759	0.123	12	8759	0.252
14:00 - 14:30	12	8759	0.121	12	8759	0.144	12	8759	0.265
14:30 - 15:00	12	8759	0.111	12	8759	0.122	12	8759	0.233
15:00 - 15:30	12	8759	0.099	12	8759	0.117	12	8759	0.216
15:30 - 16:00	12	8759	0.075	12	8759	0.119	12	8759	0.194
16:00 - 16:30	12	8759	0.084	12	8759	0.169	12	8759	0.253
16:30 - 17:00	12	8759	0.090	12	8759	0.215	12	8759	0.305
17:00 - 17:30	12	8759	0.053	12	8759	0.213	12	8759	0.266
17:30 - 18:00	12	8759	0.059	12	8759	0.138	12	8759	0.197
18:00 - 18:30	12	8759	0.018	12	8759	0.059	12	8759	0.077
18:30 - 19:00	12	8759	0.018	12	8759	0.043	12	8759	0.061
19:00 - 19:30	2	16063	0.087	2	16063	0.037	2	16063	0.124
19:30 - 20:00	2	16063	0.065	2	16063	0.096	2	16063	0.161
20:00 - 20:30	2	16063	0.012	2	16063	0.062	2	16063	0.074
20:30 - 21:00	2	16063	0.006	2	16063	0.022	2	16063	0.028
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.255			3.232			6.487

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:	1776 - 23226 (units: sqm)
Survey date range:	01/01/14 - 01/03/20
Number of weekdays (Monday-Friday):	12
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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.000	1	20860	0.000	1	20860	0.000
05:30 - 06:00	1	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 06:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
06:30 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 07:30	12	8759	0.001	12	8759	0.006	12	8759	0.007
07:30 - 08:00	12	8759	0.011	12	8759	0.002	12	8759	0.013
08:00 - 08:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
08:30 - 09:00	12	8759	0.009	12	8759	0.017	12	8759	0.026
09:00 - 09:30	12	8759	0.011	12	8759	0.010	12	8759	0.021
09:30 - 10:00	12	8759	0.016	12	8759	0.014	12	8759	0.030
10:00 - 10:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
10:30 - 11:00	12	8759	0.010	12	8759	0.010	12	8759	0.020
11:00 - 11:30	12	8759	0.008	12	8759	0.010	12	8759	0.018
11:30 - 12:00	12	8759	0.012	12	8759	0.013	12	8759	0.025
12:00 - 12:30	12	8759	0.010	12	8759	0.008	12	8759	0.018
12:30 - 13:00	12	8759	0.014	12	8759	0.013	12	8759	0.027
13:00 - 13:30	12	8759	0.013	12	8759	0.009	12	8759	0.022
13:30 - 14:00	12	8759	0.017	12	8759	0.005	12	8759	0.022
14:00 - 14:30	12	8759	0.011	12	8759	0.021	12	8759	0.032
14:30 - 15:00	12	8759	0.010	12	8759	0.012	12	8759	0.022
15:00 - 15:30	12	8759	0.010	12	8759	0.006	12	8759	0.016
15:30 - 16:00	12	8759	0.007	12	8759	0.009	12	8759	0.016
16:00 - 16:30	12	8759	0.004	12	8759	0.004	12	8759	0.008
16:30 - 17:00	12	8759	0.004	12	8759	0.005	12	8759	0.009
17:00 - 17:30	12	8759	0.002	12	8759	0.003	12	8759	0.005
17:30 - 18:00	12	8759	0.000	12	8759	0.002	12	8759	0.002
18:00 - 18:30	12	8759	0.001	12	8759	0.000	12	8759	0.001
18:30 - 19:00	12	8759	0.000	12	8759	0.000	12	8759	0.000
19:00 - 19:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
19:30 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 20:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:30 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.210			0.218			0.428

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 D – Trip Generation Table based on Revised Rates

Proposed Site Trip Generation Based on Industrial Estate Trip Rate

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
07:00	08:00	0.433	0.100	0.533	60	14	73
08:00	09:00	0.427	0.245	0.672	59	34	92
17:00	18:00	0.112	0.351	0.463	15	48	64

Appendix E – Car Park Occupancy Calculation

Parking Occupancy for a 13,746sqm Industrial Estate

Time		Non-HGV Rates			Traffic Generation		Car Park Occupancy
From	To	Arr	Dep	Tot	Arr	Dep	
05:00	05:30	0.010	0.000	0.010	1	0	1
05:30	06:00	0.067	0.009	0.076	9	1	9
06:00	06:30	0.031	0.006	0.037	4	1	13
06:30	07:00	0.065	0.019	0.084	9	3	19
07:00	07:30	0.139	0.027	0.166	19	4	35
07:30	08:00	0.282	0.065	0.347	39	9	64
08:00	08:30	0.249	0.122	0.371	34	17	82
08:30	09:00	0.156	0.089	0.245	21	12	91
09:00	09:30	0.143	0.093	0.236	20	13	98
09:30	10:00	0.111	0.091	0.202	15	13	101
10:00	10:30	0.143	0.110	0.253	20	15	105
10:30	11:00	0.091	0.093	0.184	13	13	105
11:00	11:30	0.106	0.120	0.226	15	16	103
11:30	12:00	0.106	0.117	0.223	15	16	101
12:00	12:30	0.122	0.154	0.276	17	21	97
12:30	13:00	0.133	0.141	0.274	18	19	96
13:00	13:30	0.130	0.146	0.276	18	20	94
13:30	14:00	0.112	0.118	0.230	15	16	93
14:00	14:30	0.110	0.123	0.233	15	17	91
14:30	15:00	0.101	0.110	0.211	14	15	90
15:00	15:30	0.089	0.111	0.200	12	15	87
15:30	16:00	0.068	0.110	0.178	9	15	81
16:00	16:30	0.080	0.165	0.245	11	23	69
16:30	17:00	0.086	0.210	0.296	12	29	52
17:00	17:30	0.051	0.210	0.261	7	29	31
17:30	18:00	0.059	0.136	0.195	8	19	20
18:00	18:30	0.017	0.059	0.076	2	8	14
18:30	19:00	0.018	0.043	0.061	2	6	11
19:00	19:30	0.087	0.037	0.124	12	5	18
19:30	20:00	0.065	0.096	0.161	9	13	13
20:00	20:30	0.012	0.062	0.074	2	9	6
20:30	21:00	0.006	0.022	0.028	1	3	4

Appendix F – Trip Distribution and Assignment

Trip Distribution and Assignment at the Runger Lane / Avro Lane Junction:
Based on surveyed turning counts - Average from Recording on 16th / 17th May 2018 (See AECOM TA Table 3)

Recorded Distribution at Runger Lane / Avro Way Junction: AM Peak 0800-0900	Recorded Distribution at Runger Lane / Avro Way Junction: PM Peak 1700-1800								
Generation of Site Assigned to Runger Lane / Avro Way Junction: AM Peak 0800-0900 <table> <tr> <td>Arr</td><td>59</td></tr> <tr> <td>Dep</td><td>34</td></tr> </table>	Arr	59	Dep	34	Generation of Site Assigned to Runger Lane / Avro Way Junction: PM Peak 1700-1800 <table> <tr> <td>Arr</td><td>15</td></tr> <tr> <td>Dep</td><td>48</td></tr> </table>	Arr	15	Dep	48
Arr	59								
Dep	34								
Arr	15								
Dep	48								

Appendix 3 - TfGM Response to Tetra Tech Technical Letter

From: Landuse <Landuse@tfgm.com>

Sent: 06 October 2022 10:20

To: Blair, Peter <Peter.Blair@tetrattech.com>

Cc: Landuse <Landuse@tfgm.com>

Subject: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Thank you for providing the technical note.

TfGM agree with the content. We would suggest that in terms of traffic distribution, as new counts are being collected and modelling is to be undertaken, we would suggest that the distribution is revised by using new counts.

We would ask that distribution calculation is included in the future submission for checking together with the junction model.

Regards,

Riccardo Boncinelli

From: Blair, Peter <Peter.Blair@tetrattech.com>

Sent: 22 September 2022 07:49

To: Claire Smallman <Claire.Smallman@tfgm.com>

Cc: Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Emily Fleet <Emily.Fleet@magairports.com>

Subject: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Dear Claire,

Manchester Airport Group (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that TfGM have raised on this application.

In undertaking that role, we have reviewed the original work by AECOM, we have updated data as per your requests and we have sought to address your considered queries. I attach a pdf document setting all that out.

I trust that you will find it to be self explanatory, but if you do have any queries please do not hesitate to contact me.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.

Appendix 4 – Tetra Tech Clarification Email to TfGM dated 10.10.2022 and TfGM response dated 12.10.2022

From: Claire Smallman <Claire.Smallman@tfgm.com>
Sent: 12 October 2022 15:15
To: Blair, Peter
Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Hi Peter

The revisions relating to the traffic regulation orders, cycle spaces and travel plan, as detailed below, have been reviewed and are acceptable from a TfGM perspective.

The increase in cycle parking spaces is welcomed along with the commitment to meet the aims of the site wide travel plan (copy of MAG Travel Plan Statement received).

Kind regards

Claire Smallman
Infrastructure Development Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
E-mail claire.smallman@tfgm.com
www.tfgm.com

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

From: Blair, Peter <Peter.Blair@tetrattech.com>
Sent: 10 October 2022 15:54
To: Landuse <Landuse@tfgm.com>
Cc: Emily Fleet <Emily.Fleet@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Andrew.Murray@magairports.com
Subject: RE: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Riccardo,

Thank you for your email and for your agreement on the content of our technical letter. I was on leave last week so apologies for not responding straight away.

While I was away, my client reviewed the letter that I had sent to you and asked me to provide a few corrections and updates. Having reviewed his suggestions I believe that they are all beneficial and I hope that you will agree.

The points which I would wish to correct / clarify are as follows:

Applicant. I had said that the applicant was *the Manchester Airport Group*. I have been advised that the applicant is *"Threadneedle Curtis Ltd"*

Traffic Regulation Orders. I had said..... *"The applicant would commit to a TRO review as requested, including funding the refreshing of parking signage and lines if required. The applicant has no ability to implement additional TROs on the adopted highway, but it is a feature of this area of the airport that Avro Way and Viscount Drive are not adopted. In relation to the wider highway network, TROs are conferred by a technical committee and the applicant has no power to revoke or implement TROs. Parking within the proposal site will be laid out as per the approved drawings, to do otherwise would be in breach of planning condition"*.

The client has asked me to replace that answer with the following more positive position.
"Manchester Airport Group (owner of the private roads around the Development and within Manchester Airport vicinity) is undertaking an exercise to consolidate all TROs in place across the airport estate into a single consolidated order. This will shortly be submitted to MCC to progress. This includes the TROs in force on Avro Way and Viscount Drive."

Cycle spaces. Whereas the TA had confirmed that 30 cycle spaces would be provided, the Client has advised me that the drawings submitted as part of the planning application include for 40 cycle parking spaces. These take precedence over the Transport Assessment.

Travel plan. Our technical letter said.....*"The applicant has demonstrated their commitment to promoting sustainable travel through the production of the Interim Travel Plan produced by AECOM and submitted as part of the planning application package. A full travel plan can be secured by Planning Condition and worked up in detail post approval."*

The client has asked me to replace that last sentence with*However, Manchester Airport Group operates a Site Wide Travel Plan and the applicant commits to working with MAG to implement the wider aims of the Site Wide Travel Plan.*

I would be grateful if you would consider those few sentences of revised text please and confirm back that those provisions are acceptable to you.

Thank you in advance of your assistance.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

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tetratecheurope.com

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Appendix 5 - Site Layout

Notes

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.

SCHEDULE OF ACCOMMODATION

Unit 1 (GIA)	m²	sq ft
Unit 1a		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1b		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1c		
Warehouse	584	6,286
Grd Floor Rec	52	559
1st Floor Office	112	1,206
Total	748	8,051
Unit 1d		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1e		
Warehouse	531	5,716
Grd Floor Rec	52	559
1st Floor Office	102	1,098
Total	685	7,373
Unit 1f		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1g		
Warehouse	425	4,575
Grd Floor Rec	52	559
1st Floor Office	84	904
Total	561	6,038
Unit 1h		
Warehouse	691	7,437
Grd Floor Rec	52	559
1st Floor Office	130	1,399
Total	873	9,395
Unit 1 Total	5,983	64,395
Level Access	8	
HGV Parking	9 (inc. 8 Loading)	
Car Parking	54 (inc 8 Accessible and 3 EV)	
Haunch Height	8 and 9m	

Unit 2 (GIA)	m²	sq ft
Unit 2a		
Warehouse	1,028	11,065
Grd Floor Rec	52	559
1st Floor Office	190	2,045
Total	1,270	13,670
Unit 2b		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 2c		
Warehouse	1,148	12,357
Grd Floor Rec	52	559
1st Floor Office	211	2,271
Total	1,411	15,188
Unit 2 Total	3,811	41,010
Level Access	6	
HGV Parking	7 (inc. 6 Loading)	
Car Parking	38 (inc 3 Accessible and 2 EV)	
Haunch Height	10m	
Unit 3 (GIA)	m²	sq ft
Unit 3a		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3b		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3c		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3d		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3 Total	3,952	42,538
Level Access	6	
HGV Parking	6 (inc. 3 Loading)	
Car Parking	46 (inc 4 Accessible and 2 EV)	
Haunch Height	10m	

Total GIA : 13,746 147,943
Indicative Site Area : 2.716Ha (6.71 acres)
Indicative Site Density : 50.61% GIA

Key
Site Boundary 2.72Ha 6.72acres

P04	Belmouth to Viscount Drive / Unit 1h car park amended	MJH	MJH	27/05/22
P03	Roof access added	LL	MJH	27/04/22
P02	Site Boundary amended	JF	MJH	20/04/22
P01	First Issue	LL	MJH	14/04/22
Rev	Description	By	Ckd	Date



Sherwood House, Sherwood Avenue,
Newark, Nottinghamshire, NG24 1QG
T: 01636 605 700 E: rpsnewark@rpsgroup.com



Project **MAG - Argosy Drive,
Manchester Airport**

Title **Proposed Block Plan**

RPS Project Number	Scale @ A1	Date Created
NK020687	1:500	15/02/22
Task Team Manager	Information Author	Task Information Manager
KRP	LL	MJH

Status
S2 (Suitable for Information)
Document Number
020687-RPS-SI-XX-DR-A-0110
Project Code - Originator - Zone - Level - Type - Role - Drawing Number
rpsgroup.com

Revision
P04

Appendix 6 – 2022 Raw Traffic Volume Data

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (NORTH)

TIME / CLASS	LEFT TO AVRO WAY									STRAIGHT TO RUNGER LANE (SOUTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	7	2	1	0	0	2	12	1	1	90	2	4	0	0	2	100	112
5:15 - 5:30	1	0	13	0	1	0	0	1	16	0	1	70	0	3	0	0	2	76	92
5:30 - 5:45	0	0	23	0	0	0	0	1	24	1	0	69	3	3	0	0	3	79	103
5:45 - 6:00	0	1	13	0	1	0	0	2	17	1	0	65	0	4	1	0	2	73	90
HOURLY TOTAL	1	1	56	2	3	0	0	6	69	3	2	294	5	14	1	0	9	328	397
6:00 - 6:15	0	0	18	1	1	0	0	1	21	0	0	59	0	4	0	0	2	65	86
6:15 - 6:30	0	1	18	1	2	1	0	1	24	0	1	43	5	1	0	0	3	53	77
6:30 - 6:45	0	0	17	0	2	0	0	1	20	1	0	32	12	6	0	0	2	53	73
6:45 - 7:00	0	0	30	0	4	0	0	2	36	3	1	50	10	4	0	0	3	71	107
HOURLY TOTAL	0	1	83	2	9	1	0	5	101	4	2	184	27	15	0	0	10	242	343
7:00 - 7:15	0	0	7	1	4	0	0	1	13	1	0	62	6	11	0	0	3	83	96
7:15 - 7:30	0	0	9	0	7	0	0	1	17	1	0	87	12	6	0	0	4	110	127
7:30 - 7:45	0	0	13	2	6	0	1	0	22	2	0	70	9	8	0	0	2	91	113
7:45 - 8:00	1	0	20	2	1	0	0	2	26	0	2	80	6	9	0	0	3	100	126
HOURLY TOTAL	1	0	49	5	18	0	1	4	78	4	2	299	33	34	0	0	12	384	462
8:00 - 8:15	0	0	18	0	5	0	0	1	24	0	0	95	12	6	0	0	2	115	139
8:15 - 8:30	0	0	25	2	4	1	0	2	34	1	0	88	12	16	0	0	3	120	154
8:30 - 8:45	1	0	27	1	6	1	0	1	37	0	0	91	4	7	0	0	2	104	141
8:45 - 9:00	2	0	43	1	2	0	0	2	50	0	0	66	11	6	1	0	3	87	137
HOURLY TOTAL	3	0	113	4	17	2	0	6	145	1	0	340	39	35	1	0	10	426	571
9:00 - 9:15	1	0	19	2	3	1	0	1	27	0	1	66	15	6	0	0	3	91	118
9:15 - 9:30	0	0	14	1	4	1	0	2	22	0	0	66	5	6	0	0	0	77	99
9:30 - 9:45	2	1	11	1	6	0	0	0	21	0	0	62	12	2	0	0	2	78	99
9:45 - 10:00	0	0	7	1	6	1	0	3	18	0	0	45	5	4	0	0	3	57	75
HOURLY TOTAL	3	1	51	5	19	3	0	6	88	0	1	239	37	18	0	0	8	303	391
PERIOD TOTAL	8	3	352	18	66	6	1	27	481	12	7	1356	141	116	2	0	49	1683	2164
15:00 - 15:15	0	0	12	3	4	0	0	2	21	0	0	72	16	3	0	0	0	91	112
15:15 - 15:30	1	0	8	3	2	1	0	2	17	1	0	74	9	9	1	0	1	95	112
15:30 - 15:45	1	0	2	0	2	0	0	2	7	2	0	71	14	6	1	0	1	95	102
15:45 - 16:00	1	0	7	0	3	0	0	3	14	0	0	85	17	8	0	0	2	112	126
HOURLY TOTAL	3	0	29	6	11	1	0	9	59	3	0	302	56	26	2	0	4	393	452
16:00 - 16:15	0	0	8	0	2	0	0	1	11	0	0	93	17	8	0	0	1	119	130
16:15 - 16:30	0	0	9	0	7	0	0	1	17	0	0	104	21	6	0	0	1	132	149
16:30 - 16:45	0	1	4	2	4	0	0	3	14	0	1	99	17	4	0	0	1	122	136
16:45 - 17:00	0	0	8	0	3	0	0	4	15	0	0	99	19	4	0	0	3	125	140
HOURLY TOTAL	0	1	29	2	16	0	0	9	57	0	1	395	74	22	0	0	6	498	555
17:00 - 17:15	0	0	7	2	1	0	1	2	13	0	0	104	10	6	0	0	0	120	133
17:15 - 17:30	0	1	10	2	2	0	0	2	17	0	1	103	21	5	2	0	3	135	152
17:30 - 17:45	0	0	7	0	1	0	1	1	10	0	0	83	14	6	1	0	1	105	115
17:45 - 18:00	0	0	11	2	4	0	1	4	22	0	0	101	15	5	1	0	4	126	148
HOURLY TOTAL	0	1	35	6	8	0	3	9	62	0	1	391	60	22	4	0	8	486	548
18:00 - 18:15	1	0	11	2	1	0	0	1	16	1	0	102	10	4	0	0	4	121	137
18:15 - 18:30	0	1	10	1	3	1	0	2	18	1	0	66	8	2	0	0	3	80	98
18:30 - 18:45	0	1	5	0	1	0	0	1	8	1	0	58	12	1	0	0	3	75	83
18:45 - 19:00	0	0	9	0	0	0	0	3	12	0	0	62	13	2	0	0	4	81	93
HOURLY TOTAL	1	2	35	3	5	1	0	7	54	3	0	288	43	9	0	0	14	357	411
PERIOD TOTAL	4	4	128	17	40	2	3	34	232	6	2	1376	233	79	6	0	32	1734	1966

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: AVRO WAY

TIME / CLASS	LEFT TO RUNGER LANE (SOUTH)									RIGHT TO RUNGER LANE (NORTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	6	0	2	0	0	0	8	0	1	4	1	0	1	0	3	10	18
5:15 - 5:30	0	0	6	0	0	0	1	0	7	0	0	4	0	0	0	0	2	6	13
5:30 - 5:45	0	0	11	1	1	1	1	0	15	0	0	3	0	4	0	0	2	9	24
5:45 - 6:00	0	0	11	2	2	2	1	0	18	0	0	5	4	1	0	1	1	12	30
HOURLY TOTAL	0	0	34	3	5	3	3	0	48	0	1	16	5	5	1	1	8	37	85
6:00 - 6:15	0	0	20	1	1	1	0	0	23	0	0	6	0	0	0	0	2	8	31
6:15 - 6:30	0	0	24	0	3	4	0	0	31	0	0	3	0	3	0	0	0	6	37
6:30 - 6:45	2	0	23	1	1	3	0	0	30	0	0	5	0	1	0	0	4	10	40
6:45 - 7:00	0	0	20	0	2	2	0	1	25	0	2	7	0	1	1	0	0	11	36
HOURLY TOTAL	2	0	87	2	7	10	0	1	109	0	2	21	0	5	1	0	6	35	144
7:00 - 7:15	0	0	36	0	11	4	2	0	53	0	1	14	1	4	0	0	2	22	75
7:15 - 7:30	0	0	13	4	8	1	5	0	31	0	1	2	1	5	1	0	0	10	41
7:30 - 7:45	1	0	5	1	5	6	5	0	23	0	0	2	0	5	0	0	3	10	33
7:45 - 8:00	0	0	5	0	10	0	7	1	23	0	0	4	1	7	0	0	0	12	35
HOURLY TOTAL	1	0	59	5	34	11	19	1	130	0	2	22	3	21	1	0	5	54	184
8:00 - 8:15	1	0	1	0	11	5	3	0	21	0	0	2	1	5	0	0	2	10	31
8:15 - 8:30	2	0	6	1	7	6	2	0	24	0	0	5	1	5	1	0	1	13	37
8:30 - 8:45	1	0	1	1	9	3	4	0	19	0	0	9	2	9	0	0	3	23	42
8:45 - 9:00	0	0	9	1	11	2	1	1	25	0	0	5	1	4	1	1	0	12	37
HOURLY TOTAL	4	0	17	3	38	16	10	1	89	0	0	21	5	23	2	1	6	58	147
9:00 - 9:15	1	0	8	1	3	4	3	0	20	0	0	13	6	3	1	0	1	24	44
9:15 - 9:30	1	0	6	0	8	1	3	0	19	0	0	9	3	3	0	1	1	17	36
9:30 - 9:45	0	0	3	1	6	2	1	0	13	0	0	10	2	3	0	0	2	17	30
9:45 - 10:00	0	0	7	0	11	1	2	1	22	0	0	7	0	8	0	0	0	15	37
HOURLY TOTAL	2	0	24	2	28	8	9	1	74	0	0	39	11	17	1	1	4	73	147
PERIOD TOTAL	9	0	221	15	112	48	41	4	450	0	5	119	24	71	6	3	29	257	707
15:00 - 15:15	0	0	52	1	8	0	1	0	62	0	0	22	4	3	1	0	3	33	95
15:15 - 15:30	1	0	26	2	8	2	1	0	40	1	0	17	5	3	0	0	1	27	67
15:30 - 15:45	0	1	31	0	10	4	4	0	50	1	0	18	5	4	0	0	4	32	82
15:45 - 16:00	1	0	30	2	12	2	1	1	49	0	0	23	10	6	0	0	1	40	89
HOURLY TOTAL	2	1	139	5	38	8	7	1	201	2	0	80	24	16	1	0	9	132	333
16:00 - 16:15	1	0	45	0	7	2	2	0	57	2	0	32	4	4	0	0	2	44	101
16:15 - 16:30	0	1	15	0	3	1	0	0	20	0	0	14	4	3	0	0	2	23	43
16:30 - 16:45	1	0	24	0	7	1	2	0	35	1	0	21	9	5	0	0	1	37	72
16:45 - 17:00	0	0	23	0	10	0	0	2	35	1	0	21	4	6	0	0	2	34	69
HOURLY TOTAL	2	1	107	0	27	4	4	2	147	4	0	88	21	18	0	0	7	138	285
17:00 - 17:15	0	1	40	0	8	2	0	0	51	1	0	45	4	4	0	0	3	57	108
17:15 - 17:30	0	1	25	0	6	0	0	0	32	0	0	25	3	3	0	0	1	32	64
17:30 - 17:45	0	0	54	0	4	0	0	0	58	0	0	43	1	3	0	0	3	50	108
17:45 - 18:00	1	1	32	0	7	0	0	1	42	0	0	23	6	2	0	0	3	34	76
HOURLY TOTAL	1	3	151	0	25	2	0	1	183	1	0	136	14	12	0	0	10	173	356
18:00 - 18:15	5	0	26	0	4	1	3	0	39	0	0	24	1	4	0	0	2	31	70
18:15 - 18:30	2	1	42	1	11	1	1	0	59	0	0	18	4	1	0	0	2	25	84
18:30 - 18:45	0	1	30	0	7	0	1	0	39	3	1	13	5	0	0	0	2	24	63
18:45 - 19:00	2	0	16	0	1	1	3	1	24	0	0	8	0	0	0	0	2	10	34
HOURLY TOTAL	9	2	114	1	23	3	8	1	161	3	1	63	10	5	0	0	8	90	251
PERIOD TOTAL	14	7	511	6	113	17	19	5	692	10	1	367	69	51	1	0	34	533	1225

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

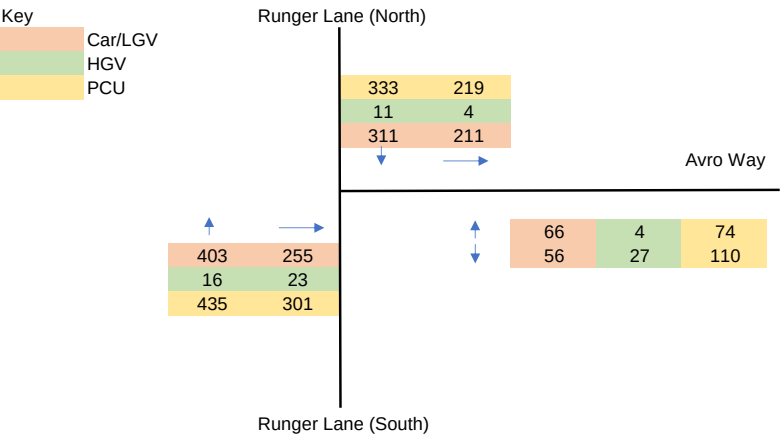
LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (SOUTH)

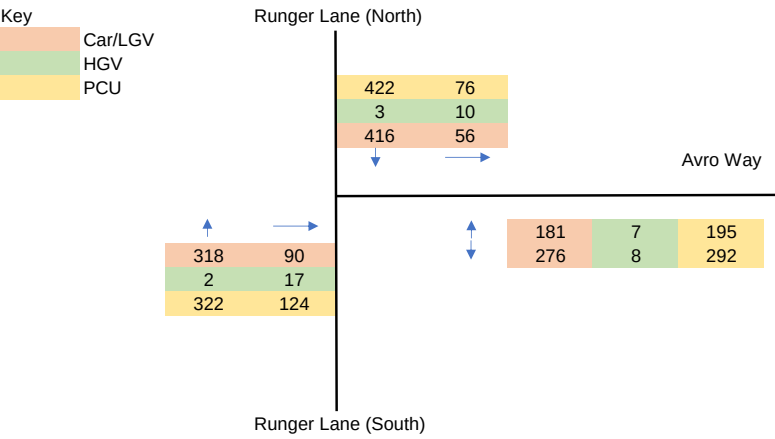
TIME / CLASS	STRAIGHT TO RUNGER LANE (NORTH)									RIGHT TO AVRO WAY									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	1	0	36	0	2	0	0	3	42	3	0	12	0	1	0	1	0	17	59
5:15 - 5:30	0	1	30	0	2	0	1	2	36	1	0	11	0	1	1	1	0	15	51
5:30 - 5:45	0	0	36	0	3	0	0	2	41	1	0	38	1	4	0	0	0	44	85
5:45 - 6:00	1	0	24	0	5	0	0	2	32	1	0	53	1	3	3	1	0	62	94
HOURLY TOTAL	2	1	126	0	12	0	1	9	151	6	0	114	2	9	4	3	0	138	289
6:00 - 6:15	2	0	21	2	5	0	0	2	32	0	1	45	0	7	1	3	0	57	89
6:15 - 6:30	1	0	36	0	5	0	0	2	44	0	0	37	1	5	0	3	1	47	91
6:30 - 6:45	0	0	46	3	9	0	0	2	60	0	0	45	2	8	2	2	0	59	119
6:45 - 7:00	0	0	45	5	4	0	0	2	56	0	0	65	3	11	4	1	0	84	140
HOURLY TOTAL	3	0	148	10	23	0	0	8	192	0	1	192	6	31	7	9	1	247	439
7:00 - 7:15	0	0	44	4	3	0	0	4	55	0	1	44	0	17	1	1	0	64	119
7:15 - 7:30	1	0	55	5	0	1	1	5	68	1	1	41	1	12	7	3	1	67	135
7:30 - 7:45	0	0	57	2	4	1	0	1	65	0	0	33	1	10	1	6	0	51	116
7:45 - 8:00	0	0	71	1	6	1	0	2	81	0	1	28	1	13	2	2	0	47	128
HOURLY TOTAL	1	0	227	12	13	3	1	12	269	1	3	146	3	52	11	12	1	229	498
8:00 - 8:15	0	0	68	13	6	0	0	2	89	0	1	19	0	13	1	0	0	34	123
8:15 - 8:30	0	0	71	6	3	1	1	2	84	0	0	36	2	8	5	1	0	52	136
8:30 - 8:45	0	0	72	9	3	0	0	2	86	0	0	46	3	11	0	1	2	63	149
8:45 - 9:00	0	0	71	4	8	0	0	4	87	0	0	57	2	7	2	1	0	69	156
HOURLY TOTAL	0	0	282	32	20	1	1	10	346	0	1	158	7	39	8	3	2	218	564
9:00 - 9:15	0	0	50	6	2	0	0	2	60	0	0	30	2	12	0	6	0	50	110
9:15 - 9:30	0	1	40	4	5	2	0	1	53	0	0	16	0	9	1	2	0	28	81
9:30 - 9:45	0	0	53	4	5	3	0	1	66	0	0	12	1	8	3	3	1	28	94
9:45 - 10:00	0	0	30	4	5	0	0	2	41	0	0	17	0	8	3	2	0	30	71
HOURLY TOTAL	0	1	173	18	17	5	0	6	220	0	0	75	3	37	7	13	1	136	356
PERIOD TOTAL	6	2	956	72	85	9	3	45	1178	7	5	685	21	168	37	40	5	968	2146
15:00 - 15:15	1	0	52	11	8	0	0	1	73	0	0	13	7	11	7	1	0	39	112
15:15 - 15:30	1	1	50	5	7	0	0	0	64	1	0	12	2	3	1	0	0	19	83
15:30 - 15:45	0	0	42	10	10	1	0	1	64	0	0	12	6	6	3	4	1	32	96
15:45 - 16:00	0	1	55	2	7	0	0	1	66	0	0	15	4	6	1	1	0	27	93
HOURLY TOTAL	2	2	199	28	32	1	0	3	267	1	0	52	19	26	12	6	1	117	384
16:00 - 16:15	1	0	51	12	5	1	0	1	71	1	0	10	4	4	6	0	0	25	96
16:15 - 16:30	0	0	50	12	13	0	0	1	76	0	0	15	3	7	4	6	0	35	111
16:30 - 16:45	0	0	59	5	14	0	0	3	81	0	0	8	3	6	1	0	0	18	99
16:45 - 17:00	0	0	71	10	18	0	0	1	100	0	0	10	1	3	4	0	0	18	118
HOURLY TOTAL	1	0	231	39	50	1	0	6	328	1	0	43	11	20	15	6	0	96	424
17:00 - 17:15	0	1	70	10	9	0	0	2	92	2	0	4	4	5	2	1	0	18	110
17:15 - 17:30	0	0	84	10	10	0	0	1	105	2	0	7	2	0	1	0	1	13	118
17:30 - 17:45	1	0	156	13	15	1	0	3	189	3	0	9	1	3	4	2	1	23	212
17:45 - 18:00	0	2	101	10	11	0	0	3	127	2	0	25	1	4	0	0	0	32	159
HOURLY TOTAL	1	3	411	43	45	1	0	9	513	9	0	45	8	12	7	3	2	86	599
18:00 - 18:15	0	0	98	11	4	0	0	2	115	6	0	17	2	4	3	1	0	33	148
18:15 - 18:30	1	1	64	8	2	0	0	5	81	0	0	15	1	6	0	2	1	25	106
18:30 - 18:45	0	0	34	16	6	0	0	3	59	2	0	20	1	6	0	1	0	30	89
18:45 - 19:00	0	3	28	4	3	0	0	2	40	1	0	22	0	3	1	2	0	29	69
HOURLY TOTAL	1	4	224	39	15	0	0	12	295	9	0	74	4	19	4	6	1	117	412
PERIOD TOTAL	5	9	1065	149	142	3	0	30	1403	20	0	214	42	77	38	21	4	416	1819

Appendix 7 – Traffic Volume Diagrams

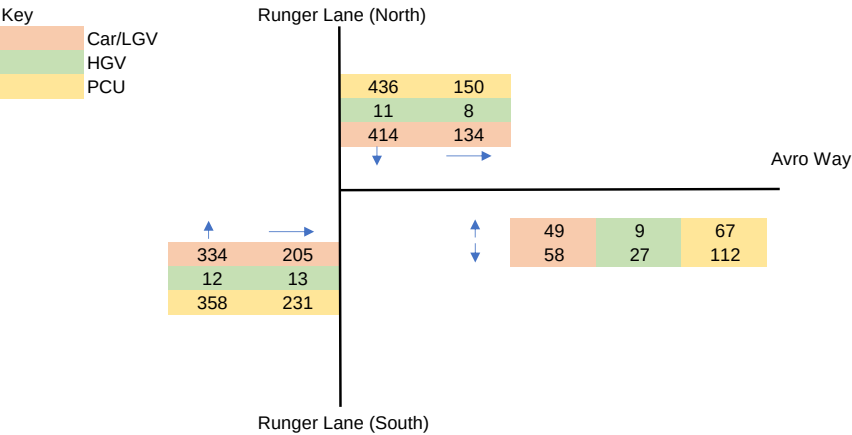
Traffic Volume Diagram 1: 2018 Recorded Volumes - AM Peak 0800 to 0900hrs (Thurs 17th May 2018)



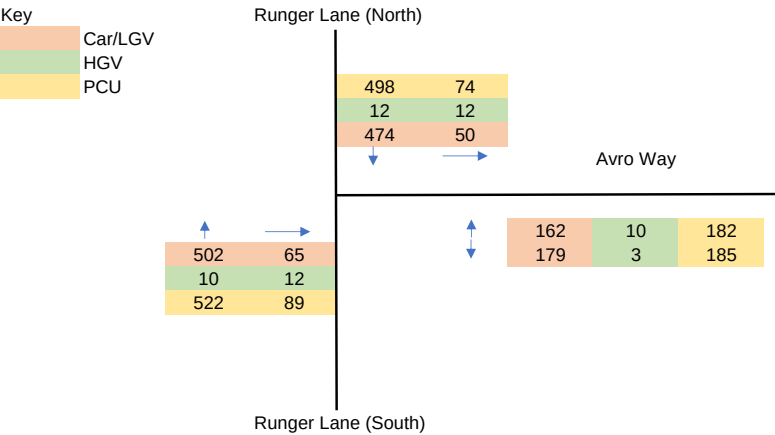
Traffic Volume Diagram 2: 2018 Recorded Volumes - PM Peak 1700 to 1800hrs (Thurs 17th May 2018)



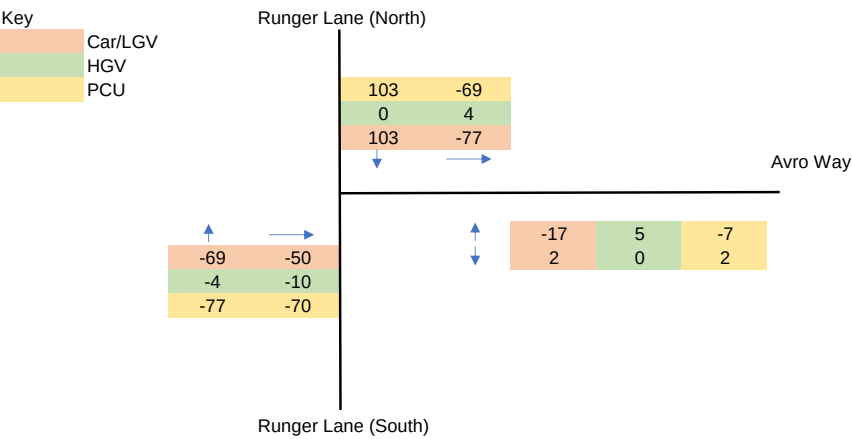
Traffic Volume Diagram 3: 2022 Recorded Volumes - AM Peak 0800 to 0900hrs (Thurs 15th Sept 2022)



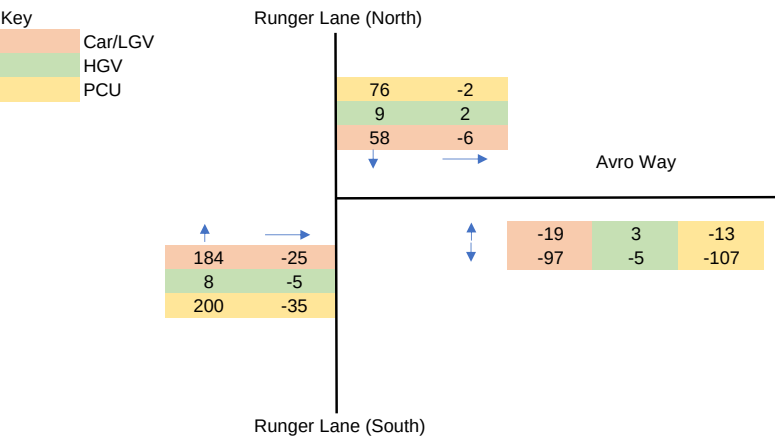
Traffic Volume Diagram 4: 2022 Recorded Volumes - PM Peak 1700 to 1800hrs (Thurs 15th Sept 2022)



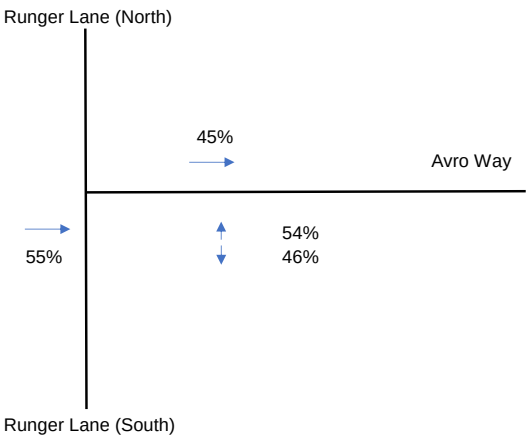
Traffic Volume Diagram 5: Difference between 2018 and 2022 Recorded Volumes - AM Peak 0800 to 0900hrs



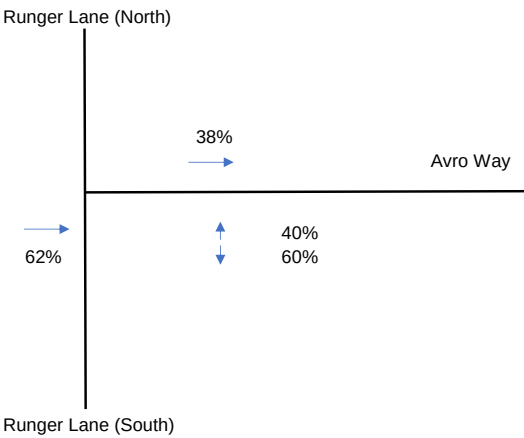
Traffic Volume Diagram 6: Difference between 2018 and 2022 Recorded Volumes - PM Peak 1700 to 1800hrs



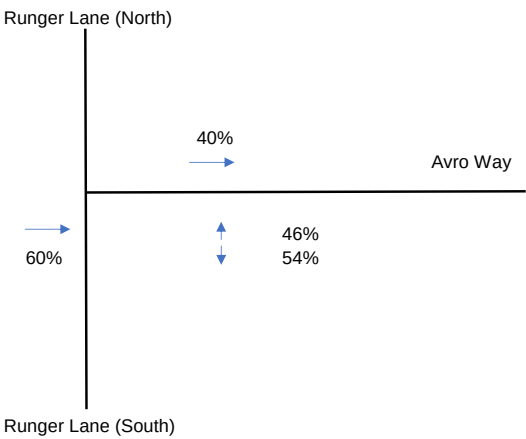
Traffic Volume Diagram 7: 2018 Recorded Volumes - Distribution to / from Avro Way Arm - AM Peak



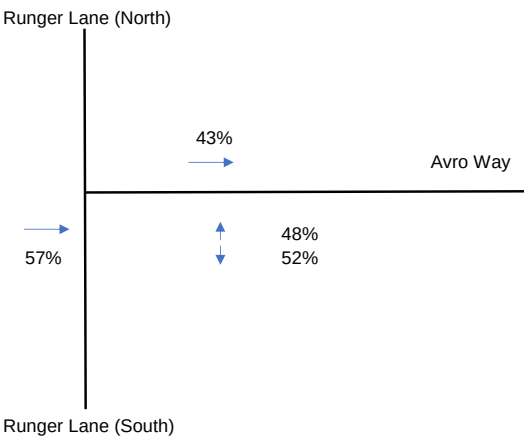
Traffic Volume Diagram 8: 2018 Recorded Volumes - Distribution to / from Avro Way Arm - PM Peak



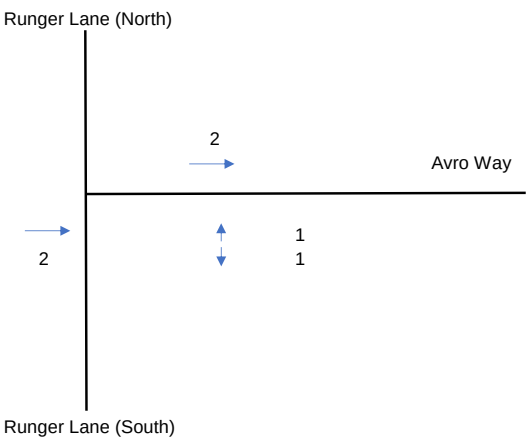
Traffic Volume Diagram 9: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - AM Peak



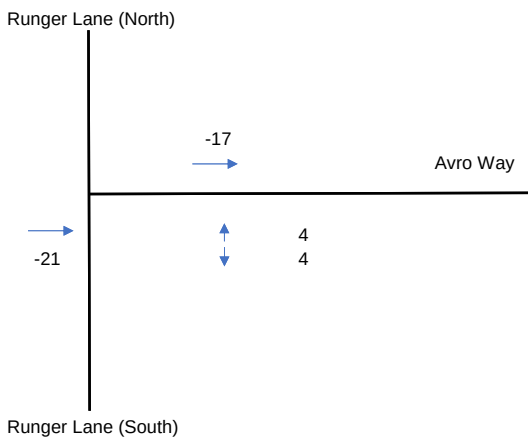
Traffic Volume Diagram 10: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - PM Peak



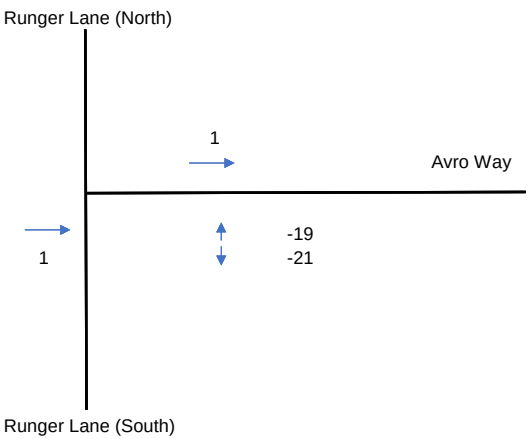
Traffic Volume Diagram 11: Nett Traffic Generation of the Proposal in PCUs - AM Peak 0700 to 0800



Traffic Volume Diagram 12: Nett Traffic Generation of the Proposal in PCUs - AM Peak 0800 to 0900



Traffic Volume Diagram 13: Nett Traffic Generation of the Proposal in PCUs- AM Peak 1700 to 1800



Appendix 8 – TRICS Output for Industrial Estate

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	3 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: 1776 to 23226 (units: sqm)
 Range Selected by User: 708 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/03/20

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	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 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)	2
Edge of Town	10

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	9
Commercial Zone	1
Development Zone	2

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:

Not Known 12 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
3	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
4	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
5	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
6	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
7	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
9	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
10	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
11	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
12	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.010	1	20860	0.000	1	20860	0.010
05:30 - 06:00	1	20860	0.067	1	20860	0.014	1	20860	0.081
06:00 - 06:30	2	16063	0.031	2	16063	0.006	2	16063	0.037
06:30 - 07:00	2	16063	0.068	2	16063	0.019	2	16063	0.087
07:00 - 07:30	12	8759	0.140	12	8759	0.033	12	8759	0.173
07:30 - 08:00	12	8759	0.293	12	8759	0.067	12	8759	0.360
08:00 - 08:30	12	8759	0.262	12	8759	0.139	12	8759	0.401
08:30 - 09:00	12	8759	0.165	12	8759	0.106	12	8759	0.271
09:00 - 09:30	12	8759	0.154	12	8759	0.103	12	8759	0.257
09:30 - 10:00	12	8759	0.127	12	8759	0.105	12	8759	0.232
10:00 - 10:30	12	8759	0.156	12	8759	0.127	12	8759	0.283
10:30 - 11:00	12	8759	0.101	12	8759	0.103	12	8759	0.204
11:00 - 11:30	12	8759	0.114	12	8759	0.130	12	8759	0.244
11:30 - 12:00	12	8759	0.118	12	8759	0.130	12	8759	0.248
12:00 - 12:30	12	8759	0.132	12	8759	0.162	12	8759	0.294
12:30 - 13:00	12	8759	0.147	12	8759	0.154	12	8759	0.301
13:00 - 13:30	12	8759	0.143	12	8759	0.155	12	8759	0.298
13:30 - 14:00	12	8759	0.129	12	8759	0.123	12	8759	0.252
14:00 - 14:30	12	8759	0.121	12	8759	0.144	12	8759	0.265
14:30 - 15:00	12	8759	0.111	12	8759	0.122	12	8759	0.233
15:00 - 15:30	12	8759	0.099	12	8759	0.117	12	8759	0.216
15:30 - 16:00	12	8759	0.075	12	8759	0.119	12	8759	0.194
16:00 - 16:30	12	8759	0.084	12	8759	0.169	12	8759	0.253
16:30 - 17:00	12	8759	0.090	12	8759	0.215	12	8759	0.305
17:00 - 17:30	12	8759	0.053	12	8759	0.213	12	8759	0.266
17:30 - 18:00	12	8759	0.059	12	8759	0.138	12	8759	0.197
18:00 - 18:30	12	8759	0.018	12	8759	0.059	12	8759	0.077
18:30 - 19:00	12	8759	0.018	12	8759	0.043	12	8759	0.061
19:00 - 19:30	2	16063	0.087	2	16063	0.037	2	16063	0.124
19:30 - 20:00	2	16063	0.065	2	16063	0.096	2	16063	0.161
20:00 - 20:30	2	16063	0.012	2	16063	0.062	2	16063	0.074
20:30 - 21:00	2	16063	0.006	2	16063	0.022	2	16063	0.028
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.255			3.232			6.487

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:	1776 - 23226 (units: sqm)
Survey date range:	01/01/14 - 01/03/20
Number of weekdays (Monday-Friday):	12
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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.000	1	20860	0.000	1	20860	0.000
05:30 - 06:00	1	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 06:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
06:30 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 07:30	12	8759	0.001	12	8759	0.006	12	8759	0.007
07:30 - 08:00	12	8759	0.011	12	8759	0.002	12	8759	0.013
08:00 - 08:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
08:30 - 09:00	12	8759	0.009	12	8759	0.017	12	8759	0.026
09:00 - 09:30	12	8759	0.011	12	8759	0.010	12	8759	0.021
09:30 - 10:00	12	8759	0.016	12	8759	0.014	12	8759	0.030
10:00 - 10:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
10:30 - 11:00	12	8759	0.010	12	8759	0.010	12	8759	0.020
11:00 - 11:30	12	8759	0.008	12	8759	0.010	12	8759	0.018
11:30 - 12:00	12	8759	0.012	12	8759	0.013	12	8759	0.025
12:00 - 12:30	12	8759	0.010	12	8759	0.008	12	8759	0.018
12:30 - 13:00	12	8759	0.014	12	8759	0.013	12	8759	0.027
13:00 - 13:30	12	8759	0.013	12	8759	0.009	12	8759	0.022
13:30 - 14:00	12	8759	0.017	12	8759	0.005	12	8759	0.022
14:00 - 14:30	12	8759	0.011	12	8759	0.021	12	8759	0.032
14:30 - 15:00	12	8759	0.010	12	8759	0.012	12	8759	0.022
15:00 - 15:30	12	8759	0.010	12	8759	0.006	12	8759	0.016
15:30 - 16:00	12	8759	0.007	12	8759	0.009	12	8759	0.016
16:00 - 16:30	12	8759	0.004	12	8759	0.004	12	8759	0.008
16:30 - 17:00	12	8759	0.004	12	8759	0.005	12	8759	0.009
17:00 - 17:30	12	8759	0.002	12	8759	0.003	12	8759	0.005
17:30 - 18:00	12	8759	0.000	12	8759	0.002	12	8759	0.002
18:00 - 18:30	12	8759	0.001	12	8759	0.000	12	8759	0.001
18:30 - 19:00	12	8759	0.000	12	8759	0.000	12	8759	0.000
19:00 - 19:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
19:30 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 20:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:30 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.210			0.218			0.428

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 9 – TRICS output for Office

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 500 to 4040 (units: sqm)
 Range Selected by User: 118 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 01/03/20

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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)	1
Edge of Town	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	2
Built-Up Zone	1
No Sub Category	2

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:

Not Known

6 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:

1,001 to 5,000

3 days

5,001 to 10,000

2 days

15,001 to 20,000

1 days

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

Population within 5 miles:

100,001 to 125,000

2 days

125,001 to 250,000

4 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

3 days

1.6 to 2.0

1 days

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

Travel Plan:

No

6 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

6 days

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

WYG Group Quay West Salford Quays

Licence No: 705118

LIST OF SITES relevant to selection parameters

1	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES		CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date:	WEDNESDAY	19/10/16	Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total Gross floor area:		2000 sqm	
	Survey date:	TUESDAY	27/11/12	Survey Type: MANUAL
3	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY		DURHAM
	Edge of Town No Sub Category Total Gross floor area:		3530 sqm	
	Survey date:	THURSDAY	18/10/18	Survey Type: MANUAL
4	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		2600 sqm	
	Survey date:	TUESDAY	04/06/13	Survey Type: MANUAL
5	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:		500 sqm	
	Survey date:	WEDNESDAY	13/11/19	Survey Type: MANUAL
6	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES		WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:		1230 sqm	
	Survey date:	TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2317	0.223	6	2317	0.058	6	2317	0.281
07:30 - 08:00	6	2317	0.842	6	2317	0.079	6	2317	0.921
08:00 - 08:30	6	2317	1.324	6	2317	0.086	6	2317	1.410
08:30 - 09:00	6	2317	1.698	6	2317	0.122	6	2317	1.820
09:00 - 09:30	6	2317	1.036	6	2317	0.201	6	2317	1.237
09:30 - 10:00	6	2317	0.353	6	2317	0.165	6	2317	0.518
10:00 - 10:30	6	2317	0.216	6	2317	0.165	6	2317	0.381
10:30 - 11:00	6	2317	0.144	6	2317	0.086	6	2317	0.230
11:00 - 11:30	6	2317	0.122	6	2317	0.137	6	2317	0.259
11:30 - 12:00	6	2317	0.151	6	2317	0.180	6	2317	0.331
12:00 - 12:30	6	2317	0.273	6	2317	0.468	6	2317	0.741
12:30 - 13:00	6	2317	0.496	6	2317	0.468	6	2317	0.964
13:00 - 13:30	6	2317	0.460	6	2317	0.417	6	2317	0.877
13:30 - 14:00	6	2317	0.345	6	2317	0.173	6	2317	0.518
14:00 - 14:30	6	2317	0.201	6	2317	0.158	6	2317	0.359
14:30 - 15:00	6	2317	0.237	6	2317	0.410	6	2317	0.647
15:00 - 15:30	6	2317	0.194	6	2317	0.360	6	2317	0.554
15:30 - 16:00	6	2317	0.058	6	2317	0.281	6	2317	0.339
16:00 - 16:30	6	2317	0.173	6	2317	0.683	6	2317	0.856
16:30 - 17:00	6	2317	0.151	6	2317	0.885	6	2317	1.036
17:00 - 17:30	6	2317	0.122	6	2317	1.978	6	2317	2.100
17:30 - 18:00	6	2317	0.072	6	2317	0.993	6	2317	1.065
18:00 - 18:30	5	2534	0.047	5	2534	0.395	5	2534	0.442
18:30 - 19:00	5	2534	0.008	5	2534	0.189	5	2534	0.197
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.946			9.137			18.083

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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Parameter summary

Trip rate parameter range selected:	500 - 4040 (units: sqm)
Survey date range:	01/01/12 - 01/03/20
Number of weekdays (Monday-Friday):	6
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.

Appendix G: TfGM and MCC Confirm Acceptance 15.11.2022

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 15 November 2022 15:20
To: Blair, Peter
Cc: Claire Smallman
Subject: Re: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Hi Peter, apologies for our oversight.

We require no further information from you and have provided our MCC Highways response to our Planning colleagues (on 12/10/22).

Regards,

Andy Connell.
Traffic Engineer, Highways Service, Neighbourhoods Directorate
(Working Times Monday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Works mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Claire Smallman <Claire.Smallman@tfgm.com>
Sent: 15 November 2022 10:27 AM
To: Andy Connell <andy.connell@manchester.gov.uk>
Subject: FW: KRN Ref. 22/334 RE: Argosy Drive, Application Number: 134103/FO/2022. Further Traffic and Transportation information to address TfGM requests.

Hi Andy

Please could you liaise with Peter as below.

Kind regards

Claire Smallman
Infrastructure Development Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
E-mail claire.smallman@tfgm.com
www.tfgm.com

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

Appendix H: NH / WSP Consultation Response



National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd
Operations Directorate
North-West Region
National Highways
PlanningNW@nationalhighways.co.uk

To: Manchester City Council FAO David Lawless

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 134103/FO/2022

National Highways Reference: 95427

Location: Argosy Drive, Manchester Airport, M90 5PL

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings.

Referring to the consultation on a planning application dated 1 July 2021 referenced above, in the vicinity of the M56 motorway that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~offer no objection;~~
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B ~~is~~ / is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 21 July 2022
Name: Adam Johnson	Position: Spatial Planner
National Highways 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Following a review of the applicant's transport evidence submitted as part of this planning application, we are as yet unable to make a determination as to its potential impact on the SRN.

Our consultants at WSP have provided to attached report which can be shared with the developer. Key conclusions from the report are:

- National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and we need to be fully sighted on the impacts of the proposals given the proximity to the junctions.
- National Highways request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:
 - Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate);
 - Details on the existing sqm of the existing elements on the site which it is proposed will be demolished.
- It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). We request that AECOM clarify the number of existing spaces on site.
- As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and National Highways need to be fully sighted on the impacts of the proposals given the proximity to the junctions. We request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.
- We request that the study area for collision analysis is updated to include the M56 J5 and J6. We request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and

includes a causality analysis.

- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
- We request that the following are provided to allow us to provide comment on the appropriateness of the approach to trip generation for the proposed development:
 - Full TRICS outputs
 - 24-hour trip profile
 - Trip generation split into lights (LGVs) and heavies (HGVs)
 - Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
 - Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
 - Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308.
- The proposed distribution used does not cover the M56 J5 and J6 which National Highways would have requested if we were involved in the scoping discussions. We therefore request that details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.
- It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data. Once the additional information is provided, WSP will comment on the validity of the distribution used.
- We note that no assessment has carried out for the M56 J5 or J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added. Once provided, we will determine if operational assessments are required.
- We advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs.

- Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. We would welcome the inclusion of car sharing within any future TP targets

Recommended Non-Approval

It is recommended that the application should not be approved until 30 September 2022.

Reason

To allow the applicant time to provide National Highways with sufficient evidence to enable us to make a determination regarding the impact the site will likely have on the Strategic Road Network.



National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review





National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70095637

OUR REF. NO. NW 053

DATE: JULY 2022



National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review

WSP

8 First Street
Manchester
M15 4RP

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WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	For Issue			
Date	19/07/22			
Prepared by	LJB			
Signature				
Checked by	EST			
Signature				
Authorised by	NMcK			
Signature				
Project number	70095637-053			
Report number	001			
File reference				

CONTENTS

1	INTRODUCTION	1
1.1	PREAMBLE	1
1.2	TASK OVERVIEW	1
1.3	SCOPING	1
1.4	TECHNICAL INFORMATION	2
1.5	COVID-19	2
2	POLICY	3
3	EXISTING SITE CONDITIONS	4
3.1	SITE LOCATION	4
3.2	EXISTING ACCESS	5
3.3	EXISTING SITE USE	5
3.4	TRAFFIC FLOW DATA	7
3.5	COLLISION ANALYSIS	8
4	PROPOSED DEVELOPMENT	9
4.1	DEVELOPMENT QUANTUM	9
4.2	DEVELOPMENT PHASING	9
4.3	PARKING PROVISION	10
	CYCLE PARKING	10
	VEHICLE PARKING	11
4.4	ACCESS	12
	PEDESTRIANS	12
	VEHICLES	12

5	TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT	13
5.1	TRIP GENERATION	13
5.2	TRIP DISTRIBUTION	14
5.3	ASSESSMENT METHODOLOGY	15
6	TRAVEL PLAN	16
6.1	INTRODUCTION	16
6.2	POLICY AND GUIDANCE	16
6.3	TRAVEL PLAN AIM	16
6.4	TRAVEL PLAN OBJECTIVES	16
6.5	TRAVEL PLAN TARGETS	17
6.6	TRAVEL PLAN MEASURES	18
6.7	TRAVEL PLAN IMPLEMENTATION	19
6.8	MONITORING AND REVIEW	21
6.9	SUMMARY	21
7	SUMMARY AND CONCLUSION	22
7.1	SUMMARY	22
7.2	CONCLUSION	23

1 INTRODUCTION

1.1 PREAMBLE

1.1.1. National Highways has been appointed by the Secretary as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the Licence issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

1.1.2. National Highways' approach to engaging with the planning system is governed by the advice and guidance set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (2015)

1.1.3. The document is written in the context of statutory responsibilities as set out in National Highways' Licence, and in the light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF)
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development ("the Circular")

1.1.4. As a statutory consultee in the planning system, National Highways has a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

1.1.5. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the licence which stipulates that National Highways should:

"support local and national economic growth and regeneration"

1.2 TASK OVERVIEW

1.2.1. AECOM have been appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

1.2.2. National Highways (NH) have been consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH have subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.

1.3 SCOPING

1.3.1. No scoping discussions have been held with NH.

Comment:

As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) *it is recommended that formal pre-application discussions are an effective means of gaining a*

good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.

1.4 TECHNICAL INFORMATION

1.4.1. The following documents have been obtained from the MCC Planning Portal and will be reviewed within this report:

- Argosy Development Manchester Airport Transport Statement (Document Ref: 60663052-ACM-ArA-XX-RP-U-00004)
- Argosy Development Manchester Airport Interim Travel Plan (Document Ref: 60663052-ACM-ArA02-XX-RP-U-00005)

1.5 COVID-19

1.5.1. Within the TS AECOM state that they have not considered the impact of COVID-19 and the assessment is based on available data collected prior to the pandemic.

Comment:

National Highways issued the following advice in relation to COVID-19:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

2 POLICY

2.1.1. The TS includes reviews of the following policy documents:

- National Planning Policy Framework (2021)
- Decarbonising Transport: A Better, Greener Britain (2021)
- Future of Mobility: Urban Strategy, Department for Transport (2019)
- Aviation Policy Framework (2013)
- The Greater Manchester Transport Strategy (2040)
- Our People, Our Place – The Greater Manchester Strategy (2017)
- Manchester Core Strategy (2012-2027)
- Manchester Airport Sustainable Development Plan (2016)

Comment:

NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN.

It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.

3 EXISTING SITE CONDITIONS

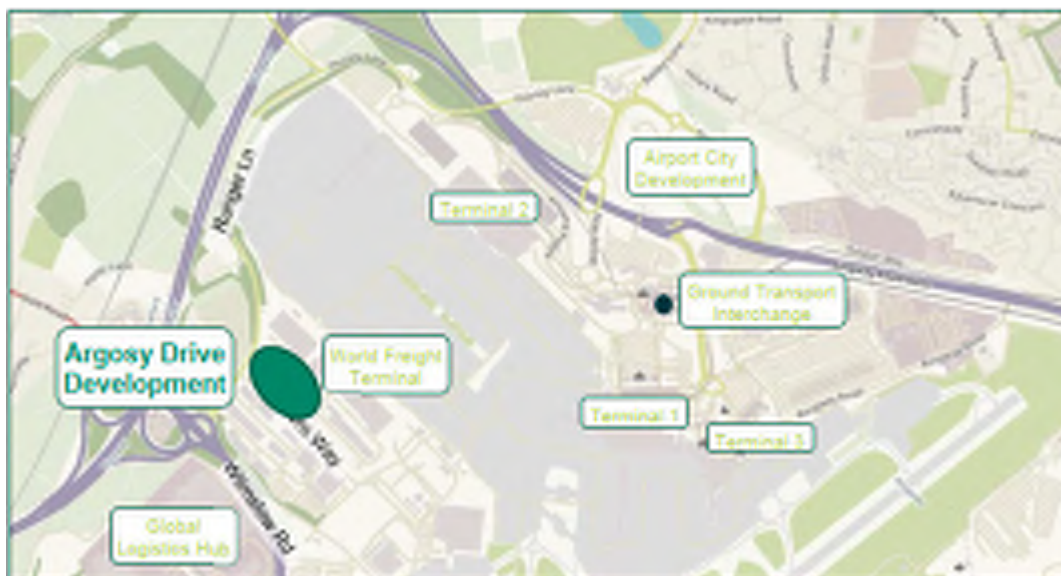
3.1 SITE LOCATION

- 3.1.1. The proposed site is located at Manchester Airport to the east of the M56 between junctions 5 and 6, illustrated in Figure 3-1. The development is located within the Cargo Area, location to the south west side of the airport, as shown in Figure 3-2.

Figure 3-1 - Site Location



Figure 3-2 - Location of the Site within the Airport Context



- 3.1.2. As shown in Figure 3-2, the site is bound by Terminal 2 the north west, York Drive to the north, Viscount Drive to the east and Avro Way to the south.

3.2 EXISTING ACCESS

- 3.2.1. Vehicles travelling to the site would route via Wilmslow Road (A638), Runger Lane and Anro Way. The junction of Runger Lane and Avro Way is an existing priority junction where, at its western end, Avro Way forms a minor arm.
- 3.2.2. As illustrated in Figure 3-1 the proposed site is located to the east of the M56 between junctions 5 and 6. Within the TS details are provided on the M56, M60 and M6.

Comment:

National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:

- **Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)**

3.3 EXISTING SITE USE

- 3.3.1. The proposed development site currently consists of four industrial units (units 303, 304, 305 and 311) and a car park (Argosy Drive), illustrated in Figure 3-3.
- 3.3.2. WSP have accessed the MCC Planning Portal to determine the existing units floorspace. The total combined sqm of the existing units (Units 303, 304, 305 and 311) on the proposed development site is 5,457 sqm.

Figure 3-3 – Site



- 3.3.3. The existing car park (located where unit 1 is proposed) is barrier operated and consists of 215 spaces. The car park is currently used by airport servicing staff.
- 3.3.4. Buildings 311 and 304 (located where unit 2 is proposed) are currently used as follows:
- Building 311 is primarily used by logistic companies or flight service providers
 - Building 304 is currently utilised as a sewage pumping station control unit and for freight and logistics. There are also 40 car parking spaces provided at the front of the unit. Alongside these two units there is HGV provision including loading and parking bays
 - Building 303 has 25 car parking spaces to the front of the building alongside HGV loading and parking
- 3.3.5. There is a total of 280 car parking spaces included within the proposed site boundary.
- 3.3.6. The existing development quantum is summarised in Table 3-1.

Table 3-1 – Existing Development Quantum

Existing Unit No	Sqm	Use	No of Parking Spaces
Unit 303			
Unit 304		Sewage pumping station control unit and for freight and logistics	40
Unit 311		Used by logistic companies/flight providers	25
Total	5,457	n/a	65
Other Uses			
Car Park	n/a	Car park utilised by airport servicing staff	215
Total	5,457		280

Comment

WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.

It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces).

WSP request that AECOM clarify the number of existing spaces on site.

3.4 TRAFFIC FLOW DATA

- 3.4.1. To understand the baseline traffic flows in the vicinity of the site, AECOM state that they have acquired traffic counts undertaken to support MAG studies in May 2018.
- 3.4.2. It is outlined in the TS that AECOM have acquired data for the Avro Way/Runger Lane junction only.

Comment

As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.

NH provided the following advice in relation to traffic surveys and the COVID-19 pandemic:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

3.5 COLLISION ANALYSIS

- 3.5.1. It is outlined within the TS that AECOM have utilised the Crashmap database to analyse the collision data recorded in the past five years for the study area shown in Figure 3-4.

Figure 3-4 - Collision Analysis Study Area



Comment:

WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT QUANTUM

4.1.1. The proposed development has planned use for Airport freight (Use Class B8) and is proposed to consist of three units, with the following quantum's:

- Unit 1 is proposed to be 5,985sqm to comprise of 8 individual units
- Unit 2 is proposed to be 4,266sqm to comprise of 4 individual units
- Unit 3 is proposed to be 3,066sqm to comprise of 3 individual units

4.1.2. The total proposed quantum of development is 13,746sqm.

4.1.3. The split of each unit is shown in Figure 4-1.

Figure 4-1 - Schedule of Accommodation



Comment:

This is a net change of + 8,289 sqm in comparison to the existing development on site.

4.2 DEVELOPMENT PHASING

4.2.1. AECOM outline that the following phasing is proposed for the proposed development:

- Phase 1 includes the demolition of Building 305 and the Argosy Drive car par and the construction of Unit 1
- Phase 2 includes the demolition of Buildings 304 and 311 and the construction of Unit 2
- Phase 3 includes the demolition of Building 303 and the construction of Unit 3

4.2.2. The proposed phasing is shown in Figure 4-2.

Figure 4-2 - Proposed Development Phasing

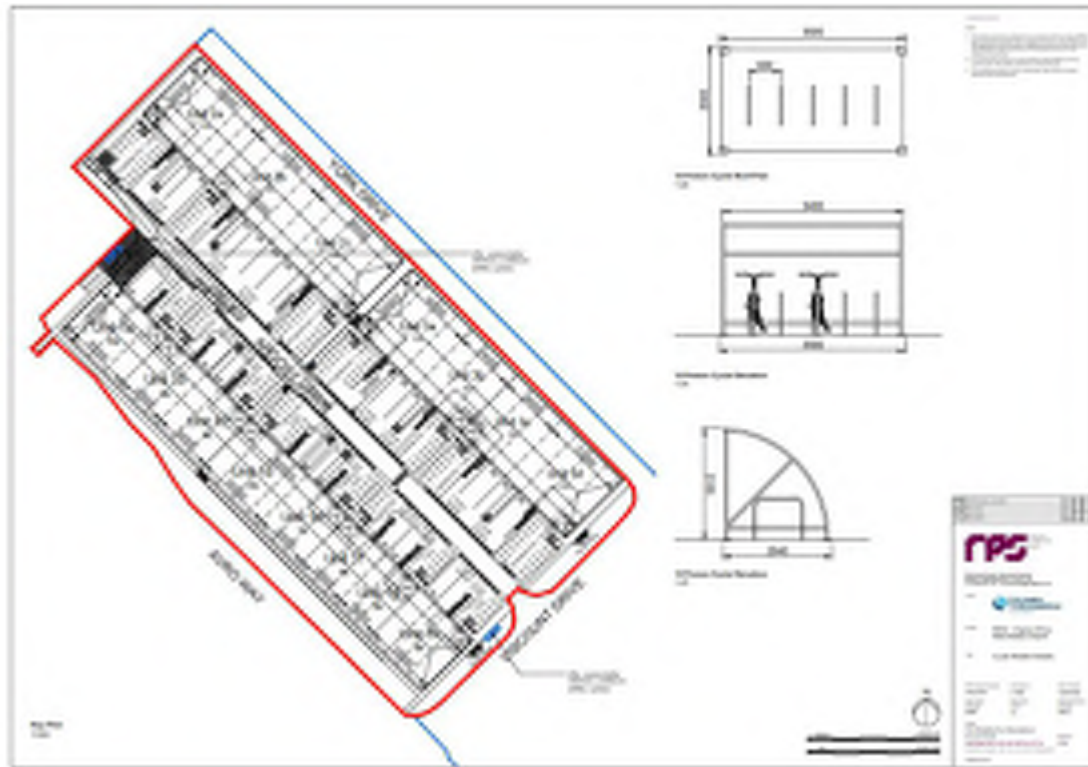


4.3 PARKING PROVISION

CYCLE PARKING

- 4.3.1. It is outlined in the TS that up to 30 cycle storage spaces are to be provided at the proposed development, as illustrated in Figure 4-3.

Figure 4-3 - Proposed Cycle Space Locations



Comment:

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

VEHICLE PARKING

- 4.3.2. A total of 104 car parking spaces are to be provided, split between the units as follows:
- Unit 1 – 48 car parking spaces, eight HGV spaces and eight disabled parking spaces
 - Unit 2 – 32 car parking spaces, eight HGV spaces and four disabled parking spaces
 - Unit 3 – 24 car parking spaces, five HGV spaces, three disabled parking spaces
- 4.3.3. Furthermore, it is noted in the TS that of these parking spaces, eight will be include electric charging points. Overall, a total of 20% of the total parking spaces (11) will be equipped for electric vehicle charging and the remaining 80% will be provided with ducting installation to allow for the further inclusion of additional electric charging spaces.

Comment:

It is noted that the proposed total car parking is a reduction on the current provision (196 spaces less).

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

4.4 ACCESS

PEDESTRIANS

- 4.4.1. For those accessing on foot, it is detailed in the TS that there is a footway provided along Avro Way and along the adjacent roads including Runger Lane.
- 4.4.2. Within the site, it is proposed that a safe pedestrian route will be provided between the Argosy development buildings and the existing footway on the northern side of Avro Way.
- 4.4.3. It is also detailed that as part of the wider Airport City development proposals improved pedestrian and cycle network routes and facilities are proposed.

VEHICLES

- 4.4.4. It is proposed that access to the site for vehicles will be via the existing Viscount Drive/Argosy Drive priority junction.

5 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

5.1 TRIP GENERATION

- 5.1.1. It is detailed within the TS that AECOM have utilised the TRICS database to obtain trip representative trip rates for the proposed development. It is detailed within the TS that as shown in Table 5-1, AECOM have considered the trip generation for each of the proposed phases.

Table 5-1 - Trip Generation Summary

Phase	Unit	Development Size	Time Period	Arrival (veh per hr)	Departing (veh per hr)
P1	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
P2	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 1 & 2	10,251sqm	AM Peak hr (08:00-09:00)	53	7
			PM Peak hr (17:00-18:00)	7	41
P3	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 3	3,066 sqm	AM Peak hr (08:00-09:00)	16	2
			PM Peak hr (17:00-18:00)	2	12
	Unit 1, 2 & 3	13,317 sqm	AM Peak hr (08:00-09:00)	69	9
			PM Peak hr (17:00-18:00)	9	53

Source: TRICS

- 5.1.2. AECOM also outline that the given the proposed number of parking spaces for the development is 104 there will be a reduction in car parking on site. AECOM also state that using the TRICS analysis it has shown that the highest number of cars expected at the development is 60 more than the development can accommodate and it is assumed that any displaced car park users will be able to park in the car park to the east of Building 308.
- 5.1.3. AECOM outline that this reduction in car parking is consistent across other developments in the vicinity of the site, with the proposed reduction in spaces shown in Table 5-2.

Table 5-2 - Proposed Changes in Car Parking Levels in the Vicinity of the Site

Site		Existing Parking Spaces	Proposed Development Spaces	Difference
Building 401	Unit 1a		32	
	Unit 1b	320	18	-248
	Unit 1c		22	
Building 402	Unit 2a		34	
	Unit 2b	180	11	-105
	Unit 2c		11	
	Unit 2d		19	
Argosy Development	Unit 1		48	
	Unit 2	207	32	-103
	Unit 3		24	
Total Combined:		707	251	-456

- 5.1.4. Furthermore AECOM state that given the reduction in car parking across the development that there will be a lower levels of trips in the vicinity of the site during the peak hours which will reduce the impact non the local road network during the peak hours.

Comment

No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.

WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:

- Full TRICS outputs
- 24-hour trip profile
- Trip generation split into lights (LGVs) and heavies (HGVs)
- Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
- Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
- Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308

5.2 TRIP DISTRIBUTION

- 5.2.1. It is detailed within the TS that the development has been distributed onto the local road network using turning count data recorded for the Runger Lane/Avro Way in May 2018.
- 5.2.2. The proportion split is shown in Table 5-3.

Table 5-3 - Turning Proportions

Time Period	From Runger Lane North	From Runger Lane South	To Runger Lane North	To Runger Lane South
AM Peak 1 (7:00-8:00)	35%	65%	37%	63%
AM Peak 2 (8:00-9:00)	41%	59%	51%	49%
PM (17:00-18:00)	41%	59%	40%	60%

Comment

The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.

It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.

Once the additional information is provided, WSP will comment on the validity of the distribution used.

5.3 ASSESSMENT METHODOLOGY

5.3.1. AECOM outline that they have carried out junction modelling of the Runger Way / Avro Way junction using VISSIM for the following assessment years:

- 2018 (base year)
- 2023 (opening year)
- 2038 (future year) with and without the development

Comment

WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added.

Once provided, WSP will determine if operational assessments are required.

6 TRAVEL PLAN

6.1 INTRODUCTION

- 6.1.1. WSP have reviewed the Travel Plan (TP) which accompanies the TS. The focus of the TP is to provide a strategy for managing travel demand involving a dynamic process of implementation, monitoring and review.
- 6.1.2. The TP sets out the developers' commitments to reducing the number of vehicular trips generated by the proposed development and identifies the key measures which will be developed as part of the travel plan implementation.

6.2 POLICY AND GUIDANCE

- 6.2.1. AECOM outline the national, regional and local policy and guidance which they describe this TP has been produced in accordance with. These include:
- National Planning Policy Framework (2021)
 - Department for Communities and Local Government (6th March 2014) Travel Plans, Transport Assessments and Statements
 - Future of Mobility: Urban Strategy, Department for Transport (2019)
 - Decarbonising Transport: A Better, Greener Britain (2021)
 - The Greater Manchester Transport Strategy (2040)
 - Manchester Core Strategy (2012-2027)
 - Manchester Airports Master Plan to 2030 (2016)
 - Manchester Airport Sustainable Development Plan (2016)

Comment:

WSP advise that the Department for Transport's (DfT) 02/2013 Circular and National Highways' The Strategic Road Network Planning for the Future (2015) are both considered when preparing the TP.

6.3 TRAVEL PLAN AIM

- 6.3.1. The aims of the TP are to:
- Reduce single occupancy car journeys for trips to and from the site
 - Manage travel to and from the site by ensuring accessibility by all by a choice of modes
 - Ensuring accessibility by sustainable modes is safe and attractive for users
 - Promote a healthy workforce and local community
 - Provide a commitment to improving local air quality and reducing the carbon footprint of the development

6.4 TRAVEL PLAN OBJECTIVES

- 6.4.1. Within the TP the following objectives are outlined to promote the above aims:
- Support and encourage active travel (walking and cycling) to staff and visitors through raising awareness and facilitating
 - Travel patterns changes
 - Support and encourage the use of public transport by staff and visitors

- Reducing unnecessary journeys by car but ensuring those that are necessary by car can be accommodated
- Discourage and dis-incentivise journeys by car alone by staff and visitors
- Encourage the attractiveness of sustainable alternatives for accessing the site and ensuring these alternatives are safe and feasible
- Encourage a working partnership between the Argosy Development, Manchester Airport, staff and visitors to influence travel behaviour

6.5 TRAVEL PLAN TARGETS

- 6.5.1. AECOM have set definite targets which they have formulated from the onset and propose to review once the initial travel surveys are undertaken. AECOM outline that the target sts have been designed to be SMART – Specific, Measurable, Achievable, Realistic and Time-constrained.
- 6.5.2. Census 2011 data has been obtained for the middle layer super output area (MSOA) within which the proposed development is located (Manchester 053) and the current baseline mode share is shown in Table 6-1.

Table 6-1 - Baseline Mode Share (Based on 2011 Census Data)

Mode	Baseline Mode Share
Single Occupancy Car	72%
Car Share (Driver or Passenger)	8%
Public Transport (Train)	3%
Public Transport (Tram)	1%
Public Transport (Bus and Coach)	8%
Public Transport (Taxi)	1%
Walk	3%
Cycle	2%
Motorcycle	1%
Other (Including working from home)	1%
Total	100%

- 6.5.3. The indicative targets, based on the baseline mode share, are shown in Table 6-2. It is outlined by AECOM that the targets are aspired to be achieved in the next five years. The targets outlined in Table 6-2 include a 10% reduction in single occupancy car trips and increases in car sharing (2%), public transport usage (5%) and cycling (1%).

Table 6-2 - Baseline Staff Mode Share Targets

Mode	Baseline Target Mode Share
Single Occupancy Car	64%
Car Share (Driver or Passenger)	10%
Public Transport (Train)	8%
Public Transport (Tram)	1%
Public Transport (Bus and Coach)	10%
Public Transport (Taxi)	1%
Walk	3%
Cycle	3%
Motorcycle	1%
Other	1%
Total	100%

6.5.4. WSP note the baseline target and note that it is stated the targets will subject to change once the baseline travel surveys are undertaken to ensure that the target set remain SMART.

Comment:

6.6 TRAVEL PLAN MEASURES

6.6.1. It is stated in the TP that the following measures are proposed to aid the application of the TP:

- Measure 1 – The Argosy Development will designate a TP Manager and a TP Co-ordinator (TPC)
- Measure 2 – The TP Co-ordinator will undertake a programmed collection of travel survey data within three months of full occupation. Thereafter colleagues will be surveyed annually over five years
- Measure 3 – The TPC will register the Argosy Development with any Manchester Airport site-wide travel websites and internal company intranet
- Measure 4 – Travel information will be displayed on an internal notice board within a colleague area within the Argosy Development site
- Measure 5 – All new colleagues will be provided with a new starter induction pack, detailing how they can travel to work by means other than single occupancy private car
- Measure 6 – The TPC will include a link to TfGM's 'Plan a Journey' travel planning website on the Argosy Development webpage and internal company intranet
- Measure 7 – The occupiers of the Argosy Development will provide a link to a location map with direction information on their webpage and company intranet
- Measure 8 – All pre-arranged visitors to the site will be provided with information pertaining to alternative modes of travel to the site
- Measure 9 – The TPC will promote national and local sustainable travel events, including the Bike Week, Walk to Work week and National Liftshare Day
- Measure 10 - The TPC will produce an annual staff TP newsletter which will include the results of the staff travel survey and any changes to the measures
- Measure 11 – The health and financial benefits of walking and cycling will be promoted to staff through a variety of means (including the on-site travel notice board and staff induction packs)
- Measure 12 – Consideration will be given to introducing a walking buddy system to make walking safer and more attractive

- Measure 13 - The Argosy Development will provide secure cycle parking spaces in line with Local Authority standards
- Measure 14 – The cycle scheme Cycle2Work salary sacrifice scheme will be investigated by the TPC
- Measure 15 – The Argosy Development will provide locker and changing facilities that are accessible to staff
- Measure 16 – The TPC will investigate the feasibility of adult cycle training classes which will be largely dependent on demand
- Measure 17 – Public transport timetable information will be available for all staff through the travel noticeboard on-site and the staff travel information packs
- Measure 18 – The future occupiers will investigate the potential to subsidise public transport tickets or 'free weekly trial' passes
- Measure 19 – The future occupiers will give consideration to public transport and car share trips when setting the site shifts
- Measure 20 – The TPC will encourage all colleagues to register with the TfGM Liftshare (or similar)
- Measure 21 – Car share parking spaces will be provided by Threadneedle Curtis Ltd at a convenient location adjacent to the main entrance of the Argosy Development building
- Measure 22 – The future occupier will give consideration to placing the majority of shift start and finish times outside of the local highway network peak times
- Measure 23 – Disabled parking bays will be provided for those with special access needs

6.7 TRAVEL PLAN IMPLEMENTATION

6.7.1. It is stated in the TP that the TP will be implemented as shown in **Figure 6-1**. The proposed implementation schedule is shown in Table 6-3.

Figure 6-1 - TP Implementation



Table 6-3 - Proposed Implementation Schedule

Action/Measure	Completion Date	Persons Responsible
1 The future occupier will designate a Travel Plan Manager and a Travel Plan Co-ordinator and provide the contact details for these people to MCC/TIGM.	Prior to occupation	Future Occupier
2 The Travel Plan Co-ordinator will undertake a programmed collection of travel survey data within three months of full occupation. Thereafter colleagues will be surveyed annually over five years.	Within three months of occupation. Annually thereafter.	Travel Plan Co-ordinator
3 The Travel Plan Co-ordinator will register the Argosy Development with any Manchester Airport site-wide travel websites.	Upon occupation	Travel Plan Co-ordinator
4 Travel information will be displayed on an internal notice board within a colleague area within the Argosy Development site.	From occupation	Travel Plan Co-ordinator
5 All new colleagues will be provided with a new started induction pack, detailing how they can travel to work by means other than single occupancy private car.	Ongoing from occupation	Travel Plan Co-ordinator
6 The Travel Plan Co-ordinator will include a link to TIGM's 'Plan a Journey' travel planning website on the Argosy Development webpage and company intranet.	Upon occupation	Travel Plan Co-ordinator
7 The future occupier will provide a link to a location map with direction information on their webpage and company intranet.	Ongoing from occupation	Future Occupier
8 All pre-arranged visitors to the site will be provided with information pertaining to alternative modes of travel to the site.	Ongoing from occupation	Travel Plan Co-ordinator
9 The Travel Plan Co-ordinator will promote national and local sustainable travel events, including the Bike Week, Walk to Work Week and National Liffshare Day.	Ongoing from occupation	Travel Plan Co-ordinator
10 The Travel Plan Co-ordinator will produce an annual staff Travel Plan newsletter, which will summarise the results of the staff travel survey as well as set out any proposed changes to measures.	Ongoing from occupation	Travel Plan Co-ordinator
11 The health and financial benefits of walking and cycling will be promoted to staff through a variety of means (including the on-site travel notice board and staff induction packs).	Ongoing from occupation	Travel Plan Co-ordinator
12 Consideration will be given to introducing a walking buddy system to make walking safer and more attractive (particularly for those based around the Warburton Green area).	Ongoing from occupation	Travel Plan Co-ordinator
13 Threadneedle Curtis Ltd will provide secure cycle parking spaces in line with local authority standards.	Built into design	Threadneedle Curtis Ltd
14 The cycle scheme Cycle2Work salary sacrifice scheme will be investigated by the Travel Plan Co-ordinator.	Ongoing from occupation	Travel Plan Co-ordinator
15 The Argosy Development will provide locker and changing facilities that are accessible to staff.	Built into design	Threadneedle Curtis Ltd
16 The Travel Plan Co-ordinator will investigate the feasibility of adult cycle training classes which will be largely dependent on demand.	Ongoing from occupation	Travel Plan Co-ordinator
17 Public transport timetable information will be available for all staff through the travel notice boards on site, as well as within staff travel information packs.	Ongoing from occupation	Travel Plan Co-ordinator
18 The future occupier investigate the potential to subsidise public transport tickets or 'free weekly trial passes.	Ongoing from occupation	Future Occupier / Travel Plan Co-ordinator
19 Consideration will be given to public transport and car share trips when setting the sites shift patterns.	Ongoing from occupation	Future Occupier
20 The Travel Plan Co-ordinator will encourage all colleagues to register with TIGM Liffshare (or similar).	Ongoing from occupation	Travel Plan Co-ordinator
21 Car sharing parking spaces will be provided by Threadneedle Curtis at a convenient location adjacent to the main entrance of the Argosy Development site.	Built into design	Threadneedle Curtis Ltd
22 The future occupier will give consideration to placing the majority of shift start and finish times outside the local highway network peak hours.	Ongoing from occupation	Future Occupier / Travel Plan Co-ordinator
23 Disabled parking bays will be provided for those with special access needs.	Built into design	Threadneedle Curtis Ltd

6.8 MONITORING AND REVIEW

- 6.8.1. It is stated in the TP that continuous monitoring will be undertaken to determine the effectiveness of the measures implemented. AECOM state that staff alongside the TPC will be responsible for monitoring the effectiveness of the TP in terms of reaching targets and introducing changes to influence mode share.
- 6.8.2. The TPC will also be responsible for the specific initiatives within the unit and in conjunction with other Manchester Airport TPCs within the complex alongside consulting with MCC and TfGM.
- 6.8.3. It is stated that the main method of monitoring the TP will be the travel surveys which it is stated will have a minimum staff response target of 50%. It is stated that the results of the surveys will be fed back into the TP and utilised to set measurable targets whilst also providing the opportunity to identify any measures which are particularly effective/ineffective which will allow for the adaption of measures/actions to achieve change.
- 6.8.4. It is stated that the results of the monitoring will be collated by the TPC and incorporated into an annual monitoring report and action plan for the following year. It is outlined that the action plan will contain a programme of measures for the coming year to continue progress toward achieving the TP targets.
- 6.8.5. It is stated that the monitoring report will be submitted to MCC/TfGM within three months of the surveys being collated.

6.9 SUMMARY

- 6.9.1. WSP have reviewed the TP and consider it reasonable in this instance. WSP have identified the following with regards to the proposed measures set out in the TP which can help to ensure the effectiveness of the TP measures and ultimately achieve the key objective of minimising the level of single occupancy vehicle trips generated by the proposals:
 - WSP consider the potential measures outlined in the TP to be acceptable
 - WSP advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs
 - Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. WSP would welcome the inclusion of car sharing within any future TP targets

7 SUMMARY AND CONCLUSION

7.1 SUMMARY

- 7.1.1. AECOM have been appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.
- 7.1.2. National Highways (NH) have been consulted by Manchester City Council (MCC) on the proposals and NH have subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.
- 7.1.3. Key comments from WSP's review are as follows:
- As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) it is recommended that formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.
 - NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN. It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.
 - National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.
 - WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:
 - Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)
 - WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.
 - It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). WSP request that AECOM clarify the number of existing spaces on site.
 - As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions. WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.
 - WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.
 - Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.
 - No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.

- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:
 - Full TRICS outputs
 - 24-hour trip profile
 - Trip generation split into lights (LGVs) and heavies (HGVs)
 - Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
 - Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
 - Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308
- The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.
It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.
Once the additional information is provided, WSP will comment on the validity of the distribution used.
- WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added. Once provided, WSP will determine if operational assessments are required.
- WSP consider the potential measures outlined in the TP to be acceptable
- WSP advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs
- Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. WSP would welcome the inclusion of car sharing within any future TP targets

7.2 CONCLUSION

- 7.2.1. WSP recommend that NH implement a holding recommendation to allow AECOM time to provide responses to the comments raised by WSP.



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**Appendix I: Tetra Tech Initial Technical Email to NH Regarding Consultation
Response 05.12.2022**

Our Ref: 784-B040536/PB-2

Alan Shepherd (Operations Directorate) and
Adam Johnson (Spatial Planner)
National Highways
Email PlanningNW@nationalhighways.co.uk

By email,

Date: 5 December 2022

Dear Mr Shepherd and Mr Johnson,

This letter responds to your Consultation Response on Manchester City Council (MCC) planning application reference 134103/FO/2022.

We refer to your National Highways Consultation Response and to the supplementary Technical Note prepared by WSP and attach each of those documents for ease of cross reference as **Appendix A**.

Threadneedle Curtis Ltd (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that NH have raised. In undertaking that role, we have reviewed the original work by AECOM, sought to address your considered queries and in places we have offered a second professional opinion.

Brief Summary of our Response

To provide a brief summary we would offer the following:

- We note the thread running through many aspects of your response, that National Highways were not consulted at scoping stage. Tetra Tech were not appointed at that time, but we note your point and would agree that early agreement on scoping would have made the process more efficient and would have given you earlier and better sight of the proposals.
- A significant part of the WSP report relates to the proposed Travel Plan and was complimentary and accepting of that and its role in reducing traffic volumes. A final Travel Plan will be agreed with the Planning Authority, to their satisfaction. This response therefore does not comment on that aspect of the proposals.
- Some aspects of the WSP report requested further information on Trip Generation rates, trip distribution, car park occupancy, updated counts and updated accident statistics. Those have been sourced with the exception of motorway flows. The M56 in the vicinity of the airport has been subject to Smart Motorway roadworks for several years. We deal with that in the following sections of this letter and conclude that those flows should not be necessary.
- In reviewing the Aecom work, we have found inconsistencies in their work, as did WSP. In particular (and as also identified by yourselves), they did not net off the traffic associated with the extant lawful uses which the proposals will replace.
- Our note describes the detail of that and how, when the traffic which will be removed is netted off, the net traffic impact from the proposals is generally a reduction. Even on traffic streams which experience small increases those increases amount to just a few additional vehicles (4 inbound and 2 outbound between 7 and 8 am). Given that those trips will be distributed east and west along

From: Blair, Peter
Sent: 06 December 2022 15:51
To: planningnw@nationalhighways.co.uk
Cc: ANDREW MURRAY; Jess Wortelhock; Jones, Emily; Emily Fleet; Mason, Neil; Thompson, Matt
Subject: Responding to your Consultation Response on Application 134103/FO/2022.
Attachments: [784-B040536 - Argosy Way - Letter in Response to NH Consultation 05.12.2022 - Inc Appendices.pdf](#)

Dear Mr Shepherd and Mr Johnson,

I attach for your attention a letter responding to your Consultation Response (dated 21st July 2022) on Manchester City Council (MCC) planning application reference 134103/FO/2022.

Within that, we refer to your National Highways Consultation response and to the supplementary Technical Note prepared by WSP and append each of those documents for ease of cross reference.

Threadneedle Curtis Ltd (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that NH have raised. In undertaking that role, we have reviewed the original work by AECOM, sought to address your considered queries, have provided information as requested and in places, we have offered a second professional opinion.

I have copied this email to the Applicants Planning Consultant and would ask that they also make the Case Officer aware of this response.

I trust that the information in the attached letter addresses the points that you have raised. Should you require anything further please do not hesitate to contact me.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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Runger Lane, north and south along the A538 and east and west via the M56, it is apparent that any impact on any traffic stream on the Strategic Road Network will be immaterial.

- In reviewing the Aecom work we have also liaised with TfGM on the points that they raised (many of which were similar to yours) and can confirm that they are now satisfied with the information that we have provided, and they have advised the Case Officer to that effect.

1. Clarifications on Development Proposals and the Extant Lawful Use

This section seeks to clearly set out the proposals in the context of the existing land uses, to understand the net changes that should be used in forecasting future travel demands.

The site features 4 buildings, each of which will be demolished as part of the proposals. Those buildings are a mixture of B1 (Unit 305), and logistics (Units 303, 304 and 311), as follows:

- Unit 305 was a two storey office with a GFA of c.2,050 sqm at the time the planning application was submitted the floorspace has since been demolished. This appears to have been excluded from the extant lawful use calculations undertaken by WSP.
- Unit 304 is a single storey logistics facility with a GFA of c.550 sqm.
- Units 303 and 311 are logistics facilities with ancillary offices at mezzanine level with GFAs of c.3,200 sqm and c.3,900 sqm respectively.

The proposals are shown on the site layout plan included as **Appendix B**. That shows that three units will have a combined GFA of 13,746 sqm and that is proposed as 100% logistics.

A comparison of the extant vs proposed land uses and floorspace is provided in **Table 1**.

Table 1: Net Floorspace Change

	Existing (Sqm GFA)	Proposed (Sqm GFA)	Net Change (Sqm GFA)
B1	2,050	0	-2,050
Logistics	7,650	13,746	+6,096

The AECOM TS described that there are 104 car parking spaces proposed however the proposals (as shown in **Appendix B**) include 138 parking spaces which is a reduction from the 282 existing space provision on the site.

2. Additional Work in relation to Trip Generation, Distribution and Assignment

Tetra Tech have been in correspondence with TfGM in relation to trip rates. The trip generation exercise carried out by AECOM used the TRICS category of 'Industrial Unit' and TfGM requested that TRICS be re-interrogated for the TRICS category of 'Industrial Estate'. The resultant TRICS output is attached at **Appendix C**.

For the proposed floorspace, the TfGM and TT agreed vehicular trip generation (in PCUs) is shown in **Table 2**.

Table 2: Peak Hour Traffic Generation of the Proposals in PCUs

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.433	0.100	0.533	60	14	74
08:00	09:00	0.427	0.245	0.672	59	34	93
17:00	18:00	0.112	0.351	0.463	15	48	63
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.012	0.008	0.020	2	1	3
08:00	09:00	0.022	0.034	0.056	3	5	8
17:00	18:00	0.002	0.005	0.007	0	1	1
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.421	0.092	0.513	58	13	71
08:00	09:00	0.405	0.211	0.616	56	29	85
17:00	18:00	0.110	0.346	0.456	15	47	62
Site Total - In PCUs							
07:00	08:00				62	15	77
08:00	09:00				62	39	101
17:00	18:00				15	49	64

Table 2 shows that the proposed development is expected to generate 101 and 64 PCU in the AM and PM peak hours.

In reading the AECOM TA, we notice that they did not net off the traffic which is associated with the extant lawful use buildings which the proposals replace. The net impact of the proposals has therefore been significantly overestimated by AECOM. The traffic impact of the proposals is the difference between what is forecast for the proposals over and above what already has existing lawful use permission and will be removed. It is the net difference which should be assessed and we now seek to undertake that exercise.

The net difference in floorspace is provided in **Table 1** of this letter.

For the existing logistics, the agreed trip rates contained within **Appendix C** have again been used.

For the existing office, the following TRICS categories have been selected:

- Land Use: 02 – Employment
- Category: A – Office

TRICS has been interrogated using appropriate filtering selections and the resulting TRICS output is included as **Appendix D**.

The peak hour traffic generation of the extant land uses and floorspace is provided in **Table 3**. It should be noted that the peak hour OGV traffic generation rates for offices are typically 0, hence no conversion from total vehicle to PCU is necessary as the total vehicle rates are essentially PCUs already.

Table 3.3: Peak Hour Traffic Generation of the Existing Site

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.43	0.10	0.53	33	8	41
08:00	09:00	0.43	0.25	0.67	33	19	52
17:00	18:00	0.11	0.35	0.46	9	27	36
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.01	0.01	0.02	1	1	2
08:00	09:00	0.02	0.03	0.06	2	3	5
17:00	18:00	0.00	0.01	0.01	0	0	0
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.42	0.09	0.51	32	7	71
08:00	09:00	0.41	0.21	0.62	31	16	85
17:00	18:00	0.11	0.35	0.46	9	27	63
Industrial Estate - PCU							
07:00	08:00				34	9	43
08:00	09:00				35	22	57
17:00	18:00				9	27	36
Office - Total Vehicle Trip Rate (PCU)							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				56	12	68
08:00	09:00				97	26	123
17:00	18:00				13	88	101

Table 3 shows that the extant site is expected to generate 123 and 101 vehicle trips between 0800-0900hrs and 1700-1800hrs respectively.

The net traffic generation of the re-development is shown in **Table 4**.

Table 4: Net Traffic Generation (Proposed minus Extant)

Time from	Time to	Arr	Dep	Tot
Proposed Development Generation				
07:00	08:00	60	14	74
08:00	09:00	59	34	93
17:00	18:00	15	48	63
Extant Floorspace Generation				
07:00	08:00	56	12	68
08:00	09:00	97	26	123
17:00	18:00	13	88	101
Net Additional Vehicle Trips				
07:00	08:00	4	2	6
08:00	09:00	-38	8	-30
17:00	18:00	2	-40	-38

Table 4 shows that the proposals will have a traffic reducing effect over the extant position in the peaks of 0800-0900hrs and 1700-1800hrs respectively. A low number of additional vehicle trips are expected between 0700-0800hrs. The traffic impact is therefore beneficial. Even on the few traffic streams which show a small increase (the largest of which is 8pcu/hr) that level of impact is not material and would not warrant the undertaking of detailed junction assessments.

Initial Key Finding

By failing to remove the traffic associated with the extant lawful uses which will be replaced, the Aecom TA upon which you were consulted significantly overestimated the traffic impact of the proposals. In fact, the proposals generally reduce trip generation and as such their traffic impact is a net benefit. That in turn should mean that no further traffic analyses is warranted. NH initial comments on the Aecom work also queried issues of trip distribution, accident statistics, merge and diverge analyses and car park occupancy. Whilst many of those should now be unnecessary by reason of the proposals reducing traffic, we have provided further data to inform those queries.

Trip Distribution and Trip Assignment

Prior to receipt of the net traffic generation calculations, TfGM requested that the trip distribution at the Runger Lane / Avro Way junction was revisited. WSP also suggested using Census data to assist in that. In this particular case and unlike a development on a new site, very similar uses already exist, served by the same access road, i.e. Avro Way. The best approach to forecasting trip distribution is therefore to simply observe the traffic distribution associated with those same uses, in the same location, using the same access. Consequently, a 2022 traffic survey was commissioned at the junction of Avro way with Runger Lane.

Volume Diagram 1 and **2** (see **Appendix E**) show the 2022 recorded peak hour traffic flows.

Volume Diagram 3 and **4** (see **Appendix E**) show the recorded distribution of traffic using the Avro Way arm of the Runger Lane / Avro Way junction, based on the 2018 AM and PM peak hour volumes (Source: AECOM TA).

Volume Diagram 5 and **6** (see **Appendix E**) show the recorded distribution of traffic using the Avro Way arm of the Runger Lane / Avro Way junction, based on the 2022 AM and PM peak hour volumes (Source: Raw data attached in **Appendix F**).

A comparison of these diagrams shows that there is very little difference between the 2018 Aecom distribution and the actual present day pattern.

Volume Diagram 7, 8 and 9 (see Appendix E) show the development net traffic assignment at the Runger Lane / Avro Way junction for 07:00 to 08:00, 08:00 to 09:00 and 17:00 to 18:00 respectively, based on the 2022 AM and PM peak hour trip distribution.

Of course the point on distribution and trip assignment is somewhat irrelevant since the development generates no material traffic increase.

3. Responses to the WSP Comments

With taking into consideration the clarifications we set out above, we have reviewed each WSP comment in turn and now respond as follows (WSP comment copied in Bold text for ease of cross reference):

WSP Comment 1 - Scoping:

As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) it is recommended that formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.

As noted above, we were not appointed at the time when scoping could have been carried out but now that we have been brought in post application, we can confirm that we wish to work with NH to reach an agreed position.

WSP Comment 2 – Covid 19:

National Highways issued the following advice in relation to COVID-19:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

This comment is noted and in instances where traffic counts are required, we will take this into account.

On the basis that the proposals are forecast to generate a net reduction in traffic between 0800-0900hrs and 1700-1800hrs and a net increase in traffic between 0700-0800hrs of just 6 PCUs, we do not consider that any junction capacity assessments should be required. It follows then that there should be no need for new traffic counts.

WSP Comment 3 - Policy:

NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN.

It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.

Tetra Tech have produced this response in accordance with Para 9 of the DfT Circular 02/2013 which states:

"9. Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." - Tetra Tech Emphasis underlined

On the basis that the proposals are forecast to reduce trips in the AM and PM peak hour, the proposals will not have a material impact. Moreover WSP acknowledge that the Travel plan will have a trip reducing effect which is not yet applied to the trip forecasts.

And Para 32 which states:

“32. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

On the basis that the proposals will not have any material traffic impact, their traffic will certainly will not contribute to a severe residual cumulative impact. The proposals therefore accord with Para 9 of the DfT circular and Para 32 of the NH Planning Guide.

WSP Comment 4 – Existing Access:

National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:

- **Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)**

This comment relates to the M56 J5 and 6 and consequently appears to be misplaced under the heading of Existing Access. The access is onto Viscount Drive, then onto Avro Way, then onto Runger Lane all of which are existing. The site access is c.450m from the Runger Lane / Wilmslow Road junction where the NH network commences.

No new access points onto the NH network are proposed.

In any event, the new evidence that the proposals generally reduce trip generation and as such their traffic impact is a net benefit, should hopefully satisfy the WSP comment . That in turn should mean that no further traffic analyses are warranted.

WSP Comment 5 – Existing Site Use:

WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.

It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). WSP request that AECOM clarify the number of existing spaces on site.

This is addressed in Section 1 of this Letter.

WSP Comment 6 – Traffic Flow Data:

As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.

NH provided the following advice in relation to traffic surveys and the COVID-19 pandemic:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

We request that this comment which relates to detailed assessments of the M56 J5 and 6 is re-considered on the basis of the net traffic generation figures set out in Section 2 of this Letter.

WSP Comment 7 – Collision Analysis:

WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.

We have requested the STATS19 data from TfGM and we will subsequently update NH with that information but in the meantime, we would request (for three reasons) that NH do not withhold their acceptance of the proposals on this basis. The first reason is that the proposals in generating no material traffic increase, will have no material impact on road safety, irrespective of what the current accident statistics show. The second reason is that the M56 in the vicinity has been under smart Motorway roadworks for several years and the accident environment over that time is a temporary scenario, and not representative of the long term operational condition. The third reason is that in requesting the most recent 5 year accident data, that timeframe includes the Pandemic period when traffic volumes were not typical and so accident statistics will not be representative.

WSP Comment 8 – Proposed Floorspace:

This is a net change of + 8,289 sqm in comparison to the existing development on site.

This is addressed in Section 1 of this Letter.

WSP Comment 9 - Parking:

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

Thank you for confirming that parking is a matter for the LPA and that reducing car parking is a recognised measure for reducing car trips. We provided a parking occupancy calculation to TfGM and they have confirmed it to be acceptable. The level of proposed parking is appropriate and will not result in displacement of development parking demand.

WSP Comment 10 - Parking:

It is noted that the proposed total car parking is a reduction on the current provision (196 spaces less).

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

Thank you for welcoming the reduction in car parking.

WSP Comment 11 – Trip Generation:

No details are provided of the trip rates used and the Appendix containing the TRICS outputs

is blank.

WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:

- Full TRICS outputs
- 24-hour trip profile
- Trip generation split into lights (LGVs) and heavies (HGVs)
- Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
- Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
- Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308

This is addressed in Section 2 of this Letter.

WSP Comment 12 – Trip Distribution:

The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.

It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.

Once the additional information is provided, WSP will comment on the validity of the distribution used.

This is addressed in Section 2 of this Letter.

There is no material traffic assignment impact at the M56 J5 or J6. We request that this comment, which relates to traffic distribution at the M56 J5 and 6 is re-considered on the basis of the net traffic generation figures set out in Section 2 of this Letter.

WSP Comment 13 – Development Traffic Impacts:

WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added.

Once provided, WSP will determine if operational assessments are required.

This is addressed in Section 2 of this Letter.

The proposals are forecast to generate a net reduction in traffic between 0800-0900hrs and 1700-1800hrs and a net increase in traffic between 0700-0800hrs of just 6 PCUs. Therefore, the proposals are not expected to have any material impact and the proposals therefore accord with Para 9 of the DfT circular and Para 32 of the NH Planning Guide.

We request confirmation from NH that no Junction Assessments are required.

WSP Comment 14 – Travel Plan:

WSP advise that the Department for Transport's (DfT) 02/2013 Circular and National Highways' The Strategic Road Network Planning for the Future (2015) are both considered when preparing the TP.

WSP confirm that they consider the potential measures outlined in the TP to be acceptable. Again, we note that AECOM did not refer to NH policy documents and we can confirm that any future updates to these documents will include reference to the relevant policy documents.

In closing we would reiterate that in a separate exercise, we have been in correspondence with MCC/ Transport for Greater Manchester (TfGM) and resolved the concerns set out in their initial consultation response.

I trust that you will find the attached information to be self-explanatory, but if you do have any queries please do not hesitate to contact me.

Yours sincerely,

Peter Blair

Head of Transport North

For and on behalf of TetraTech Europe

Enc. Appendices

A – NH and WSP Comments

B – Site Layout

C – TRICS – General Industry – Industrial Estate

D – TRICS – Office

E – Traffic Volume Diagrams

F – Traffic Count 2022: Raw Data

Appendix A – NH and WSP Comments



National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd
Operations Directorate
North-West Region
National Highways
PlanningNW@nationalhighways.co.uk

To: Manchester City Council FAO David Lawless

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 134103/FO/2022

National Highways Reference: 95427

Location: Argosy Drive, Manchester Airport, M90 5PL

Proposal: Erection of a terrace of three Class B8 warehouse units (8,289m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings.

Referring to the consultation on a planning application dated 1 July 2021 referenced above, in the vicinity of the M56 motorway that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~offer no objection;~~
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B ~~is~~ / is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 21 July 2022
Name: Adam Johnson	Position: Spatial Planner
National Highways 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Following a review of the applicant's transport evidence submitted as part of this planning application, we are as yet unable to make a determination as to its potential impact on the SRN.

Our consultants at WSP have provided to attached report which can be shared with the developer. Key conclusions from the report are:

- National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and we need to be fully sighted on the impacts of the proposals given the proximity to the junctions.
- National Highways request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:
 - Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate);
 - Details on the existing sqm of the existing elements on the site which it is proposed will be demolished.
- It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). We request that AECOM clarify the number of existing spaces on site.
- As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and National Highways need to be fully sighted on the impacts of the proposals given the proximity to the junctions. We request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.
- We request that the study area for collision analysis is updated to include the M56 J5 and J6. We request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and

includes a causality analysis.

- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
- We request that the following are provided to allow us to provide comment on the appropriateness of the approach to trip generation for the proposed development:
 - Full TRICS outputs
 - 24-hour trip profile
 - Trip generation split into lights (LGVs) and heavies (HGVs)
 - Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
 - Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
 - Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308.
- The proposed distribution used does not cover the M56 J5 and J6 which National Highways would have requested if we were involved in the scoping discussions. We therefore request that details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.
- It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data. Once the additional information is provided, WSP will comment on the validity of the distribution used.
- We note that no assessment has carried out for the M56 J5 or J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added. Once provided, we will determine if operational assessments are required.
- We advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs.

- Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. We would welcome the inclusion of car sharing within any future TP targets

Recommended Non-Approval

It is recommended that the application should not be approved until 30 September 2022.

Reason

To allow the applicant time to provide National Highways with sufficient evidence to enable us to make a determination regarding the impact the site will likely have on the Strategic Road Network.



National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review





National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70095637

OUR REF. NO. NW 053

DATE: JULY 2022



National Highways

THREE CLASS B8 UNITS AT MANCHESTER AIRPORT

Transport Statement and Travel Plan Review

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	For Issue			
Date	19/07/22			
Prepared by	LJB			
Signature				
Checked by	EST			
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CONTENTS

1	INTRODUCTION	1
1.1	PREAMBLE	1
1.2	TASK OVERVIEW	1
1.3	SCOPING	1
1.4	TECHNICAL INFORMATION	2
1.5	COVID-19	2
2	POLICY	3
3	EXISTING SITE CONDITIONS	4
3.1	SITE LOCATION	4
3.2	EXISTING ACCESS	5
3.3	EXISTING SITE USE	5
3.4	TRAFFIC FLOW DATA	7
3.5	COLLISION ANALYSIS	8
4	PROPOSED DEVELOPMENT	9
4.1	DEVELOPMENT QUANTUM	9
4.2	DEVELOPMENT PHASING	9
4.3	PARKING PROVISION	10
	CYCLE PARKING	10
	VEHICLE PARKING	11
4.4	ACCESS	12
	PEDESTRIANS	12
	VEHICLES	12

5	TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT	13
5.1	TRIP GENERATION	13
5.2	TRIP DISTRIBUTION	14
5.3	ASSESSMENT METHODOLOGY	15
6	TRAVEL PLAN	16
6.1	INTRODUCTION	16
6.2	POLICY AND GUIDANCE	16
6.3	TRAVEL PLAN AIM	16
6.4	TRAVEL PLAN OBJECTIVES	16
6.5	TRAVEL PLAN TARGETS	17
6.6	TRAVEL PLAN MEASURES	18
6.7	TRAVEL PLAN IMPLEMENTATION	19
6.8	MONITORING AND REVIEW	21
6.9	SUMMARY	21
7	SUMMARY AND CONCLUSION	22
7.1	SUMMARY	22
7.2	CONCLUSION	23

1 INTRODUCTION

1.1 PREAMBLE

1.1.1. National Highways has been appointed by the Secretary as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the Licence issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

1.1.2. National Highways' approach to engaging with the planning system is governed by the advice and guidance set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (2015)

1.1.3. The document is written in the context of statutory responsibilities as set out in National Highways' Licence, and in the light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF)
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development ("the Circular")

1.1.4. As a statutory consultee in the planning system, National Highways has a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

1.1.5. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the licence which stipulates that National Highways should:

"support local and national economic growth and regeneration"

1.2 TASK OVERVIEW

1.2.1. AECOM have been appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

1.2.2. National Highways (NH) have been consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH have subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.

1.3 SCOPING

1.3.1. No scoping discussions have been held with NH.

Comment:

As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) *it is recommended that formal pre-application discussions are an effective means of gaining a*

good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.

1.4 TECHNICAL INFORMATION

1.4.1. The following documents have been obtained from the MCC Planning Portal and will be reviewed within this report:

- Argosy Development Manchester Airport Transport Statement (Document Ref: 60663052-ACM-ArA-XX-RP-U-00004)
- Argosy Development Manchester Airport Interim Travel Plan (Document Ref: 60663052-ACM-ArA02-XX-RP-U-00005)

1.5 COVID-19

1.5.1. Within the TS AECOM state that they have not considered the impact of COVID-19 and the assessment is based on available data collected prior to the pandemic.

Comment:

National Highways issued the following advice in relation to COVID-19:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

2 POLICY

2.1.1. The TS includes reviews of the following policy documents:

- National Planning Policy Framework (2021)
- Decarbonising Transport: A Better, Greener Britain (2021)
- Future of Mobility: Urban Strategy, Department for Transport (2019)
- Aviation Policy Framework (2013)
- The Greater Manchester Transport Strategy (2040)
- Our People, Our Place – The Greater Manchester Strategy (2017)
- Manchester Core Strategy (2012-2027)
- Manchester Airport Sustainable Development Plan (2016)

Comment:

NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN.

It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.

3 EXISTING SITE CONDITIONS

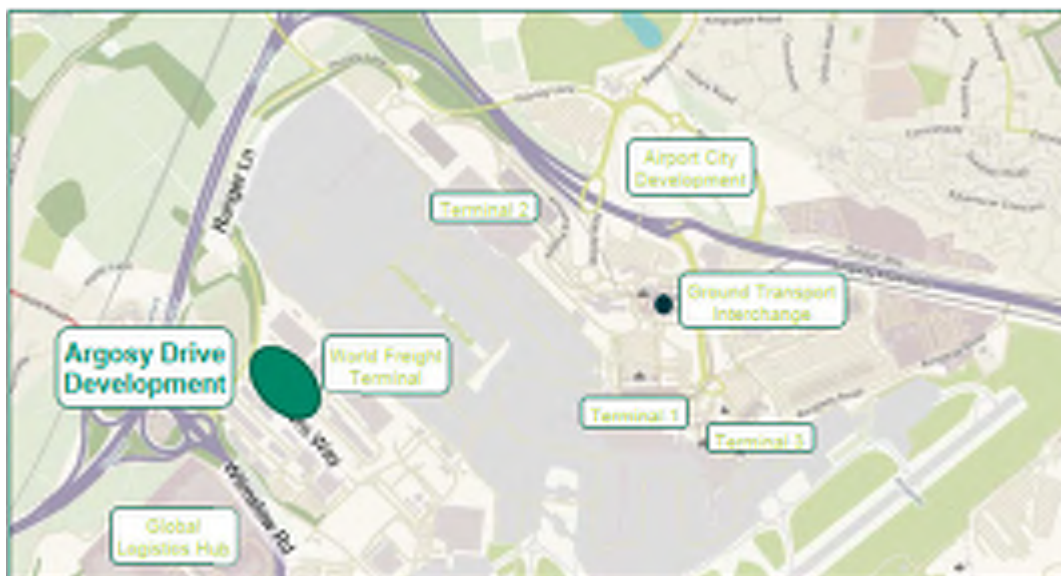
3.1 SITE LOCATION

- 3.1.1. The proposed site is located at Manchester Airport to the east of the M56 between junctions 5 and 6, illustrated in Figure 3-1. The development is located within the Cargo Area, location to the south west side of the airport, as shown in Figure 3-2.

Figure 3-1 - Site Location



Figure 3-2 - Location of the Site within the Airport Context



- 3.1.2. As shown in Figure 3-2, the site is bound by Terminal 2 the north west, York Drive to the north, Viscount Drive to the east and Avro Way to the south.

3.2 EXISTING ACCESS

- 3.2.1. Vehicles travelling to the site would route via Wilmslow Road (A638), Runger Lane and Anro Way. The junction of Runger Lane and Avro Way is an existing priority junction where, at its western end, Avro Way forms a minor arm.
- 3.2.2. As illustrated in Figure 3-1 the proposed site is located to the east of the M56 between junctions 5 and 6. Within the TS details are provided on the M56, M60 and M6.

Comment:

National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:

- **Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)**

3.3 EXISTING SITE USE

- 3.3.1. The proposed development site currently consists of four industrial units (units 303, 304, 305 and 311) and a car park (Argosy Drive), illustrated in Figure 3-3.
- 3.3.2. WSP have accessed the MCC Planning Portal to determine the existing units floorspace. The total combined sqm of the existing units (Units 303, 304, 305 and 311) on the proposed development site is 5,457 sqm.

Figure 3-3 – Site



- 3.3.3. The existing car park (located where unit 1 is proposed) is barrier operated and consists of 215 spaces. The car park is currently used by airport servicing staff.
- 3.3.4. Buildings 311 and 304 (located where unit 2 is proposed) are currently used as follows:
- Building 311 is primarily used by logistic companies or flight service providers
 - Building 304 is currently utilised as a sewage pumping station control unit and for freight and logistics. There are also 40 car parking spaces provided at the front of the unit. Alongside these two units there is HGV provision including loading and parking bays
 - Building 303 has 25 car parking spaces to the front of the building alongside HGV loading and parking
- 3.3.5. There is a total of 280 car parking spaces included within the proposed site boundary.
- 3.3.6. The existing development quantum is summarised in Table 3-1.

Table 3-1 – Existing Development Quantum

Existing Unit No	Sqm	Use	No of Parking Spaces
Unit 303			
Unit 304		Sewage pumping station control unit and for freight and logistics	40
Unit 311		Used by logistic companies/flight providers	25
Total	5,457	n/a	65
Other Uses			
Car Park	n/a	Car park utilised by airport servicing staff	215
Total	5,457		280

Comment

WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.

It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces).

WSP request that AECOM clarify the number of existing spaces on site.

3.4 TRAFFIC FLOW DATA

- 3.4.1. To understand the baseline traffic flows in the vicinity of the site, AECOM state that they have acquired traffic counts undertaken to support MAG studies in May 2018.
- 3.4.2. It is outlined in the TS that AECOM have acquired data for the Avro Way/Runger Lane junction only.

Comment

As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.

WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.

NH provided the following advice in relation to traffic surveys and the COVID-19 pandemic:

National Highways' Chief Analyst's Division recommends that traffic data collection may be appropriate from September 2021, subject to no further changes in the government's pandemic related policies. However, caveats and sensitivity tests are likely to be required, whilst ongoing data collection (possibly post submission) may be needed.

3.5 COLLISION ANALYSIS

- 3.5.1. It is outlined within the TS that AECOM have utilised the Crashmap database to analyse the collision data recorded in the past five years for the study area shown in Figure 3-4.

Figure 3-4 - Collision Analysis Study Area



Comment:

WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT QUANTUM

4.1.1. The proposed development has planned use for Airport freight (Use Class B8) and is proposed to consist of three units, with the following quantum's:

- Unit 1 is proposed to be 5,985sqm to comprise of 8 individual units
- Unit 2 is proposed to be 4,266sqm to comprise of 4 individual units
- Unit 3 is proposed to be 3,066sqm to comprise of 3 individual units

4.1.2. The total proposed quantum of development is 13,746sqm.

4.1.3. The split of each unit is shown in Figure 4-1.

Figure 4-1 - Schedule of Accommodation



Comment:

This is a net change of + 8,289 sqm in comparison to the existing development on site.

4.2 DEVELOPMENT PHASING

4.2.1. AECOM outline that the following phasing is proposed for the proposed development:

- Phase 1 includes the demolition of Building 305 and the Argosy Drive car par and the construction of Unit 1
- Phase 2 includes the demolition of Buildings 304 and 311 and the construction of Unit 2
- Phase 3 includes the demolition of Building 303 and the construction of Unit 3

4.2.2. The proposed phasing is shown in Figure 4-2.

Figure 4-2 - Proposed Development Phasing

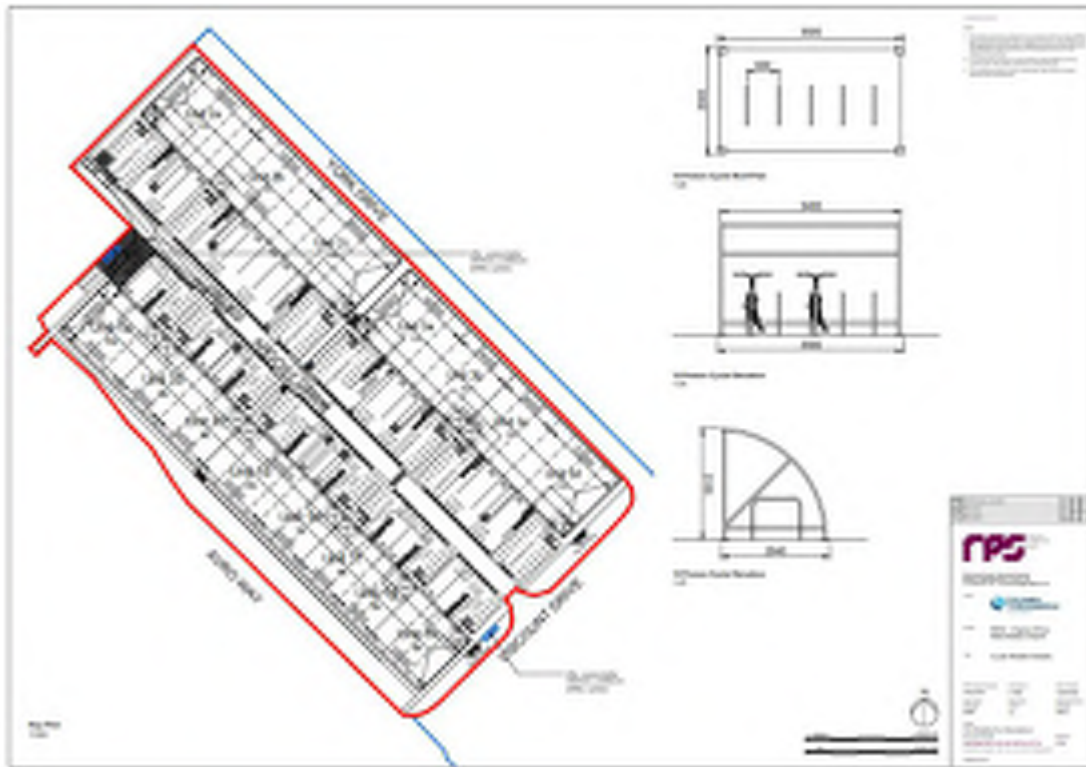


4.3 PARKING PROVISION

CYCLE PARKING

- 4.3.1. It is outlined in the TS that up to 30 cycle storage spaces are to be provided at the proposed development, as illustrated in Figure 4-3.

Figure 4-3 - Proposed Cycle Space Locations



Comment:

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

VEHICLE PARKING

- 4.3.2. A total of 104 car parking spaces are to be provided, split between the units as follows:
- Unit 1 – 48 car parking spaces, eight HGV spaces and eight disabled parking spaces
 - Unit 2 – 32 car parking spaces, eight HGV spaces and four disabled parking spaces
 - Unit 3 – 24 car parking spaces, five HGV spaces, three disabled parking spaces
- 4.3.3. Furthermore, it is noted in the TS that of these parking spaces, eight will be include electric charging points. Overall, a total of 20% of the total parking spaces (11) will be equipped for electric vehicle charging and the remaining 80% will be provided with ducting installation to allow for the further inclusion of additional electric charging spaces.

Comment:

It is noted that the proposed total car parking is a reduction on the current provision (196 spaces less).

Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.

4.4 ACCESS

PEDESTRIANS

- 4.4.1. For those accessing on foot, it is detailed in the TS that there is a footway provided along Avro Way and along the adjacent roads including Runger Lane.
- 4.4.2. Within the site, it is proposed that a safe pedestrian route will be provided between the Argosy development buildings and the existing footway on the northern side of Avro Way.
- 4.4.3. It is also detailed that as part of the wider Airport City development proposals improved pedestrian and cycle network routes and facilities are proposed.

VEHICLES

- 4.4.4. It is proposed that access to the site for vehicles will be via the existing Viscount Drive/Argosy Drive priority junction.

5 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

5.1 TRIP GENERATION

- 5.1.1. It is detailed within the TS that AECOM have utilised the TRICS database to obtain trip representative trip rates for the proposed development. It is detailed within the TS that as shown in Table 5-1, AECOM have considered the trip generation for each of the proposed phases.

Table 5-1 - Trip Generation Summary

Phase	Unit	Development Size	Time Period	Arrival (veh per hr)	Departing (veh per hr)
P1	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
P2	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 1 & 2	10,251sqm	AM Peak hr (08:00-09:00)	53	7
			PM Peak hr (17:00-18:00)	7	41
P3	Unit 1	5,985 sqm	AM Peak hr (08:00-09:00)	31	4
			PM Peak hr (17:00-18:00)	4	24
	Unit 2	4,266 sqm	AM Peak hr (08:00-09:00)	22	3
			PM Peak hr (17:00-18:00)	3	17
	Unit 3	3,066 sqm	AM Peak hr (08:00-09:00)	16	2
			PM Peak hr (17:00-18:00)	2	12
	Unit 1, 2 & 3	13,317 sqm	AM Peak hr (08:00-09:00)	69	9
			PM Peak hr (17:00-18:00)	9	53

Source: TRICS

- 5.1.2. AECOM also outline that the given the proposed number of parking spaces for the development is 104 there will be a reduction in car parking on site. AECOM also state that using the TRICS analysis it has shown that the highest number of cars expected at the development is 60 more than the development can accommodate and it is assumed that any displaced car park users will be able to park in the car park to the east of Building 308.
- 5.1.3. AECOM outline that this reduction in car parking is consistent across other developments in the vicinity of the site, with the proposed reduction in spaces shown in Table 5-2.

Table 5-2 - Proposed Changes in Car Parking Levels in the Vicinity of the Site

Site		Existing Parking Spaces	Proposed Development Spaces	Difference
Building 401	Unit 1a		32	
	Unit 1b	320	18	-248
	Unit 1c		22	
Building 402	Unit 2a		34	
	Unit 2b	180	11	-105
	Unit 2c		11	
	Unit 2d		19	
Argosy Development	Unit 1		48	
	Unit 2	207	32	-103
	Unit 3		24	
Total Combined:		707	251	-456

- 5.1.4. Furthermore AECOM state that given the reduction in car parking across the development that there will be a lower levels of trips in the vicinity of the site during the peak hours which will reduce the impact non the local road network during the peak hours.

Comment

No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.

WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:

- Full TRICS outputs
- 24-hour trip profile
- Trip generation split into lights (LGVs) and heavies (HGVs)
- Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
- Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
- Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308

5.2 TRIP DISTRIBUTION

- 5.2.1. It is detailed within the TS that the development has been distributed onto the local road network using turning count data recorded for the Runger Lane/Avro Way in May 2018.
- 5.2.2. The proportion split is shown in Table 5-3.

Table 5-3 - Turning Proportions

Time Period	From Runger Lane North	From Runger Lane South	To Runger Lane North	To Runger Lane South
AM Peak 1 (7:00-8:00)	35%	65%	37%	63%
AM Peak 2 (8:00-9:00)	41%	59%	51%	49%
PM (17:00-18:00)	41%	59%	40%	60%

Comment

The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.

It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.

Once the additional information is provided, WSP will comment on the validity of the distribution used.

5.3 ASSESSMENT METHODOLOGY

5.3.1. AECOM outline that they have carried out junction modelling of the Runger Way / Avro Way junction using VISSIM for the following assessment years:

- 2018 (base year)
- 2023 (opening year)
- 2038 (future year) with and without the development

Comment

WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added.

Once provided, WSP will determine if operational assessments are required.

6 TRAVEL PLAN

6.1 INTRODUCTION

- 6.1.1. WSP have reviewed the Travel Plan (TP) which accompanies the TS. The focus of the TP is to provide a strategy for managing travel demand involving a dynamic process of implementation, monitoring and review.
- 6.1.2. The TP sets out the developers' commitments to reducing the number of vehicular trips generated by the proposed development and identifies the key measures which will be developed as part of the travel plan implementation.

6.2 POLICY AND GUIDANCE

- 6.2.1. AECOM outline the national, regional and local policy and guidance which they describe this TP has been produced in accordance with. These include:
- National Planning Policy Framework (2021)
 - Department for Communities and Local Government (6th March 2014) Travel Plans, Transport Assessments and Statements
 - Future of Mobility: Urban Strategy, Department for Transport (2019)
 - Decarbonising Transport: A Better, Greener Britain (2021)
 - The Greater Manchester Transport Strategy (2040)
 - Manchester Core Strategy (2012-2027)
 - Manchester Airports Master Plan to 2030 (2016)
 - Manchester Airport Sustainable Development Plan (2016)

Comment:

WSP advise that the Department for Transport's (DfT) 02/2013 Circular and National Highways' The Strategic Road Network Planning for the Future (2015) are both considered when preparing the TP.

6.3 TRAVEL PLAN AIM

- 6.3.1. The aims of the TP are to:
- Reduce single occupancy car journeys for trips to and from the site
 - Manage travel to and from the site by ensuring accessibility by all by a choice of modes
 - Ensuring accessibility by sustainable modes is safe and attractive for users
 - Promote a healthy workforce and local community
 - Provide a commitment to improving local air quality and reducing the carbon footprint of the development

6.4 TRAVEL PLAN OBJECTIVES

- 6.4.1. Within the TP the following objectives are outlined to promote the above aims:
- Support and encourage active travel (walking and cycling) to staff and visitors through raising awareness and facilitating
 - Travel patterns changes
 - Support and encourage the use of public transport by staff and visitors

- Reducing unnecessary journeys by car but ensuring those that are necessary by car can be accommodated
- Discourage and dis-incentivise journeys by car alone by staff and visitors
- Encourage the attractiveness of sustainable alternatives for accessing the site and ensuring these alternatives are safe and feasible
- Encourage a working partnership between the Argosy Development, Manchester Airport, staff and visitors to influence travel behaviour

6.5 TRAVEL PLAN TARGETS

- 6.5.1. AECOM have set definite targets which they have formulated from the onset and propose to review once the initial travel surveys are undertaken. AECOM outline that the target sts have been designed to be SMART – Specific, Measurable, Achievable, Realistic and Time-constrained.
- 6.5.2. Census 2011 data has been obtained for the middle layer super output area (MSOA) within which the proposed development is located (Manchester 053) and the current baseline mode share is shown in Table 6-1.

Table 6-1 - Baseline Mode Share (Based on 2011 Census Data)

Mode	Baseline Mode Share
Single Occupancy Car	72%
Car Share (Driver or Passenger)	8%
Public Transport (Train)	3%
Public Transport (Tram)	1%
Public Transport (Bus and Coach)	8%
Public Transport (Taxi)	1%
Walk	3%
Cycle	2%
Motorcycle	1%
Other (Including working from home)	1%
Total	100%

- 6.5.3. The indicative targets, based on the baseline mode share, are shown in Table 6-2. It is outlined by AECOM that the targets are aspired to be achieved in the next five years. The targets outlined in Table 6-2 include a 10% reduction in single occupancy car trips and increases in car sharing (2%), public transport usage (5%) and cycling (1%).

Table 6-2 - Baseline Staff Mode Share Targets

Mode	Baseline Target Mode Share
Single Occupancy Car	64%
Car Share (Driver or Passenger)	10%
Public Transport (Train)	8%
Public Transport (Tram)	1%
Public Transport (Bus and Coach)	10%
Public Transport (Taxi)	1%
Walk	3%
Cycle	3%
Motorcycle	1%
Other	1%
Total	100%

6.5.4. WSP note the baseline target and note that it is stated the targets will subject to change once the baseline travel surveys are undertaken to ensure that the target set remain SMART.

Comment:

6.6 TRAVEL PLAN MEASURES

6.6.1. It is stated in the TP that the following measures are proposed to aid the application of the TP:

- Measure 1 – The Argosy Development will designate a TP Manager and a TP Co-ordinator (TPC)
- Measure 2 – The TP Co-ordinator will undertake a programmed collection of travel survey data within three months of full occupation. Thereafter colleagues will be surveyed annually over five years
- Measure 3 – The TPC will register the Argosy Development with any Manchester Airport site-wide travel websites and internal company intranet
- Measure 4 – Travel information will be displayed on an internal notice board within a colleague area within the Argosy Development site
- Measure 5 – All new colleagues will be provided with a new starter induction pack, detailing how they can travel to work by means other than single occupancy private car
- Measure 6 – The TPC will include a link to TfGM's 'Plan a Journey' travel planning website on the Argosy Development webpage and internal company intranet
- Measure 7 – The occupiers of the Argosy Development will provide a link to a location map with direction information on their webpage and company intranet
- Measure 8 – All pre-arranged visitors to the site will be provided with information pertaining to alternative modes of travel to the site
- Measure 9 – The TPC will promote national and local sustainable travel events, including the Bike Week, Walk to Work week and National Liftshare Day
- Measure 10 - The TPC will produce an annual staff TP newsletter which will include the results of the staff travel survey and any changes to the measures
- Measure 11 – The health and financial benefits of walking and cycling will be promoted to staff through a variety of means (including the on-site travel notice board and staff induction packs)
- Measure 12 – Consideration will be given to introducing a walking buddy system to make walking safer and more attractive

- Measure 13 - The Argosy Development will provide secure cycle parking spaces in line with Local Authority standards
- Measure 14 – The cycle scheme Cycle2Work salary sacrifice scheme will be investigated by the TPC
- Measure 15 – The Argosy Development will provide locker and changing facilities that are accessible to staff
- Measure 16 – The TPC will investigate the feasibility of adult cycle training classes which will be largely dependent on demand
- Measure 17 – Public transport timetable information will be available for all staff through the travel noticeboard on-site and the staff travel information packs
- Measure 18 – The future occupiers will investigate the potential to subsidise public transport tickets or 'free weekly trial' passes
- Measure 19 – The future occupiers will give consideration to public transport and car share trips when setting the site shifts
- Measure 20 – The TPC will encourage all colleagues to register with the TfGM Liftshare (or similar)
- Measure 21 – Car share parking spaces will be provided by Threadneedle Curtis Ltd at a convenient location adjacent to the main entrance of the Argosy Development building
- Measure 22 – The future occupier will give consideration to placing the majority of shift start and finish times outside of the local highway network peak times
- Measure 23 – Disabled parking bays will be provided for those with special access needs

6.7 TRAVEL PLAN IMPLEMENTATION

6.7.1. It is stated in the TP that the TP will be implemented as shown in **Figure 6-1**. The proposed implementation schedule is shown in Table 6-3.

Figure 6-1 - TP Implementation



Table 6-3 - Proposed Implementation Schedule

Action/Measure	Completion Date	Persons Responsible
1 The future occupier will designate a Travel Plan Manager and a Travel Plan Co-ordinator and provide the contact details for these people to MCC/TIGM.	Prior to occupation	Future Occupier
2 The Travel Plan Co-ordinator will undertake a programmed collection of travel survey data within three months of full occupation. Thereafter colleagues will be surveyed annually over five years.	Within three months of occupation. Annually thereafter.	Travel Plan Co-ordinator
3 The Travel Plan Co-ordinator will register the Argosy Development with any Manchester Airport site-wide travel websites.	Upon occupation	Travel Plan Co-ordinator
4 Travel information will be displayed on an internal notice board within a colleague area within the Argosy Development site.	From occupation	Travel Plan Co-ordinator
5 All new colleagues will be provided with a new started induction pack, detailing how they can travel to work by means other than single occupancy private car.	Ongoing from occupation	Travel Plan Co-ordinator
6 The Travel Plan Co-ordinator will include a link to TIGM's 'Plan a Journey' travel planning website on the Argosy Development webpage and company intranet.	Upon occupation	Travel Plan Co-ordinator
7 The future occupier will provide a link to a location map with direction information on their webpage and company intranet.	Ongoing from occupation	Future Occupier
8 All pre-arranged visitors to the site will be provided with information pertaining to alternative modes of travel to the site.	Ongoing from occupation	Travel Plan Co-ordinator
9 The Travel Plan Co-ordinator will promote national and local sustainable travel events, including the Bike Week, Walk to Work Week and National Liffshare Day.	Ongoing from occupation	Travel Plan Co-ordinator
10 The Travel Plan Co-ordinator will produce an annual staff Travel Plan newsletter, which will summarise the results of the staff travel survey as well as set out any proposed changes to measures.	Ongoing from occupation	Travel Plan Co-ordinator
11 The health and financial benefits of walking and cycling will be promoted to staff through a variety of means (including the on-site travel notice board and staff induction packs).	Ongoing from occupation	Travel Plan Co-ordinator
12 Consideration will be given to introducing a walking buddy system to make walking safer and more attractive (particularly for those based around the Warburton Green area).	Ongoing from occupation	Travel Plan Co-ordinator
13 Threadneedle Curtis Ltd will provide secure cycle parking spaces in line with local authority standards.	Built into design	Threadneedle Curtis Ltd
14 The cycle scheme Cycle2Work salary sacrifice scheme will be investigated by the Travel Plan Co-ordinator.	Ongoing from occupation	Travel Plan Co-ordinator
15 The Argosy Development will provide locker and changing facilities that are accessible to staff.	Built into design	Threadneedle Curtis Ltd
16 The Travel Plan Co-ordinator will investigate the feasibility of adult cycle training classes which will be largely dependent on demand.	Ongoing from occupation	Travel Plan Co-ordinator
17 Public transport timetable information will be available for all staff through the travel notice boards on site, as well as within staff travel information packs.	Ongoing from occupation	Travel Plan Co-ordinator
18 The future occupier investigate the potential to subsidise public transport tickets or 'free weekly trial passes'.	Ongoing from occupation	Future Occupier / Travel Plan Co-ordinator
19 Consideration will be given to public transport and car share trips when setting the sites shift patterns.	Ongoing from occupation	Future Occupier
20 The Travel Plan Co-ordinator will encourage all colleagues to register with TIGM Liffshare (or similar).	Ongoing from occupation	Travel Plan Co-ordinator
21 Car sharing parking spaces will be provided by Threadneedle Curtis at a convenient location adjacent to the main entrance of the Argosy Development site.	Built into design	Threadneedle Curtis Ltd
22 The future occupier will give consideration to placing the majority of shift start and finish times outside the local highway network peak hours.	Ongoing from occupation	Future Occupier / Travel Plan Co-ordinator
23 Disabled parking bays will be provided for those with special access needs.	Built into design	Threadneedle Curtis Ltd

6.8 MONITORING AND REVIEW

- 6.8.1. It is stated in the TP that continuous monitoring will be undertaken to determine the effectiveness of the measures implemented. AECOM state that staff alongside the TPC will be responsible for monitoring the effectiveness of the TP in terms of reaching targets and introducing changes to influence mode share.
- 6.8.2. The TPC will also be responsible for the specific initiatives within the unit and in conjunction with other Manchester Airport TPCs within the complex alongside consulting with MCC and TfGM.
- 6.8.3. It is stated that the main method of monitoring the TP will be the travel surveys which it is stated will have a minimum staff response target of 50%. It is stated that the results of the surveys will be fed back into the TP and utilised to set measurable targets whilst also providing the opportunity to identify any measures which are particularly effective/ineffective which will allow for the adaption of measures/actions to achieve change.
- 6.8.4. It is stated that the results of the monitoring will be collated by the TPC and incorporated into an annual monitoring report and action plan for the following year. It is outlined that the action plan will contain a programme of measures for the coming year to continue progress toward achieving the TP targets.
- 6.8.5. It is stated that the monitoring report will be submitted to MCC/TfGM within three months of the surveys being collated.

6.9 SUMMARY

- 6.9.1. WSP have reviewed the TP and consider it reasonable in this instance. WSP have identified the following with regards to the proposed measures set out in the TP which can help to ensure the effectiveness of the TP measures and ultimately achieve the key objective of minimising the level of single occupancy vehicle trips generated by the proposals:
 - WSP consider the potential measures outlined in the TP to be acceptable
 - WSP advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs
 - Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. WSP would welcome the inclusion of car sharing within any future TP targets

7 SUMMARY AND CONCLUSION

7.1 SUMMARY

- 7.1.1. AECOM have been appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.
- 7.1.2. National Highways (NH) have been consulted by Manchester City Council (MCC) on the proposals and NH have subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.
- 7.1.3. Key comments from WSP's review are as follows:
- As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) it is recommended that formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.
 - NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN. It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.
 - National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.
 - WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:
 - Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)
 - WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.
 - It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). WSP request that AECOM clarify the number of existing spaces on site.
 - As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions. WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.
 - WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.
 - Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.
 - No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.

- No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:
 - Full TRICS outputs
 - 24-hour trip profile
 - Trip generation split into lights (LGVs) and heavies (HGVs)
 - Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
 - Tables setting out the existing and proposed floorsize with accompanying trip generation so that WSP can understand the net change in trips.
 - Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308
- The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.
It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.
Once the additional information is provided, WSP will comment on the validity of the distribution used.
- WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added. Once provided, WSP will determine if operational assessments are required.
- WSP consider the potential measures outlined in the TP to be acceptable
- WSP advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs
- Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. WSP would welcome the inclusion of car sharing within any future TP targets

7.2 CONCLUSION

- 7.2.1. WSP recommend that NH implement a holding recommendation to allow AECOM time to provide responses to the comments raised by WSP.



8 First Street
Manchester
M15 4RP

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Appendix B – Site Layout

Notes

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.

SCHEDULE OF ACCOMMODATION

Unit 1 (GIA)	m²	sq ft
Unit 1a		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1b		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1c		
Warehouse	584	6,286
Grd Floor Rec	52	559
1st Floor Office	112	1,206
Total	748	8,051
Unit 1d		
Warehouse	743	7,998
Grd Floor Rec	52	559
1st Floor Office	140	1,507
Total	935	10,064
Unit 1e		
Warehouse	531	5,716
Grd Floor Rec	52	559
1st Floor Office	102	1,098
Total	685	7,373
Unit 1f		
Warehouse	478	5,145
Grd Floor Rec	52	559
1st Floor Office	93	1,001
Total	623	6,705
Unit 1g		
Warehouse	425	4,575
Grd Floor Rec	52	559
1st Floor Office	84	904
Total	561	6,038
Unit 1h		
Warehouse	691	7,437
Grd Floor Rec	52	559
1st Floor Office	130	1,399
Total	873	9,395
Unit 1 Total	5,983	64,395
Level Access	8	
HGV Parking	9 (inc. 8 Loading)	
Car Parking	54 (inc 8 Accessible and 3 EV)	
Haunch Height	8 and 9m	

Unit 2 (GIA)	m²	sq ft
Unit 2a		
Warehouse	1,028	11,065
Grd Floor Rec	52	559
1st Floor Office	190	2,045
Total	1,270	13,670
Unit 2b		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 2c		
Warehouse	1,148	12,357
Grd Floor Rec	52	559
1st Floor Office	211	2,271
Total	1,411	15,188
Unit 2 Total	3,811	41,010
Level Access	6	
HGV Parking	7 (inc. 6 Loading)	
Car Parking	38 (inc 3 Accessible and 2 EV)	
Haunch Height	10m	
Unit 3 (GIA)	m²	sq ft
Unit 3a		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3b		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3c		
Warehouse	668	7,190
Grd Floor Rec	52	559
1st Floor Office	127	1,367
Total	847	9,117
Unit 3d		
Warehouse	908	9,774
Grd Floor Rec	52	559
1st Floor Office	169	1,819
Total	1,129	12,152
Unit 3 Total	3,952	42,538
Level Access	6	
HGV Parking	6 (inc. 3 Loading)	
Car Parking	46 (inc 4 Accessible and 2 EV)	
Haunch Height	10m	

Total GIA : 13,746 147,943
Indicative Site Area : 2.716Ha (6.71 acres)
Indicative Site Density : 50.61% GIA

Key
Site Boundary 2.72Ha 6.72acres

P04	Belmouth to Viscount Drive / Unit 1h car park amended	MJH	MJH	27/05/22
P03	Roof access added	LL	MJH	27/04/22
P02	Site Boundary amended	JF	MJH	20/04/22
P01	First Issue	LL	MJH	14/04/22
Rev	Description	By	Ckd	Date



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Project **MAG - Argosy Drive,
Manchester Airport**

Title **Proposed Block Plan**

RPS Project Number NK020687	Scale @ A1 1:500	Date Created 15/02/22
Task Team Manager KRP	Information Author LL	Task Information Manager MJH
Status S2 (Suitable for Information)	Document Number 020687-RPS-SI-XX-DR-A-0110	Revision P04
Project Code - Originator - Zone - Level - Type - Role - Drawing Number rpsgroup.com		

Appendix C – TRICS – General Industry – Industrial Estate

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	3 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: 1776 to 23226 (units: sqm)
 Range Selected by User: 708 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/03/20

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	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 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)	2
Edge of Town	10

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	9
Commercial Zone	1
Development Zone	2

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:

Not Known 12 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
3	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
4	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
5	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
6	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
7	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
9	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
10	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
11	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
12	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.010	1	20860	0.000	1	20860	0.010
05:30 - 06:00	1	20860	0.067	1	20860	0.014	1	20860	0.081
06:00 - 06:30	2	16063	0.031	2	16063	0.006	2	16063	0.037
06:30 - 07:00	2	16063	0.068	2	16063	0.019	2	16063	0.087
07:00 - 07:30	12	8759	0.140	12	8759	0.033	12	8759	0.173
07:30 - 08:00	12	8759	0.293	12	8759	0.067	12	8759	0.360
08:00 - 08:30	12	8759	0.262	12	8759	0.139	12	8759	0.401
08:30 - 09:00	12	8759	0.165	12	8759	0.106	12	8759	0.271
09:00 - 09:30	12	8759	0.154	12	8759	0.103	12	8759	0.257
09:30 - 10:00	12	8759	0.127	12	8759	0.105	12	8759	0.232
10:00 - 10:30	12	8759	0.156	12	8759	0.127	12	8759	0.283
10:30 - 11:00	12	8759	0.101	12	8759	0.103	12	8759	0.204
11:00 - 11:30	12	8759	0.114	12	8759	0.130	12	8759	0.244
11:30 - 12:00	12	8759	0.118	12	8759	0.130	12	8759	0.248
12:00 - 12:30	12	8759	0.132	12	8759	0.162	12	8759	0.294
12:30 - 13:00	12	8759	0.147	12	8759	0.154	12	8759	0.301
13:00 - 13:30	12	8759	0.143	12	8759	0.155	12	8759	0.298
13:30 - 14:00	12	8759	0.129	12	8759	0.123	12	8759	0.252
14:00 - 14:30	12	8759	0.121	12	8759	0.144	12	8759	0.265
14:30 - 15:00	12	8759	0.111	12	8759	0.122	12	8759	0.233
15:00 - 15:30	12	8759	0.099	12	8759	0.117	12	8759	0.216
15:30 - 16:00	12	8759	0.075	12	8759	0.119	12	8759	0.194
16:00 - 16:30	12	8759	0.084	12	8759	0.169	12	8759	0.253
16:30 - 17:00	12	8759	0.090	12	8759	0.215	12	8759	0.305
17:00 - 17:30	12	8759	0.053	12	8759	0.213	12	8759	0.266
17:30 - 18:00	12	8759	0.059	12	8759	0.138	12	8759	0.197
18:00 - 18:30	12	8759	0.018	12	8759	0.059	12	8759	0.077
18:30 - 19:00	12	8759	0.018	12	8759	0.043	12	8759	0.061
19:00 - 19:30	2	16063	0.087	2	16063	0.037	2	16063	0.124
19:30 - 20:00	2	16063	0.065	2	16063	0.096	2	16063	0.161
20:00 - 20:30	2	16063	0.012	2	16063	0.062	2	16063	0.074
20:30 - 21:00	2	16063	0.006	2	16063	0.022	2	16063	0.028
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.255			3.232			6.487

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:	1776 - 23226 (units: sqm)
Survey date range:	01/01/14 - 01/03/20
Number of weekdays (Monday-Friday):	12
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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.000	1	20860	0.000	1	20860	0.000
05:30 - 06:00	1	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 06:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
06:30 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 07:30	12	8759	0.001	12	8759	0.006	12	8759	0.007
07:30 - 08:00	12	8759	0.011	12	8759	0.002	12	8759	0.013
08:00 - 08:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
08:30 - 09:00	12	8759	0.009	12	8759	0.017	12	8759	0.026
09:00 - 09:30	12	8759	0.011	12	8759	0.010	12	8759	0.021
09:30 - 10:00	12	8759	0.016	12	8759	0.014	12	8759	0.030
10:00 - 10:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
10:30 - 11:00	12	8759	0.010	12	8759	0.010	12	8759	0.020
11:00 - 11:30	12	8759	0.008	12	8759	0.010	12	8759	0.018
11:30 - 12:00	12	8759	0.012	12	8759	0.013	12	8759	0.025
12:00 - 12:30	12	8759	0.010	12	8759	0.008	12	8759	0.018
12:30 - 13:00	12	8759	0.014	12	8759	0.013	12	8759	0.027
13:00 - 13:30	12	8759	0.013	12	8759	0.009	12	8759	0.022
13:30 - 14:00	12	8759	0.017	12	8759	0.005	12	8759	0.022
14:00 - 14:30	12	8759	0.011	12	8759	0.021	12	8759	0.032
14:30 - 15:00	12	8759	0.010	12	8759	0.012	12	8759	0.022
15:00 - 15:30	12	8759	0.010	12	8759	0.006	12	8759	0.016
15:30 - 16:00	12	8759	0.007	12	8759	0.009	12	8759	0.016
16:00 - 16:30	12	8759	0.004	12	8759	0.004	12	8759	0.008
16:30 - 17:00	12	8759	0.004	12	8759	0.005	12	8759	0.009
17:00 - 17:30	12	8759	0.002	12	8759	0.003	12	8759	0.005
17:30 - 18:00	12	8759	0.000	12	8759	0.002	12	8759	0.002
18:00 - 18:30	12	8759	0.001	12	8759	0.000	12	8759	0.001
18:30 - 19:00	12	8759	0.000	12	8759	0.000	12	8759	0.000
19:00 - 19:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
19:30 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 20:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:30 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.210			0.218			0.428

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 D – TRICS – Office

WYG Group Quay West Salford Quays

Licence No: 705118

Calculation Reference: AUDIT-705118-220914-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 500 to 4040 (units: sqm)
 Range Selected by User: 118 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 01/03/20

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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)	1
Edge of Town	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	2
Built-Up Zone	1
No Sub Category	2

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:

Not Known

6 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:

1,001 to 5,000

3 days

5,001 to 10,000

2 days

15,001 to 20,000

1 days

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

Population within 5 miles:

100,001 to 125,000

2 days

125,001 to 250,000

4 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

3 days

1.6 to 2.0

1 days

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

Travel Plan:

No

6 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

6 days

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

LIST OF SITES relevant to selection parameters

1	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES		CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date:	WEDNESDAY	19/10/16	Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total Gross floor area:		2000 sqm	
	Survey date:	TUESDAY	27/11/12	Survey Type: MANUAL
3	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY		DURHAM
	Edge of Town No Sub Category Total Gross floor area:		3530 sqm	
	Survey date:	THURSDAY	18/10/18	Survey Type: MANUAL
4	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		2600 sqm	
	Survey date:	TUESDAY	04/06/13	Survey Type: MANUAL
5	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:		500 sqm	
	Survey date:	WEDNESDAY	13/11/19	Survey Type: MANUAL
6	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES		WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:		1230 sqm	
	Survey date:	TUESDAY	23/05/17	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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2317	0.223	6	2317	0.058	6	2317	0.281
07:30 - 08:00	6	2317	0.842	6	2317	0.079	6	2317	0.921
08:00 - 08:30	6	2317	1.324	6	2317	0.086	6	2317	1.410
08:30 - 09:00	6	2317	1.698	6	2317	0.122	6	2317	1.820
09:00 - 09:30	6	2317	1.036	6	2317	0.201	6	2317	1.237
09:30 - 10:00	6	2317	0.353	6	2317	0.165	6	2317	0.518
10:00 - 10:30	6	2317	0.216	6	2317	0.165	6	2317	0.381
10:30 - 11:00	6	2317	0.144	6	2317	0.086	6	2317	0.230
11:00 - 11:30	6	2317	0.122	6	2317	0.137	6	2317	0.259
11:30 - 12:00	6	2317	0.151	6	2317	0.180	6	2317	0.331
12:00 - 12:30	6	2317	0.273	6	2317	0.468	6	2317	0.741
12:30 - 13:00	6	2317	0.496	6	2317	0.468	6	2317	0.964
13:00 - 13:30	6	2317	0.460	6	2317	0.417	6	2317	0.877
13:30 - 14:00	6	2317	0.345	6	2317	0.173	6	2317	0.518
14:00 - 14:30	6	2317	0.201	6	2317	0.158	6	2317	0.359
14:30 - 15:00	6	2317	0.237	6	2317	0.410	6	2317	0.647
15:00 - 15:30	6	2317	0.194	6	2317	0.360	6	2317	0.554
15:30 - 16:00	6	2317	0.058	6	2317	0.281	6	2317	0.339
16:00 - 16:30	6	2317	0.173	6	2317	0.683	6	2317	0.856
16:30 - 17:00	6	2317	0.151	6	2317	0.885	6	2317	1.036
17:00 - 17:30	6	2317	0.122	6	2317	1.978	6	2317	2.100
17:30 - 18:00	6	2317	0.072	6	2317	0.993	6	2317	1.065
18:00 - 18:30	5	2534	0.047	5	2534	0.395	5	2534	0.442
18:30 - 19:00	5	2534	0.008	5	2534	0.189	5	2534	0.197
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.946			9.137			18.083

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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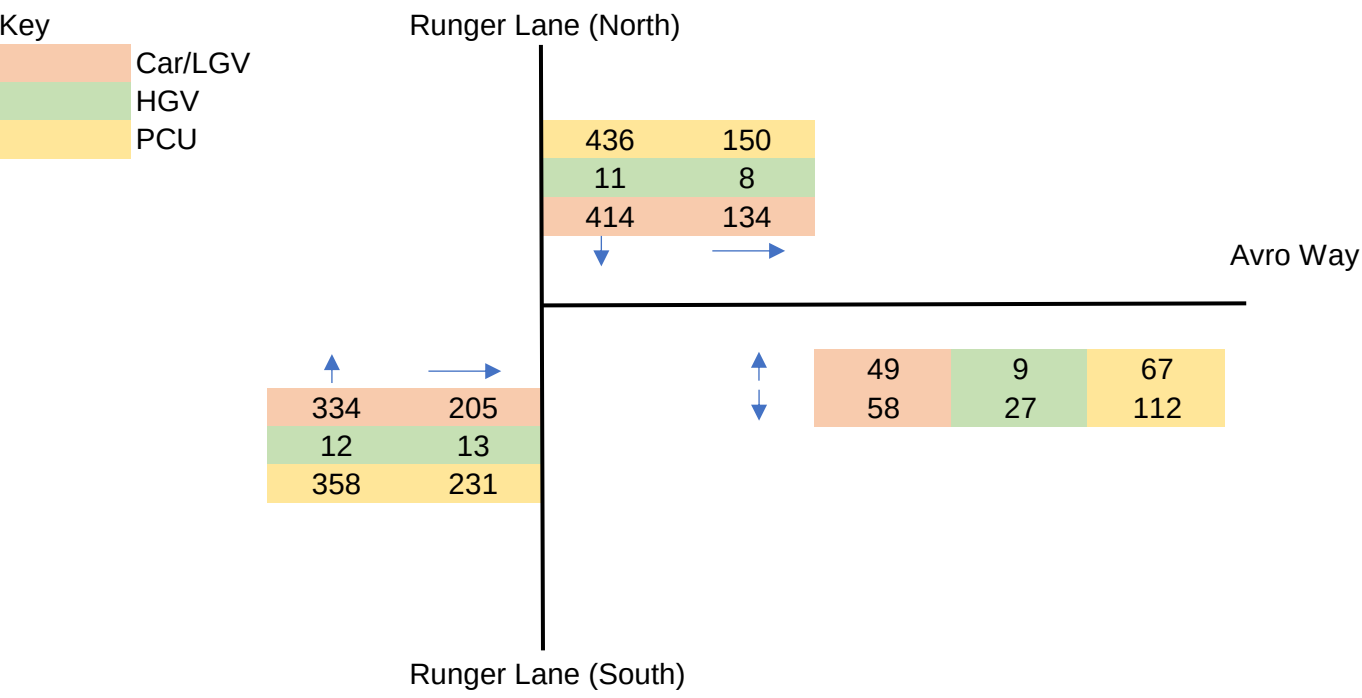
Parameter summary

Trip rate parameter range selected:	500 - 4040 (units: sqm)
Survey date range:	01/01/12 - 01/03/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

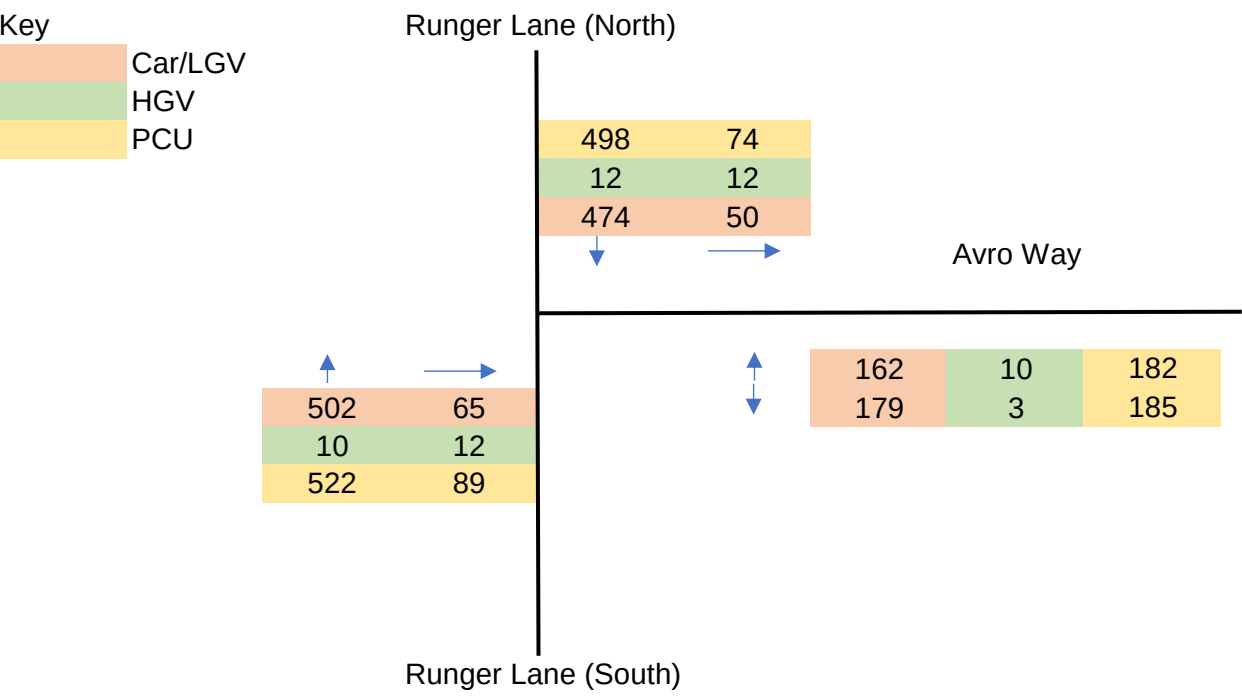
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix E – Traffic Volume Diagrams

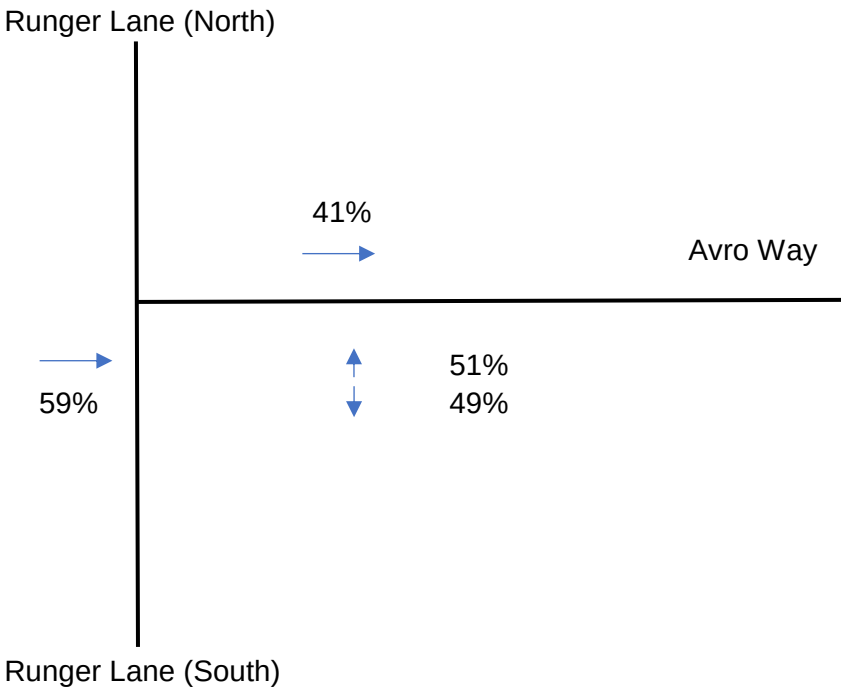
Traffic Volume Diagram 1: 2022 Recorded Volumes - AM Peak 0800 to 0900hrs (Thurs 15th Sept 2022)



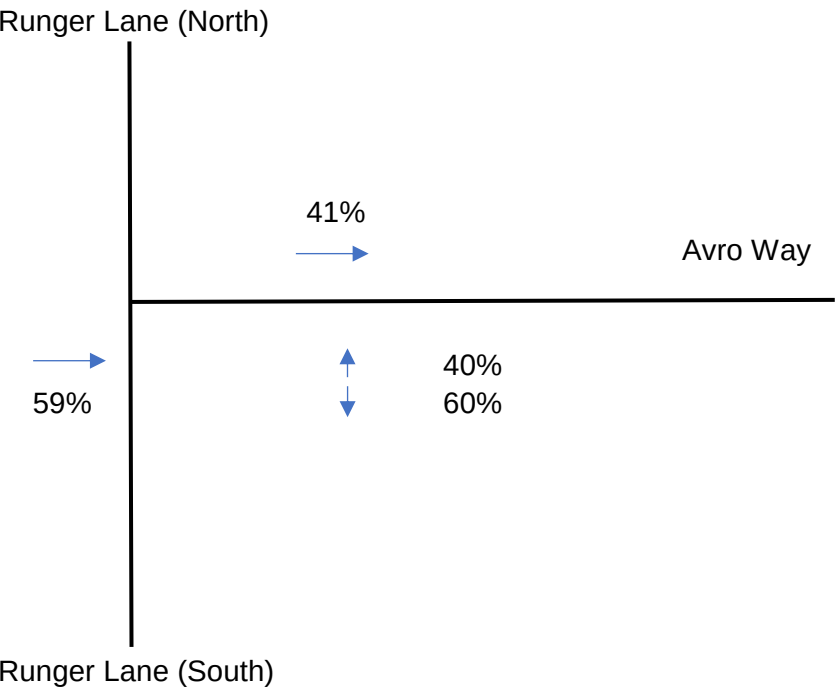
Traffic Volume Diagram 2: 2022 Recorded Volumes - PM Peak 1700 to 1800hrs (Thurs 15th Sept 2022)



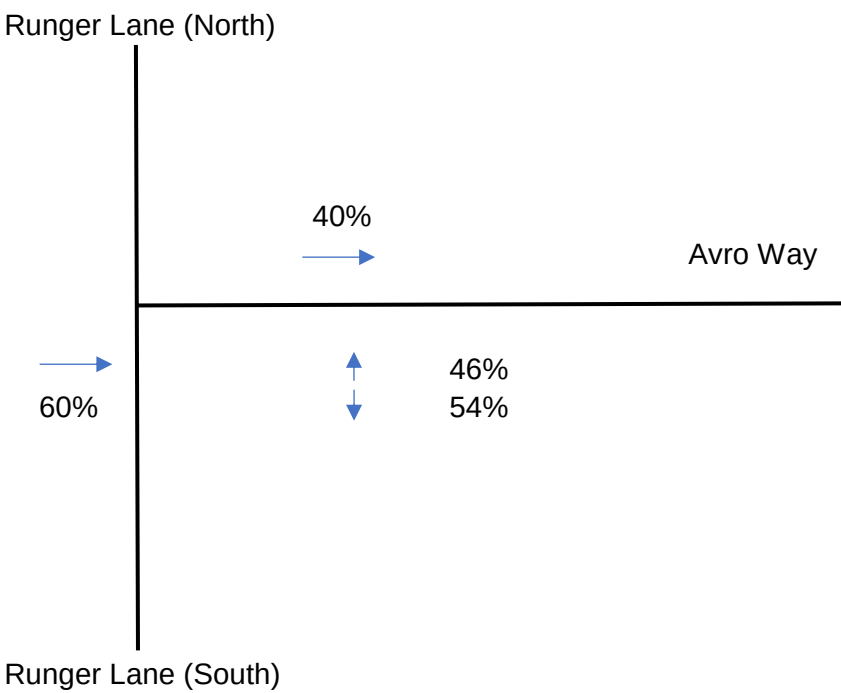
Traffic Volume Diagram 3: 2018 Recorded Volumes - Distribution to / from Avro Way Arm - AM Peak



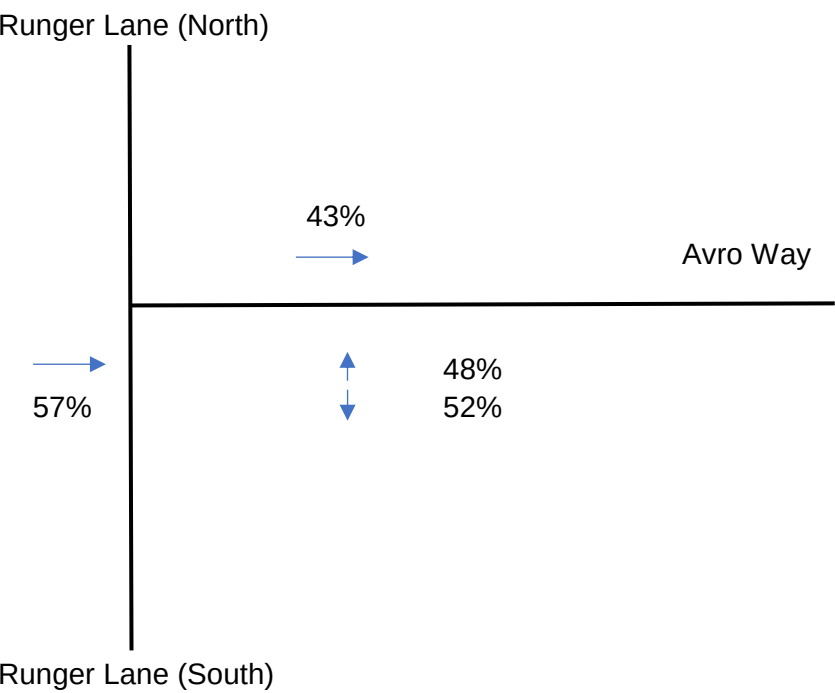
Traffic Volume Diagram 4: 2018 Recorded Volumes - Distribution to / from Avro Way Arm - PM Peak



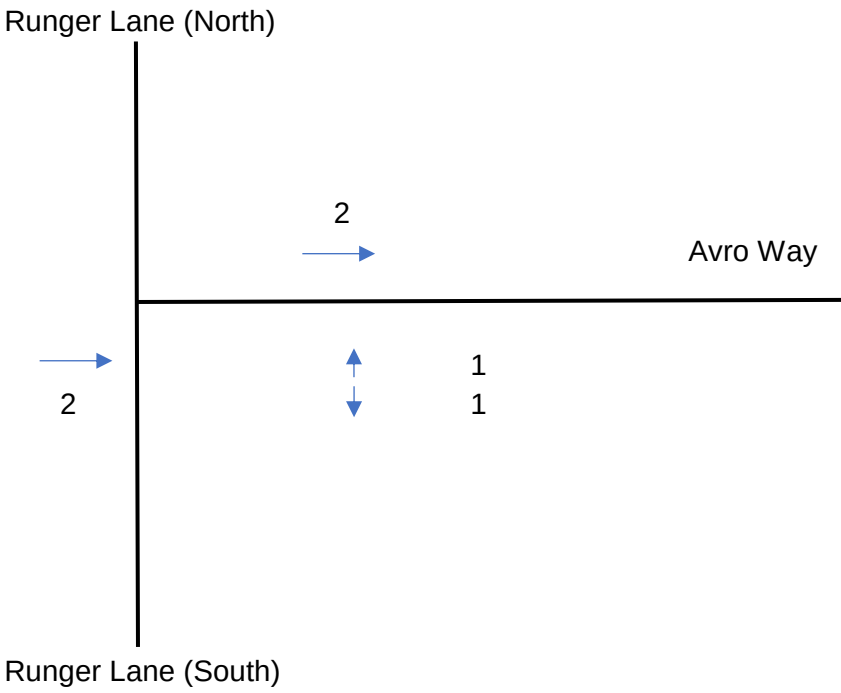
Traffic Volume Diagram 5: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - AM Peak



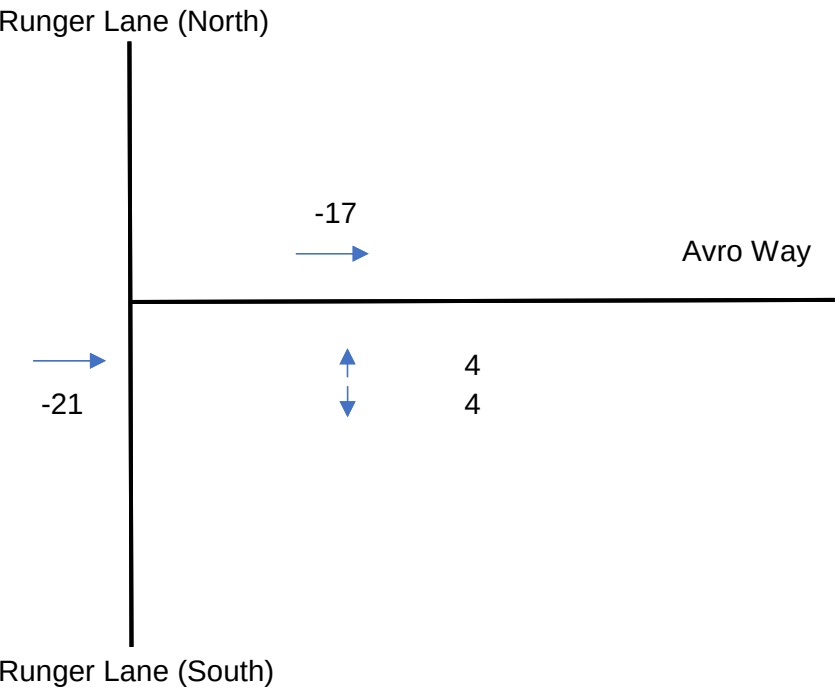
Traffic Volume Diagram 6: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - PM Peak



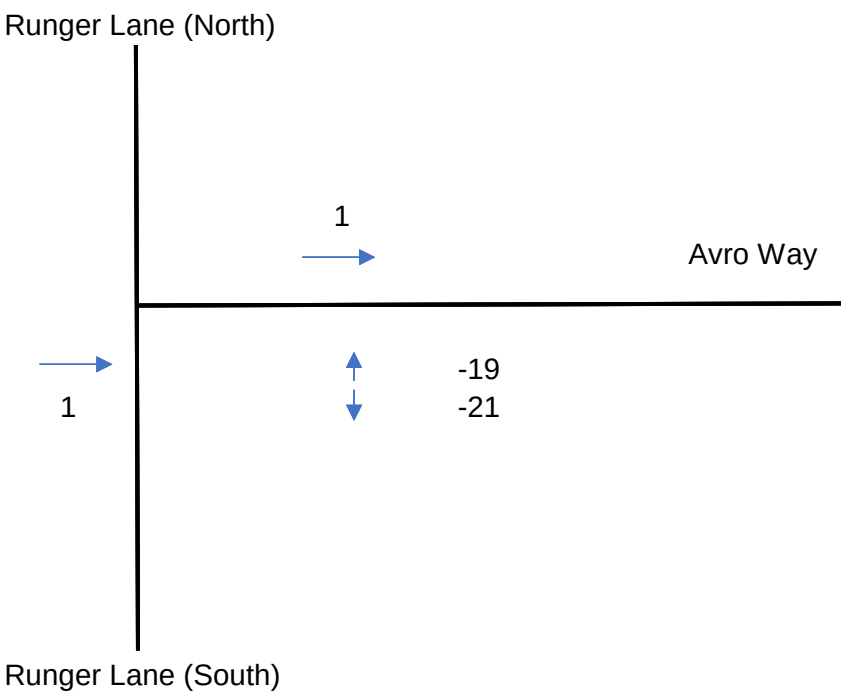
Traffic Volume Diagram 7: Nett Traffic Generation of the Proposal in PCUs - AM Peak 0700 to 0800



Traffic Volume Diagram 8: Nett Traffic Generation of the Proposal in PCUs - AM Peak 0800 to 0900



Traffic Volume Diagram 9: Nett Traffic Generation of the Proposal in PCUs- AM Peak 1700 to 1800



Appendix F – Traffic Count 2022: Raw Data

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (NORTH)

TIME / CLASS	LEFT TO AVRO WAY									STRAIGHT TO RUNGER LANE (SOUTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	7	2	1	0	0	2	12	1	1	90	2	4	0	0	2	100	112
5:15 - 5:30	1	0	13	0	1	0	0	1	16	0	1	70	0	3	0	0	2	76	92
5:30 - 5:45	0	0	23	0	0	0	0	1	24	1	0	69	3	3	0	0	3	79	103
5:45 - 6:00	0	1	13	0	1	0	0	2	17	1	0	65	0	4	1	0	2	73	90
HOURLY TOTAL	1	1	56	2	3	0	0	6	69	3	2	294	5	14	1	0	9	328	397
6:00 - 6:15	0	0	18	1	1	0	0	1	21	0	0	59	0	4	0	0	2	65	86
6:15 - 6:30	0	1	18	1	2	1	0	1	24	0	1	43	5	1	0	0	3	53	77
6:30 - 6:45	0	0	17	0	2	0	0	1	20	1	0	32	12	6	0	0	2	53	73
6:45 - 7:00	0	0	30	0	4	0	0	2	36	3	1	50	10	4	0	0	3	71	107
HOURLY TOTAL	0	1	83	2	9	1	0	5	101	4	2	184	27	15	0	0	10	242	343
7:00 - 7:15	0	0	7	1	4	0	0	1	13	1	0	62	6	11	0	0	3	83	96
7:15 - 7:30	0	0	9	0	7	0	0	1	17	1	0	87	12	6	0	0	4	110	127
7:30 - 7:45	0	0	13	2	6	0	1	0	22	2	0	70	9	8	0	0	2	91	113
7:45 - 8:00	1	0	20	2	1	0	0	2	26	0	2	80	6	9	0	0	3	100	126
HOURLY TOTAL	1	0	49	5	18	0	1	4	78	4	2	299	33	34	0	0	12	384	462
8:00 - 8:15	0	0	18	0	5	0	0	1	24	0	0	95	12	6	0	0	2	115	139
8:15 - 8:30	0	0	25	2	4	1	0	2	34	1	0	88	12	16	0	0	3	120	154
8:30 - 8:45	1	0	27	1	6	1	0	1	37	0	0	91	4	7	0	0	2	104	141
8:45 - 9:00	2	0	43	1	2	0	0	2	50	0	0	66	11	6	1	0	3	87	137
HOURLY TOTAL	3	0	113	4	17	2	0	6	145	1	0	340	39	35	1	0	10	426	571
9:00 - 9:15	1	0	19	2	3	1	0	1	27	0	1	66	15	6	0	0	3	91	118
9:15 - 9:30	0	0	14	1	4	1	0	2	22	0	0	66	5	6	0	0	0	77	99
9:30 - 9:45	2	1	11	1	6	0	0	0	21	0	0	62	12	2	0	0	2	78	99
9:45 - 10:00	0	0	7	1	6	1	0	3	18	0	0	45	5	4	0	0	3	57	75
HOURLY TOTAL	3	1	51	5	19	3	0	6	88	0	1	239	37	18	0	0	8	303	391
PERIOD TOTAL	8	3	352	18	66	6	1	27	481	12	7	1356	141	116	2	0	49	1683	2164
15:00 - 15:15	0	0	12	3	4	0	0	2	21	0	0	72	16	3	0	0	0	91	112
15:15 - 15:30	1	0	8	3	2	1	0	2	17	1	0	74	9	9	1	0	1	95	112
15:30 - 15:45	1	0	2	0	2	0	0	2	7	2	0	71	14	6	1	0	1	95	102
15:45 - 16:00	1	0	7	0	3	0	0	3	14	0	0	85	17	8	0	0	2	112	126
HOURLY TOTAL	3	0	29	6	11	1	0	9	59	3	0	302	56	26	2	0	4	393	452
16:00 - 16:15	0	0	8	0	2	0	0	1	11	0	0	93	17	8	0	0	1	119	130
16:15 - 16:30	0	0	9	0	7	0	0	1	17	0	0	104	21	6	0	0	1	132	149
16:30 - 16:45	0	1	4	2	4	0	0	3	14	0	1	99	17	4	0	0	1	122	136
16:45 - 17:00	0	0	8	0	3	0	0	4	15	0	0	99	19	4	0	0	3	125	140
HOURLY TOTAL	0	1	29	2	16	0	0	9	57	0	1	395	74	22	0	0	6	498	555
17:00 - 17:15	0	0	7	2	1	0	1	2	13	0	0	104	10	6	0	0	0	120	133
17:15 - 17:30	0	1	10	2	2	0	0	2	17	0	1	103	21	5	2	0	3	135	152
17:30 - 17:45	0	0	7	0	1	0	1	1	10	0	0	83	14	6	1	0	1	105	115
17:45 - 18:00	0	0	11	2	4	0	1	4	22	0	0	101	15	5	1	0	4	126	148
HOURLY TOTAL	0	1	35	6	8	0	3	9	62	0	1	391	60	22	4	0	8	486	548
18:00 - 18:15	1	0	11	2	1	0	0	1	16	1	0	102	10	4	0	0	4	121	137
18:15 - 18:30	0	1	10	1	3	1	0	2	18	1	0	66	8	2	0	0	3	80	98
18:30 - 18:45	0	1	5	0	1	0	0	1	8	1	0	58	12	1	0	0	3	75	83
18:45 - 19:00	0	0	9	0	0	0	0	3	12	0	0	62	13	2	0	0	4	81	93
HOURLY TOTAL	1	2	35	3	5	1	0	7	54	3	0	288	43	9	0	0	14	357	411
PERIOD TOTAL	4	4	128	17	40	2	3	34	232	6	2	1376	233	79	6	0	32	1734	1966

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: AVRO WAY

TIME / CLASS	LEFT TO RUNGER LANE (SOUTH)									RIGHT TO RUNGER LANE (NORTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	6	0	2	0	0	0	8	0	1	4	1	0	1	0	3	10	18
5:15 - 5:30	0	0	6	0	0	0	1	0	7	0	0	4	0	0	0	0	2	6	13
5:30 - 5:45	0	0	11	1	1	1	1	0	15	0	0	3	0	4	0	0	2	9	24
5:45 - 6:00	0	0	11	2	2	2	1	0	18	0	0	5	4	1	0	1	1	12	30
HOURLY TOTAL	0	0	34	3	5	3	3	0	48	0	1	16	5	5	1	1	8	37	85
6:00 - 6:15	0	0	20	1	1	1	0	0	23	0	0	6	0	0	0	0	2	8	31
6:15 - 6:30	0	0	24	0	3	4	0	0	31	0	0	3	0	3	0	0	0	6	37
6:30 - 6:45	2	0	23	1	1	3	0	0	30	0	0	5	0	1	0	0	4	10	40
6:45 - 7:00	0	0	20	0	2	2	0	1	25	0	2	7	0	1	1	0	0	11	36
HOURLY TOTAL	2	0	87	2	7	10	0	1	109	0	2	21	0	5	1	0	6	35	144
7:00 - 7:15	0	0	36	0	11	4	2	0	53	0	1	14	1	4	0	0	2	22	75
7:15 - 7:30	0	0	13	4	8	1	5	0	31	0	1	2	1	5	1	0	0	10	41
7:30 - 7:45	1	0	5	1	5	6	5	0	23	0	0	2	0	5	0	0	3	10	33
7:45 - 8:00	0	0	5	0	10	0	7	1	23	0	0	4	1	7	0	0	0	12	35
HOURLY TOTAL	1	0	59	5	34	11	19	1	130	0	2	22	3	21	1	0	5	54	184
8:00 - 8:15	1	0	1	0	11	5	3	0	21	0	0	2	1	5	0	0	2	10	31
8:15 - 8:30	2	0	6	1	7	6	2	0	24	0	0	5	1	5	1	0	1	13	37
8:30 - 8:45	1	0	1	1	9	3	4	0	19	0	0	9	2	9	0	0	3	23	42
8:45 - 9:00	0	0	9	1	11	2	1	1	25	0	0	5	1	4	1	1	0	12	37
HOURLY TOTAL	4	0	17	3	38	16	10	1	89	0	0	21	5	23	2	1	6	58	147
9:00 - 9:15	1	0	8	1	3	4	3	0	20	0	0	13	6	3	1	0	1	24	44
9:15 - 9:30	1	0	6	0	8	1	3	0	19	0	0	9	3	3	0	1	1	17	36
9:30 - 9:45	0	0	3	1	6	2	1	0	13	0	0	10	2	3	0	0	2	17	30
9:45 - 10:00	0	0	7	0	11	1	2	1	22	0	0	7	0	8	0	0	0	15	37
HOURLY TOTAL	2	0	24	2	28	8	9	1	74	0	0	39	11	17	1	1	4	73	147
PERIOD TOTAL	9	0	221	15	112	48	41	4	450	0	5	119	24	71	6	3	29	257	707
15:00 - 15:15	0	0	52	1	8	0	1	0	62	0	0	22	4	3	1	0	3	33	95
15:15 - 15:30	1	0	26	2	8	2	1	0	40	1	0	17	5	3	0	0	1	27	67
15:30 - 15:45	0	1	31	0	10	4	4	0	50	1	0	18	5	4	0	0	4	32	82
15:45 - 16:00	1	0	30	2	12	2	1	1	49	0	0	23	10	6	0	0	1	40	89
HOURLY TOTAL	2	1	139	5	38	8	7	1	201	2	0	80	24	16	1	0	9	132	333
16:00 - 16:15	1	0	45	0	7	2	2	0	57	2	0	32	4	4	0	0	2	44	101
16:15 - 16:30	0	1	15	0	3	1	0	0	20	0	0	14	4	3	0	0	2	23	43
16:30 - 16:45	1	0	24	0	7	1	2	0	35	1	0	21	9	5	0	0	1	37	72
16:45 - 17:00	0	0	23	0	10	0	0	2	35	1	0	21	4	6	0	0	2	34	69
HOURLY TOTAL	2	1	107	0	27	4	4	2	147	4	0	88	21	18	0	0	7	138	285
17:00 - 17:15	0	1	40	0	8	2	0	0	51	1	0	45	4	4	0	0	3	57	108
17:15 - 17:30	0	1	25	0	6	0	0	0	32	0	0	25	3	3	0	0	1	32	64
17:30 - 17:45	0	0	54	0	4	0	0	0	58	0	0	43	1	3	0	0	3	50	108
17:45 - 18:00	1	1	32	0	7	0	0	1	42	0	0	23	6	2	0	0	3	34	76
HOURLY TOTAL	1	3	151	0	25	2	0	1	183	1	0	136	14	12	0	0	10	173	356
18:00 - 18:15	5	0	26	0	4	1	3	0	39	0	0	24	1	4	0	0	2	31	70
18:15 - 18:30	2	1	42	1	11	1	1	0	59	0	0	18	4	1	0	0	2	25	84
18:30 - 18:45	0	1	30	0	7	0	1	0	39	3	1	13	5	0	0	0	2	24	63
18:45 - 19:00	2	0	16	0	1	1	3	1	24	0	0	8	0	0	0	0	2	10	34
HOURLY TOTAL	9	2	114	1	23	3	8	1	161	3	1	63	10	5	0	0	8	90	251
PERIOD TOTAL	14	7	511	6	113	17	19	5	692	10	1	367	69	51	1	0	34	533	1225

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (SOUTH)

TIME / CLASS	STRAIGHT TO RUNGER LANE (NORTH)									RIGHT TO AVRO WAY									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	1	0	36	0	2	0	0	3	42	3	0	12	0	1	0	1	0	17	59
5:15 - 5:30	0	1	30	0	2	0	1	2	36	1	0	11	0	1	1	1	0	15	51
5:30 - 5:45	0	0	36	0	3	0	0	2	41	1	0	38	1	4	0	0	0	44	85
5:45 - 6:00	1	0	24	0	5	0	0	2	32	1	0	53	1	3	3	1	0	62	94
HOURLY TOTAL	2	1	126	0	12	0	1	9	151	6	0	114	2	9	4	3	0	138	289
6:00 - 6:15	2	0	21	2	5	0	0	2	32	0	1	45	0	7	1	3	0	57	89
6:15 - 6:30	1	0	36	0	5	0	0	2	44	0	0	37	1	5	0	3	1	47	91
6:30 - 6:45	0	0	46	3	9	0	0	2	60	0	0	45	2	8	2	2	0	59	119
6:45 - 7:00	0	0	45	5	4	0	0	2	56	0	0	65	3	11	4	1	0	84	140
HOURLY TOTAL	3	0	148	10	23	0	0	8	192	0	1	192	6	31	7	9	1	247	439
7:00 - 7:15	0	0	44	4	3	0	0	4	55	0	1	44	0	17	1	1	0	64	119
7:15 - 7:30	1	0	55	5	0	1	1	5	68	1	1	41	1	12	7	3	1	67	135
7:30 - 7:45	0	0	57	2	4	1	0	1	65	0	0	33	1	10	1	6	0	51	116
7:45 - 8:00	0	0	71	1	6	1	0	2	81	0	1	28	1	13	2	2	0	47	128
HOURLY TOTAL	1	0	227	12	13	3	1	12	269	1	3	146	3	52	11	12	1	229	498
8:00 - 8:15	0	0	68	13	6	0	0	2	89	0	1	19	0	13	1	0	0	34	123
8:15 - 8:30	0	0	71	6	3	1	1	2	84	0	0	36	2	8	5	1	0	52	136
8:30 - 8:45	0	0	72	9	3	0	0	2	86	0	0	46	3	11	0	1	2	63	149
8:45 - 9:00	0	0	71	4	8	0	0	4	87	0	0	57	2	7	2	1	0	69	156
HOURLY TOTAL	0	0	282	32	20	1	1	10	346	0	1	158	7	39	8	3	2	218	564
9:00 - 9:15	0	0	50	6	2	0	0	2	60	0	0	30	2	12	0	6	0	50	110
9:15 - 9:30	0	1	40	4	5	2	0	1	53	0	0	16	0	9	1	2	0	28	81
9:30 - 9:45	0	0	53	4	5	3	0	1	66	0	0	12	1	8	3	3	1	28	94
9:45 - 10:00	0	0	30	4	5	0	0	2	41	0	0	17	0	8	3	2	0	30	71
HOURLY TOTAL	0	1	173	18	17	5	0	6	220	0	0	75	3	37	7	13	1	136	356
PERIOD TOTAL	6	2	956	72	85	9	3	45	1178	7	5	685	21	168	37	40	5	968	2146
15:00 - 15:15	1	0	52	11	8	0	0	1	73	0	0	13	7	11	7	1	0	39	112
15:15 - 15:30	1	1	50	5	7	0	0	0	64	1	0	12	2	3	1	0	0	19	83
15:30 - 15:45	0	0	42	10	10	1	0	1	64	0	0	12	6	6	3	4	1	32	96
15:45 - 16:00	0	1	55	2	7	0	0	1	66	0	0	15	4	6	1	1	0	27	93
HOURLY TOTAL	2	2	199	28	32	1	0	3	267	1	0	52	19	26	12	6	1	117	384
16:00 - 16:15	1	0	51	12	5	1	0	1	71	1	0	10	4	4	6	0	0	25	96
16:15 - 16:30	0	0	50	12	13	0	0	1	76	0	0	15	3	7	4	6	0	35	111
16:30 - 16:45	0	0	59	5	14	0	0	3	81	0	0	8	3	6	1	0	0	18	99
16:45 - 17:00	0	0	71	10	18	0	0	1	100	0	0	10	1	3	4	0	0	18	118
HOURLY TOTAL	1	0	231	39	50	1	0	6	328	1	0	43	11	20	15	6	0	96	424
17:00 - 17:15	0	1	70	10	9	0	0	2	92	2	0	4	4	5	2	1	0	18	110
17:15 - 17:30	0	0	84	10	10	0	0	1	105	2	0	7	2	0	1	0	1	13	118
17:30 - 17:45	1	0	156	13	15	1	0	3	189	3	0	9	1	3	4	2	1	23	212
17:45 - 18:00	0	2	101	10	11	0	0	3	127	2	0	25	1	4	0	0	0	32	159
HOURLY TOTAL	1	3	411	43	45	1	0	9	513	9	0	45	8	12	7	3	2	86	599
18:00 - 18:15	0	0	98	11	4	0	0	2	115	6	0	17	2	4	3	1	0	33	148
18:15 - 18:30	1	1	64	8	2	0	0	5	81	0	0	15	1	6	0	2	1	25	106
18:30 - 18:45	0	0	34	16	6	0	0	3	59	2	0	20	1	6	0	1	0	30	89
18:45 - 19:00	0	3	28	4	3	0	0	2	40	1	0	22	0	3	1	2	0	29	69
HOURLY TOTAL	1	4	224	39	15	0	0	12	295	9	0	74	4	19	4	6	1	117	412
PERIOD TOTAL	5	9	1065	149	142	3	0	30	1403	20	0	214	42	77	38	21	4	416	1819

Appendix J: NH / WSP Raise Issues to be Addressed 22.12.2022

From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Sent: 22 December 2022 11:33
To: Blair, Peter
Cc: ANDREW MURRAY; Jess Wortelhock; Jones, Emily; Emily Fleet; Mason, Neil; Thompson, Matt
Subject: Re: Responding to your Consultation Response on Application 134103/FO/2022.
Attachments: [NW xx Three Class B8 Warehouses Manchester Airport - Response to Letter Draft\[54\].docx](#)

Some people who received this message don't often get email from adam.johnson@nationalhighways.co.uk. [Learn why this is important](#)

Morning Peter

In response to your latest evidence regarding the traffic impact for this application, please find attached a review from our consultants at WSP. They have outlined a couple of matters still to be addressed. Hopefully these are clear, but if you have any questions, please let me know and I can pass these on.

Just to note, I will be on leave from tomorrow afternoon until 9 January, so I'll pick up anything further when I get back.

Kind regards

Adam

Adam Johnson
Spatial Planning Team, North West Operations
National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD
Tel: +44 (0) 7917 426 500
Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:
<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetrattech.com>
Date: Wednesday, 7 December 2022 at 13:05
To: Johnson, Adam <Adam.Johnson@nationalhighways.co.uk>
Subject: RE: Responding to your Consultation Response on Application 134103/FO/2022.

Thank you Adam.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech
Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH
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tetratecheurope.com

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.



From: Johnson, Adam <Adam.Johnson@nationalhighways.co.uk>
Sent: 07 December 2022 11:15
To: Blair, Peter <Peter.Blair@tetratech.com>
Cc: Andrew.Murray@magairports.com; jwortelhock@quartzprojectservices.com; Jones, Emily <Emily.Jones@tetratech.com>; Emily.Fleet@magairports.com; Mason, Neil <NEIL.MASON@tetratech.com>; Thompson, Matt <Matt.Thompson@tetratech.com>
Subject: Re: Responding to your Consultation Response on Application 134103/FO/2022.

You don't often get email from adam.johnson@nationalhighways.co.uk. [Learn why this is important](#)

Good morning, Peter

Thank you for sending through the response to WSP's report. I have sent this over to them this morning for review, and I will respond once this has been done. Whilst there are a number of other matters they are currently dealing with on our behalf, I am confident that I can have this reviewed and back to you this side of Christmas. If this has answered all of our questions and no outstanding matters remain, I will look to get our final planning response back to Manchester at the same time.

If there is anything else you might need from us in the meantime, please let me know.

Kind regards

Adam

Adam Johnson

Spatial Planning Team, North West Operations

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Tel: +44 (0) 7917 426 500

Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetratech.com>
Sent: 06 December 2022 15:51
To: Planning NW <planningnw@nationalhighways.co.uk>
Cc: ANDREW MURRAY <Andrew.Murray@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Jones, Emily <Emily.Jones@tetratech.com>; Emily Fleet <Emily.Fleet@magairports.com>; Mason, Neil <NEIL.MASON@tetratech.com>; Thompson, Matt

<Matt.Thompson@tetratech.com>

Subject: Responding to your Consultation Response on Application 134103/FO/2022.

Dear Mr Shepherd and Mr Johnson,

I attach for your attention a letter responding to your Consultation Response (dated 21st July 2022) on Manchester City Council (MCC) planning application reference 134103/FO/2022.

Within that, we refer to your National Highways Consultation response and to the supplementary Technical Note prepared by WSP and append each of those documents for ease of cross reference.

Threadneedle Curtis Ltd (the applicant) has appointed Tetra Tech to assist in addressing the outstanding traffic and transportation points that NH have raised. In undertaking that role, we have reviewed the original work by AECOM, sought to address your considered queries, have provided information as requested and in places, we have offered a second professional opinion.

I have copied this email to the Applicants Planning Consultant and would ask that they also make the Case Officer aware of this response.

I trust that the information in the attached letter addresses the points that you have raised. Should you require anything further please do not hesitate to contact me.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

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TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

INTRODUCTION

PREAMBLE

National Highways has been appointed by the Secretary as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the Licence issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

National Highways' approach to engaging with the planning system is governed by the advice and guidance set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (2015)

The document is written in the context of statutory responsibilities as set out in National Highways' Licence, and in the light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF)
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development ("the Circular")

As a statutory consultee in the planning system, National Highways has a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the licence which stipulates that National Highways should:

“support local and national economic growth and regeneration”

PREVIOUS COMMENT

In summer 2022, AECOM were appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

In July 2022, National Highways (NH) were consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.

As part of this review, WSP provided the following comment to AECOM:

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

1. As noted within 'The Strategic Road Network – Planning for the Future' (NH, 2015) it is recommended that formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impact and its infrastructure needs.
2. NH are a statutory consultee in the planning system. NH recommend that all parties preparing planning applications that could have an impact on the SRN to engage with NH as early as possible to maximise the time to understand the forecast impacts of the proposed development on the SRN. It is therefore advised by WSP that the TS is updated to pay due cognisance to both the Department for Transport's 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) planning policy and guidance documents.
3. National Highways have not been included in any pre-application scoping for the proposed development. The M56 Junctions 5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions.
4. WSP request additional details on the existing proposals on the M56 at J5 and J6 are provided to include:
 5. Evidence outlining the current conditions e.g. site observations, traffic surveys including observed queues and CD 122 compliant merge-diverge analysis (where appropriate)
 6. WSP request that AECOM provide details on the existing sqm of the existing elements on the site which it is proposed will be demolished.
 7. It is noted that the total number of existing parking spaces noted in the TS in Section 5.2-5.5 (280) differs to the existing total listed on the MCC Planning Portal (207 existing spaces). WSP request that AECOM clarify the number of existing spaces on site.
 8. As mentioned previously, the M56 J5 and 6 are sensitive locations on the SRN and NH need to be fully sighted on the impacts of the proposals given the proximity to the junctions. WSP request additional survey data is collected or obtained for the M56 Junctions 5 and 6 alongside the M56 mainline between the junctions.
 9. WSP request that the study area for collision analysis is updated to include the M56 J5 and J6. WSP request that the collision data obtained for this analysis is the latest STATS19 data available for the most recent five year period and includes a causality analysis.
 10. Parking is a matter for the Local Planning Authority however, National Highways welcome any measures to reduce the number of car trips to/from the proposed development.
 11. No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
 12. No details are provided of the trip rates used and the Appendix containing the TRICS outputs is blank.
 13. WSP request that the following are provided to allow WSP to provide comment on the appropriateness of the approach to trip generation for the proposed development:
 - Full TRICS outputs
 - 24-hour trip profile

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

- Trip generation split into lights (LGVs) and heavies (HGVs)
 - Details on why the proposed peak hours have been used (including details on any surveys used to derive the hours)
 - Tables setting out the existing and proposed floor size with accompanying trip generation so that WSP can understand the net change in trips.
 - Car parking accumulation exercise and details to underpin the assumption that any displaced vehicles will be able to park in the car park east of Building 308
14. The proposed distribution used does not cover the M56 J5 and J6 which NH would have requested if NH were involved in the scoping discussions. NH request details are provided on how the proposed development traffic will distribute onto the SRN to/from M56 J5 and J6 respectively.
 15. It is requested that AECOM take a standard approach to trip distribution reflecting the proposed uses, such as using the latest Census / ONS data.
 16. Once the additional information is provided, WSP will comment on the validity of the distribution used.
 17. WSP note that no assessment has carried out for the M56 J5 not J6. WSP request that AECOM provide details of how the proposed development proposals are forecast to impact the M56 J5 and J6 e.g. network diagrams showing where the proposed development trips will be added. Once provided, WSP will determine if operational assessments are required.
 18. WSP consider the potential measures outlined in the TP to be acceptable
 19. WSP advise that the DfT 02/2013 Circular and NH The Strategic Road Network Planning for the Future (2015) are both considered when preparing TPs
 20. Increased modal share by car sharing and public transport use to/from the development is likely to make the key difference in terms of reducing the impact of the development on the SRN. WSP would welcome the inclusion of car sharing within any future TP targets

SUBSEQUENT CORRESPONDENCE

Since the issuing of the technical note, Tetra Tech have replaced AECOM as the transport consultants on the project and in response to the comments above, provided National Highways with a letter seeking to provide clarification on the comments previously raised.

This note will review the letter provided by Tetra Tech whilst paying due cognisance to the comments previously raised.

COMMENTS

It should be noted that for the purpose of this note, the comments are numbered as above.

The following comments require no further action and are therefore addressed:

TECHNICAL NOTE 1

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- Comment 10
- Comment 18
- Comment 19
- Comment 20

Comment 1

In response to Comment 1, TT note that they were not appointed at the time of scoping, therefore unable to carry out the preapplication scoping. Nevertheless, they state that they wish to work with NH moving forward to reach an agreed position.

Comment 1 status: Comment addressed.

Comment 2, 3, 11, 12 and 13

TT state that they have liaised with TfGM in relation to the trip rates and that TfGM requested that the TRICS exercise was re-run using the land use category of 'industrial estate' as opposed to 'industrial unit'. The resulting trip rates derived are shown in Table 1.

Table 1 Proposed Revised Trip Rates

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.433	0.100	0.533	60	14	74
08:00	09:00	0.427	0.245	0.672	59	34	93
17:00	18:00	0.112	0.351	0.463	15	48	63
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.012	0.008	0.020	2	1	3
08:00	09:00	0.022	0.034	0.056	3	5	8
17:00	18:00	0.002	0.005	0.007	0	1	1
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.421	0.092	0.513	58	13	71
08:00	09:00	0.405	0.211	0.616	56	29	85
17:00	18:00	0.110	0.346	0.456	15	47	62
Site Total - In PCUs							
07:00	08:00				62	15	77
08:00	09:00				62	39	101
17:00	18:00				15	49	64

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

WSP have reviewed the trip rates generated by TT. WSP do not accept the parameters used and therefore have selected the parameters listed below:

- Land Use Class – Industrial Estate
- Location – Edge of Town
- Tested for neutral weekdays only (Tuesday, Wednesday and Thursday)
- GFA between 7,000-25,000 sqm
- Years – 01/01/2014 to 01/01/2020 (excluded years impacted by COVID-19 pandemic)

The revised trip rates and subsequent trip generation are shown in Table 2 and

Table 3.

Table 2 Proposed Trip Rate Comparison Exercise

	Trip Rate			Trip Generated (13,746 sqm)		
	Arr	Dep	Two Way	Arr	Dep	Two Way
Total Vehicles						
07:00-08:00	0.532	0.219	0.751	73	30	103
08:00-09:00	0.532	0.329	0.861	73	45	118
17:00-18:00	0.182	0.412	0.594	25	57	82
OGVs						
07:00-08:00	0.011	0.017	0.028	2	2	4
08:00-09:00	0.014	0.025	0.039	2	3	5
17:00-18:00	0	0	0	0	0	0
Non OGVs						
07:00-08:00	0.521	0.202	0.723	71	28	99
08:00-09:00	0.518	0.304	0.822	71	42	113
17:00-18:00	0.182	0.412	0.594	25	57	82

TECHNICAL NOTE 1

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Table 3 Proposed Trip Rate Generation Comparison

	Difference in Trip Generation (WSP Rates-TT)		
	Arr	Dep	Two Way
	Total Vehicles		
07:00-08:00	13	16	29
08:00-09:00	14	11	25
17:00-18:00	10	9	19
	OGV		
07:00-08:00	0	1	1
08:00-09:00	-1	-2	-3
17:00-18:00	0	-1	-1
	Non OGVs		
07:00-08:00	13	15	28
08:00-09:00	15	13	28
17:00-18:00	10	10	20

The net difference in trip generation between the WSP and TT rates is 56 two-way trips in the AM peak period and 20 two-way trips in the PM peak. It is therefore requested that TT adopt the revised proposed trip rates as a sensitivity test.

It is stated by TT that in their approach to trip generation they seek to net off the trips associated with the extant permission. As outlined in Table 4, the existing floor space at the time of the submission of the planning application was:

- 2,050 sqm of B1 floor space
- 7,650 sqm of logistics floor space

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
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In order for WSP to understand the actual impact of the proposals on the SRN it is requested that TT provide details of when the existing site closed. This will enable WSP to determine if the approach of netting off the existing use is appropriate for this assessment.

For the logistics floor space, TT have utilised the Industrial Estate trip rates used above, and re-interrogated TRICS to derive B1 trip rates for the Office Land Use category. The peak hour trip generation for the existing site, derived by TT is shown in Table 4.

Table 4 Existing Development Trip Rate and Trip Generation Rates

Table 5.11: Hourly Peak Hour Traffic Generation of the Existing Site							
Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.43	0.10	0.53	33	8	41
08:00	09:00	0.43	0.25	0.67	33	19	52
17:00	18:00	0.11	0.35	0.46	9	27	36
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.01	0.01	0.02	1	1	2
08:00	09:00	0.02	0.03	0.06	2	3	5
17:00	18:00	0.00	0.01	0.01	0	0	0
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.42	0.09	0.51	32	7	71
08:00	09:00	0.41	0.21	0.62	31	16	85
17:00	18:00	0.11	0.35	0.46	9	27	63
Industrial Estate - PCU							
07:00	08:00				34	9	43
08:00	09:00				35	22	57
17:00	18:00				9	27	36
Office - Total Vehicle Trip Rate (PCU)							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				56	12	68
08:00	09:00				97	26	123
17:00	18:00				13	88	101

It should be noted that anomalies have been identified in Table 4 such as:

- Heading for the table (sqm stated to be the same as proposed)
- Errors within the totals – see industrial estate non ogv trip rate traffic generation values

It is therefore requested TT update Table 4 and provide the PCU values used for review.

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
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WSP do not accept the parameters used by TT to be representative of the existing land use. Nevertheless, WSP have conducted a TRICS interrogation and acknowledge that the resulting trip numbers do not differ significantly.

WSP therefore accept the existing trip numbers used by TT, but request TT update the existing trip rate and generation table. It is also noted that the car parking accumulation exercise has not yet to be received by WSP. It is requested the information is provided to WSP at TT's earliest convenience.

In response to Comment 3, TT outline that they have taken note of the comment. However, TT state that given their proposals forecast a net increase in two-way trips in the AM peak of 6 PCUs and a net reduction in two-way trips in the PM peak, they do not believe any junction capacity assessments should be undertaken. Therefore, TT conclude that there is no reason why new traffic assessments should be undertaken.

WSP will reserve comment in regards to comment 3 until the updates requested in this Note are responded to by TT.

Comments 3, 11, 12 and 13: Comments requires further action.

Comments 4, 5, 8 and 17

TT state that as the new proposals generally result in a reduction in trip generation and as such the traffic impact of the site will result in a net benefit.

WSP will reserve comment in regards to comment 3 until the updates requested in this Note are responded to by TT.

Comment 4, 5, 8 and 17 status: Comments requires further action

Comment 6

TT have provided details of the existing land uses in order to allow for an understanding of the proposed net change on the site.

It is stated by TT that at present the site includes four buildings, each of which will be demolished as part of the proposals. The existing buildings land uses are stated to be a mixture of B1 (Unit 305) and logistics (Units 303, 304 and 311) outlined as follows:

- Unit 305 is a two storey office with a GFA of c2050 sqm. It is stated that since the planning application was submitted, this building has been demolished.
- Unit 304 is a single storey logistics facility with a GFA of c 550 sqm.
- Unit 303 and 3011 are outlined to be logistics facilities with ancillary offices. The GFAs of these buildings are states to be 3200sqm and 3900 sqm

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

A comparison of the existing and proposed land uses and floor spaces has been provided by TT and is shown in Figure 1.

Figure 1 Proposed Net Floor Space Change

	Existing (Sqm GFA)	Proposed (Sqm GFA)	Net Change (Sqm GFA)
B1	2,050	0	-2,050
Logistics	7,650	13,746	+6,096

WSP note the information provided, however it is requested that TT liaise with the Local Planning Authority and confirm the planning status of the previous uses.

Comment 6 status: Comment requires further action

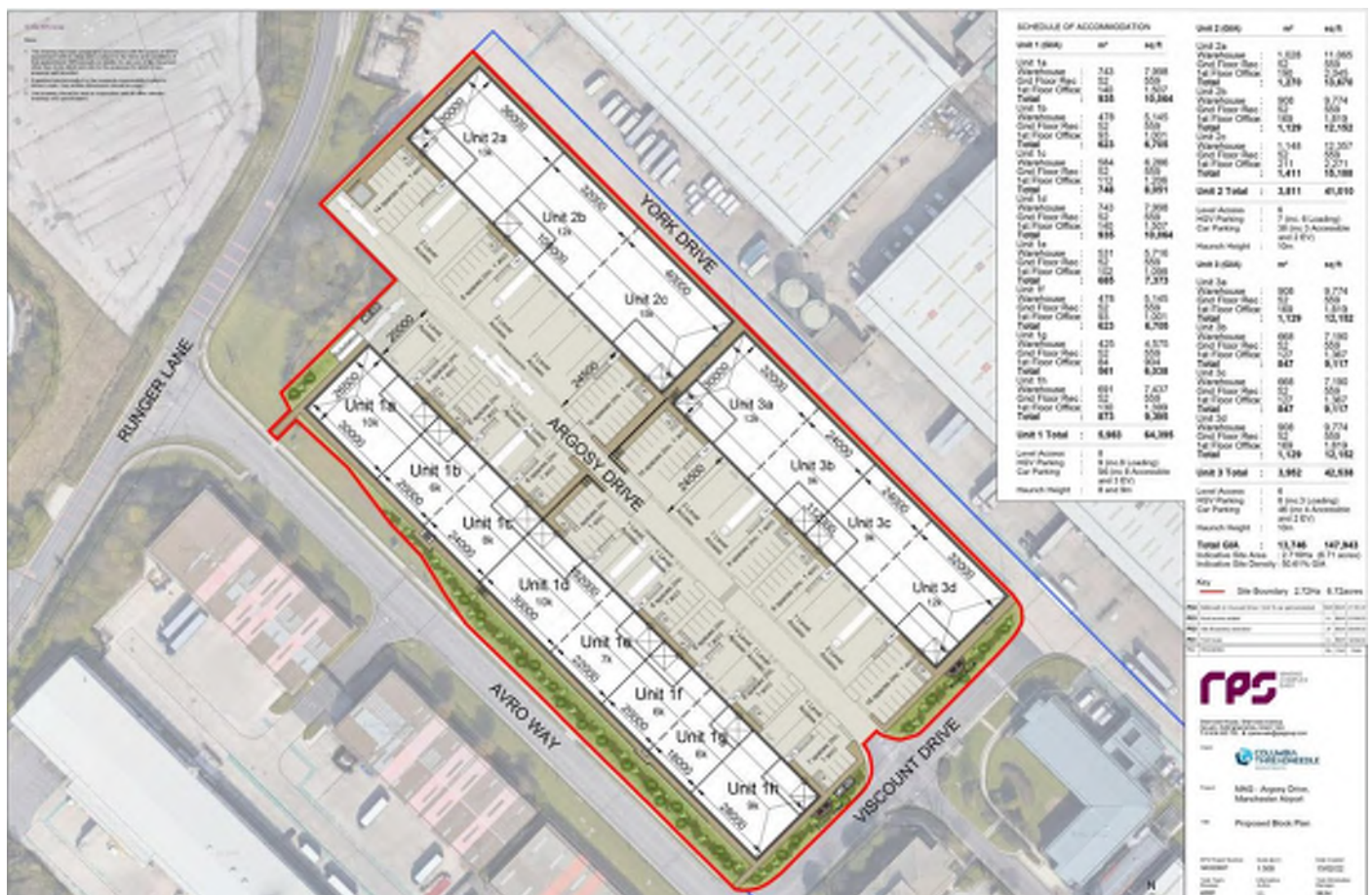
Comment 7

TT state that, as shown in Figure 2, it is proposed that 138 parking spaces are to be provided as part of the development proposals.

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
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Figure 2 Indicative Site Masterplan



WSP note the information provided. As parking is a matter for the Local Planning Authority (LPA) it is requested that confirmation is provided that they accept the proposed level of car parking.

Comment 7 status: Comment closed.

Comment 9

TT state that they have requested STATS19 data from Transport for Greater Manchester (TfGM) and will subsequently provide the updated collision data once received.

WSP reiterate that when TT provide the collision data to WSP/National Highways it must:

- Cover the most recent five year period to data for which data is available
- Include a causality analysis
- Cover the M56 J5 and J6

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

Comment 9 status: Comment requires further action.

Comments 14, 15 and 16

TT state that they commissioned a survey at the Avro Way with Runger Way to forecast the likely trip distribution for the proposed site as they state there are similar land uses which are served by the same access road.

It is stated that the survey was undertaken in 2022 (Tuesday 15th September 2022) which WSP note complies DfT Tag Unit M1.2 (Data sources and surveys) as a neutral time period. It is also noted that TT have compared the distribution to that which was derived by AECOM as a result of 2018 surveys, which are compared in Figure 3.

Figure 3 Traffic Survey Distribution Comparison



WSP accept the use of the survey to derive the distribution for this junction, however, it is requested that TT provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6.

It is also requested that TT provide details of which elements of the lawful extant uses were captured in the traffic surveys as it is noted that parts of the existing site have already been demolished. Further details should be provided on when the site closed and was no longer operational.

TECHNICAL NOTE 1

DATE:	22 December 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Three Class B8 Units at Manchester Airport – Response to Response Letter		
PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

It is therefore required that TT provide this information for WSP to understand the actual impact on the SRN.

Comments 14, 15 and 16: Comments require further action.

SUMMARY AND CONCLUSION

In summer 2022, AECOM were appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

In July 2022, National Highways (NH) were consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.

Since the issuing of the technical note, Tetra Tech have replaced AECOM as the transport consultants on the project and in response to the comments above, provided National Highways with a letter in response seeking to provide clarification on the comments previously raised.

Within this note, WSP have reviewed the letter provided by TT. In order for WSP to fully understand the actual impact of the proposals on the SRN it is requested that TT address the Comments shown in Table 5.

Table 5 Comment and Summary of Required Action

Comment(s)	Summary of Action(s) Required
2, 3, 11, 12 and 13	Adopt WSP's revised trip rates for logistics element of the development. Further trip rate and trip generation sensitivity testing. Car parking accumulation exercise for a 12 hour profile.
4, 5, 8 and 17	Further details should be provided on the existing conditions on the M56 J5 and J6.
6	Provide confirmation of the previous use planning status from the LPA.



TECHNICAL NOTE 1

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PROJECT:	70095637 – NW 053	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

Comment(s)	Summary of Action(s) Required
9	Provision of STATS19 collision data covering M56 J5 and J6 including causality analysis
14, 15 and 16	Provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6. Details of the lawful extant uses captured in the surveys.

It is therefore advised that NH retain the holding recommendation to provide TT time to provide clarification on the matters outlined in Table 5.

Appendix K: Tetra Tech 2nd Technical Email to NH 09.01.2023

From: Blair, Peter
Sent: 09 January 2023 18:05
To: Johnson, Adam
Cc: Mason, Neil; Jess Wortelhock; Emily Fleet; ANDREW MURRAY; Davies, Emily J (Avison Young - UK)
Subject: FW: Draft Tetrattech Response.....RE: Responding to your Consultation Response on Application 134103/FO/2022.
Attachments: [Argosy Response 09.01.2023 - Supporting Document.pdf](#)

Thank you for this Adam.

I hope you had a good break and have enjoyed your first day back!

I suspect that the most efficient way to address the comments by WSP (in their response of 22nd December) is to provide the information and tests that they request, without prejudice to whether or not we agree with those requests. WSP helpfully numbered the original requests 1-20 and have retained that numbering in their subsequent response. Unsurprisingly many of the comments are interlinked, but again helpfully, WSP have tabulated a summary of the actions which they consider remain to be addressed. Comments 1,7,10,18,19,20 are now confirmed to have been addressed / closed out.

WSP also identified a number of anomalies in one of our tables. I can confirm that whilst the table did indeed contain those anomalies, the numerical totals which were then taken through into the analysis were correct. We apologise for those anomalies, (have corrected the table in the Technical note attached) and thank WSP for pointing them out.

The format of our response now, addresses the remaining requested actions, as summarised and tabulated on pages 12 and 13 of the WSP response dated 22nd Dec 2022. We have changed the order in which we take those comments to better describe the “with development” situation and impacts

Comment 6

Provide confirmation of the previous use planning status from the LPA.

The Office block was in place at the time the application was being worked up and submitted, but was demolished as part of the redevelopment proposals in July 2022. The traffic surveys adopted in the TA were from 2018 and therefore included the office traffic which was present at that time. In terms of identifying the nett traffic impact arising from the current proposals MCC have accepted the approach of netting off traffic associated with the lawful extant use of an office block. As a sensitivity test for WSP, we have separately gauged the traffic impact of the proposals without netting off the office block traffic and those results are also set out in the attached technical note.

Comments 14,15,16

Provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6. Details of the lawful extant uses captured in the surveys.

The last part of that action appears to be an artefact from a previous line of thought and is addressed by our response to comment 6.

The action in relation to distribution of traffic is set out in our attached technical note. We have taken the distribution of existing site traffic from the recent count at the junction of Runger Lane with Avro Way. No traffic is expected to join or leave M56 via J5, since the routes via J6 would be more convenient. Traffic travelling to/from the A538 via Runger Lane (south) has then been distributed equally to/from the following four links:

- A538 EB towards Wilmslow
- M56 Junction 6 NB
- A538 WB towards Hale
- M56 Junction 6 SWB

This trip distribution has been adopted in the analyses set out in the Technical Note. In addition, as a hugely robust sensitivity test, assessment was also made of the unlikely event where all additional development traffic to/from the south chooses to travel on just one of those routes.

Comment 2, 3, 11, 12 and 13

Comments 2 and 3 were advisory / recommendation comments. We believe that our previous response has addressed those and that they should now also be closed out.

Comments 11, 12 and 13 asked for details of trip generation, floor spaces and a parking accumulation. We provided those, using trip rates specifically requested by TfGM. MCC and TfGM are content with those analyses and the parking accumulation exercise. WSP now request that we instead adopt their suggested trip rates and undertake sensitivity testing. They have provided us with those rates. We have therefore now done so (on a without prejudice basis) as set out in the attached Technical Note. Traffic impact on any slip road on the SRN will amount to just 2 additional trips in the busiest peak hour. In the scenario where extant office traffic is not netted off, the maximum trip increase travelling to and from the A538 on Runger Lane would be 20 trips arriving to and 11 trips departing the proposals between 8 and 9 am. That translates to a forecast of 5 trips on each off slip and 3 trips on each on-slip. Whether or not the office trips are netted off, the impacts of the proposed development, even using the higher WSP trip rates, will be entirely immaterial and will be imperceptible.

Comments 4,5,8,17

The original comments requested queuing observations, merge / diverge analyses and traffic counts at J5, J6 and the mainline between those Junctions. Although the WSP Summary table requests these details, the descriptive comments earlier in their response states that they will reserve making comment until the other technical details have been considered. We trust that now having provided the further technical analyses, WSP will agree that such requests are disproportional and unnecessary in this case. A NH counter between J6 and J5 shows that weekday eastbound am peak hour traffic volumes are typically 6000 vehicles per hour. Clearly adding one or two (or even 5) trips to that will be immaterial and imperceptible in terms of operational capacity and road safety. We request that WSP confirm that these points are closed out.

There are other reasons why the provision of the requested data would not assist. The motorway is currently under Smart Motorway roadworks, including coning down at slip roads, so any observations would not be representative of either past conditions nor future conditions (when the smart motorway regime is operating). The situation is that the proposals will not materially alter the traffic volumes associated with the site and consequently there will be no material impact on the merge, diverge or mainline volumes nor on queues, delays or road safety on the SRN.

Comment 9 *Provision of STATS19 collision data covering M56 J5 and J6 including causality analysis*

Crashmap accident statistics (2017-2021 incl) covering the SRN around J6 are presented along with a commentary in the attached Technical note.

STATS19 collision data covering M56 J5 and J6 can be acquired from MCC and whilst we appreciate that we must all put road safety to the fore, there are many reasons why acquiring that data will not inform the consideration of the current proposals. Such reasons include:

- Data covering the most recent 5 year period spans lockdown and travel restrictions and so is not representative of typical conditions.
- Data covering the most recent 5 year period spans the Smart Motorway roadworks, lane and speed restrictions. Accident statistics deriving from those circumstances will not be relevant to the future operating conditions
- The net traffic impact from the proposals varies between small trip reductions and additions. Even the maximum peak hour net increase of 1 or 2 trips on the SRN slip roads will be entirely imperceptible in the context of accident statistics. As context the M56 serves around 6000 am peak hour trips travelling eastbound

We would be grateful if WSP could confirm that Stats 19 data is not required.

To summarise, we consider that our previous rates and methodologies were sound and TfGM and MCC have certainly accepted our assessments on that basis. Now adopting the higher rates and sensitivity tests requested by WSP we find that the development impacts are still immaterial.

We trust that you and WSP will find the content of this e-mail and the attached technical note to be helpful and we look forward to receiving your comments.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>

Sent: 22 December 2022 11:33

To: Blair, Peter <Peter.Blair@tetratech.com>

Cc: ANDREW MURRAY <Andrew.Murray@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Jones, Emily <Emily.Jones@tetratech.com>; Emily Fleet <Emily.Fleet@magairports.com>; Mason, Neil <NEIL.MASON@tetratech.com>; Thompson, Matt <Matt.Thompson@tetratech.com>

Subject: Re: Responding to your Consultation Response on Application 134103/FO/2022.

Some people who received this message don't often get email from adam.johnson@nationalhighways.co.uk. [Learn why this is important](#)

Morning Peter

In response to your latest evidence regarding the traffic impact for this application, please find attached a review from our consultants at WSP. They have outlined a couple of matters still to be addressed. Hopefully these are clear, but if you have any questions, please let me know and I can pass these on.

Just to note, I will be on leave from tomorrow afternoon until 9 January, so I'll pick up anything further when I get back.

Kind regards

Adam

Adam Johnson

Spatial Planning Team, North West Operations

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Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetrattech.com>

Date: Wednesday, 7 December 2022 at 13:05

To: Johnson, Adam <Adam.Johnson@nationalhighways.co.uk>

Subject: RE: Responding to your Consultation Response on Application 134103/FO/2022.

Thank you Adam.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

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TETRA TECH



From: Johnson, Adam <Adam.Johnson@nationalhighways.co.uk>

Sent: 07 December 2022 11:15

Technical Note – 2nd Response to National Highways – 09.01.2023

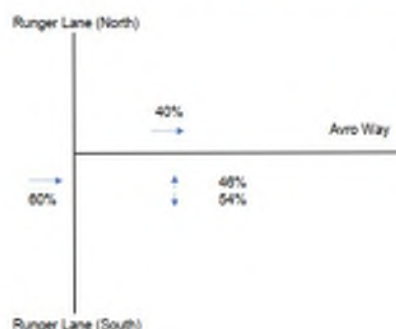
This Technical Note is to support the email from Peter Blair to Adam Johnson on the 9th January 2023.

Trip distribution

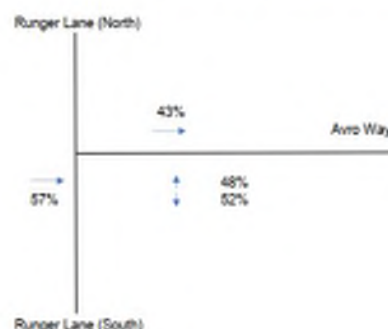
TT set out the distribution of traffic at the Avro Way / Runger Lane junction and that is shown in **Extract 1** below.

Extract 1 – Distribution at Runger Lane / Avro Way Junction

Traffic Volume Diagram 5: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - AM Peak



Traffic Volume Diagram 6: 2022 Recorded Volumes - Distribution to / from Avro Way Arm - PM Peak



WSP have accepted the use of the Avro Way / Runger Lane survey to derive the distribution for this junction, however, have requested that TT provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6.

A review of real time journey planning has found that none of the trips to/from Runger Lane (north) would be expected to route to/from the M56 via Junction 5. The M56 Junction 5 is therefore discounted from any further assessments.

Traffic travelling to/from the Runger Lane (south) would be going to/from the following four links:

1. A538 EB towards Wilmslow
2. M56 Junction 6 NB
3. A538 WB towards Hale
4. M56 Junction 6 SWB

Assuming an evenly split distribution per route choice, the % distribution is shown in **Table 1**.

Table 1 – Distribution to / from South

Destination	AM		PM	
	Arr	Dep	Arr	Dep
to/from South on Runger Lane	60%	54%	57%	52%
Via				
A538 EB towards Wilmslow	15%	14%	14%	13%
M56 NB	15%	14%	14%	13%
A538 WB towards Hale	15%	14%	14%	13%
M56 SWB	15%	14%	14%	13%

Argosy Drive Proposals
2nd Response to NH – 09.01.2023

This trip distribution has been adopted in the analyses which follow. In addition, as a hugely robust sensitivity test, commentary is also given on the unlikely event where every additional development trip to/from the south travels just on one of those routes.

Correcting anomalies

We note that WSP identified anomalies in Table 4 of our previous response (dated: 06.12.2022). Table 4 from our previous response has been updated to remove the anomalies identified and that is provided as **Table 2**.

Table 2 – Correcting anomalies in Table 4 of previous response – Corrected numbers highlighted in yellow

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate (7,650 sqm) - Total Vehicle Trip Rate							
07:00	08:00	0.43	0.10	0.53	33	8	41
08:00	09:00	0.43	0.25	0.67	33	19	52
17:00	18:00	0.11	0.35	0.46	9	27	36
Industrial Estate (7,650 sqm) - OGV Trip Rate							
07:00	08:00	0.01	0.01	0.02	1	1	2
08:00	09:00	0.02	0.03	0.06	2	3	5
17:00	18:00	0.00	0.01	0.01	0	0	0
Industrial Estate (7,650 sqm) - Non-OGV Trip Rate							
07:00	08:00	0.42	0.09	0.51	32	7	39
08:00	09:00	0.41	0.21	0.62	31	16	47
17:00	18:00	0.11	0.35	0.46	9	27	35
Industrial Estate (7,650 sqm) - PCU							
07:00	08:00				34	9	43
08:00	09:00				35	22	57
17:00	18:00				9	27	36
Office (2,050sqm) - Total Vehicle Trip Rate (PCU)							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				56	12	68
08:00	09:00				97	26	123
17:00	18:00				13	88	101

A comparison of Table 4 in the 06.12.2022 Tetra Tech response and **Table 2** of this response shows that correcting the anomalies has no impact on the Site Total – PCUs generation.

Updated trip generation using WSP trip rates: including Unit 305 Office as an extant lawful use

Without prejudice, if TT adopted the WSP trip rates for Industrial Estate, the updated traffic generation of the proposals using the WSP trip rates are set out in **Table 3**.

Table 3 – Updated Traffic Generation of proposed site

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	73	30	103
08:00	09:00	0.532	0.329	0.861	73	45	118
17:00	18:00	0.182	0.412	0.594	25	57	82
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	2	2	4
08:00	09:00	0.014	0.025	0.039	2	3	5
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	71	28	99
08:00	09:00	0.518	0.304	0.822	71	42	113
17:00	18:00	0.182	0.412	0.594	25	57	82
Site Total - In PCUs							
07:00	08:00				75	32	107
08:00	09:00				75	48	123
17:00	18:00				25	57	82

If WSP believe those rates are appropriate for the proposed land use, they must also be appropriate for the industrial estate aspect of the extant lawful use, considering those land uses are identical. The updated extant lawful use traffic generation using the WSP trip rates for Industrial Estate is set out in **Table 4**.

Argosy Drive Proposals
2nd Response to NH – 09.01.2023

Table 4 – Extant Lawful Use Traffic Generation

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate (7650 Sqm) Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	41	17	58
08:00	09:00	0.532	0.329	0.861	41	25	66
17:00	18:00	0.182	0.412	0.594	14	32	46
Industrial Estate (7650 sqm) - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	1	1	2
08:00	09:00	0.014	0.025	0.039	1	2	3
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate (7650 sqm) - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	40	16	56
08:00	09:00	0.518	0.304	0.822	40	23	63
17:00	18:00	0.182	0.412	0.594	14	32	45
Industrial Estate (7650 sqm) - PCU							
07:00	08:00				42	18	60
08:00	09:00				42	27	69
17:00	18:00				14	32	46
Office (2,050sqm) - Total Vehicle Trip Rate							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				64	21	85
08:00	09:00				104	31	135
17:00	18:00				18	93	111

The net traffic generation (PCUs) is shown in **Table 5**.

Table 5 – Net Traffic Generation

Time from	Time to	Arr	Dep	Tot
Proposed Development Generation				
07:00	08:00	75	32	107
08:00	09:00	75	48	123
17:00	18:00	25	57	82
Extant Floorspace Generation				
07:00	08:00	64	21	85
08:00	09:00	104	31	135
17:00	18:00	18	93	111
Net Additional Trips (PCUs)				
07:00	08:00	11	11	22
08:00	09:00	-29	17	-12
17:00	18:00	7	-36	-29

We are currently unable to undertake a 24 hour trip profile as requested on the basis that WSP have not provided us with the full TRICS output.

Argosy Drive Proposals
2nd Response to NH – 09.01.2023

The net traffic generation (PCUs) shown in **Table 5** has been applied to the trip distribution shown in Table 1 to provide the traffic assignment. The peak hour net traffic assignment is shown in **Table 6**.

Table 6 – Net Trip Assignment – SRN Slips only

Route Assignment	AM (7-8)		AM (8-9)		PM	
	Arr	Dep	Arr	Dep	Arr	Dep
Runger Lane South	7	6	-17	9	4	-19
SRN Impacts						
M56 NB – off-slip	2	-	-4	-	1	-
M56 NB – on-slip	-	2	-	2	-	-5
M56 SWB – Off-slip	2	-	-4	-	1	-
M56 SWB – On-slip	-	2	-	2	-	-5

Table 6 shows that the largest net increases on any SRN slip road will only be 2 PCU, which equates to an additional 1 pcu trip every 30 minutes. In fact, some slip roads experience a decrease.

Even in the unlikely event where all additional development traffic to/from the south chose to travel just on just one of those routes, the largest increase would be 9 PCU / hour, i.e. 1 PCU every 7 minutes.

Planning status

WSP have requested confirmation of the previous use planning status from the LPA. With regards to this matter we set out that:

1. Units 303, 304, 311 are still operational and have planning status for operation.
2. At the time which AECOM produced their Transport Assessment, Unit 305 was a B1 office unit in place.
3. The technical work undertaken by Tetra Tech to address the concerns of the local highway authority and TfGM included the B1 office as an extant lawful use and that has been accepted.
4. The traffic impacts of the proposals even with the Unit 305 office excluded from the extant lawful use are entirely immaterial and do not warrant any further assessment as set out in the following section.

Sensitivity Test - Trip generation using WSP trip rates: excluding Unit 305 Office as an extant lawful use

The sensitivity test extant lawful use traffic generation using the WSP trip rates for Industrial Estate is set out in **Table 8**.

Argosy Drive Proposals
2nd Response to NH – 09.01.2023

Table 8 – Extant Lawful Use Traffic Generation – (Office excluded from Extant)

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate (7650 Sqm) Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	41	17	58
08:00	09:00	0.532	0.329	0.861	41	25	66
17:00	18:00	0.182	0.412	0.594	14	32	46
Industrial Estate (7650 sqm) - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	1	1	2
08:00	09:00	0.014	0.025	0.039	1	2	3
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate (7650 sqm) - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	40	16	56
08:00	09:00	0.518	0.304	0.822	40	23	63
17:00	18:00	0.182	0.412	0.594	14	32	45
Site Total - Industrial Estate (7650 sqm) - PCU							
07:00	08:00				42	18	60
08:00	09:00				42	27	69
17:00	18:00				14	32	46

The net traffic generation (PCUs) is shown in **Table 9**.

Table 9 – Net Traffic Generation - (Office excluded from Extant)

Time from	Time to	Arr	Dep	Tot
Proposed Development Generation				
07:00	08:00	75	32	107
08:00	09:00	75	48	123
17:00	18:00	25	57	82
Extant Floorspace Generation				
07:00	08:00	42	18	60
08:00	09:00	42	27	69
17:00	18:00	14	32	46
Net Additional Trips (PCUs)				
07:00	08:00	33	14	47
08:00	09:00	33	21	54
17:00	18:00	11	25	36

The net traffic generation (PCUs) shown in **Table 9** has been applied to the trip distribution shown in **Table 1** to provide the traffic assignment. The peak hour net traffic assignment is shown in **Table 10**.

Argosy Drive Proposals 2nd Response to NH – 09.01.2023

Table 10 – Net Trip Assignment – Sensitivity Test (Office excluded from Extant)

Route Assignment	AM (7-8)		AM (8-9)		PM	
	Arr	Dep	Arr	Dep	Arr	Dep
Runger Lane South	20	8	20	11	6	13
SRN Net Impacts						
M56 NB – off-slip	5	-	5	-	2	-
M56 NB – on-slip	-	2	-	3	-	3
M56 SWB – Off-slip	5	-	5	-	2	-
M56 SWB – On-slip	-	2	-	3	-	3

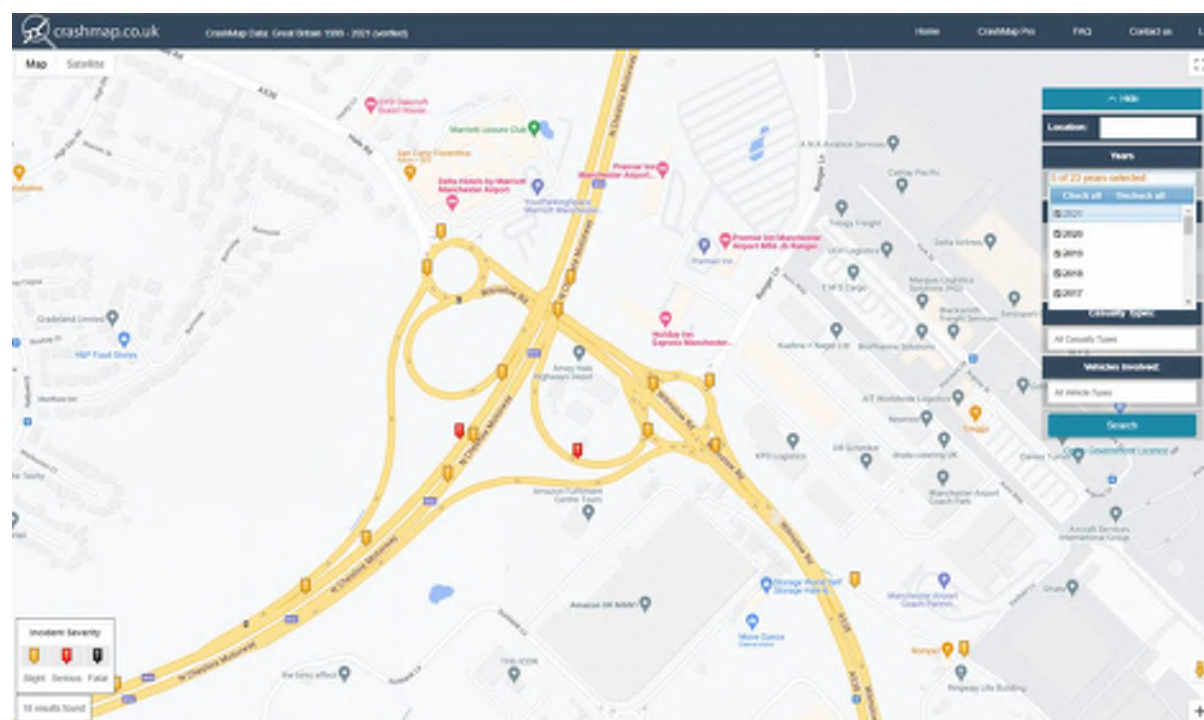
Table 10 shows that in the no extant office sensitivity test scenario, the largest net increase in traffic on any of the SRN links amounts to an increase of 5 PCU per hour. That level of traffic increase equates to an additional 1 pcu trip every 12 minutes, which is entirely immaterial.

Even in the unlikely event where (using the higher WSP rates), all additional development traffic to/from the south chose to travel on just one of those routes, the largest increase would be just an additional 20 PCU, i.e. 1 trip every 3 minutes.

Accident Review – SRN – M56 Junction 6

The most recent 5-years' worth of accident statistics at the M56 Junction 6 (including slip roads) has been reviewed using CrashMap. The accidents recorded are shown in **Excerpt 2**.

Excerpt 2 – CrashMap – Obtained 09.01.2023



A Yellow flag indicates a slight accident, a red flag indicates a serious accident, and a black flag indicates a fatal accident.

Excerpt 2 shows that there have been no fatal accidents in the 5-year review period.

Argosy Drive Proposals
2nd Response to NH – 09.01.2023

There have been no accidents on the M56 northbound slip roads nor on the M56 southbound on slip.

Three accidents have been recorded on the M56 southbound off-slip, however it is noted that these are not clustered.

Two accidents have occurred at the A538 / M56 NB slip roads roundabout. Over a 5-year period this is not considered to be untypical.

Four accidents have occurred at the A538 / M56 SB slip roads roundabout. Each accident has occurred at a separate roundabout entry point and therefore there is no clustering of accidents. On the basis there are no clusters, 4 accidents on a roundabout of this size which is subject to large volumes of traffic is not considered to be untypical.

In summary, the existing statistics do not indicate that the M56 J6 has an un-typical accident record. In fact, just 9 accidents are recorded across the 4 slip-roads and 2 connecting roundabout junctions over 5-years. That is less than 2 accidents a year. There is no evidence of an existing highway safety issue that could be exacerbated by the additional negligible traffic increases associated with the development proposals.

Appendix L: NH/WSP Request Further Details 19.01.2023

From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Sent: 19 January 2023 09:42
To: Blair, Peter
Cc: Mason, Neil; Jess Wortelhock; Emily Fleet; ANDREW MURRAY; Davies, Emily J (Avison Young - UK)
Subject: Re: Draft Tetrattech Response.....RE: Responding to your Consultation Response on Application 134103/FO/2022.
Attachments: [NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023 - To Issue\[22\].docx](#)

Morning Peter

I have received a technical note from WSP, which is attached. As you will see, they have requested further details.

Having discussed the report with them, the overarching query is to ask that you set out on a flow diagram where the traffic forecast to be generated by the development will load on to J6, and set that uplift in the context of the existing conditions. This should take existing queues into account and determine whether there are any linked causes to the accidents which have occurred.

There is no need for additional traffic surveys, but rather a narrative on the current conditions accompanied by the traffic diagrams.

I hope this makes sense. Please let me know if you require any further clarification.

Kind regards

Adam

Adam Johnson

Spatial Planning Team, North West Operations

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Tel: +44 (0) 7917 426 500

Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetrattech.com>
Date: Monday, 9 January 2023 at 18:05
To: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Cc: Mason, Neil <NEIL.MASON@tetrattech.com>, Jess Wortelhock <jwortelhock@quartzprojectservices.com>, Emily Fleet <Emily.Fleet@magairports.com>, ANDREW MURRAY <Andrew.Murray@magairports.com>, Davies, Emily J (Avison Young - UK) <Emily.J.Davies@avisonyoung.com>
Subject: FW: Draft Tetrattech Response.....RE: Responding to your Consultation Response on Application 134103/FO/2022.

Thank you for this Adam.

I hope you had a good break and have enjoyed your first day back!

I suspect that the most efficient way to address the comments by WSP (in their response of 22nd December) is to provide the information and tests that they request, without prejudice to whether or not we agree with those requests. WSP helpfully numbered the original requests 1-20 and have retained that numbering in their subsequent response. Unsurprisingly many of the comments are interlinked, but again helpfully, WSP have tabulated a summary of the actions which they consider remain to be addressed. Comments 1,7,10,18,19,20 are now confirmed to have been addressed / closed out.

WSP also identified a number of anomalies in one of our tables. I can confirm that whilst the table did indeed contain those anomalies, the numerical totals which were then taken through into the analysis were correct. We apologise for those anomalies, (have corrected the table in the Technical note attached) and thank WSP for pointing them out.

The format of our response now, addresses the remaining requested actions, as summarised and tabulated on pages 12 and 13 of the WSP response dated 22nd Dec 2022. We have changed the order in which we take those comments to better describe the “with development” situation and impacts

Comment 6

Provide confirmation of the previous use planning status from the LPA.

The Office block was in place at the time the application was being worked up and submitted, but was demolished as part of the redevelopment proposals in July 2022. The traffic surveys adopted in the TA were from 2018 and therefore included the office traffic which was present at that time. In terms of identifying the nett traffic impact arising from the current proposals MCC have accepted the approach of netting off traffic associated with the lawful extant use of an office block. As a sensitivity test for WSP, we have separately gauged the traffic impact of the proposals without netting off the office block traffic and those results are also set out in the attached technical note.

Comments 14,15,16

Provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6. Details of the lawful extant uses captured in the surveys.

The last part of that action appears to be an artefact from a previous line of thought and is addressed by our response to comment 6.

The action in relation to distribution of traffic is set out in our attached technical note. We have taken the distribution of existing site traffic from the recent count at the junction of Runger Lane with Avro Way. No traffic is expected to join or leave M56 via J5, since the routes via J6 would be more convenient. Traffic travelling to/from the A538 via Runger Lane (south) has then been distributed equally to/from the following four links:

- A538 EB towards Wilmslow
- M56 Junction 6 NB
- A538 WB towards Hale
- M56 Junction 6 SWB

This trip distribution has been adopted in the analyses set out in the Technical Note. In addition, as a hugely robust sensitivity test, assessment was also made of the unlikely event where all additional development traffic to/from the south chooses to travel on just one of those routes.

Comment 2, 3, 11, 12 and 13

Comments 2 and 3 were advisory / recommendation comments. We believe that our previous response has addressed those and that they should now also be closed out.

Comments 11, 12 and 13 asked for details of trip generation, floor spaces and a parking accumulation. We provided those, using trip rates specifically requested by TfGM. MCC and TfGM are content with those analyses and the parking accumulation exercise. WSP now request that we instead adopt their suggested trip rates and undertake sensitivity testing. They have provided us with those rates. We have therefore now done so (on a without prejudice basis) as set out in the attached Technical Note. Traffic impact on any slip road on the SRN will amount to just 2 additional trips in the busiest peak hour. In the scenario where extant office traffic is not netted off, the maximum trip increase travelling to and from the A538 on Runger Lane would be 20 trips arriving to and 11 trips departing the proposals between 8 and 9 am. That translates to a forecast of 5 trips on each off slip and 3 trips on each on-slip. Whether or not the office trips are netted off, the impacts of the proposed development, even using the higher WSP trip rates, will be entirely immaterial and will be imperceptible.

Comments 4,5,8,17

The original comments requested queuing observations, merge / diverge analyses and traffic counts at J5, J6 and the mainline between those Junctions. Although the WSP Summary table requests these details, the descriptive comments earlier in their response states that they will reserve making comment until the other technical details have been considered. We trust that now having provided the further technical analyses, WSP will agree that such requests are disproportional and unnecessary in this case. A NH counter between J6 and J5 shows that weekday eastbound am peak hour traffic volumes are typically 6000 vehicles per hour. Clearly adding one or two (or even 5) trips to that will be immaterial and imperceptible in terms of operational capacity and road safety. We request that WSP confirm that these points are closed out.

There are other reasons why the provision of the requested data would not assist. The motorway is currently under Smart Motorway roadworks, including coning down at slip roads, so any observations would not be representative of either past conditions nor future conditions (when the smart motorway regime is operating). The situation is that the proposals will not materially alter the traffic volumes associated with the site and consequently there will be no material impact on the merge, diverge or mainline volumes nor on queues, delays or road safety on the SRN.

Comment 9 *Provision of STATS19 collision data covering M56 J5 and J6 including causality analysis*

Crashmap accident statistics (2017-2021 incl) covering the SRN around J6 are presented along with a commentary in the attached Technical note.

STATS19 collision data covering M56 J5 and J6 can be acquired from MCC and whilst we appreciate that we must all put road safety to the fore, there are many reasons why acquiring that data will not inform the consideration of the current proposals. Such reasons include:

- Data covering the most recent 5 year period spans lockdown and travel restrictions and so is not representative of typical conditions.
- Data covering the most recent 5 year period spans the Smart Motorway roadworks, lane and speed restrictions. Accident statistics deriving from those circumstances will not be relevant to the future operating conditions
- The net traffic impact from the proposals varies between small trip reductions and additions. Even the maximum peak hour net increase of 1 or 2 trips on the SRN slip roads

will be entirely imperceptible in the context of accident statistics. As context the M56 serves around 6000 am peak hour trips travelling eastbound

We would be grateful if WSP could confirm that Stats 19 data is not required.

To summarise, we consider that our previous rates and methodologies were sound and TfGM and MCC have certainly accepted our assessments on that basis. Now adopting the higher rates and sensitivity tests requested by WSP we find that the development impacts are still immaterial. We trust that you and WSP will find the content of this e-mail and the attached technical note to be helpful and we look forward to receiving your comments.

Regards

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>

Sent: 22 December 2022 11:33

To: Blair, Peter <Peter.Blair@tetratech.com>

Cc: ANDREW MURRAY <Andrew.Murray@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Jones, Emily <Emily.Jones@tetratech.com>; Emily Fleet <Emily.Fleet@magairports.com>; Mason, Neil <NEIL.MASON@tetratech.com>; Thompson, Matt <Matt.Thompson@tetratech.com>

Subject: Re: Responding to your Consultation Response on Application 134103/FO/2022.

Some people who received this message don't often get email from adam.johnson@nationalhighways.co.uk. [Learn why this is important](#)

Morning Peter

In response to your latest evidence regarding the traffic impact for this application, please find attached a review from our consultants at WSP. They have outlined a couple of matters still to be addressed. Hopefully these are clear, but if you have any questions, please let me know and I can pass these on.

Just to note, I will be on leave from tomorrow afternoon until 9 January, so I'll pick up anything further when I get back.

Kind regards



TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

INTRODUCTION

Preamble

National Highways has been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

National Highways' approach to engaging with the planning system is governed by the advice set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (2015)

The document is written in the context of statutory responsibilities as set out in National Highways' License, and in light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development (Note: this has now been replaced by DfT Circular 01/2022 published 23rd December 2022).

As a statutory consultee in the planning system; National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

“Support local and national economic growth and regeneration”

Previous Comment

In summer 2022, AECOM were appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

In July 2022, National Highways (NH) were consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6. Subsequently, WSP prepared a Review which was issued to AECOM for comment.

Since the issuing of the technical note, Tetra Tech have replaced AECOM as the transport consultants on the project and in response to the comments outlined in the Review provided National Highways with a

TECHNICAL NOTE 1

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CHECKED:	EST	APPROVED:	NMcK

letter seeking to provide clarification on the comments previously raised. National Highways consequently commissioned WSP to review the letter and provided TT in December 2022 with the following comments summarised in Table 1.

Table 1 Summary of Comments Previously Provided

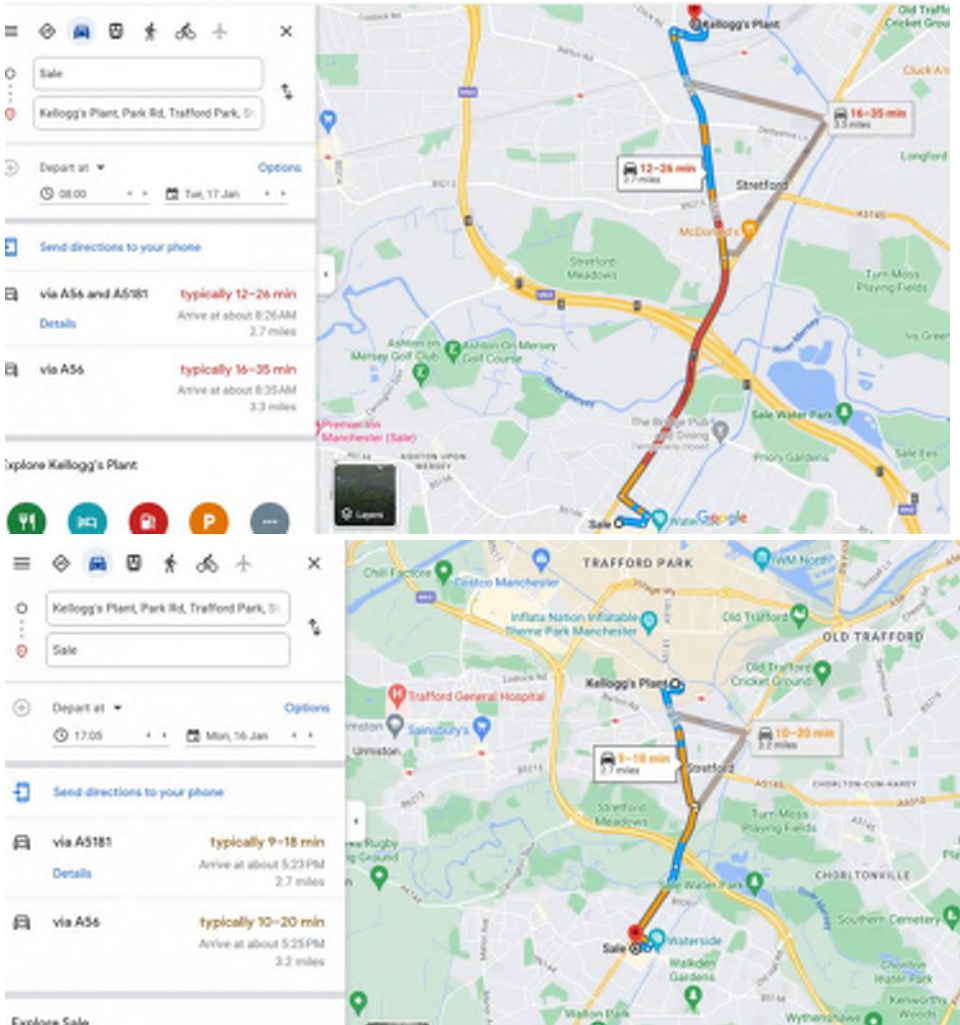
Comment(s)	Summary of Action(s) Required
2, 3, 11, 12 and 13	Adopt WSP's revised trip rates for logistics element of the development. Further trip rate and trip generation sensitivity testing. Car parking accumulation exercise for a 12 hour profile.
4, 5, 8 and 17	Further details should be provided on the existing conditions on the M56 J5 and J6.
6	Provide confirmation of the previous use planning status from the LPA.
9	Provision of STATS19 collision data covering M56 J5 and J6 including causality analysis
14, 15 and 16	Provide details of how the traffic would distribute on/off the SRN, namely M56 J5 and J6. Details of the lawful extant uses captured in the surveys.

TRIP DISTRIBUTION

WSP accept that use of real time journey planning software to deduce how traffic will distribute on/off the SRN. **However, WSP would expect to see example screenshots of the real time journey planning routing to show how the real time journey planning has been used. An example of what we would expect to see as shown below:**

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
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For any assessment involving HGVs, for robustness, WSP would expect a sensitivity test to be undertaken which assumed 100% of all HGVs use the SRN (M56 NB and M56 SWB) respectively.

CORRECT ANOMALIES

WSP note that TT have update the anomalies shown in the Table 4 of their previous response as picked up by WSP. WSP note that the updated total PCUs generated by the site do not change with these corrections.



TECHNICAL NOTE 1

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UPDATED TRIP GENERATION

WSP note that TT have updated the trip generation of the proposed site and existing site using the trip rates provided by WSP as part of the previous correspondence. WSP accept the use of these rates.

Table 2 Updated Trip Generation for the Proposed Site

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 13,746sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate - Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	73	30	103
08:00	09:00	0.532	0.329	0.861	73	45	118
17:00	18:00	0.182	0.412	0.594	25	57	82
Industrial Estate - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	2	2	4
08:00	09:00	0.014	0.025	0.039	2	3	5
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	71	28	99
08:00	09:00	0.518	0.304	0.822	71	42	113
17:00	18:00	0.182	0.412	0.594	25	57	82
Site Total - In PCUs							
07:00	08:00				75	32	107
08:00	09:00				75	48	123
17:00	18:00				25	57	82

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

Table 3 Updated Extant Site Trip Generation

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate (7650 Sqm) Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	41	17	58
08:00	09:00	0.532	0.329	0.861	41	25	66
17:00	18:00	0.182	0.412	0.594	14	32	46
Industrial Estate (7650 sqm) - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	1	1	2
08:00	09:00	0.014	0.025	0.039	1	2	3
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate (7650 sqm) - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	40	16	56
08:00	09:00	0.518	0.304	0.822	40	23	63
17:00	18:00	0.182	0.412	0.594	14	32	45
Industrial Estate (7650 sqm) - PCU							
07:00	08:00				42	18	60
08:00	09:00				42	27	69
17:00	18:00				14	32	46
Office (2,050sqm) - Total Vehicle Trip Rate							
07:00	08:00	1.07	0.14	1.20	22	3	25
08:00	09:00	3.02	0.21	3.23	62	4	66
17:00	18:00	0.19	2.97	3.17	4	61	65
Site Total - PCUs							
07:00	08:00				64	21	85
08:00	09:00				104	31	135
17:00	18:00				18	93	111

It should be noted that TT have provided details of the extant permission, including confirmation that Unit 305 office was closed at the time of the traffic surveys.

Furthermore, WSP note that TT have provided an additional sensitivity test using WSP's trip rate for the Industrial Estate, excluding the Unit 305 office as an extant lawful use.

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

Table 4 Sensitivity Test - Extant Trip Generation

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate (7650 Sqm) Total Vehicle Trip Rate							
07:00	08:00	0.532	0.219	0.751	41	17	58
08:00	09:00	0.532	0.329	0.861	41	25	66
17:00	18:00	0.182	0.412	0.594	14	32	46
Industrial Estate (7650 sqm) - OGV Trip Rate							
07:00	08:00	0.011	0.017	0.028	1	1	2
08:00	09:00	0.014	0.025	0.039	1	2	3
17:00	18:00	0.000	0.000	0.000	0	0	0
Industrial Estate (7650 sqm) - Non-OGV Trip Rate							
07:00	08:00	0.521	0.202	0.723	40	16	56
08:00	09:00	0.518	0.304	0.822	40	23	63
17:00	18:00	0.182	0.412	0.594	14	32	45
Site Total - Industrial Estate (7650 sqm) - PCU							
07:00	08:00				42	18	60
08:00	09:00				42	27	69
17:00	18:00				14	32	46

Table 5 Sensitivity Test – Net Trip Generation

Time from	Time to	Arr	Dep	Tot
Proposed Development Generation				
07:00	08:00	75	32	107
08:00	09:00	75	48	123
17:00	18:00	25	57	82
Extant Floorspace Generation				
07:00	08:00	42	18	60
08:00	09:00	42	27	69
17:00	18:00	14	32	46
Net Additional Trips (PCUs)				
07:00	08:00	33	14	47
08:00	09:00	33	21	54
17:00	18:00	11	25	36

WSP accept the sensitivity traffic forecasts for the existing site.

Furthermore, within the note, TT details how if all of the additional to/from the south chose to travel on just one of the routes (M56 NB, M56 SWB, A538 WB, A538 EB) the largest increase would be an additional 20 PCUs per hour in the peak periods assessed.

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

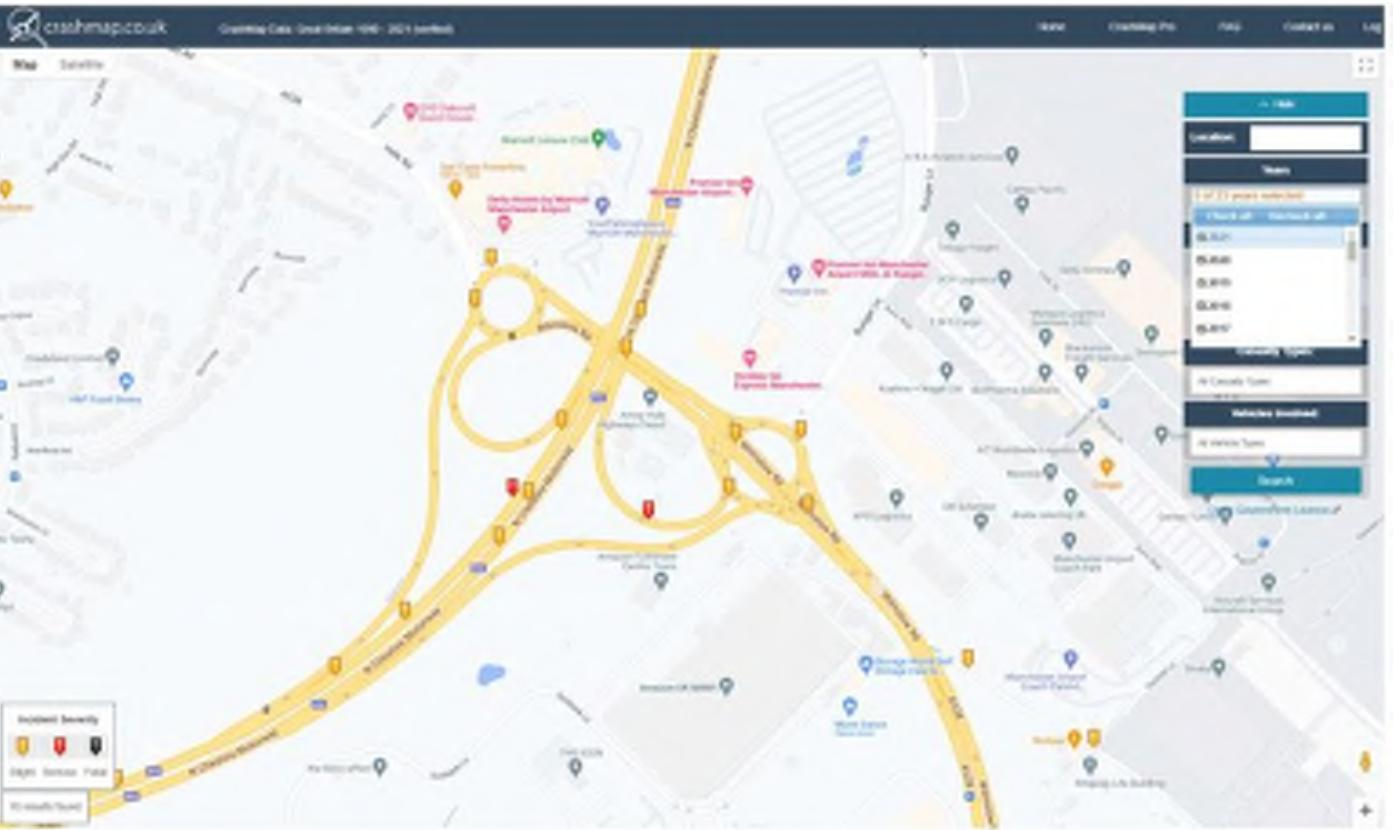
WSP note this information provided by TT however it should be noted that TT should provide additional traffic flow diagrams to show each of the traffic scenarios routing to/from the SRN for completeness. TT have not yet provided details of the existing conditions on the SRN – such as any existing queueing during peak times, picking up any proposed changes to the network or large committed developments nearby etc.

No parking accumulation exercise has been provided within the note. WSP have included the full TRICS outputs within the Appendix to enable TT to carry this out.

PERSONAL INJURY COLLISION ANALYSIS

WSP note that TT have provided personal injury collision analysis for the M56 J6, which is illustrated in Figure 1.

Figure 1 Plan of Collisions Recorded



Within the five year period review, TT note the following:

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

- No collisions were recorded on the M56 northbound slip roads nor the M56 southbound on slip
- Three collisions were recorded on the M56 southbound off slip, which were not noted to be clustered
- Two collisions were recorded at the A538/M56 slip roads roundabout
- Four collisions were reported on the A538/M56 SB slip roads roundabout with each collision noted to have occurred at a separate roundabout entry point

Furthermore, it should be noted that none of the collisions recorded resulted in any fatalities.

WSP accept that the total level of collisions during this period is noted to be low however no details are provided on the cause of accident. That information is requested from TT for completeness.

SUMMARY AND CONCLUSION

In summer 2022, AECOM were appointed by Threadneedle Curtis Ltd to provide a Transport Statement (TS) and a Travel Plan (TP) in support of a planning application for a proposed development of three logistic units at the World Freight Terminal, Manchester Airport.

In July 2022, National Highways (NH) were consulted by Manchester City Council (MCC) on the proposals (Planning Reference: 134103/FO/2022) and NH subsequently commissioned WSP to review the TS and TP to ensure an appropriate approach has been taken to assess the future impact of the development proposals on the SRN, namely the M56 Junctions 5 and 6.

Since the issuing of the technical note, Tetra Tech have replaced AECOM as the transport consultants on the project and in response to the comments issued by WSP in December 2022 have provided National Highways with a letter in response seeking to provide clarification on the matters raised.

Within this note, WSP have reviewed the letter and in reference to the comments provided in December 2022, note the following comments (Table 6) outstanding.

Table 6 Comment and Summary of Required Action

Summary of Action(s) Required
Car parking accumulation exercise for a 12-hour profile.

TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

Summary of Action(s) Required

Further details should be provided on the existing conditions on the M56 J5 and J6.

Details on the cause of accidents.

example screenshots of the real time journey planning routing to show how the real time journey planning has been used

It is therefore advised that NH retain the holding recommendation to provide TT time to provide clarification on the matters outlined in Table 6.



TECHNICAL NOTE 1

DATE:	17 January 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	NW 116 Three Class B8 Warehouses Manchester Airport Response to TT Letter January 2023		
PROJECT:	NW 116	AUTHOR:	LJB
CHECKED:	EST	APPROVED:	NMcK

APPENDIX – TRICS OUTPUTS

Appendix M: Tetra Tech Respond to NH / WSP 23.01.23

From: Blair, Peter
Sent: 23 January 2023 20:07
To: 'emma.trevett@wsp.com'; Johnson, Adam
Cc: ANDREW MURRAY; Emily Fleet; Jess Wortelhock; Thompson, Matt
Subject: Argosy, Consultation Response on Application 134103/FO/2022.
Attachments: [SB arrival AM Peak.JPG](#); [SB arrival AM Peak via J5.JPG](#); [NB departure AM Peak.JPG](#); [NB departure AM Peak via J5.JPG](#); [Report-2021061135334.pdf](#); [Report-201706EJ28181.pdf](#); [Report-201706EM26613.pdf](#); [Report-201706M032493.pdf](#); [Report-201706ME27816.pdf](#); [Report-201706XC31227.pdf](#); [Report-201706XC38004.pdf](#); [Report-201806E146635.pdf](#); [Report-201906XI65785.pdf](#); [Copy of DfT Traffic Counts - Argosy.xlsx](#)

Emma, Thank you for your time earlier. I had tried contacting Adam today, but not being sure of when he would return, I had tried to reach in to WSP (eventually speaking with Greg to whom I offer my thanks too).

I very much appreciated your pragmatic approach and I agreed to send a brief update on our discussions around the outstanding points as set out in the Summary of Actions Table in your report dated 17th January. As below:

Summary of Action(s) Required
Car parking accumulation exercise for a 12-hour profile.
Further details should be provided on the existing conditions on the M56 J5 and J6.
Details on the cause of accidents.
example screenshots of the real time journey planning routing to show how the real time journey planning has been used

Taking each of those (slightly out of order) :

1. Car parking accumulation exercise for a 12-hour profile. I had been chasing the WSP trip rates on this, but following our discussion on the matter, this is no longer required. Resolved.
2. Real time Journey planning Plots. We didn't discuss this on our call but hopefully it is straightforward to resolve. This was about backing up our previous view that all development traffic either arriving from or departing to the M56 north would travel via J6, not J5 (that's our robust scenario which focuses all traffic towards J6). I attach 4 screenshots which demonstrate that development trips using M56 (north) would have to travel typically 0.7-0.8 miles further and 1-2 mins longer if J5 is chosen. Hence they will use J6. We trust this resolves the point.
3. Road traffic accidents, review of common causes. Our previous submission "Argosy Drive Proposals 2nd Response to NH – 09.01.2023" described how only 9 accidents had occurred in the study area over the 5 year analyses period, a very low incidence of accidents given the high traffic volumes. Our report also gave accident location, severity and commentary. You have requested a review of causation factors. During our call I described how only 3 of the 9 accidents had occurred on the SRN on stretches where development traffic may be present. The maximum nett development traffic increases in the peak hour on those links

would typically be just 2 vehicles (by our / TfGM rates) or 5 vehicles by WSP rates. Those are clearly immaterial increases in an area where, in the same hour, Hale Road introduces over 900 trips, the A538 introduces approx. 1400 trips (see DFT count database attached) and the M56 experiences approximately 6000 trips in each direction (from the NH WEBTRIS database). Even if there had been a high incidence or a focal point for accidents, (which there clearly isn't), there is no case to suggest that the net development impact of a few trips in the peak hour would have any worsening effect on the existing good situation. All that said, I now attach the descriptions of the 9 accidents and you will be able to see that they are diverse in their locations, causes and in the times of day and night when they occurred. I would be grateful if you could confirm that this point is now resolved.

4. *"Further details should be provided on the existing conditions on the M56 J5 and J6."* We hope that this request is an artefact from WSPs original response to the AECOM work. At that time, before our subsequent technical notes, WSP stated that they needed information on slip road, merge, diverge and weaving assessments as well as queue lengths, in order that they could understand the proposals. AECOM hadn't done any of those assessments, nor any surveys and they hadn't netted off the extant lawful use trips from the uses which the proposals would replace, so their forecast impacts were stated to be much higher than is now accepted.

With our technical notes, we have demonstrated that no development trips will leave or join the M56 via J5, so that immediately addresses half of the request.

In respect of Junction 6 we have described the conditions in so far as we have provided details of the traffic volumes which enter the junctions, the accident numbers, severities and causation and most importantly we have demonstrated that the additional trips arising from the development will amount to no more than 2 to 5 trips per hour on any traffic stream, i.e. an imperceptible impact. The higher forecast is on the WSP robust parameters. We have also provided a narrative describing why queue observations and counts would not be helpful. Notably and for the last several years, they have been untypical since Smart Motorway roadworks are in place. Even if conditions were typical, observations would still be pointless. Irrespective of what counts or queue length surveys would show, the addition of a few vehicles per hour would be imperceptible in the many thousands of vehicles which pass through this area. Put another way, whatever the existing situation, the proposals have an immaterial impact. We are grateful for your confirmation that you do not require us to undertake any surveys or observations and we would be additionally grateful if you could confirm that this point can be regarded as being resolved.

I hope you will agree that this accurately reflects our conversation and I hope that you can agree that these outstanding points are resolved.

Thank you again for your time and I look forward to hearing from you at your earliest convenience.

Regards.

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech

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Menu

Wythenshawe, Manchester

Viscount Dr, Manchester M90 5UJ

+

Arrive by

Options

08:30

←

→

Tue, 24 Jan

←

→

Send directions to your phone

via M56

typically 5-10 min

Details

2.2 miles

Explore Viscount Dr

Restaurants

Hotels

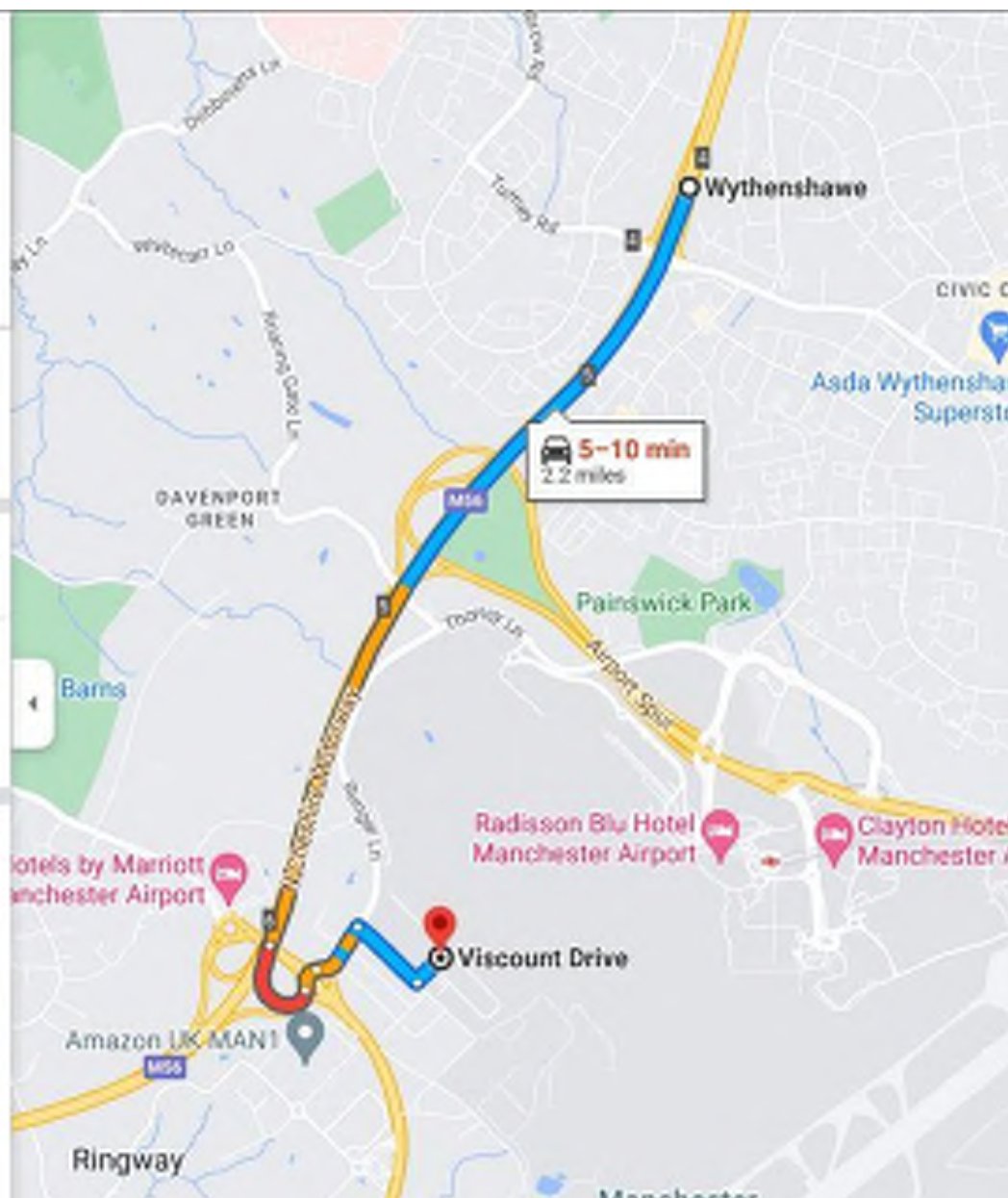
Petrol stations

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Car Places

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More



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Wythenshawe, Manchester

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Viscount Dr, Manchester M90 5UJ

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Arrive by ▾

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Tue, 24 Jan

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Send directions to your phone

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via Runger Ln

typically 6–12 min

2.9 miles

Details

Explore Viscount Dr

🍴

Restaurants

🏨

Hotels

⛽

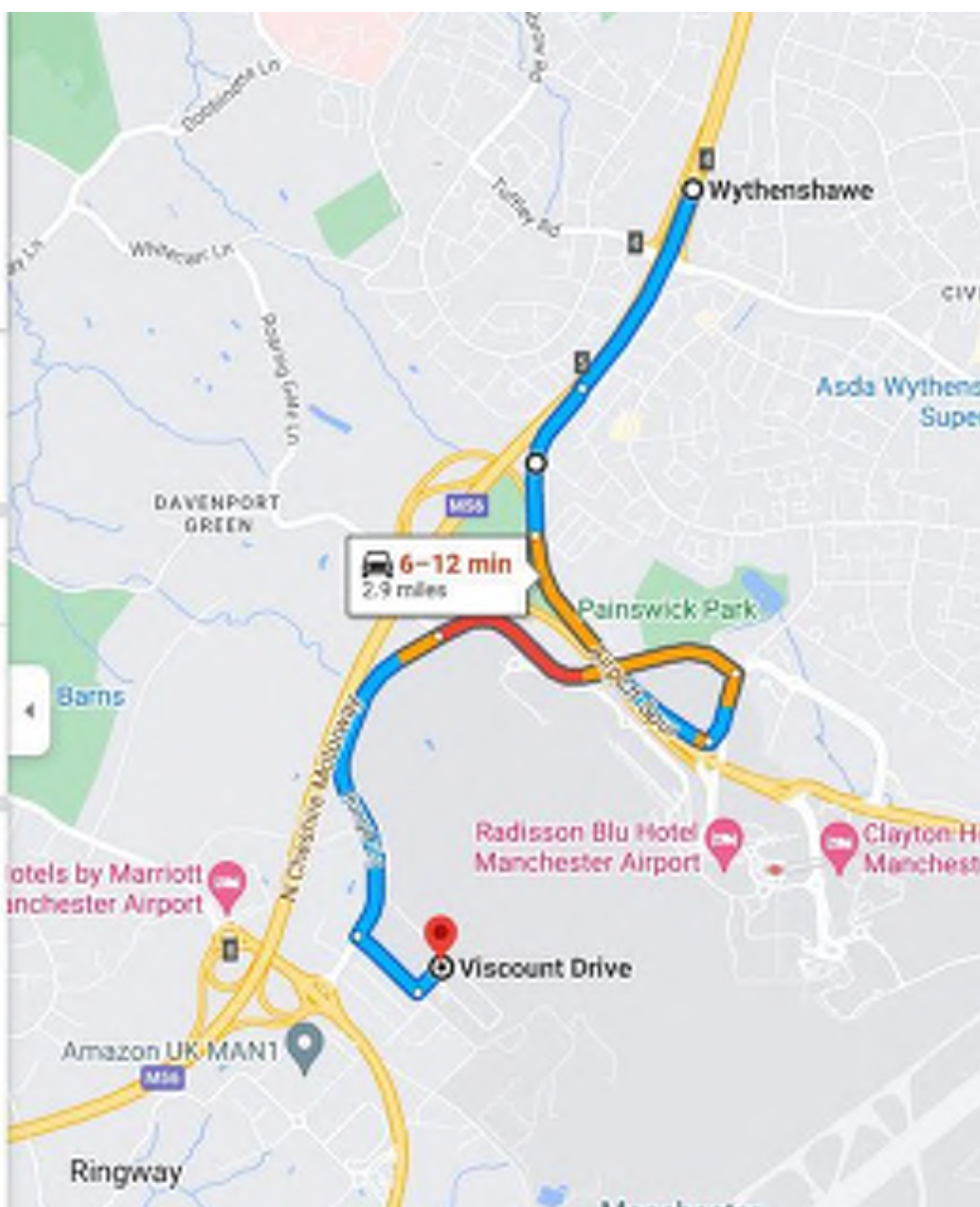
Petrol stations

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Car Places

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More



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Viscount Dr, Manchester M90 5UJ

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M56, Wythenshawe, Manchester

⊕

Arrive by ▾

Options

🕒

08:30

⏪ ⏩

📅

Tue, 24 Jan

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📱

Send directions to your phone

🚗

via M56

typically 5–10 min

2.5 miles

Details

Explore M56

🍴

Restaurants

🏨

Hotels

⛽

Petrol stations

P

Car Places

⋮

More

A map view from a navigation application showing a route from Viscount Drive to the M56 in Wythenshawe, Manchester. The route is highlighted in blue and orange, passing through Davenport Green and Painswick Park. Key locations marked include Delta Hotels by Marriott Manchester Airport, Amazon UK MAN1, Radisson Blu Hotel Manchester Airport, and Clay Man. A callout box indicates a 5-10 min drive for 2.5 miles.

Viscount Dr, Manchester M90 5UJ

M56, Wythenshawe, Manchester

+

Arrive by

Options

08:30

Tue, 24 Jan

Send directions to your phone

via Runger Ln

typically 6-12 min

Details

3.3 miles

Explore M56

Restaurants

Hotels

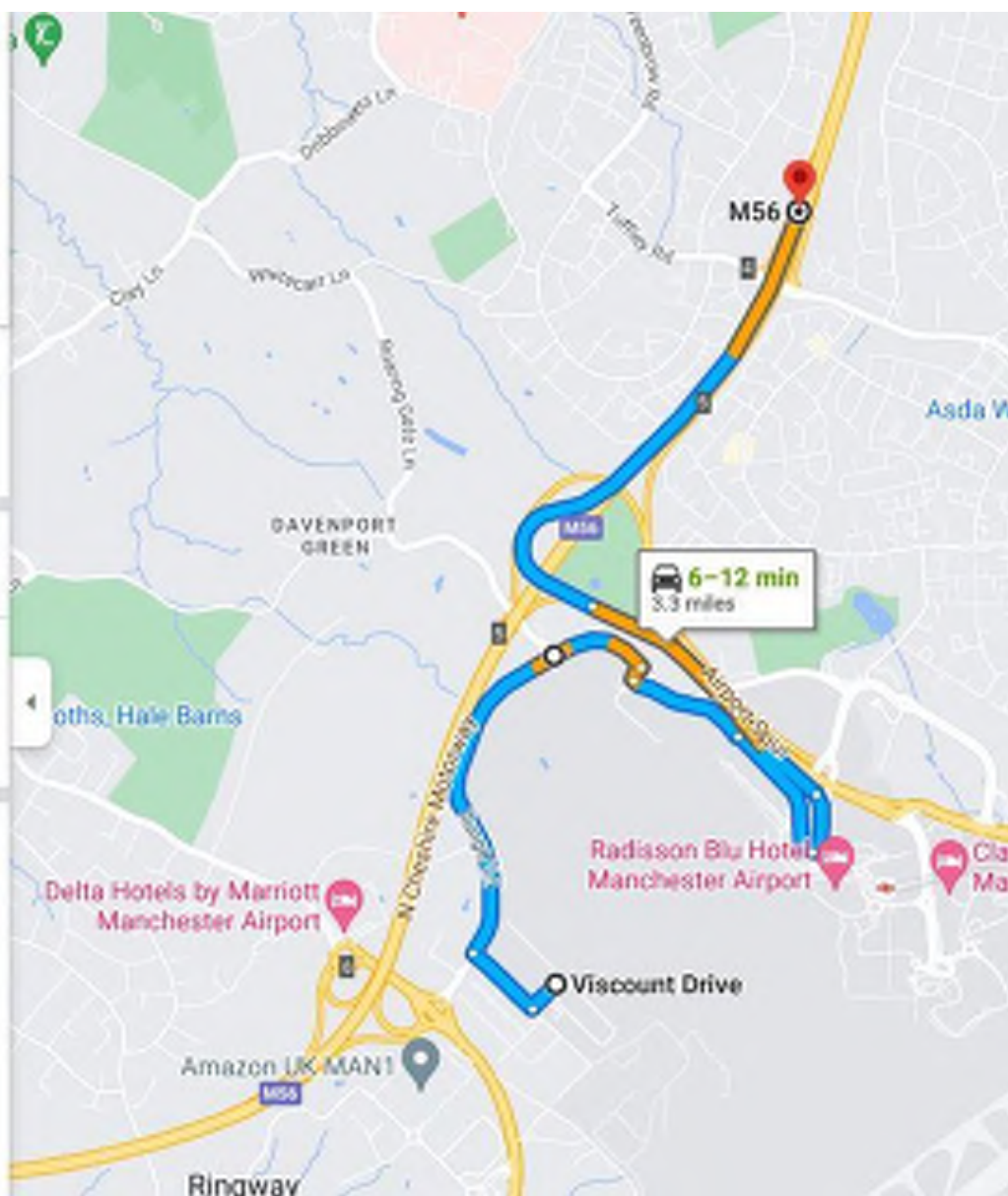
Petrol stations

P

Car Places

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More





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Validated Data

Crash Date: Monday, November 29, 2021 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2021061135334

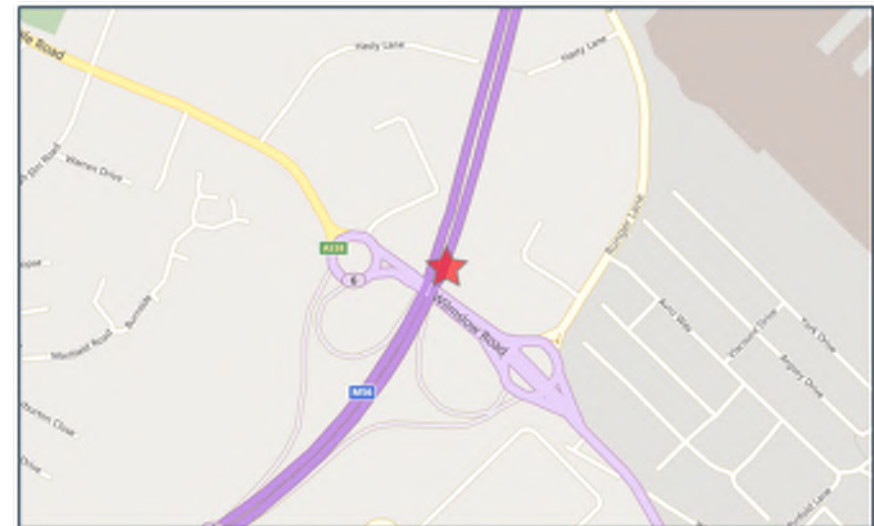
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: M56

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 380418 385172



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, February 24, 2017

Time of Crash: 9:43:00 PM

Crash Reference: 201706EJ28181

Highest Injury Severity: Slight

Road Number: A538

Number of Casualties: 1

Highway Authority: Manchester

Number of Vehicles: 2

Local Authority: Manchester City

OS Grid Reference: 380587 385045

Weather Description: Other

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Darkness: street lighting unknown

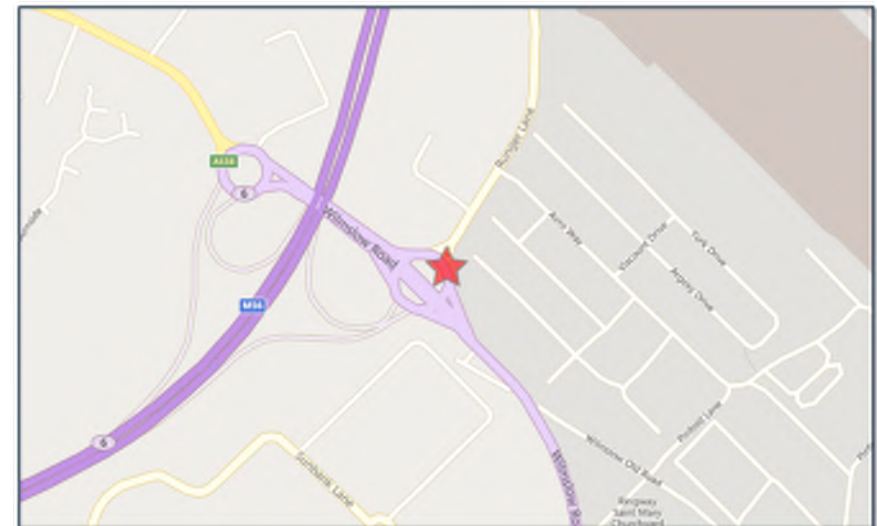
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Roundabout

Junction Control: Auto traffic signal



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier
2	Car (excluding private hire)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, January 26, 2017 **Time of Crash:** 9:58:00 AM **Crash Reference:** 201706EM26613

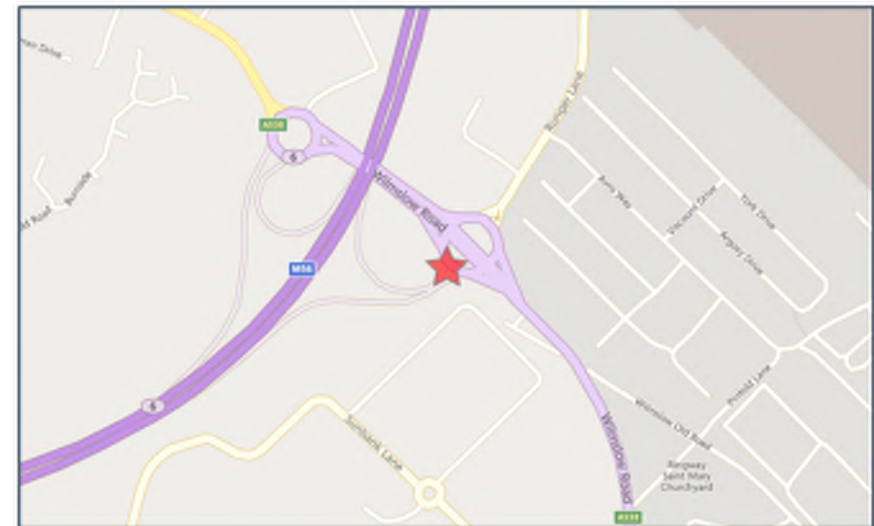
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Other
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Slip Road
Junction Control: Auto traffic signal

Road Number: M56

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 380512 384986



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Car (excluding private hire)		2 Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, June 28, 2017 **Time of Crash:** 7:03:00 AM **Crash Reference:** 201706M032493

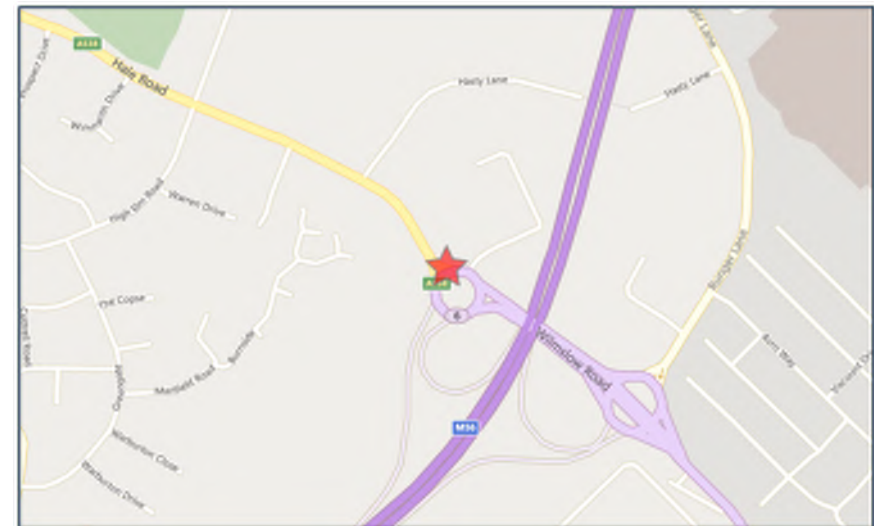
Highest Injury Severity: Slight
Highway Authority: Trafford
Local Authority: Trafford Metropolitan Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A538

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 380260 385228



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	17	Female	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Saturday, February 25, 2017 **Time of Crash:** 9:50:00 AM **Crash Reference:** 201706ME27816

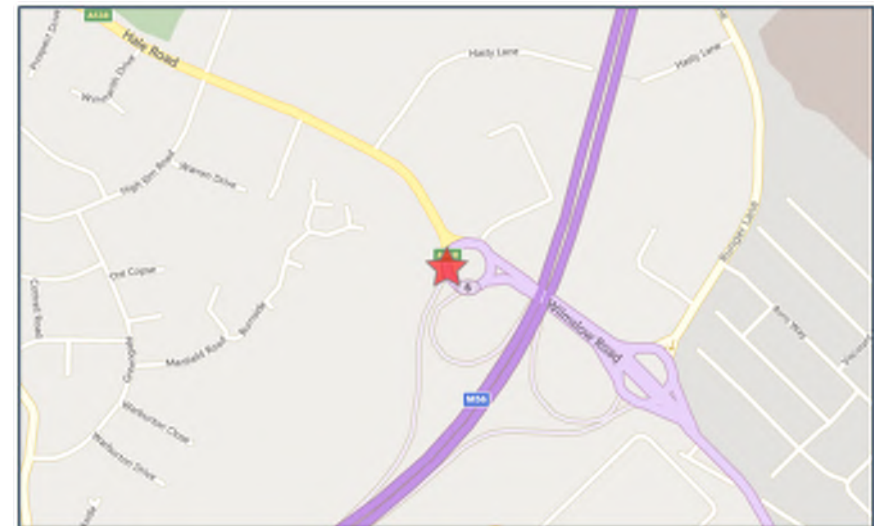
Highest Injury Severity: Slight
Highway Authority: Trafford
Local Authority: Trafford Metropolitan Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A538

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 380243 385185



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Bus or coach (17+ passenger seats)		11 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Crash Date: Sunday, May 21, 2017 **Time of Crash:** 6:40:00 PM **Crash Reference:** 201706XC31227

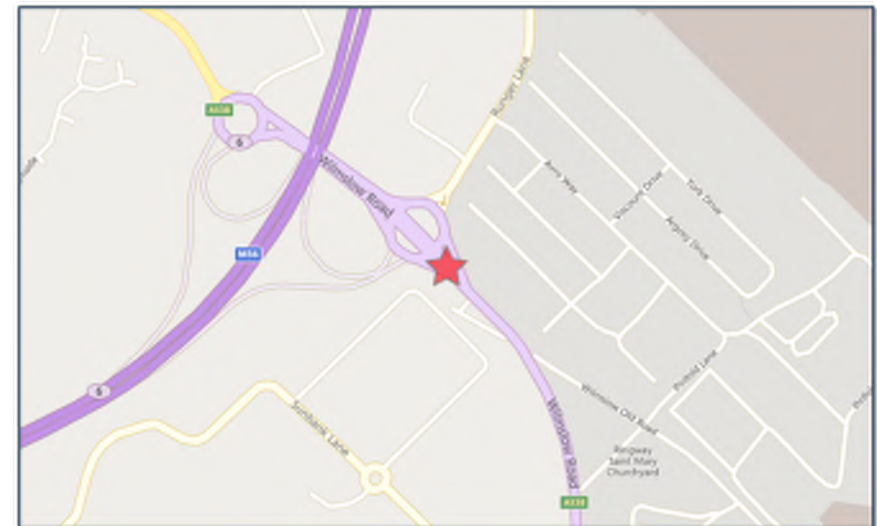
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A538

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 380594 384967



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	Road sign/Traffic signal
2	Car (excluding private hire)		5 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)		1 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

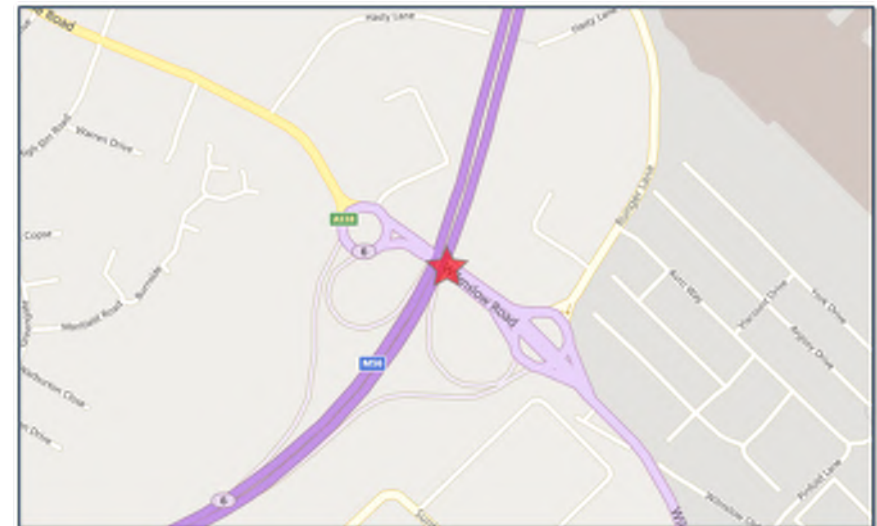


Validated Data

Crash Date: Friday, December 01, 2017 **Time of Crash:** 2:39:00 PM **Crash Reference:** 201706XC38004

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Number of Casualties: 2
Number of Vehicles: 3
OS Grid Reference: 380402 385133



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is changing lane to the left	Did not impact	Other	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is changing lane to the left	Front	Journey as part of work	None	None
3	Van or goods vehicle 3.5 tonnes mgw and under	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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Validated Data

Crash Date: Monday, July 23, 2018 **Time of Crash:** 1:44:00 PM **Crash Reference:** 201806E146635

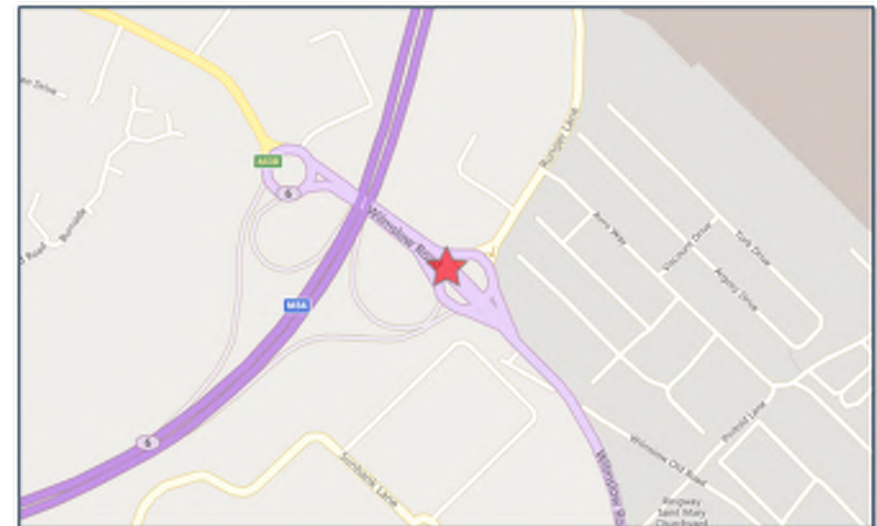
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A538

Number of Casualties: 7

Number of Vehicles: 2

OS Grid Reference: 380518 385043



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)		-1 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	6	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
2	7	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Crash Date: Friday, December 13, 2019 **Time of Crash:** 3:00:00 AM **Crash Reference:** 201906XI65785

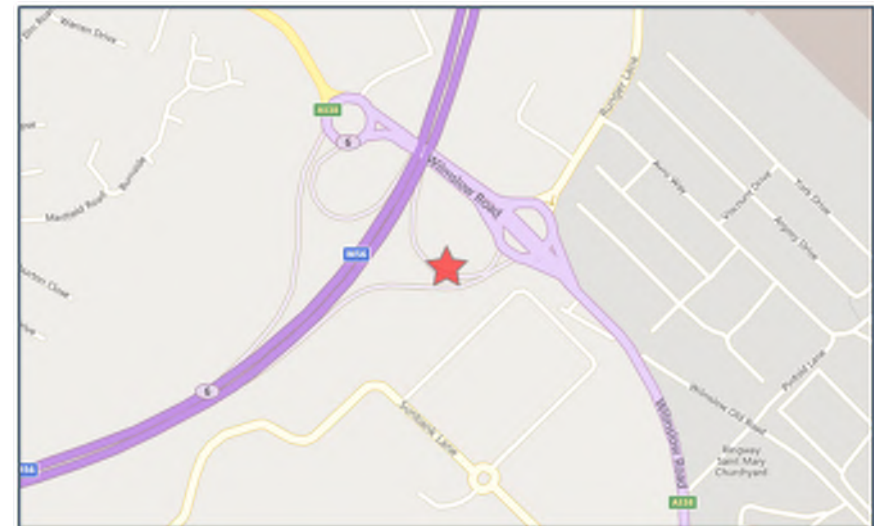
Highest Injury Severity: Serious
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Slip Road
Junction Control: Not Applicable

Road Number: M56

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 380426 384961



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Traffic statistics > Manual count points > 73268

Manual count points

Site number: 73268

Site details

Region	North West
Local authority	Manchester
Road name	A538
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	M56
End junction	LA Boundary
Link length	2.20km (1.37 miles)
Easting, northing	380770, 384660

Location



count_poin	direction_o	year	count_date	hour	region_id	region_nam	local_auth	local_authc
73268	N	2018	11/09/2018	7	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	8	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	9	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	10	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	11	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	12	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	13	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	14	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	15	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	16	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	17	5	North Wes	85	Mancheste
73268	N	2018	11/09/2018	18	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	7	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	8	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	9	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	10	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	11	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	12	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	13	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	14	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	15	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	16	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	17	5	North Wes	85	Mancheste
73268	S	2018	11/09/2018	18	5	North Wes	85	Mancheste

road_name	road_type	start_juncti	end_junctic	easting	northing	latitude	longitude	link_length
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2
A538	Major	M56	LA Bounda	380770	384660	53.35846	-2.2904	2

link_length	pedal_cycle	two_wheel	cars_and_1	buses_and	lgvs	hgvs_2_rig	hgvs_3_rig	hgvs_4_or
1.24	1	4	1294	3	107	7	2	5
1.24	1	4	1193	5	117	13	2	6
1.24	0	2	889	2	179	30	1	3
1.24	1	1	735	6	113	26	4	4
1.24	1	2	561	3	150	14	6	8
1.24	1	2	539	2	143	15	1	7
1.24	1	1	578	4	129	17	4	4
1.24	0	3	621	2	171	14	2	6
1.24	4	2	1020	1	204	19	2	6
1.24	3	2	1049	5	191	14	1	4
1.24	3	8	1437	6	153	11	0	0
1.24	4	3	973	9	89	8	0	0
1.24	3	4	1190	5	153	16	3	1
1.24	1	2	1126	5	162	27	6	7
1.24	0	4	891	1	167	15	8	10
1.24	0	0	535	3	164	25	3	5
1.24	0	1	531	4	141	14	7	10
1.24	0	1	599	3	122	18	2	6
1.24	0	1	657	5	131	16	3	3
1.24	0	1	691	0	126	23	8	11
1.24	1	5	1097	1	105	13	1	4
1.24	1	4	1299	4	163	7	2	1
1.24	1	5	1202	6	144	6	0	1
1.24	2	9	976	7	67	6	0	0

hgvs_3_or_	hgvs_5_art	hgvs_6_art	all_hgvs	all_motor_vehicles
0	1	0	15	1423
0	7	0	28	1347
13	5	2	54	1126
9	4	5	52	907
1	9	2	40	756
6	7	2	38	724
6	9	5	45	757
9	4	3	38	835
2	3	4	36	1263
3	7	1	30	1277
1	6	3	21	1625
0	5	2	15	1089
1	3	1	25	1377
4	4	3	51	1346
2	7	2	44	1107
3	11	2	49	751
2	5	3	41	718
3	3	6	38	763
7	5	3	37	831
2	9	3	56	874
3	7	3	31	1239
3	9	4	26	1496
1	5	3	16	1373
0	2	0	8	1067

[Traffic statistics](#) > [Manual count points](#) > 7256

Manual count points

Site number: 7256

Site details

Region	North West
Local authority	Trafford
Road name	A538
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	A5144
End junction	M56
Link length	2.70km (1.68 miles)
Easting, northing	380043, 385412

Location



count_poin	direction_o	year	count_date	hour	region_id	region_nam	local_auth	cycle
7256 E		2016	29/09/2016	7	5	North Wes	91	6
7256 E		2016	29/09/2016	8	5	North Wes	91	5
7256 E		2016	29/09/2016	9	5	North Wes	91	1
7256 E		2016	29/09/2016	10	5	North Wes	91	1
7256 E		2016	29/09/2016	11	5	North Wes	91	2
7256 E		2016	29/09/2016	12	5	North Wes	91	0
7256 E		2016	29/09/2016	13	5	North Wes	91	1
7256 E		2016	29/09/2016	14	5	North Wes	91	3
7256 E		2016	29/09/2016	15	5	North Wes	91	2
7256 E		2016	29/09/2016	16	5	North Wes	91	0
7256 E		2016	29/09/2016	17	5	North Wes	91	4
7256 E		2016	29/09/2016	18	5	North Wes	91	1
7256 W		2016	29/09/2016	7	5	North Wes	91	1
7256 W		2016	29/09/2016	8	5	North Wes	91	1
7256 W		2016	29/09/2016	9	5	North Wes	91	1
7256 W		2016	29/09/2016	10	5	North Wes	91	0
7256 W		2016	29/09/2016	11	5	North Wes	91	0
7256 W		2016	29/09/2016	12	5	North Wes	91	0
7256 W		2016	29/09/2016	13	5	North Wes	91	2
7256 W		2016	29/09/2016	14	5	North Wes	91	5
7256 W		2016	29/09/2016	15	5	North Wes	91	0
7256 W		2016	29/09/2016	16	5	North Wes	91	1
7256 W		2016	29/09/2016	17	5	North Wes	91	6
7256 W		2016	29/09/2016	18	5	North Wes	91	1

two_wheel	cars_and_t	buses_and	lgvs	hgvs_2_rig	hgvs_3_rig	hgvs_4_or	hgvs_3_or	hgvs_5_art
3	899	15	50	5	0	0	0	0
1	849	11	38	6	1	0	0	1
3	706	5	77	18	3	0	0	0
2	303	3	44	10	2	1	2	2
3	219	5	28	8	2	2	0	1
1	478	2	82	6	1	0	3	1
0	427	4	75	9	1	3	0	0
1	448	2	73	19	5	1	0	0
5	511	4	118	11	0	0	0	1
2	380	9	87	2	0	2	0	0
2	576	6	63	4	0	0	0	0
2	531	4	36	3	0	0	0	0
1	225	3	64	2	2	4	0	0
1	286	14	70	5	2	2	1	2
2	455	5	149	15	1	0	0	0
2	434	6	127	5	1	3	0	0
0	440	4	95	21	4	3	0	1
1	473	2	62	15	2	3	0	1
3	312	5	31	5	1	1	0	0
1	457	5	56	13	3	3	1	1
1	475	8	51	4	0	1	1	2
0	716	14	54	6	0	0	1	1
2	802	6	47	1	2	2	0	1
1	756	3	34	2	0	1	0	1

hgvs_6_art	all_hgvs	all_motor_vehicles
0	5	972
1	9	908
1	22	813
0	17	369
0	13	268
0	11	574
2	15	521
0	25	549
0	12	650
2	6	484
0	4	651
0	3	576
0	8	301
1	13	384
2	18	629
1	10	579
2	31	570
0	21	559
0	7	358
0	21	540
2	10	545
1	9	793
3	9	866
0	4	798

Appendix N: NH Confirm Acceptance 25.01.23

From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Sent: 25 January 2023 11:22
To: Blair, Peter
Subject: Re: Argosy, Consultation Response on Application 134103/FO/2022.

Morning Peter

I just wanted to drop you a quick email to let you know that I have now had a response from WSP, and they are content that the evidence is sufficient for me to lift National Highways' holding recommendation. I will therefore be contacting MCC today with our final response.

Kind regards

Adam

Adam Johnson
Spatial Planning Team, North West Operations
National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD
Tel: +44 (0) 7917 426 500
Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:
<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetrattech.com>
Date: Tuesday, 24 January 2023 at 09:11
To: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Subject: RE: Argosy, Consultation Response on Application 134103/FO/2022.

Thank you Adam.

Much appreciated.

Peter

Peter Blair BEng CEng FICE FCIHT
Head of Transport North

Tetra Tech
Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH
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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER VAT No: 431-0326-08.

From: Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Sent: 24 January 2023 09:03
To: Blair, Peter <Peter.Blair@tetrattech.com>
Subject: RE: Argosy, Consultation Response on Application 134103/FO/2022.

Morning Peter

Thank you for continuing the conversation with Emma and getting the information across to them. Just to let you know, I had a conversation with Andrew Murray yesterday to explain the situation and we're all keen that we get this one boxed off as soon as we can. With the information you've provided to WSP, I'm sure we can get this done quickly.

Kind regards

Adam

Adam Johnson
Spatial Planning Team, North West Operations
National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD
Tel: +44 (0) 7917 426 500
Web: <http://www.nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England, please visit:
<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Blair, Peter <Peter.Blair@tetrattech.com>
Sent: 23 January 2023 20:07
To: Trevett, Emma <emma.trevett@wsp.com>; Adam Johnson <Adam.Johnson@nationalhighways.co.uk>
Cc: ANDREW MURRAY <Andrew.Murray@magairports.com>; Emily Fleet <Emily.Fleet@magairports.com>; Jess Wortelhock <jwortelhock@quartzprojectservices.com>; Thompson, Matt <Matt.Thompson@tetrattech.com>
Subject: Argosy, Consultation Response on Application 134103/FO/2022.

Emma, Thank you for your time earlier. I had tried contacting Adam today, but not being sure of when he would return, I had tried to reach in to WSP (eventually speaking with Greg to whom I offer my thanks too).

I very much appreciated your pragmatic approach and I agreed to send a brief update on our discussions around the outstanding points as set out in the Summary of Actions Table in your report dated 17th January. As below:

Summary of Action(s) Required
Car parking accumulation exercise for a 12-hour profile.
Further details should be provided on the existing conditions on the M56 J5 and J6.
Details on the cause of accidents.
example screenshots of the real time journey planning routing to show how the real time journey planning has been used

Taking each of those (slightly out of order) :

1. Car parking accumulation exercise for a 12-hour profile. I had been chasing the WSP trip rates on this, but following our discussion on the matter, this is no longer required. Resolved.
2. Real time Journey planning Plots. We didn't discuss this on our call but hopefully it is straightforward to resolve. This was about backing up our previous view that all development traffic either arriving from or departing to the M56 north would travel via J6, not J5 (that's our robust scenario which focuses all traffic towards J6). I attach 4 screenshots which demonstrate that development trips using M56 (north) would have to travel typically 0.7-0.8 miles further and 1-2 mins longer if J5 is chosen. Hence they will use J6. We trust this resolves the point.
3. Road traffic accidents, review of common causes. Our previous submission "Argosy Drive Proposals 2nd Response to NH – 09.01.2023" described how only 9 accidents had occurred in the study area over the 5 year analyses period, a very low incidence of accidents given the high traffic volumes. Our report also gave accident location, severity and commentary. You have requested a review of causation factors. During our call I described how only 3 of the 9 accidents had occurred on the SRN on stretches where development traffic may be present. The maximum nett development traffic increases in the peak hour on those links would typically be just 2 vehicles (by our / TfGM rates) or 5 vehicles by WSP rates. Those are clearly immaterial increases in an area where, in the same hour, Hale Road introduces over 900 trips, the A538 introduces approx. 1400 trips (see DFT count database attached) and the M56 experiences approximately 6000 trips in each direction (from the NH WEBTRIS database). Even if there had been a high incidence or a focal point for accidents, (which there clearly isn't), there is no case to suggest that the net development impact of a few trips in the peak hour would have any worsening effect on the existing good situation. All that said, I now attach the descriptions of the 9 accidents and you will be able to see that they are diverse in their locations, causes and in the times of day and night when they occurred. I would be grateful if you could confirm that this point is now resolved.
4. *"Further details should be provided on the existing conditions on the M56 J5 and J6."* We hope that this request is an artefact from WSPs original response to the AECOM work. At that time, before our subsequent technical notes, WSP stated that they needed information on slip road, merge, diverge and weaving assessments as well as queue lengths, in order that they could understand the proposals. AECOM hadn't done any of those assessments, nor any surveys and they hadn't netted off the extant lawful use trips from the uses which the proposals would replace, so their forecast impacts were stated to be much higher than is now accepted.
With our technical notes, we have demonstrated that no development trips will leave or join the M56 via J5, so that immediately addresses half of the request.

In respect of Junction 6 we have described the conditions in so far as we have provided details of the traffic volumes which enter the junctions, the accident numbers, severities and causation and most importantly we have demonstrated that the additional trips arising from the development will amount to no more than 2 to 5 trips per hour on any traffic stream, i.e. an imperceptible impact. The higher forecast is on the WSP robust parameters. We have also provided a narrative describing why queue observations and counts would not be helpful. Notably and for the last several years, they have been untypical since Smart Motorway roadworks are in place. Even if conditions were typical, observations would still be pointless. Irrespective of what counts or queue length surveys would show, the addition of a few vehicles per hour would be imperceptible in the many thousands of vehicles which pass through this area. Put another way, whatever the existing situation, the proposals have an immaterial impact. We are grateful for your confirmation that you do not require us to undertake any surveys or observations and we would be additionally grateful if you could confirm that this point can be regarded as being resolved.

I hope you will agree that this accurately reflects our conversation and I hope that you can agree that these outstanding points are resolved.

Thank you again for your time and I look forward to hearing from you at your earliest convenience.

Regards.

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