

**PROPOSED EMPLOYMENT DEVELOPMENT, NEW SMITHFIELD MARKET, MANCHESTER
(PLANNING REF: 133759/FO/2022) – TECHNICAL NOTE 01 – JULY 2022 (3044)**

Introduction

Eddisons have been instructed by Russell's Construction Ltd to advise on the traffic and transport issues relating to a planning application for the redevelopment of a site at the New Smithfield Market off Lawton Street in the Openshaw area of Manchester (Planning Ref: 133759/FO/2022).

This Technical Note has been produced in response to comments raised Manchester City Council (MCC) in an email dated 28th June 2022, this Note will address these comments under the following headings;

- Car Parking Provision;
- Traffic Impact;
- Internal Layout;
- Waste Management.

The revised site layout is displayed in **Plan 1**.

Car Parking Provision

Within their comments the highways officers at MCC have stated that the overall parking provision for the proposed units exceeds the maximum parking standards contained within Appendix B of Manchester City Council's Core Strategy.

For clarification, the parking provision for the development has been calculated based on the maximum parking standards for the proposed land-uses of the two units which have the following breakdown of land-uses;

- Unit 1 - 3,695sqm of B8 and 446sqm of B1 (Total 4,141sqm)
- Unit 2 - 6,303sqm of B8 and 1,119sqm of B1 (Total 7,422 sqm)

The MCC Core Strategy stipulates maximum car parking numbers for B1 and B8 Land Use are 1 space per 30sqm of floor space and 1 space per 100sqm of floor space respectively and states that the minimum standard for mobility provision is 5% of the total provision.

Applying these standards to the proposed development equates to the following parking provision on the site;

Unit 1 -

B1 Floor space of 446 sqm at a 1 per 30sqm parking ratio equates to 37 parking spaces.

B8 Floor space of 3,695 sqm at a 1 per 100sqm parking ratio equates to 15 parking spaces.

Total maximum spaces equates to 52 spaces plus minimum of 5% mobility impaired spaces.

Unit 2 -

B1 Floor space of 1,119 sqm at a 1 per 30sqm parking ratio equates to 37 parking spaces.

B8 Floor space of 6,303 sqm at a 1 per 100sqm parking ratio equates to 63 parking spaces

Total maximum spaces equates to 100 spaces plus minimum of 5% impaired spaces.

Based on the above standards, the proposed layouts for Units 1 and 2 have been amended as follows;

- Parking provision for Unit 1 has been reduced to 52 spaces plus 6 mobility impaired spaces with EV parking provision is at 20% (the remaining spaces to be future proofed with necessary infrastructure).
- Parking provision for Unit 2 has been reduced to 100 spaces plus 8 mobility impaired spaces with EV parking at 20% (the remaining spaces to be future proofed with necessary infrastructure).

With the proposed revisions to the car parking provision, the proposals are in accordance with the maximum standards contained within the Core Strategy. The proposed car parking provision will ensure that demand for car parking can be accommodated within the application site and not result in any off-site car parking on the surrounding network. The proposed site layout is displayed in **Plan 1**.

Within their comments, the highways officers at MCC state the following regarding the layout of the car parks;

“Each standard parking bay should be a minimum of 2.4 x 4.8m with disabled bays a minimum of 3.6 x 6m and minimum aisle widths of 6m”

It can be confirmed that parking bay sizes are all 5 metres by 2.5 metres, with aisles at a minimum of 6 metres in width and therefore in excess of the minimum requirement. These dimensions are shown on the site layout plan displayed on **Plan 1**.

Based on the above, it is concluded that the proposed car provision accords with standards within the Core Strategy and will ensure that sufficient car parking is provided on the site to accommodate demand.

Traffic Impact

Within MCC's comments they state the following regarding the traffic impact of the proposed development;

In relation to traffic impact, the transport statement concludes that two-way movements will decrease. However, given the amount of on-site parking being proposed, they query this conclusion and require this to be reviewed.

It is important to note that the TS concludes that the proposals will result in reduction in the total floor area of the Market but that the proposals will result in a minimal increase in vehicle movements when compared to the existing and consented scenarios. It does not conclude that the proposals will result in reduction in 2-way vehicle movements.

Notwithstanding this, to assist the LHA with their consideration of the application, a revised traffic generation exercise has been undertaken based on trip rates derived by car parking provision.

To derive these trip rates, reference has been made to the TRICS database in the field of 'Employment – Warehousing (Commercial)' for all sites in Edge of Town and Suburban areas (excluding Greater London and Ireland sites) in the range of 50 to 200 spaces. This field has been selected as it best represents the proposed development proposals and allows a direct comparison with the trip rates for the previously consented schemes on the site.

Table 1 below summarises the proposed trip rates and traffic generation derived by the proposed total car parking provision on the site of 166 spaces. Whilst the full TRICS output is contained within **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicles	AM Peak Hour (0800-0900)	0.192	0.114	32	20
	PM Peak Hour (1700-1800)	0.090	0.198	15	33

Table 1 – Proposed Traffic Generation Based on Car Park Provision (166 spaces)

As can be seen in Table 1, based on the car parking provision, the proposed development is forecast to generate a 52 two-way trips in the weekday am peak and 38 two-way trips in the weekday pm peak.

For comparison, the agreed trip rates and traffic generation based on the proposed floor area of 11,523sqm (as per the layout shown in Plan 1) are summarised below in **Table 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicles	AM Peak Hour (0800-0900)	0.495	0.204	55	24
	PM Peak Hour (1700-1800)	0.129	0.407	15	47

Table 2 – Proposed Site Trip Rates and Traffic Generation (11,563sqm)

As can be seen in Table 2, based on the gross floor area, the proposed development is forecast to generate 79 two-way trips in the weekday am peak and 67 two-way trips in the weekday pm peak.

Based on the above, it can be seen that the trip generation derived using the total floor area is higher than that calculated by using trips derived by use of the car parking provision. It is therefore concluded that the findings of the submitted Transport Statement, namely, that the development proposals will have an imperceptible impact on the local highway network when compared to the existing and consented development remains valid.

Internal Layout

Within their comments, MCC state the following regarding the internal layout of Unit 1;

“A pedestrian zone is shown in the car park to unit B, and confirmation is sought that a designated pedestrian area can also be provided within the car park to Unit A”.

It is important to note that Unit 2 has a designated pedestrian route due to the layout of this particular plot and the walking distance from the parking spaces to the unit. As way of demonstration, the distance a person would have to walk from the furthest bays to the building frontage is 65 metres compared with only a short walk distance of 26 metres on Unit 1.

Therefore, it is concluded that there is not a requirement for a pedestrian zone to be provided for Unit 1 and that pedestrians can safely travel to and from unit through the car park.

Waste Management

In the MCC comments the following is stated regarding waste management;

“Whilst it is understood that waste collection is arranged internally by Smithfield Market, no details have been provided of waste stores for the proposed units and in this regard, they seek further details.”

This is noted and it is proposed that Waste Management can be dealt with as way as planning condition as it was for the previous planning applications on the site with the following wording;

“Prior to the first occupation of the development hereby approved, a finalised scheme for the storage (including segregated waste recycling) for the and disposal of refuse based on the actual occupiers of the units, shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.”

Summary

This Technical Note has been produced in response to the comments raised by the local highway authority and the following conclusions can be drawn;

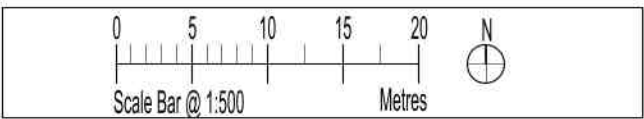
- The proposed car parking provision is in accordance with the local authority car parking standards will be sufficient to accommodate demand for the proposed development;
- The proposed development will have an imperceptible impact on the local highway network;
- The proposed internal layout has been designed to provide safe pedestrian movement.

It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE.
- ANY DISCREPANCIES ARE TO BE REPORTED TO CUBE ARCHITECTURE AND DESIGN BEFORE ANY WORK COMMENCES.
- THIS DRAWING SHALL NOT BE SCALED TO ASCERTAIN ANY DIMENSIONS. WORK TO FIGURED DIMS ONLY.
- THIS DRAWING SHALL NOT BE REPRODUCED WITHOUT EXPRESS WRITTEN PERMISSION FROM CUBE ARCHITECTURE AND DESIGN.
- TITLE OVERLAY DRAWINGS AND OWNERSHIP BOUNDARIES ARE PRODUCED USING ALL REASONABLE ENDEAVOURS. CUBE ARCHITECTURE AND DESIGN CANNOT BE RESPONSIBLE FOR THE ACCURACY OR SCALE DISCREPANCY OF BASE PLANS SUPPLIED TO THEM.



EXTERNAL FINISHES KEY

- Macadam or Asphalt surface course finish on suitable binder course and sub-base as per S.E. specification
- Tarmacadam footpath surface course finish on suitable binder course and sub-base as per S.E. specification
- New road finish to match and feather in to existing on suitable binder course and sub-base as per S.E. specification. Build up to be suitable for HGV's.
- Existing surface finish to be replaced/repaired as required to provide service yard surface to match and feather in to existing yard on suitable binder course and sub-base as per S.E. specification. Build up to be suitable for HGV's.
- Reinforced concrete yard slab or plant base on a consolidated sub-base as per S.E. specification
- Gravel surface finish retained in PC edgings as required.
- Concrete block paving laid in stretcher bond
- Extent of new 2.4m High paladin fence PPC to RAL 6005 (Green) include for single leaf gate with Push Pad Fire Escape Panic Latch to internal side for emergency egress.
- Proposed grass areas and planting to separate landscape consultant details / specifications to incorporate native species planting.
- Broxap Sheffield (or sim) cycle shelter with 4No. Sheffield cycle hoops root mounted to provide 8 cycles spaces.
Provide 24 total cycle spaces for development.
- Designated electrical vehicle charging point (EVCP)
- Denotes - 168x1800mm Marshalls Rhino service yard bollard-root fixed with class 2 yellow reflective hazard banding

PLAN 1

C	EV parking provision and parking numbers updated	06.07.22	DMR
F	Armco Barrier added and annotated	22.06.22	DMR
E	Barton and Redman yard amended	21.03.22	DMR
D	Issued for Planning	04.02.22	DMR
C	Drawing progressed for planning submission	01.02.22	DMR
B	Revised following clients comments	31.01.22	DMR
A	Revised following clients comments	24.01.22	DMR
Rev	Description	Date	By

Status:
PLANNING

Client:
RUSSELLS WBHO

Contract:
PROPOSED NEW BUILD DEVELOPMENT
NEW SMITHFIELD MARKET
MANCHESTER

Drawing:
PROPOSED SITE PLAN

Drawing No: AS763-03	Revision: G	Scales: 1:500 @A1
Drawn: DMR	Checked:	Date: JAN '22

APPENDICES

APPENDIX 1

TRICS Output – B8 Commercial Warehousing

Calculation Reference: AUDIT-851401-220701-0730

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
10	WALES	
	BG BRIDGEND	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	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: Parking spaces
 Actual Range: 51 to 173 (units:)
 Range Selected by User: 50 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/11/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	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	5
Commercial Zone	1
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

B8 7 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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 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 7 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 7 days

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

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

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Parking spaces: 51 Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST.	LOGISTICS COMPANY	BRIDGEND
	Edge of Town Industrial Zone Total Parking spaces: 74 Survey date: MONDAY 13/10/14		Survey Type: MANUAL
3	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE	LOGISTICS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Parking spaces: 140 Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
4	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	KENT
	Edge of Town Industrial Zone Total Parking spaces: 70 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	LO-02-F-01 BATHGATE ROAD ARMADALE	LOGISTICS SERVICE	WEST LoTHIAN
	Edge of Town Residential Zone Total Parking spaces: 150 Survey date: TUESDAY 08/06/21		Survey Type: MANUAL
6	LO-02-F-02 INCHMUIR ROAD BATHGATE WHITEHILL IND. ESTATE	HAULAGE COMPANY	WEST LoTHIAN
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Parking spaces: 173 Survey date: THURSDAY 11/11/21		Survey Type: MANUAL
7	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Parking spaces: 55 Survey date: FRIDAY 18/09/15		Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	125	0.032	3	125	0.011	3	125	0.043
06:00 - 07:00	3	125	0.091	3	125	0.016	3	125	0.107
07:00 - 08:00	7	102	0.192	7	102	0.114	7	102	0.306
08:00 - 09:00	7	102	0.144	7	102	0.107	7	102	0.251
09:00 - 10:00	7	102	0.126	7	102	0.121	7	102	0.247
10:00 - 11:00	7	102	0.137	7	102	0.112	7	102	0.249
11:00 - 12:00	7	102	0.136	7	102	0.132	7	102	0.268
12:00 - 13:00	7	102	0.101	7	102	0.093	7	102	0.194
13:00 - 14:00	7	102	0.125	7	102	0.147	7	102	0.272
14:00 - 15:00	7	102	0.111	7	102	0.122	7	102	0.233
15:00 - 16:00	7	102	0.128	7	102	0.149	7	102	0.277
16:00 - 17:00	7	102	0.130	7	102	0.168	7	102	0.298
17:00 - 18:00	7	102	0.090	7	102	0.198	7	102	0.288
18:00 - 19:00	7	102	0.063	7	102	0.114	7	102	0.177
19:00 - 20:00	3	125	0.008	3	125	0.016	3	125	0.024
20:00 - 21:00	2	101	0.000	2	101	0.010	2	101	0.010
21:00 - 22:00	1	150	0.013	1	150	0.007	1	150	0.020
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00									
Total Rates:			1.627			1.637			3.264

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:	51 - 173 (units:)
Survey date range:	01/01/14 - 11/11/21
Number of weekdays (Monday-Friday):	7
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.