



# Transport Statement

Proposed Single Unit Industrial Scheme

Gorton Road, Manchester, M11 2DZ

World Metal Recycling Ltd

18th September 2025

Transport Statement – Proposed Single Unit  
Gorton Road, Manchester, M11 2DZ  
World Metal Recycling Ltd

93252

## Project Information

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|---------------|---------------------------------|
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# 1 Introduction

## 1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by World Metal Recycling Ltd to provide the Transport Statement to support the Planning Application for the commercial redevelopment at Gorton Road, Manchester, M11 2DZ. This accompanies the Planning Application to the Local Authority (Manchester City Council (MCC)) for consent to undertake the proposed work at the site.

The proposal is for the provision of 1no. B2 light industrial unit (813sqm gross floor area) with associated parking and external works.

This Transport Statement will appraise the effects of the proposed changes at the site on the local highway network, footways and cycleways and on-street parking conditions.

This TS has been carried out by good practice guidelines and has been prepared by the National Planning Policy Framework (NPPF) (2025) and current Planning Guidance documents for MCC.

## 1.2 Site Location

Gorton Road, situated in the Gorton area of Manchester, serves as a vital thoroughfare within the district. Spanning through the heart of Gorton, this road intersects with several significant arteries, including Hyde Road (A57) to the west, A635 to the north and north-west, and A6010 Pottery Lane and Stockport Road (A6) to the east. These connections are integral to the transportation network, facilitating the flow of traffic to and from Manchester city centre, as well as providing access to other parts of Greater Manchester and beyond.

The road infrastructure surrounding Gorton Road is well-developed, supporting efficient movement within the area and beyond. Public transportation options are readily available, with numerous bus routes serving the locality, offering convenient links to nearby neighbourhoods and the city centre. Moreover, Gorton Railway Station, located nearby, enhances connectivity by providing rail services on the Manchester-Glossop Line, catering to the commuting needs of residents and workers.

Gorton Road is characterised by a diverse mix of land uses, reflecting the multifaceted nature of the Gorton district. The thoroughfare is lined with a combination of residential, commercial, and industrial properties, showcasing the area's varied urban landscape.

Additionally, Gorton Road is flanked by industrial estates and warehouses, emblematic of the area's industrial heritage. These facilities play a crucial role in supporting the local economy and providing employment opportunities, contributing to Gorton's economic vitality.

Figure 1.1: Site Location (image source: Client)



### 1.3 Report Structure

The remainder of this TS is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts; and
- Chapter 6: Conclusion.

## 2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

### 2.1 National Guidance

#### 2.1.1 National Planning Policy Framework (2025)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published in February 2025 by the Ministry of Levelling Up, Housing & Communities. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in December 2024.

Three dimensions of sustainable development have been identified in the NPPF: economic, social and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF has a “presumption in favour of sustainable development” and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

#### 2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

## 2.2 Regional Guidance

### 2.2.1 Manchester Core Strategy 2012 - 2017

The Core Strategy of Manchester, adopted on July 11, 2012, stands as the central document within the Manchester Local Plan. It delineates the long-term strategic policies guiding Manchester's development trajectory and serves as the foundational framework against which planning applications will undergo assessment.

Section 1.1 states:

*"The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. Manchester's Local Development Framework is a collection of planning documents and also includes:-"*

- *The Local Development Scheme, the programme for document production*
- *The Statement of Community Involvement which sets out how consultation will be undertaken and in what format*
- *Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation*
- *Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy or any other future Development Plan Documents.”*

Policy CC 5 states that:

*“Transport*

*The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.*

*Developers should work with public transport providers to ensure that all users can access development by sustainable means, especially taking account of times when developments are likely to be busiest.*

*Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example, improvements to:*

- *remove buses and private cars from St Peter's Square*
- *create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square*
- *close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.*

*The Council will seek to ensure that development includes adequate parking provisions for cars and bicycles. This should be based on the parking standards described in Appendix B.”*

Policy T 1 states that:

*“Sustainable Transport*

*To deliver a sustainable, high-quality, integrated transport system to encourage a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon-free modes of transport, the Council will support proposals that: -*

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*

- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
  1. *pedestrians and disabled people*
  2. *cyclists, public transport,*
  3. *commercial access,*
  4. *general off-peak traffic,*
  5. *general peak time traffic."*

Parking Standards for Manchester:

| Land Use             | Maximum number of car parking spaces |                                                      | Minimum number of spaces required for:                      |                                  |                                        |
|----------------------|--------------------------------------|------------------------------------------------------|-------------------------------------------------------------|----------------------------------|----------------------------------------|
|                      | District Centres                     | Areas not within the City Centre or District Centres | Disabled people's parking as percentage of total (Citywide) |                                  | Cycles (Citywide)                      |
|                      |                                      |                                                      | Up to 200 in total                                          | Over 200 in total                |                                        |
| B2: General Industry |                                      |                                                      |                                                             |                                  |                                        |
| General Industry     | 1 space per 60sqm                    | 1 space per 45sqm                                    | Individual bays for each disabled employee plus 2           | 6 bays plus 2% of total capacity | 1 space per 450sqm minimum of 2 spaces |

## 2.2.2 City Centre Transport Strategy

Manchester's Core Strategy, enacted on July 11, 2012, serves as a pivotal document within the Manchester Local Plan, delineating long-term strategic policies for the city's development. It acts as a framework for evaluating planning applications and embodies the city's aspirations for growth and sustainability. Over the past decade, transformative projects outlined in the strategy, such as the Second City Metrolink Crossing and enhancements to bus and cycling infrastructure, have materialised, contributing to the city's continued progress and economic vitality. With a reduction in car traffic and a rise in alternative modes of transportation, including walking, cycling, and public transit, the city has seen evolving travel patterns, aligning with its vision for a connected and sustainable future.

As Manchester looks to the future, it aims to address new challenges and opportunities, particularly in the aftermath of the Covid-19 pandemic. The updated City Centre Transport Strategy for 2040 seeks to support the city's recovery while advancing its commitment to sustainability and inclusivity. Informed by extensive consultations with stakeholders and residents, the strategy emphasises pedestrian-friendly environments, cleaner air, and enhanced public transportation. With a vision for 90% of morning peak trips to the city centre to be made sustainably by 2040, the strategy reflects Manchester's ambition to create a vibrant, accessible, and carbon-neutral urban core.

The strategy outlines a comprehensive strategy for transforming the city centre into a well-connected, zero-carbon hub that prioritises walking, cycling, and public transport. Seven key ambitions are highlighted:

1. **Walking Priority:** Make walking the primary mode of transportation, ensuring safety, accessibility, and attractiveness for pedestrians of all ages and abilities.
2. **Cleaner, Greener, Less Congested City:** Reduce traffic and pollution by promoting sustainable transportation options and enhancing green spaces.
3. **Cycling Friendly:** Develop a safe and efficient cycling network with convenient parking facilities and support for various types of cyclists.
4. **Improved Public Transport:** Enhance connectivity, capacity, and reliability of public transport, including buses, trams, and trains.
5. **Smart Parking Integration:** Manage car parking effectively by reducing spaces, promoting alternative modes of travel, and integrating parking with public transport.
6. **Sustainable Goods Movement:** Encourage sustainable delivery practices, minimise the negative impacts of freight transport, and optimise vehicle fleet operations.
7. **Innovation Embrace:** Utilise new technologies and emerging transport methods to improve the travel experience, enhance accessibility, and reduce emissions.

Each ambition identifies challenges, priorities, and considerations to achieve the vision of a vibrant, sustainable city centre with efficient and inclusive transportation systems.

### 3 Existing Transport Conditions

#### 3.1 Existing Site

The site is located at Gorton Road, Manchester, M11 2DZ.

The site is irregularly rectangular and currently comprises Rasoul Motors Ltd, which is a car body mechanics. This property is accessed from Gorton Road only. The proposed development will be built on the used space that is currently a mechanics.

#### 3.2 Site Location

Located in the Gorton district of Manchester, Gorton Road plays a pivotal role as a primary thoroughfare in the area. Running through the central hub of Gorton, this road intersects with key arteries such as Hyde Road (A57) to the west, A635 to the north and north-west, and A6010 Pottery Lane and Stockport Road (A6) to the east. These intersections form vital links in the transportation network, enabling the smooth movement of traffic to and from Manchester city centre, while also offering connectivity to various destinations across Greater Manchester and beyond. The approximate National Grid Reference for the site is X386844, Y397357.

Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

Appendix A presents a site location regional map.

#### 3.3 Existing Local Area Conditions

##### 3.3.1 Pedestrian Facilities

Gorton Road has pedestrian footways on both sides of the road.

An extensive network of street lighting exists in the local area, providing a safer environment during the darker hours. Furthermore, there are dropped kerbs and tactile paving present at most crossing points, making local pedestrian routes easily accessible by partially sighted pedestrians.

##### 3.3.2 Cycle Network

The local cycle network comprises several well-established routes and facilities tailored to promote safe and convenient cycling. Parallel to Gorton Road, dedicated cycle lanes provide a designated space for cyclists, separated from vehicular traffic by physical barriers or markings. These lanes often feature smooth pavement and clear signage, ensuring a seamless riding experience. Additionally, intersecting cycle routes, such as those along Hyde Road (A57) and Stockport Road (A6), offer connections to key destinations within the Greater Manchester area.

Alongside the road, cyclists can access a range of facilities to support their journeys. Strategically located cycle parking facilities provide secure storage for bikes, encouraging commuters and visitors to opt for cycling as a mode of transport. These parking areas are equipped with amenities such as bike racks, shelters, and security features to accommodate varying needs and preferences.

Walking and cycling Ashburys Train Station is easy and convenient from the site, given it is only about a 5-minute walk and a 2-minute cycle ride away.

### 3.3.3 Public Transport Facilities

Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

Bus routes traversing Gorton Road encompass a diverse range of destinations within Manchester and its surrounding areas. The local bus routes include but are not limited to services 53, 219, 221, 719, 725, 733 and 739. Each service offers connections to key locations such as Manchester city centre, Stockport, and Ashton-under-Lyne.

Ashburys Railway Station is located on the A6010 Pottery Lane, just north of Gorton Road and it is a 5-minute from the site to the east of the site.

Operated by Northern Trains, it is on the Manchester-Glossop Line, providing regular train services between Manchester Piccadilly and Hadfield. This station serves as a crucial link for commuters travelling to and from Manchester city centre, as well as destinations such as Glossop, Dinting, and Broadbottom.

### 3.3.4 Road Network

Gorton Road has a speed limit of 30mph.

The area surrounding Gorton Road in Manchester is strategically positioned within a network of major roads, facilitating essential connections throughout the region. To the west, Hyde Road (A57) intersects with Gorton Road, serving as a vital thoroughfare for commuters travelling towards Manchester city centre and beyond. Hyde Road provides access to key destinations such as Ardwick, Longsight, and Belle Vue, while also linking to major motorways like the M60 and M67, enhancing regional connectivity. On the eastern side, Stockport Road (A6) intersects with Gorton Road, offering additional access to areas such as Levenshulme, Stockport, and beyond. This network of roads forms the backbone of the transportation infrastructure, supporting the flow of traffic and facilitating convenient travel for residents and businesses across Greater Manchester.

### 3.3.5 Local Parking Facilities

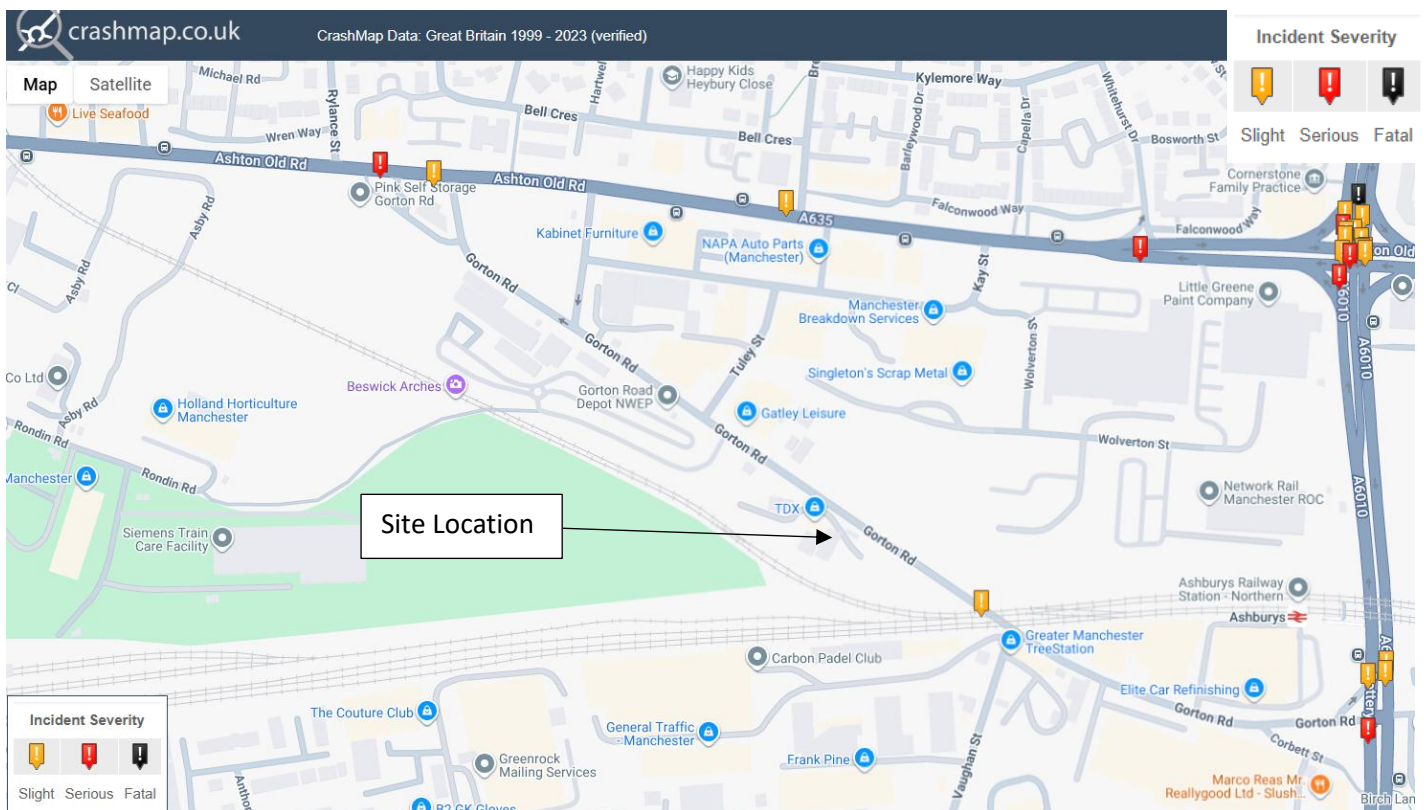
Local parking facilities near Gorton Road in Manchester include both on-street parking spaces along Gorton Road itself and nearby streets, as well as off-street car parks within walking distance. These off-street car parks are conveniently located close to Gorton Road, providing options for both short-term and longer-term parking needs.

### 3.3.6 Accident Data Analysis

Accidental records for the last five years (2019-2023) were obtained from CrashMap (see Figure 3.1). It was not possible to gather data for 2024 or 2025 as this data was not available on CrashMap.

Most road accidents occurred on the A6010 Pottery Lane, which is not particularly close to the site. Only one accident occurred on Gorton Road, further east of the site at the railway crossing. It would appear that no road accidents occurred close to the site or on the remainder of Gorton Road and therefore Gorton Road appears to be safe in terms of low road accident history over the past 5 years.

Figure 3.1: Map of Recorded Accidents from 2019-2023 (obtained from CrashMap).



## 4 Proposed Development

### 4.1 Proposed Development

The proposal is for the provision of 1no. B2 light industrial unit with associated parking and external works.

The gross floor area (GFA) of the proposed unit is 813 sqm GFA.

The proposed site layout plan is provided in Appendix B.

### 4.2 Site Access

The site access into the development will be 6.5m wide and will be two-way. New high level metal gates will be provided where the widened existing gate position is. Cars and goods vehicles can turn into the site in front of the neighbouring building, see Appendix D vehicle swept path drawings.

The existing access junction from Gorton Road will be a formalised access with kerb upstands. Dropped kerb and tactile paving will also be provided at the access junction.

The access road will be 6m wide to allow larger vehicles to manoeuvre within the car park.

A stepped pedestrian access is provided into the site and car park from Gorton Road and this is separate from the vehicle access. An informal pedestrian crossing is also provided across the access road on site to enable pedestrians to cross the road to access the building.

A 2.4m x 43m vehicular visibility splay has been demonstrated at the reconfigured access junction (see drawings in Appendix D), this is achievable subject to TROs implemented on Gorton Road to prevent on-street parking. No Waiting restrictions and double yellow lines will be introduced along Gorton Road covering the visibility splay extents of the site access.

The footway 2.4m wide is to be maintained along the southern side of Gorton Road.

### 4.3 Parking Provision

#### 4.3.1 Car Parking

The site has a total of 813sqm GFA. The local parking standards for B2 sites state that with regards to car parking, the development requires 1 space per 60sqm as it is near the city centre. This requires the development to have 14 car parking spaces.

The proposed development will have 17 car parking spaces, which slightly exceeds local policy. However, given this is only slightly higher and it means it would prevent any potential displaced parking on-street, the parking provision is deemed to be acceptable.

Within the 17no. spaces, 2no. disabled bays are provided. This ensures that individuals with mobility challenges have easy and convenient access to the parking facilities, promoting inclusivity and compliance with accessibility standards.

EV parking has been incorporated into the development to keep in line with the local policies' values of being more sustainable and the incorporation of sustainable vehicles. Two EV charging bays are provided. This includes 1no. standard parking bay and 1no. disabled parking bay. EV charging points will have a minimum charging unit of 7kW.

Motorcycle parking has also been incorporated into the development with 2 parking spaces in the car park. This provision caters to the needs of commuters who prefer two-wheeled transportation options and ensures that the development accommodates a diverse range of vehicles, promoting accessibility and convenience for all users of the development alike.

There is also one loading bay to the south of the access.

The parking bay dimensions are shown on the site plans in Appendix B and D. Standard parking bay dimensions should be a minimum of 2.4m x 4.8m and disabled parking bay dimensions are a minimum of 3.6m x 6.0m.

Vehicle swept path drawings in Appendix D show a light goods vehicle and large car accessing the car park.

#### 4.3.2 Cycle Parking Spaces

With regards to the local cycle parking standards, the development needs 1 space per 450sqm and a minimum of 2 spaces for the whole development. Based on the GFA of the unit, the development is required to have 2 cycle parking spaces as a minimum.

The proposed development will have a cycle store that is sheltered and safe for the staff to use, encouraging cycling as a sustainable mode of transportation and providing secure storage for bicycles. The cycle store can store up to 6 bicycles.

#### 4.4 Waste and Recycling Storage Provision / Waste Strategy

There is a large area close to the entrance and exit of the proposed development, which will incorporate the bins, which will be in a large bin store. This is in line with local policies regarding waste and recycling, promoting responsible waste management practices within the community.

The staff will be expected to carry their waste to the bins and these will be collected from the site. See the refuse vehicle swept path in Appendix D.

Delivery servicing to the site will be scheduled as part of the occupant's logistic process.

## 5 Forecast Trip Generation and Transport Impacts

### 5.1 Introduction

This chapter considers the vehicle trip generation of the proposed commercial scheme so that the impact of the development on the roads can be considered.

### 5.2 Forecast Trip Generation – B2 Industrial Unit

The national TRICS trip generation database version 8.25.6 (September 2025) was used to select suitable/similar industrial sites, based on location, sustainable accessibility, size and parking numbers. The TRICS database provides vehicle trip rates per 100sqm GFA and forecasts/predicts the total number of vehicle trips to the proposed industrial scheme.

The vehicle trips are shown in Table 5.1 for the 813sqm GFA of the B2 unit. The table presents the results for the peak hours of 8-9 am and 5-6 pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The revised hourly trip generation data can be found in Appendix C.

Table 5.1: Forecast Vehicle and Person Trip Generation for 813SQM Industrial B2 Unit

| Per unit and based on 813SQM                                        | AM Peak (0800-0900) |            |          | PM Peak (1700-1800) |            |          |
|---------------------------------------------------------------------|---------------------|------------|----------|---------------------|------------|----------|
|                                                                     | Arrivals            | Departures | Total    | Arrivals            | Departures | Total    |
| Total Vehicles Trip Rate                                            | 0.366               | 0.068      | 0.434    | 0.036               | 0.261      | 0.297    |
| <b>No. of Vehicles (in total incl. car, van, servicing vehicle)</b> | <b>3</b>            | <b>1</b>   | <b>4</b> | <b>0</b>            | <b>2</b>   | <b>2</b> |
| Car Trip Rate                                                       | 0.282               | 0.014      | 0.296    | 0.027               | 0.233      | 0.26     |
| <b>No. of cars</b>                                                  | <b>2</b>            | <b>0</b>   | <b>2</b> | <b>0</b>            | <b>2</b>   | <b>2</b> |
| LGV Trip Rate                                                       | 0                   | 0          | 0        | 0                   | 0          | 0        |
| <b>No. of LGVs</b>                                                  | <b>0</b>            | <b>0</b>   | <b>0</b> | <b>0</b>            | <b>0</b>   | <b>0</b> |
| OGV Trip Rate                                                       | 0                   | 0          | 0        | 0                   | 0          | 0        |
| <b>No. of OGVs</b>                                                  | <b>0</b>            | <b>0</b>   | <b>0</b> | <b>0</b>            | <b>0</b>   | <b>0</b> |
| Cycle Trip Rate                                                     | 0                   | 0          | 0        | 0                   | 0          | 0        |
| <b>No. of cyclists</b>                                              | <b>0</b>            | <b>0</b>   | <b>0</b> | <b>0</b>            | <b>0</b>   | <b>0</b> |
| <b>Daily Vehicles Total</b>                                         | <b>16</b>           |            |          | <b>16</b>           |            |          |

The 813 SQM commercial B2 unit is expected to generate around 4 vehicle trips in the AM peak and 2 vehicle trips in the PM peak. Over the day (6am-9pm), about 16no. vehicles are expected to arrive and leave. This is conducive to the fact that there are parking spaces within the proposed development. No on-street parking impact is expected as there is sufficient parking within the development.

It's worth highlighting that within the context of these trips, some of them may encompass pick-ups and drop-offs.

### 5.3 Proposed Transport Impacts

As stated in Section 5.2, the anticipated vehicle trip generation to/from the development site shows that the number of cars and light goods vehicles generated is unlikely to cause any highway or parking safety problems.

Overall, due to the negligible number of predicted vehicular trips during peak hours, no adverse impact on the existing road network is anticipated.

## 6 Conclusion

In conclusion, the proposed development presents a significant opportunity to enhance the existing urban landscape by repurposing the site into a light industrial unit.

Situated within the vibrant Gorton district, the site benefits from its strategic location along Gorton Road, a primary thoroughfare intersecting key transportation arteries such as Hyde Road (A57) and Stockport Road (A6). With its proximity to essential amenities including shops, schools, and public transportation hubs like Ashburys railway station, the development offers convenient access.

Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

The existing pedestrian infrastructure along Gorton Road provides a safe and accessible environment for pedestrians and cyclists, complemented by well-established cycle routes and dedicated parking facilities.

Moreover, the proposed development incorporates sustainable transportation options such as EV, bicycle and motorcycle parking, aligning with local policies promoting environmental sustainability. Seventeen parking spaces will be provided which include 2no. EV charging spaces and 2no. disabled spaces.

Additionally, the development's waste and recycling storage facilities ensure responsible waste management practices in line with local policies.

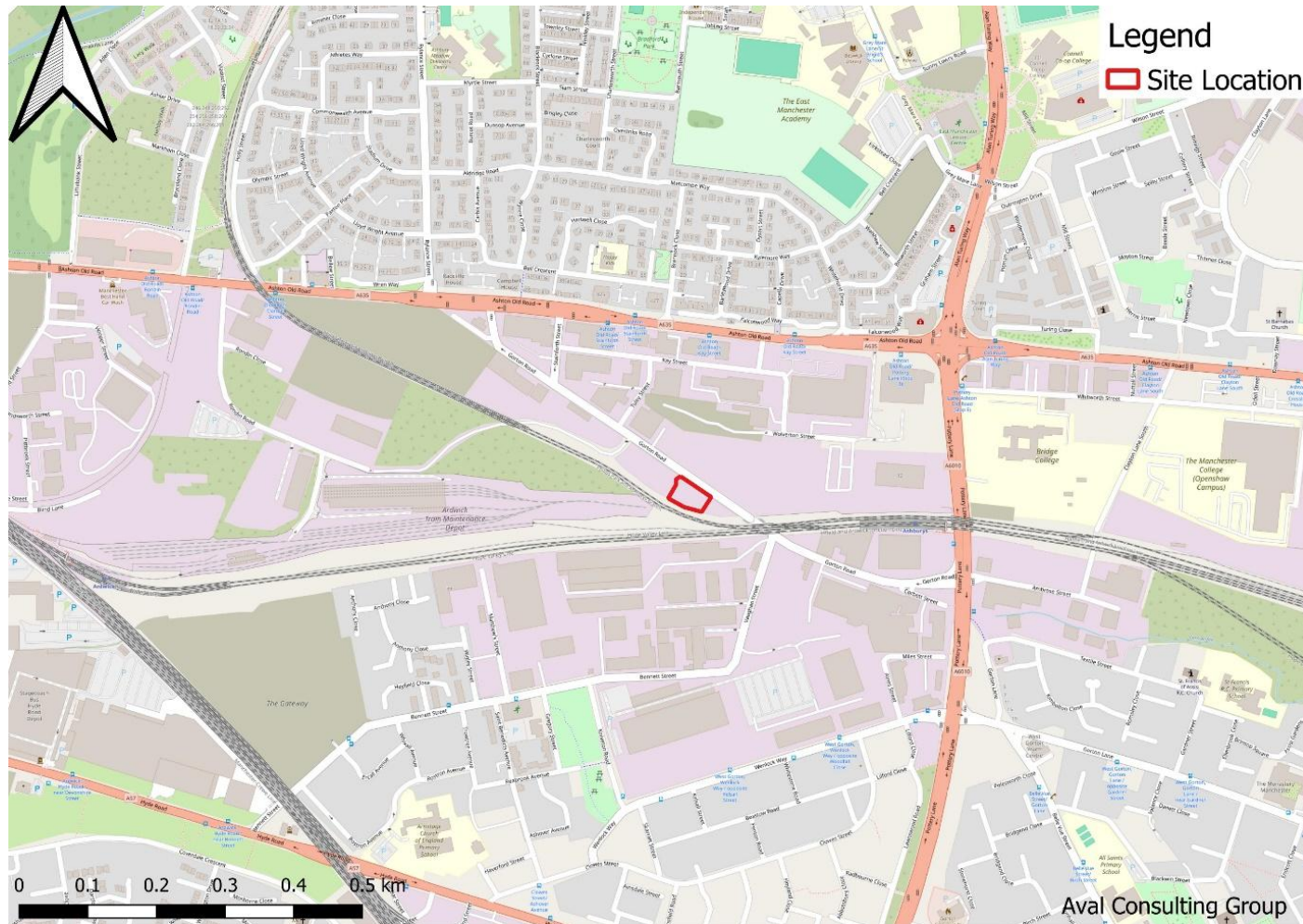
The anticipated vehicle trip generation to/from the development site shows that the number of cars and light goods vehicles generated is unlikely to cause any highway or parking safety problems.

Overall, due to the negligible number of predicted vehicular trips during peak hours, no adverse impact on the existing road network is anticipated.

Transport Statement – Proposed Single Unit  
Gorton Road, Manchester, M11 2DZ  
World Metal Recycling Ltd

93252

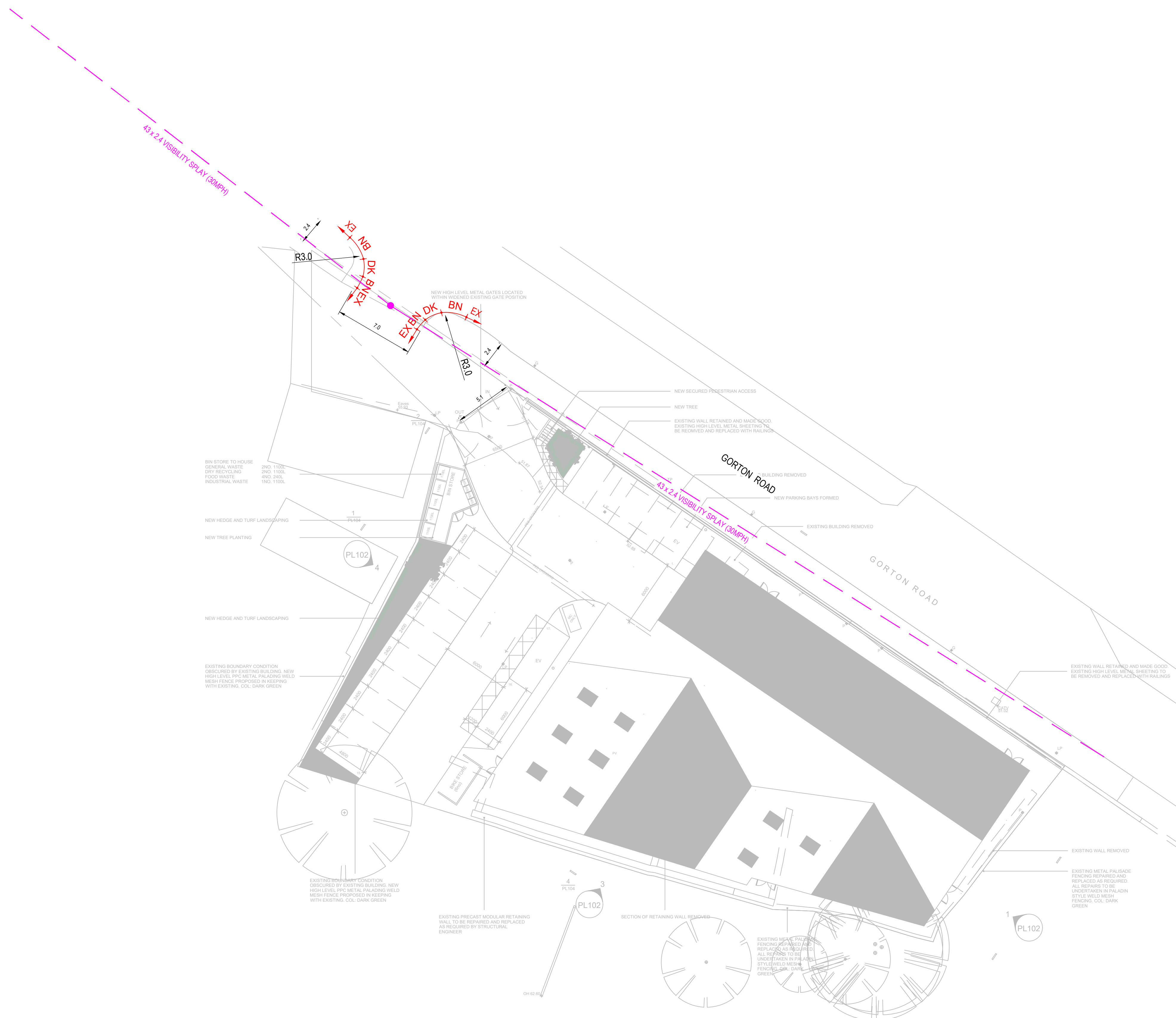
## Appendix A : Location Plan and Local Roads



Transport Statement – Proposed Single Unit  
Gorton Road, Manchester, M11 2DZ  
World Metal Recycling Ltd

93252

## Appendix B : Proposed Site Plans



## NOTES

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- 1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
- 2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
- 3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
- 4) IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT AND MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE STATUTORY UNDERTAKERS FOR THE IDENTIFICATION OF EXISTING SERVICES AND AREAS OF DANGER WHEN EXCAVATING
- 5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

|                                                                                     |                                                                                                             |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
|  | SITE BOUNDARY                                                                                               |
|  | PROPOSED KERB LINE                                                                                          |
|  | TACTILE PAVING                                                                                              |
|  | BULLNOSED KERB TYPE BN WITH 0 - 6mm UPSTAND                                                                 |
|  | DROPPED CROSSING CONSISTING OF BULLNOSED KERB TYPE BN WITH 0 - 6mm UPSTAND AND TRANSITION KERBS EITHER SIDE |
|  | FLAT TOP EDGING TYPE EF LAID FLUSH                                                                          |
|  | EXISTING KERB TO REMAIN                                                                                     |

| REV | DESCRIPTION  | DATE     | BY |
|-----|--------------|----------|----|
| -   | FIRST ISSUE  | 27/05/25 | WR |
| A   | SECOND ISSUE | 19/09/25 | WR |
|     |              |          |    |
|     |              |          |    |

Client Name:

WORLD METAL RECYCLING LTD

Drawing Title:

GENERAL ARRANGEMENT / AGREEMENT PLAN

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | WR |
| Scale:  | 1:200 @ A1<br>1:400 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | WR |

|                     |      |
|---------------------|------|
| Drawing No.         | Rev. |
| AVAL/93252/0000/001 | A    |

SITE INFORMATION

|                |           |
|----------------|-----------|
| SITE AREA      | 1,897 SQM |
| FOOTPRINT      | 850 SQM   |
| COVERAGE       | 44%       |
| PARKING BAYS   | 17 NO.    |
| DISABLED BAYS  | 2 NO.     |
| EV CHARGERS    | 2 NO.     |
| CYCLE STORE    | 6 NO.     |
| EXISTING TREES | 0 NO.     |
| REMOVED TREES  | 0 NO.     |
| NEW TREES      | 2 NO.     |
| EXISTING HEDGE | 0 LIN. M  |
| REMOVED HEDGE  | 0 LIN. M  |
| NEW HEDGE      | 30 LIN. M |
| EXISTING GRASS | 0 SQM     |
| REMOVED GRASS  | 0 SQM     |
| NEW GRASS      | 63 SQM    |

BIN STORE TO HOUSE  
GENERAL WASTE  
DRY RECYCLING  
FOOD WASTE  
INDUSTRIAL WASTE

2NO. 1100L  
2NO. 1100L  
4NO. 240L  
1NO. 1100L

NEW HEDGE AND TURF LANDSCAPING

NEW TREE PLANTING

NEW HEDGE AND TURF LANDSCAPING

EXISTING BOUNDARY CONDITION  
OBSOURED BY EXISTING BUILDING. NEW  
HIGH LEVEL PPC METAL PALADIN WELD  
MESH FENCE PROPOSED IN KEEPING  
WITH EXISTING. COL: DARK GREEN

EXISTING BOUNDARY CONDITION  
OBSOURED BY EXISTING BUILDING. NEW  
HIGH LEVEL PPC METAL PALADIN WELD  
MESH FENCE PROPOSED IN KEEPING  
WITH EXISTING. COL: DARK GREEN

EXISTING PRECAST MODULAR RETAINING  
WALL TO BE REPAIRED AND REPLACED  
AS REQUIRED BY STRUCTURAL  
ENGINEER

NEW HIGH LEVEL METAL GATES LOCATED  
WITHIN WIDENED EXISTING GATE POSITION

NEW SECURED PEDESTRIAN ACCESS

NEW TREE

EXISTING WALL RETAINED AND MADE GOOD.  
EXISTING HIGH LEVEL METAL SHEETING TO  
BE REMOVED AND REPLACED WITH RAILINGS

EXISTING BUILDING REMOVED

NEW PARKING BAYS FORMER

EXISTING BUILDING REMOVED

EXISTING WALL RETAINED AND MADE GOOD.  
EXISTING HIGH LEVEL METAL SHEETING TO  
BE REMOVED AND REPLACED WITH RAILINGS

EXISTING WALL REMOVED

EXISTING METAL PALISADE  
FENCING REPAIRED AND  
REPLACED AS REQUIRED.  
ALL REPAIRS TO BE  
UNDERTAKEN IN PALADIN  
STYLE WELD MESH.  
FENCING. COL: DARK  
GREEN

EXISTING METAL PALISADE  
FENCING REPAIRED AND  
REPLACED AS REQUIRED.  
ALL REPAIRS TO BE  
UNDERTAKEN IN PALADIN  
STYLE WELD MESH.  
FENCING. COL: DARK  
GREEN

SECTION OF RETAINING WALL REMOVED

SITE LAYOUT

1 : 200



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LICENSE OR ASSIGNMENT HAS BEEN, OR IS, GRANTED TO ANY THIRD PARTY  
WHETHER BY PROVISION OF COPIES OR ORIGINALS OR OTHERWISE UNLESS  
AGREED IN WRITING

**STRUCTURAL DESIGN**  
ALL STRUCTURAL INFORMATION CONTAINED WITHIN THE DRAWINGS ARE TO BE  
READ IN CONJUNCTION WITH THE STRUCTURAL ENGINEERS  
DESIGN DETAILS CALCULATIONS AS PROVIDED. ANY CONTRACTOR SHALL  
CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY  
DISCREPANCIES IN WRITING TO THE ENGINEER

**DO NOT SCALE FROM THIS DRAWING**  
ANY CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE AND  
REPORT ANY DISCREPANCIES IN WRITING TO ATELIER TWO LTD.

**REFERENCING**  
THIS DRAWING IS TO BE READ STRICTLY IN CONJUNCTION WITH ALL  
SUPPORTING DOCUMENTATION PROVIDED BY ATELIER TWO LTD. AND ALL  
OTHER DESIGNING PARTIES

**AREAS**  
ALL AREAS ARE APPROXIMATE AND CAN ONLY BE VERIFIED BY A DETAILED  
DIMENSIONAL SURVEY OF THE BUILDING. ANY DECISIONS MADE ON THESE  
PREDICTIONS SHOULD INCLUDE DUE ALLOWANCE FOR THE INCREASES AND  
DECREASES INHERENT IN THE DESIGN DEVELOPMENT AND CONSTRUCTION  
PROCESSES. EXISTING BUILDINGS MAY PRESENT ANOMALIES IN RELATION TO  
THE DRAWINGS SURVEYED INFORMATION WHICH MAY ALSO AFFECT THE STATED  
AREAS OR DIMENSIONS

Area Schedule

| Number | Name | Use | Area |
|--------|------|-----|------|
|--------|------|-----|------|

UNIT 01

|         |     |    |                    |
|---------|-----|----|--------------------|
| UNIT 01 | GFL | B2 | 811 m <sup>2</sup> |
|---------|-----|----|--------------------|

Grand total 811 m<sup>2</sup>

PLANNING

|    |                                                 |          |
|----|-------------------------------------------------|----------|
| NO | PLANNING UPDATE DRAFT (INT)                     | 28.08.25 |
| 1  | RELINE UPDATE                                   | 22.08.25 |
| 2  | GENERAL UPDATE                                  | 23.05.25 |
| 3  | UPDATE FOLLOWING CLIENT COMMENT                 | 02.12.24 |
| 4  | UPDATE FOLLOWING CLIENT COMMENT                 | 04.11.24 |
| 5  | UPDATE FOLLOWING CLIENT COMMENT                 | 03.11.24 |
| 6  | INITIAL DRAFT ISSUE TO CLIENT FOR CONSIDERATION | 28.10.24 |
| 7  | AMENDMENTS                                      | DATE:    |

World Metal Recycling Ltd

Commercial B2 Development

Gorton Rd  
Manchester, M11 2DZ

Site Layout

October 2024

1 : 200 A2

ALL DIMENSIONS TO BE CHECKED ON SITE

**ATELIER TWO**  
ARCHITECTURE

07975 237771  
www.ateliertwo.co.uk

2442 PL101 REV: G

Transport Statement – Proposed Single Unit  
Gorton Road, Manchester, M11 2DZ  
World Metal Recycling Ltd

93252

## Appendix C : Revised Trip Rates from TRICS

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Total Vehicles

Selected regions and areas:

|    |                                           |                 |        |
|----|-------------------------------------------|-----------------|--------|
| 02 | <b>SOUTH EAST</b>                         |                 |        |
|    | BO                                        | BEDFORD         | 1 day  |
|    | HC                                        | HAMPSHIRE       | 1 day  |
|    | HF                                        | HERTFORDSHIRE   | 1 day  |
| 03 | <b>SOUTH WEST</b>                         |                 |        |
|    | DV                                        | DEVON           | 1 day  |
|    | SM                                        | SOMERSET        | 1 day  |
| 04 | <b>EAST ANGLIA</b>                        |                 |        |
|    | NF                                        | NORFOLK         | 2 days |
|    | PB                                        | PETERBOROUGH    | 1 day  |
| 05 | <b>EAST MIDLANDS</b>                      |                 |        |
|    | DS                                        | DERBYSHIRE      | 1 day  |
| 06 | <b>WEST MIDLANDS</b>                      |                 |        |
|    | WK                                        | WARWICKSHIRE    | 1 day  |
|    | WM                                        | WEST MIDLANDS   | 2 days |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                 |        |
|    | NY                                        | NORTH YORKSHIRE | 1 day  |
| 08 | <b>NORTH WEST</b>                         |                 |        |
|    | BP                                        | BLACKPOOL       | 1 day  |
|    | EC                                        | CHESHIRE EAST   | 2 days |
|    | LC                                        | LANCASHIRE      | 2 days |
| 09 | <b>NORTH</b>                              |                 |        |
|    | CU                                        | CUMBERLAND      | 1 day  |

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

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

#### 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:              | GFA                      |
| Actual Range:           | 0.03 to 2.03 (units:sqm) |
| Range Selected by User: | 150 to 67459 (units:sqm) |
| Parking Spaces Range:   | 0 - 1378                 |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 01/01/16 to 08/11/23 |

*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:

|           |        |
|-----------|--------|
| Friday    | 2 days |
| Monday    | 2 days |
| Thursday  | 9 days |
| Tuesday   | 2 days |
| Wednesday | 4 days |

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

#### Selected survey types:

|                     |    |
|---------------------|----|
| Manual count        | 19 |
| Direction ATC Count | 0  |

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

#### Selected Locations:

|                                    |         |
|------------------------------------|---------|
| Edge of Town                       | 12 days |
| Suburban Area (PPS6 Out of Centre) | 7 days  |

*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:

|                  |         |
|------------------|---------|
| Development Zone | 1 days  |
| Industrial Zone  | 17 days |
| No Sub Category  | 1 days  |

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

#### Inclusion of Servicing Vehicle Counts:

|                             |         |
|-----------------------------|---------|
| Servicing vehicles Excluded | 15 days |
| Servicing vehicles Included | 4 days  |

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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Secondary Filtering Selection:

Use Class:

Not Known

19 surveys

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

0 - 0

Population within 1 mile:

|                   |           |
|-------------------|-----------|
| 1,001 to 5,000    | 1 surveys |
| 10,001 to 15,000  | 3 surveys |
| 15,001 to 20,000  | 2 surveys |
| 20,001 to 25,000  | 3 surveys |
| 25,001 to 50,000  | 5 surveys |
| 5,001 to 10,000   | 4 surveys |
| 50,001 to 100,000 | 1 surveys |

*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 surveys |
| 125,001 to 250,000 | 8 surveys |
| 250,001 to 500,000 | 1 surveys |
| 50,001 to 75,000   | 3 surveys |
| 500,001 or More    | 1 surveys |
| 75,001 to 100,000  | 4 surveys |

*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 | 7 surveys  |
| 1.1 to 1.5 | 12 surveys |

*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.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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Petrol filling station:

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 19 surveys

*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 19 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

|                                                                                                                                                                            |            |                          |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------|---------------------|
| 1                                                                                                                                                                          | BO-02-C-01 | PUMPS, MOTORS & FANS     | BEDFORD             |
| POSTLEY ROAD<br>BEDFORD<br>KEMPSTON<br>Edge of Town<br>Industrial Zone<br>Site area: 0.2 hect<br>Survey date: Thursday 15/10/2020                                          |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 2                                                                                                                                                                          | BP-02-C-01 | POWDER COATINGS          | BLACKPOOL           |
| CHORLEY ROAD<br>BLACKPOOL<br>LITTLE CARLETON<br>Edge of Town<br>Industrial Zone<br>Site area: 0.182 hect<br>Survey date: Thursday 20/06/2019                               |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 3                                                                                                                                                                          | CU-02-C-01 | STEEL FABRICATION        | CUMBERLAND          |
| BLACKDYKE ROAD<br>CARLISLE<br>KINGSTOWN IND. ESTATE<br>Edge of Town<br>Industrial Zone<br>Site area: 0.17 hect<br>Survey date: Friday 15/10/2021                           |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 4                                                                                                                                                                          | DS-02-C-02 | GLASS SPECIALISTS        | DERBYSHIRE          |
| STONEGRAVELS LANE<br>CHESTERFIELD<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Site area: 0.3 hect<br>Survey date: Wednesday 04/10/2023                     |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 5                                                                                                                                                                          | DV-02-C-02 | ENERGY RECOVERY FACILITY | DEVON               |
| GRACE ROAD SOUTH<br>EXETER<br>MARSH BARTON TRAD. EST.<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Site area: 0.95 hect<br>Survey date: Thursday 06/07/2017 |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 6                                                                                                                                                                          | EC-02-C-01 | OFFICE FURNITURE         | CHESHIRE EAST       |
| BRUNEL ROAD<br>MACCLESFIELD<br>LYME GREEN BUS. PARK<br>Edge of Town<br>Development Zone<br>Site area: 0.91 hect<br>Survey date: Monday 19/09/2016                          |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 7                                                                                                                                                                          | EC-02-C-02 | FABRICS MANUFACTURE      | CHESHIRE EAST       |
| CHARTER WAY<br>MACCLESFIELD<br>HURDSFIELD<br>Edge of Town<br>Industrial Zone<br>Site area: 0.5135 hect<br>Survey date: Friday 07/05/2021                                   |            |                          |                     |
|                                                                                                                                                                            |            |                          | Survey Type: Manual |
| 8                                                                                                                                                                          | HC-02-C-01 | ENGINEERING COMPANY      | HAMPSHIRE           |

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

|                                                                                                                                                                               |                   |                                       |                        |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------------|------------------------|---------------------|
| JAYS CLOSE<br>BASINGSTOKE<br>Edge of Town<br>Industrial Zone<br>Site area: 1.12 hect<br>Survey date: Thursday 16/06/2016                                                      |                   |                                       |                        | Survey Type: Manual |
| <b>9</b><br>COCKERELL CLOSE<br>STEVENAGE<br>Edge of Town<br>Industrial Zone<br>Site area: 1.93 hect<br>Survey date: Wednesday 08/11/2023                                      | <b>HF-02-C-02</b> | <b>FRESH PRODUCE</b>                  | <b>HERTFORDSHIRE</b>   | Survey Type: Manual |
| <b>10</b><br>GOLDEN HILL LANE<br>LEYLAND<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Site area: 0.069 hect<br>Survey date: Tuesday 06/11/2018                 | <b>LC-02-C-03</b> | <b>TIMBER SUPPLIES</b>                | <b>LANCASHIRE</b>      | Survey Type: Manual |
| <b>11</b><br>TOLLGATE ROAD<br>BURSCOUGH<br>Edge of Town<br>Industrial Zone<br>Site area: 0.1305 hect<br>Survey date: Thursday 21/04/2022                                      | <b>LC-02-C-06</b> | <b>STEEL FABRICATION</b>              | <b>LANCASHIRE</b>      | Survey Type: Manual |
| <b>12</b><br>ELVIN WAY<br>NORWICH<br>HELLESDON<br>Edge of Town<br>Industrial Zone<br>Site area: 0.052 hect<br>Survey date: Thursday 07/11/2019                                | <b>NF-02-C-03</b> | <b>SHEET METAL CONTRACTOR</b>         | <b>NORFOLK</b>         | Survey Type: Manual |
| <b>13</b><br>FLETCHER WAY<br>NORWICH<br>UPPER HELLESDON<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Site area: 0.086 hect<br>Survey date: Thursday 14/11/2019 | <b>NF-02-C-04</b> | <b>EXHIBITION DESIGN &amp; MANUF.</b> | <b>NORFOLK</b>         | Survey Type: Manual |
| <b>14</b><br>WETHERBY ROAD<br>KNARESBOROUGH<br>Edge of Town<br>Industrial Zone<br>Site area: 0.35 hect<br>Survey date: Thursday 29/06/2023                                    | <b>NY-02-C-03</b> | <b>WORKWEAR MANUFACTURER</b>          | <b>NORTH YORKSHIRE</b> | Survey Type: Manual |
| <b>15</b><br>NEWARK ROAD<br>PETERBOROUGH<br>FENGATE<br>Edge of Town<br>Industrial Zone                                                                                        | <b>PB-02-C-01</b> | <b>STEEL FABRICATOR</b>               | <b>PETERBOROUGH</b>    |                     |

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Site area: 0.26 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

**16** **SM-02-C-01** **WET BLASTING EQUIPMENT** **SOMERSET**  
ROBINS DRIVE  
BRIDGWATER  
Suburban Area (PPS6 Out of Centre)  
No Sub Category  
Site area: 0.4 hect  
Survey date: Wednesday 14/09/2022  
Survey Type: Manual

**17** **WK-02-C-01** **MACHINE ENGINEERING** **WARWICKSHIRE**  
CASTLE MOUND WAY  
RUGBY  
Edge of Town  
Industrial Zone  
Site area: 2.03 hect  
Survey date: Wednesday 10/11/2021  
Survey Type: Manual

**18** **WM-02-C-04** **FOUNDRY** **WEST MIDLANDS**  
STOURVALE ROAD  
STOURBRIDGE  
LYE  
Suburban Area (PPS6 Out of Centre)  
Industrial Zone  
Site area: 0.63 hect  
Survey date: Tuesday 21/11/2017  
Survey Type: Manual

**19** **WM-02-C-05** **INDIAN CATERING** **WEST MIDLANDS**  
ICKNIELD STREET  
BIRMINGHAM  
HOCKLEY  
Suburban Area (PPS6 Out of Centre)  
Industrial Zone  
Site area: 0.03 hect  
Survey date: Monday 22/11/2021  
Survey Type: Manual

#### DESELECTED SURVEYS

| Site Ref   | Survey Date | Reason for Deselection |
|------------|-------------|------------------------|
| CF-02-C-02 | 06-10-2016  | location               |
| CS-02-C-02 | 06-09-2023  | location               |
| DL-02-C-01 | 26-09-2019  | location               |
| FI-02-C-02 | 20-04-2023  | location               |
| GS-02-C-02 | 23-04-2021  | covid                  |
| KE-02-C-01 | 17-10-2019  | location               |
| KK-02-C-01 | 26-10-2017  | location               |
| KK-02-C-02 | 04-10-2019  | location               |
| LC-02-C-05 | 30-06-2021  | covid                  |
| LT-02-C-01 | 22-05-2017  | location               |
| MA-02-C-01 | 09-10-2020  | covid                  |
| MG-02-C-02 | 16-11-2016  | location               |
| MG-02-C-03 | 12-10-2021  | covid                  |
| NN-02-C-01 | 22-10-2020  | covid                  |
| TV-02-C-02 | 04-09-2020  | covid                  |
| VG-02-C-01 | 06-05-2021  | covid                  |

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

| Site Ref   | Survey Date | Reason for Deselection |
|------------|-------------|------------------------|
| WX-02-C-01 | 20-04-2023  | location               |

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

Total Vehicles

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Period      | Trips per 100 sqm GFA |          |       |
|-------------|-----------------------|----------|-------|
|             | Inbound               | Outbound | Total |
| 08:00-09:00 | 0.366                 | 0.068    | 0.434 |
| 17:00-18:00 | 0.036                 | 0.261    | 0.297 |

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 5        | 6399     | 0.069    | 0.006      | 0.075  |
| 06:00-07:00         | 5        | 6399     | 0.194    | 0.138      | 0.332  |
| 07:00-08:00         | 18       | 3245     | 0.288    | 0.055      | 0.343  |
| 08:00-09:00         | 18       | 3245     | 0.366    | 0.068      | 0.434  |
| 09:00-10:00         | 19       | 3088     | 0.176    | 0.104      | 0.280  |
| 10:00-11:00         | 19       | 3088     | 0.140    | 0.106      | 0.246  |
| 11:00-12:00         | 19       | 3088     | 0.104    | 0.118      | 0.222  |
| 12:00-13:00         | 19       | 3088     | 0.153    | 0.184      | 0.337  |
| 13:00-14:00         | 19       | 3088     | 0.145    | 0.169      | 0.314  |
| 14:00-15:00         | 19       | 3088     | 0.092    | 0.119      | 0.211  |
| 15:00-16:00         | 19       | 3088     | 0.094    | 0.167      | 0.261  |
| 16:00-17:00         | 19       | 3088     | 0.036    | 0.278      | 0.314  |
| 17:00-18:00         | 19       | 3088     | 0.036    | 0.261      | 0.297  |
| 18:00-19:00         | 18       | 3230     | 0.058    | 0.117      | 0.175  |
| 19:00-20:00         | 6        | 5375     | 0.006    | 0.043      | 0.049  |
| 20:00-21:00         | 5        | 6399     | 0.000    | 0.016      | 0.016  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 1.957    | 1.949      | 3.906  |

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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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 19                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

Cyclists

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 5        | 6399     | 0.000    | 0.000      | 0.000  |
| 06:00-07:00         | 5        | 6399     | 0.019    | 0.003      | 0.022  |
| 07:00-08:00         | 18       | 3245     | 0.017    | 0.002      | 0.019  |
| 08:00-09:00         | 18       | 3245     | 0.007    | 0.000      | 0.007  |
| 09:00-10:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 19       | 3088     | 0.000    | 0.002      | 0.002  |
| 13:00-14:00         | 19       | 3088     | 0.002    | 0.002      | 0.004  |
| 14:00-15:00         | 19       | 3088     | 0.000    | 0.005      | 0.005  |
| 15:00-16:00         | 19       | 3088     | 0.000    | 0.003      | 0.003  |
| 16:00-17:00         | 19       | 3088     | 0.000    | 0.007      | 0.007  |
| 17:00-18:00         | 19       | 3088     | 0.000    | 0.012      | 0.012  |
| 18:00-19:00         | 18       | 3230     | 0.012    | 0.002      | 0.014  |
| 19:00-20:00         | 6        | 5375     | 0.000    | 0.006      | 0.006  |
| 20:00-21:00         | 5        | 6399     | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 0.057    | 0.044      | 0.101  |

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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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 7                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

PSVs

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 5        | 6399     | 0.000    | 0.000      | 0.000  |
| 06:00-07:00         | 5        | 6399     | 0.003    | 0.003      | 0.006  |
| 07:00-08:00         | 18       | 3245     | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 18       | 3245     | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 19       | 3088     | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 18       | 3230     | 0.000    | 0.000      | 0.000  |
| 19:00-20:00         | 6        | 5375     | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 5        | 6399     | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 0.003    | 0.003      | 0.006  |

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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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 08/11/2023 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 1                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

OGVs

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 5        | 6399     | 0.003        | 0.000        | 0.003        |
| 06:00-07:00         | 5        | 6399     | 0.006        | 0.009        | 0.015        |
| 07:00-08:00         | 18       | 3245     | 0.022        | 0.019        | 0.041        |
| 08:00-09:00         | 18       | 3245     | 0.024        | 0.021        | 0.045        |
| 09:00-10:00         | 19       | 3088     | 0.034        | 0.031        | 0.065        |
| 10:00-11:00         | 19       | 3088     | 0.029        | 0.026        | 0.055        |
| 11:00-12:00         | 19       | 3088     | 0.026        | 0.026        | 0.052        |
| 12:00-13:00         | 19       | 3088     | 0.041        | 0.043        | 0.084        |
| 13:00-14:00         | 19       | 3088     | 0.024        | 0.022        | 0.046        |
| 14:00-15:00         | 19       | 3088     | 0.012        | 0.015        | 0.027        |
| 15:00-16:00         | 19       | 3088     | 0.017        | 0.020        | 0.037        |
| 16:00-17:00         | 19       | 3088     | 0.005        | 0.010        | 0.015        |
| 17:00-18:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 18:00-19:00         | 18       | 3230     | 0.000        | 0.000        | 0.000        |
| 19:00-20:00         | 6        | 5375     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 5        | 6399     | 0.000        | 0.003        | 0.003        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.243</b> | <b>0.245</b> | <b>0.488</b> |

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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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 19                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

Taxis

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 18       | 3245     | 0.000        | 0.000        | 0.000        |
| 08:00-09:00         | 18       | 3245     | 0.000        | 0.000        | 0.000        |
| 09:00-10:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 10:00-11:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 11:00-12:00         | 19       | 3088     | 0.003        | 0.003        | 0.006        |
| 12:00-13:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 13:00-14:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 14:00-15:00         | 19       | 3088     | 0.005        | 0.005        | 0.010        |
| 15:00-16:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 16:00-17:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 17:00-18:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 18:00-19:00         | 18       | 3230     | 0.003        | 0.003        | 0.006        |
| 19:00-20:00         | 6        | 5375     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.019</b> | <b>0.019</b> | <b>0.038</b> |

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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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 4                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

Cars

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 5        | 6399     | 0.059    | 0.006      | 0.065  |
| 06:00-07:00         | 5        | 6399     | 0.172    | 0.106      | 0.278  |
| 07:00-08:00         | 18       | 3245     | 0.233    | 0.024      | 0.257  |
| 08:00-09:00         | 18       | 3245     | 0.282    | 0.014      | 0.296  |
| 09:00-10:00         | 19       | 3088     | 0.097    | 0.032      | 0.129  |
| 10:00-11:00         | 19       | 3088     | 0.044    | 0.022      | 0.066  |
| 11:00-12:00         | 19       | 3088     | 0.037    | 0.049      | 0.086  |
| 12:00-13:00         | 19       | 3088     | 0.063    | 0.095      | 0.158  |
| 13:00-14:00         | 19       | 3088     | 0.087    | 0.101      | 0.188  |
| 14:00-15:00         | 19       | 3088     | 0.037    | 0.060      | 0.097  |
| 15:00-16:00         | 19       | 3088     | 0.031    | 0.097      | 0.128  |
| 16:00-17:00         | 19       | 3088     | 0.017    | 0.223      | 0.240  |
| 17:00-18:00         | 19       | 3088     | 0.027    | 0.233      | 0.260  |
| 18:00-19:00         | 18       | 3230     | 0.050    | 0.103      | 0.153  |
| 19:00-20:00         | 6        | 5375     | 0.006    | 0.043      | 0.049  |
| 20:00-21:00         | 5        | 6399     | 0.000    | 0.013      | 0.013  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 1.242    | 1.221      | 2.463  |

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.

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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 19                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

LGVs

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 5        | 6399     | 0.003        | 0.000        | 0.003        |
| 06:00-07:00         | 5        | 6399     | 0.013        | 0.019        | 0.032        |
| 07:00-08:00         | 18       | 3245     | 0.029        | 0.012        | 0.041        |
| 08:00-09:00         | 18       | 3245     | 0.056        | 0.033        | 0.089        |
| 09:00-10:00         | 19       | 3088     | 0.041        | 0.039        | 0.080        |
| 10:00-11:00         | 19       | 3088     | 0.065        | 0.056        | 0.121        |
| 11:00-12:00         | 19       | 3088     | 0.037        | 0.039        | 0.076        |
| 12:00-13:00         | 19       | 3088     | 0.048        | 0.044        | 0.092        |
| 13:00-14:00         | 19       | 3088     | 0.032        | 0.044        | 0.076        |
| 14:00-15:00         | 19       | 3088     | 0.037        | 0.039        | 0.076        |
| 15:00-16:00         | 19       | 3088     | 0.044        | 0.044        | 0.088        |
| 16:00-17:00         | 19       | 3088     | 0.014        | 0.041        | 0.055        |
| 17:00-18:00         | 19       | 3088     | 0.007        | 0.017        | 0.024        |
| 18:00-19:00         | 18       | 3230     | 0.005        | 0.007        | 0.012        |
| 19:00-20:00         | 6        | 5375     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.431</b> | <b>0.434</b> | <b>0.865</b> |

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.

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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 19                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

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

Motorcycles

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 5        | 6399     | 0.003        | 0.000        | 0.003        |
| 06:00-07:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 18       | 3245     | 0.003        | 0.000        | 0.003        |
| 08:00-09:00         | 18       | 3245     | 0.003        | 0.002        | 0.005        |
| 09:00-10:00         | 19       | 3088     | 0.002        | 0.000        | 0.002        |
| 10:00-11:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 11:00-12:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 12:00-13:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 13:00-14:00         | 19       | 3088     | 0.002        | 0.002        | 0.004        |
| 14:00-15:00         | 19       | 3088     | 0.000        | 0.000        | 0.000        |
| 15:00-16:00         | 19       | 3088     | 0.000        | 0.003        | 0.003        |
| 16:00-17:00         | 19       | 3088     | 0.000        | 0.003        | 0.003        |
| 17:00-18:00         | 19       | 3088     | 0.000        | 0.009        | 0.009        |
| 18:00-19:00         | 18       | 3230     | 0.000        | 0.003        | 0.003        |
| 19:00-20:00         | 6        | 5375     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 5        | 6399     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.015</b> | <b>0.024</b> | <b>0.039</b> |

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.

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Audit Code: 01d4366e-c91d-49ed-af21-c6e8d409fc98

Parameter Summary:

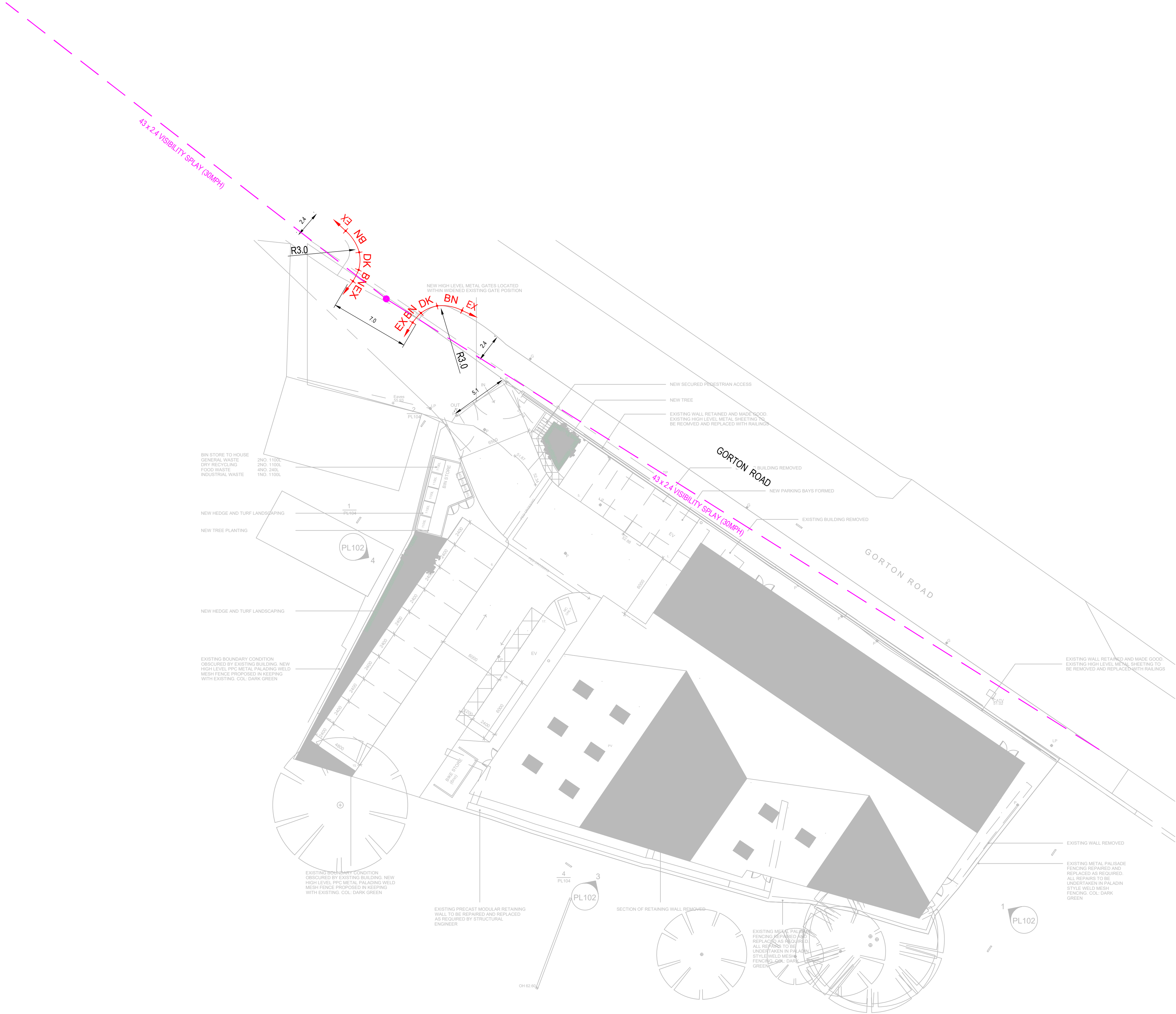
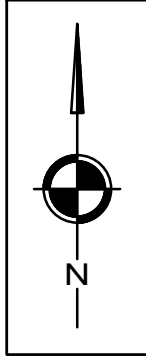
|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 150 - 67459 (units: sqm) |
| Survey date date range:                       | 16/06/2016 - 08/11/2023  |
| Number of weekdays (Monday-Friday):           | 6                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 17                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Transport Statement – Proposed Single Unit  
Gorton Road, Manchester, M11 2DZ  
World Metal Recycling Ltd

93252

## Appendix D : Revised Vehicle Swept Path Drawings



NOTES

- 1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
- 2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
- 3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
- 4) IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT AND MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE STATUTORY UNDERTAKERS FOR THE IDENTIFICATION OF EXISTING SERVICES AND AREAS OF DANGER WHEN EXCAVATING
- 5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

KEY

- SITE BOUNDARY
- PROPOSED KERB LINE
- TACTILE PAVING
- BN BULLNOSED KERB TYPE BN WITH 0 - 6mm UPSTAND
- DK DROPPED CROSSING CONSISTING OF BULLNOSED KERB TYPE BN WITH 0 - 6mm UPSTAND AND TRANSITION KERBS EITHER SIDE
- EF FLAT TOP EDGING TYPE EF LAID FLUSH
- EX EXISTING KERB TO REMAIN

REVISIONS

| REV | DESCRIPTION  | DATE     | BY |
|-----|--------------|----------|----|
| -   | FIRST ISSUE  | 27/05/25 | WR |
| A   | SECOND ISSUE | 19/09/25 | WR |
|     |              |          |    |
|     |              |          |    |

**AVAL CONSULTING GROUP**  
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS

Transportation Planning : Environmental Consultants  
www.aval-group.co.uk, Email: contact@aval-group.co.uk  
Company Number: 11922039

Client Name:

**WORLD METAL RECYCLING LTD**

Project Title:

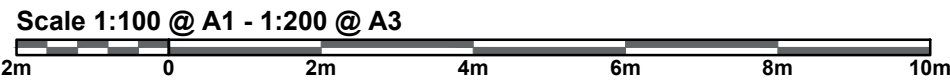
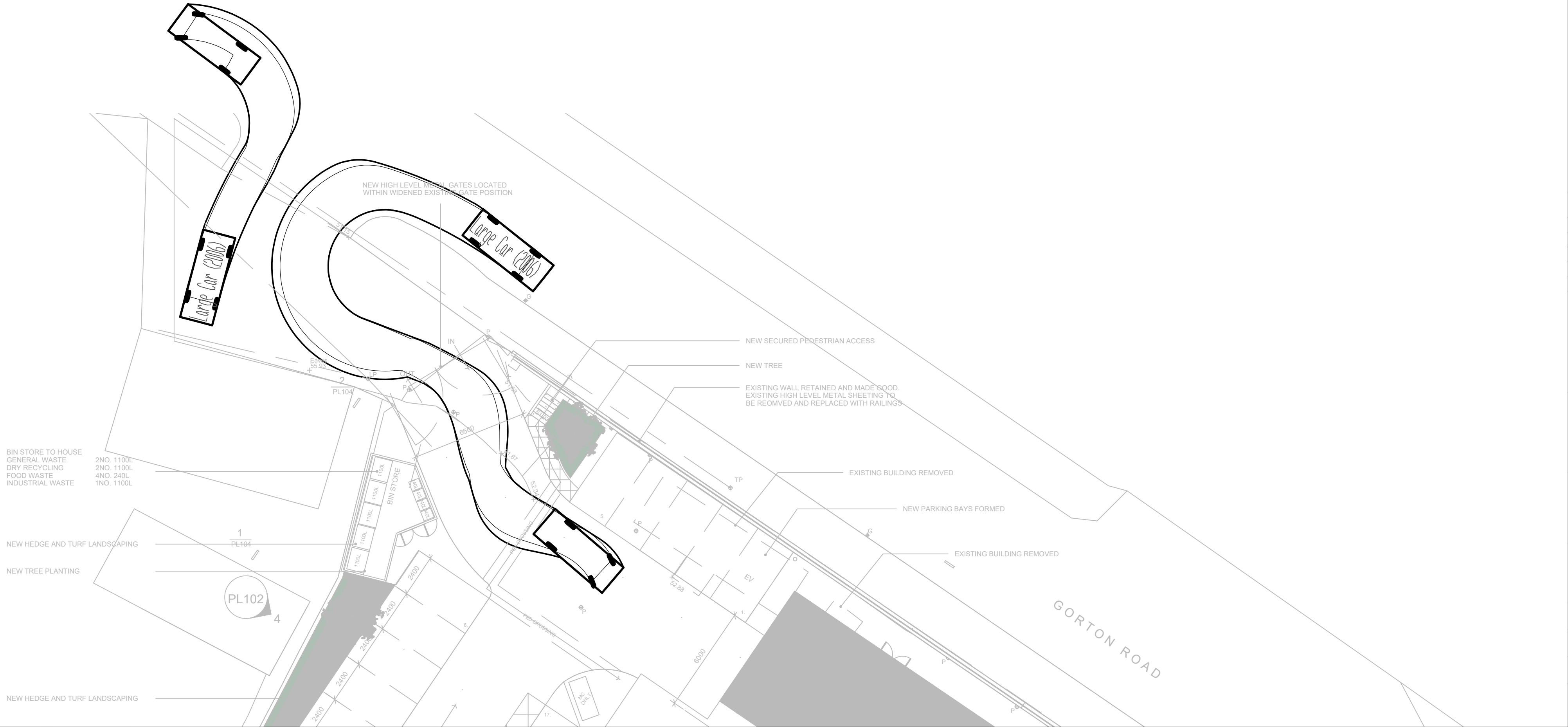
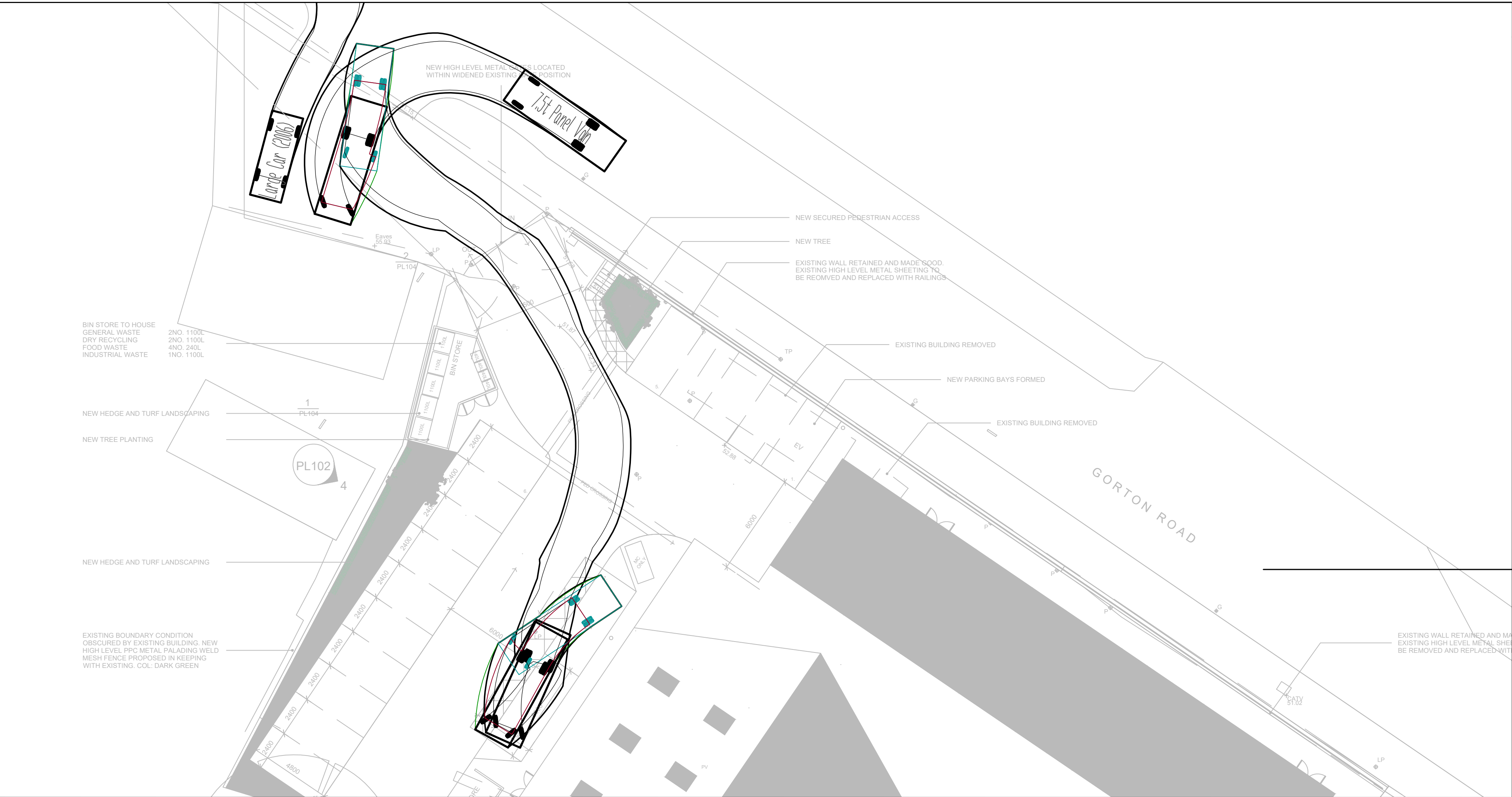
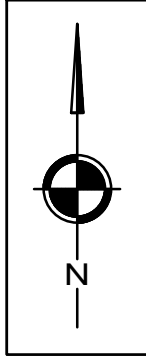
**GORTON RD  
MANCHESTER, M11 2DZ**

Drawing Title:

**GENERAL ARRANGEMENT / AGREEMENT PLAN**

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | WR |
| Scale:  | 1:200 @ A1<br>1:400 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | WR |

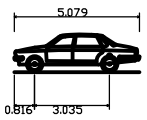
|                            |          |
|----------------------------|----------|
| Drawing No:                | Rev:     |
| <b>AVAL/93252/0000/001</b> | <b>A</b> |



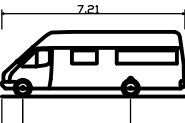
NOTES

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KEY



Large Car (2006)  
Overall Length 5.07m  
Overall Width 2.25m  
Overall Body Height 1.52m  
Bin Body Ground Clearance 1.31m  
Max Track Width 1.83m  
Lock to lock time 4.06s  
Kerb to Kerb Turning Radius 5.90m



7.5t Panel Van  
Overall Length 7.20m  
Overall Width 2.25m  
Overall Body Height 2.54m  
Bin Body Ground Clearance 1.51m  
Track Width 1.65m  
Lock to lock time 4.06s  
Kerb to Kerb Turning Radius 7.40m

REVISIONS

| REV | DESCRIPTION | DATE     | BY |
|-----|-------------|----------|----|
| -   | FIRST ISSUE | 25/03/25 | LS |
| B   | THIRD ISSUE | 19/09/25 | LS |
|     |             |          |    |
|     |             |          |    |

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CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS  
Transportation Planning : Environmental Consultants  
www.aval-group.co.uk, Email: contact@aval-group.co.uk  
Company Number: 11522039

Client Name:

**WORLD METAL  
RECYCLING**

Project Title:

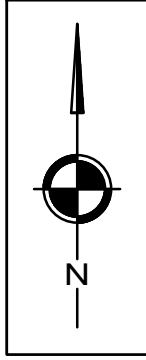
**GORTON ROAD, MANCHESTER**

Drawing Title:

**ADDITIONAL VEHICLE SWEEP PATHS**

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | LS |
| Scale:  | 1:100 @ A1<br>1:200 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | SC |

|                            |          |
|----------------------------|----------|
| Drawing No:                | Rev:     |
| <b>AVAL/93252/0000/002</b> | <b>B</b> |



NEW HEDGE AND TURF LANDSCAPING

NEW TREE PLANTING

NEW HEDGE AND TURF LANDSCAPING

EXISTING BOUNDARY CONDITION  
OBSCURED BY EXISTING BUILDING. NEW  
HIGH LEVEL PPC METAL PALADING WELD  
MESH FENCE PROPOSED IN KEEPING  
WITH EXISTING. COL: DARK GREEN

NEW HEDGE AND TURF LANDSCAPING

EXISTING BOUNDARY CONDITION  
OBSCURED BY EXISTING BUILDING. NEW  
HIGH LEVEL PPC METAL PALADING WELD  
MESH FENCE PROPOSED IN KEEPING  
WITH EXISTING. COL: DARK GREEN

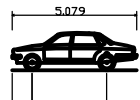
Scale 1:100 @ A1 - 1:200 @ A3



NOTES

- 1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
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KEY



Large Car (2006)  
Overall Length 5.07m  
Overall Width 1.82m  
Overall Body Height 1.30m  
Min Body Ground Clearance 0.30m  
Max Road Width 4.00m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 5.900m

REVISIONS

| REV | DESCRIPTION | DATE     | BY |
|-----|-------------|----------|----|
| -   | FIRST ISSUE | 25/03/25 | LS |
| B   | THIRD ISSUE | 19/09/25 | LS |
|     |             |          |    |
|     |             |          |    |

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CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS  
Transportation Planning : Environmental Consultants  
www.aval-group.co.uk, Email: contact@aval-group.co.uk  
Company Number: 11922039

Client Name:

WORLD METAL  
RECYCLING

Project Title:

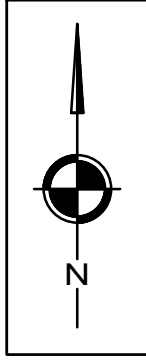
GORTON ROAD, MANCHESTER

Drawing Title:

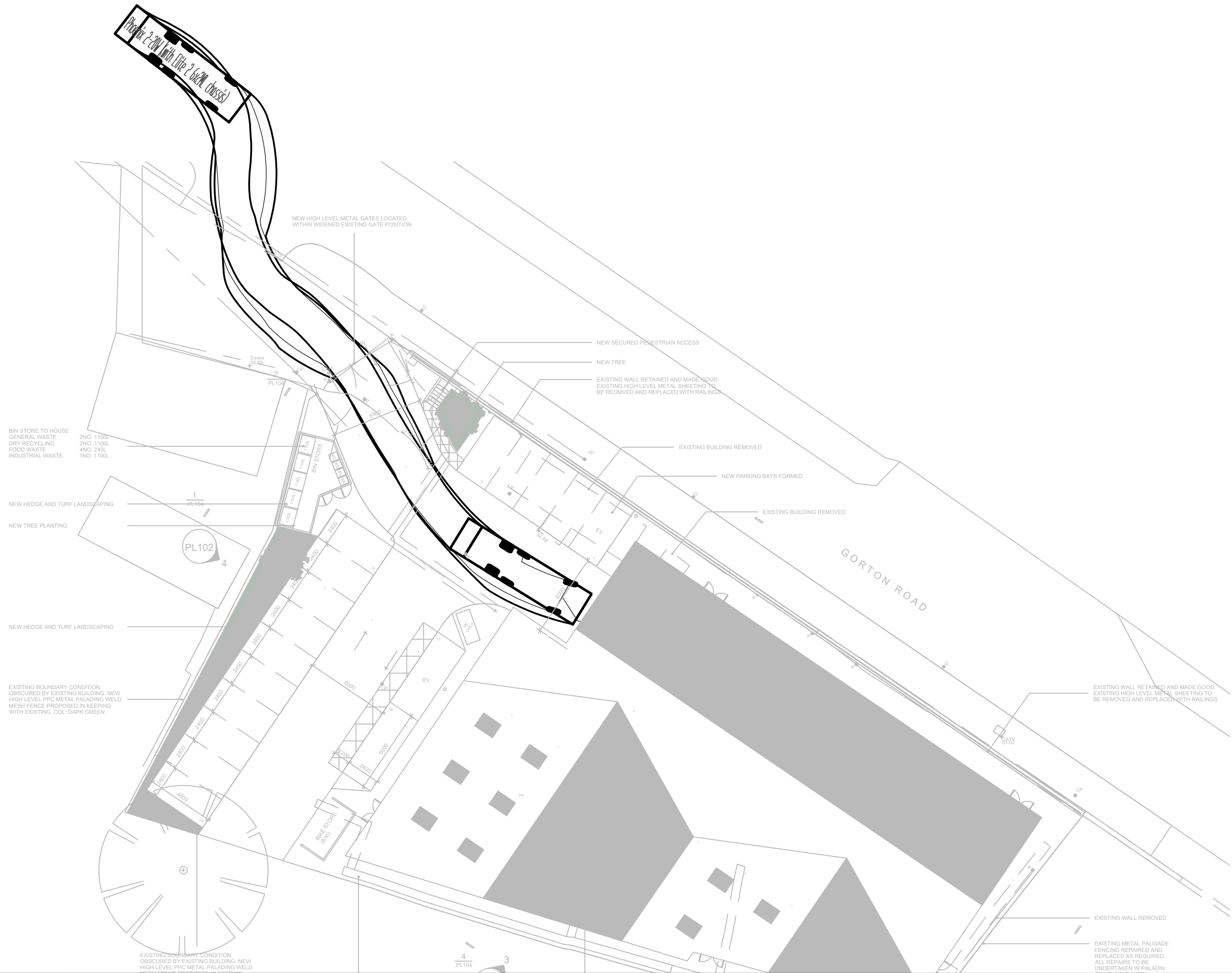
LARGE CAR VEHICLE SWEEP PATHS

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | LS |
| Scale:  | 1:100 @ A1<br>1:200 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | SC |

|                     |      |
|---------------------|------|
| Drawing No:         | Rev: |
| AVAL/93252/0000/003 | B    |



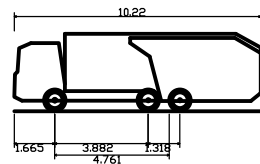
Kerb to Kerb Turning Radius 9.450m



NOTES

- 1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
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KEY



Phoenix 2-20V (with Elite 2 6x2M chassis)  
Overall Length 10.25m  
Overall Width 2.50m  
Overall Height 2.50m  
Body Height 2.50m  
Track Width 2.50m  
Lock to Lock 2.50m  
Kerb to Kerb Turning Radius 9.450m

REVISIONS

| REV | DESCRIPTION | DATE     | BY |
|-----|-------------|----------|----|
| -   | FIRST ISSUE | 25/03/25 | LS |
| B   | THIRD ISSUE | 19/09/25 | LS |
|     |             |          |    |
|     |             |          |    |

**AVAL CONSULTING GROUP**  
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS  
Transportation Planning : Environmental Consultants  
www.aval-group.co.uk, Email: contact@aval-group.co.uk  
Company Number: 11522039

Client Name:

WORLD METAL  
RECYCLING

Project Title:

GORTON ROAD, MANCHESTER

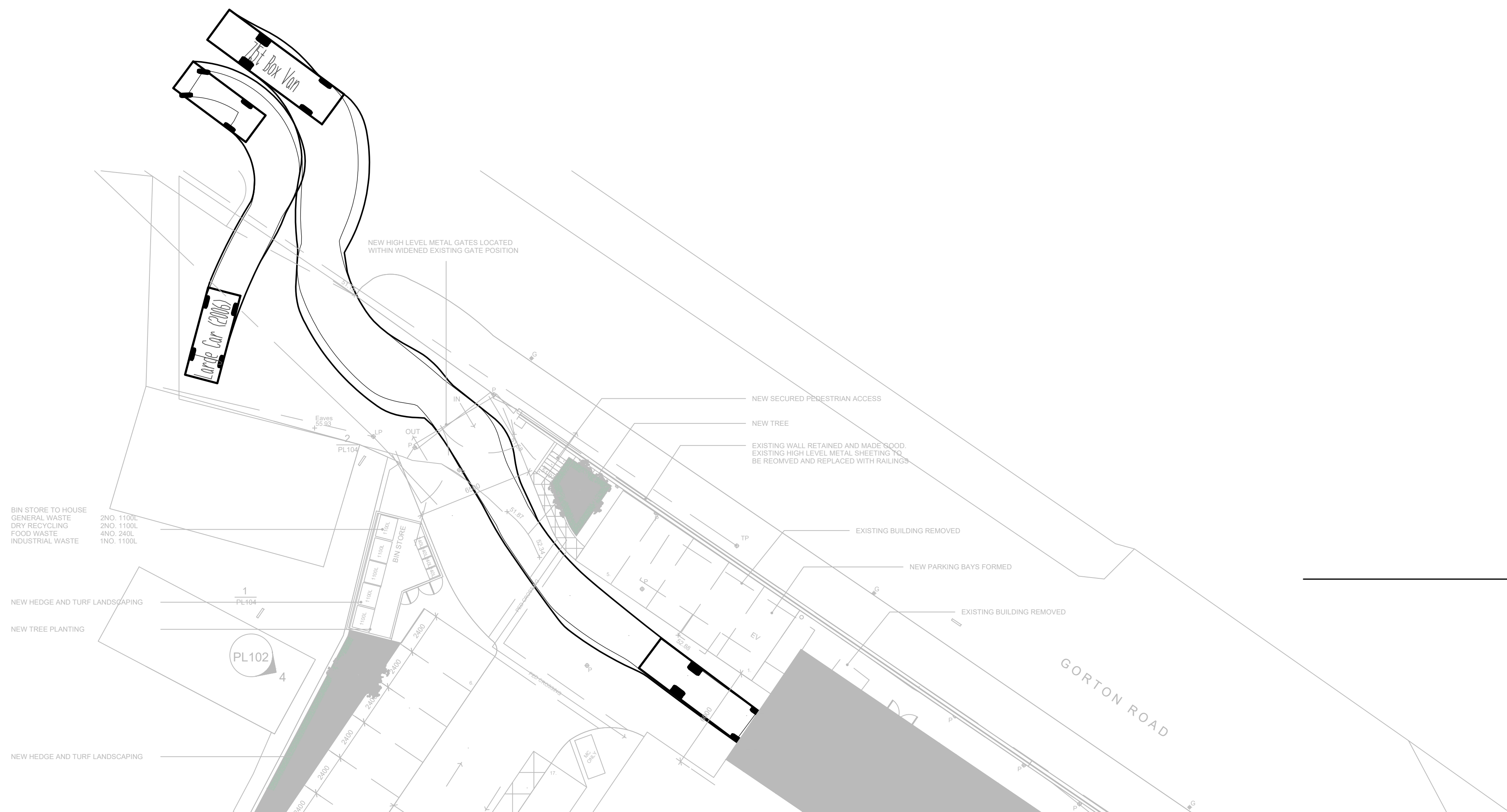
Drawing Title:

REFUSE VEHICLE SWEEP PATH

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | LS |
| Scale:  | 1:400 @ A1<br>1:800 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | SC |

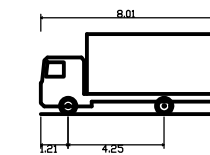
|                     |      |
|---------------------|------|
| Drawing No:         | Rev: |
| AVAL/93252/0000/004 | B    |

Scale 1:100 @ A1 - 1:200 @ A3  
2m 0 2m 4m 6m 8m 10m



- 1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
- 2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
- 3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
- 4) IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT AND MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE STATUTORY UNDERTAKERS FOR THE IDENTIFICATION OF EXISTING SERVICES AND AREAS OF DANGER WHEN EXCAVATING
- 5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

|                             |   |
|-----------------------------|---|
| Large Car (2006)            |   |
| Overall Length              | 5 |
| Overall Width               | 1 |
| Overall Body Height         | 1 |
| Min Body Ground Clearance   | 0 |
| Max Track Width             | 1 |
| Lock to lock time           | 4 |
| Kerb to Kerb Turning Radius | 5 |



|                             |      |
|-----------------------------|------|
| 7.5t Box Van                |      |
| Overall Length              | 8.01 |
| Overall Width               | 2.10 |
| Overall Body Height         | 3.55 |
| Min Body Ground Clearance   | 0.31 |
| Track Width                 | 2.08 |
| Lock to lock time           | 4.00 |
| Kerb to Kerb Turning Radius | 7.41 |

| REV | DESCRIPTION | DATE     | BY |
|-----|-------------|----------|----|
| -   | FIRST ISSUE | 25/03/25 | LS |
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Company Number: 11922039

WORLD METAL  
RECYCLING

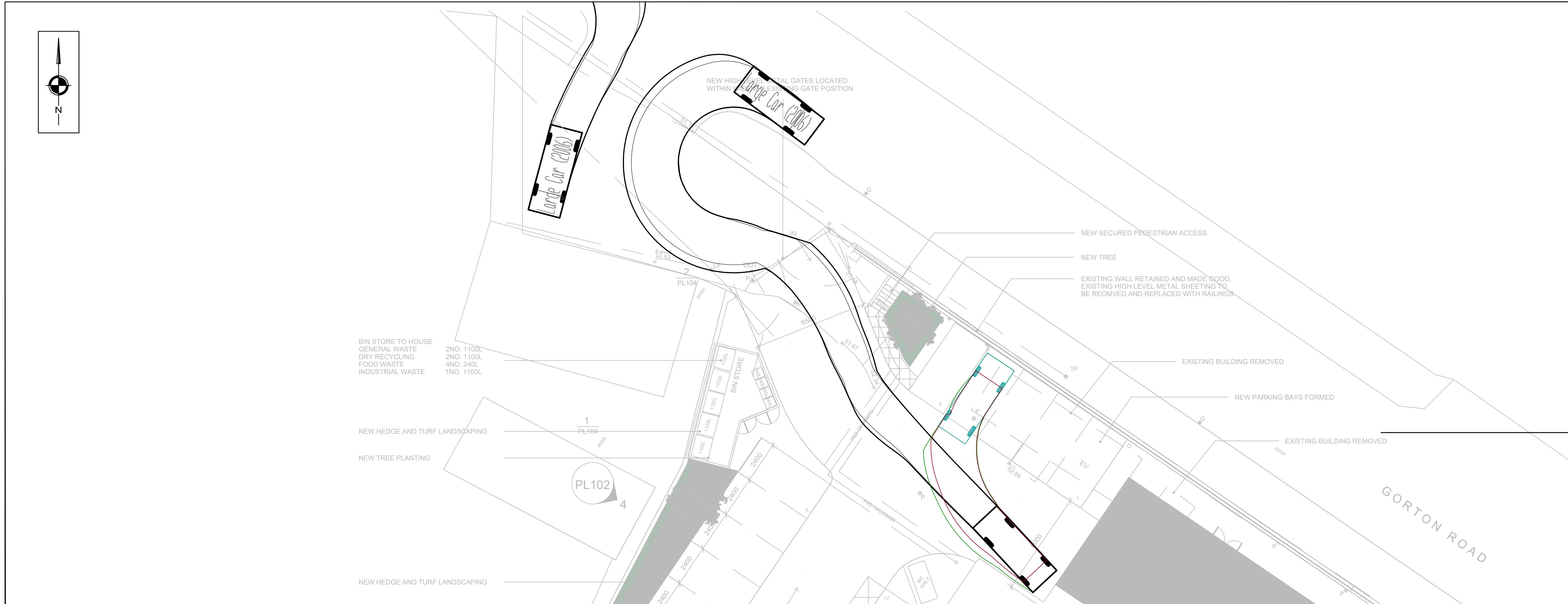
GORTON ROAD, MANCHESTER

BOX VAN SWEEP PATH

|         |                          |           |    |
|---------|--------------------------|-----------|----|
| Date:   | 19.09.2025               | Drawn By: | LS |
| Scale:  | 1:400 @ A1<br>1:800 @ A3 | Checked:  | WR |
| Status: | PLANNING                 | Approved: | SC |

|                     |      |
|---------------------|------|
| Drawing No.         | Rev. |
| AVAL/93252/0000/005 | B    |

Scale 1:100 @ A1 - 1:200 @ A3



## EXISTING BUILDING

IV.