APPLICATION FOR PROPOSED FRONT EXTENSION AND CONSTRUCTION OF A FIRST FLOOR STORAGE AREA ABOVE EXISTING CASH AND CARRY PREMISES AT 60 SHERBORN STREET, UNIT 1 SHERBORNE TRADING ESTATE, MANCHESTER, M8 8LR

TRANSPORT STATEMENT

AMNI TRANSPORTATION

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TRANSPORT STATEMENT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
758-26-1	First Draft			JP	MP	04/08/26
758-26-1	Second Draft			JP	MP	10/08/26
758-26-1	Final			JP	MP	10/08/26
758-26-1A	Final	Floor areas amended		JP	MP	19/08/26

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TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been produced for the Applicant at the request of Planning to support a planning application (Ref PLA-2026-000264 refers). The Application proposes the creation of a front extension and construction of a first floor storage area above existing cash and carry premises located within Unit 1 of Sherborne Trading Estate at 60 Sherborne Street, Manchester, M8 8LR (the site).

1.2 In preparing this Transport Statement the following has been undertaken :-

- an inspection of the existing site, the highway access and the adjacent local highway network;
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the plans,
- an assessment of the traffic generating potential of the development;
- an assessment of the traffic and highway impact of the development; and
- an assessment of the accessibility of the proposed development by public transport, walking and cycling.

1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

2.1 The site subject to this Transport Statement is located at 60 Sherborne Street, Unit 1 Sherborne Trading Estate, Manchester, M8 8LR.

2.2 The site at Unit 1 accommodates 11 individual businesses, predominantly operating as cash and carry premises. Four units within the building are accessed from the eastern frontage onto Sherborne Street, with a further seven units fronting the northern elevation overlooking the existing car park. The site benefits from direct vehicular access from Sherborne Street, which provides connectivity to the surrounding highway network.

2.3 The site is bounded by a mix of commercial and open land uses. To the north is a vacant plot of land, while the east is occupied by further units within Sherborne Trading Estate. To the west, the site is bordered by Sherborne Street, with Cheetham Park located opposite. To the south are further commercial premises comprising predominantly cash and carry, wholesale and office uses. The immediate surroundings

are therefore characterised by employment and commercial activity, with a strong concentration of wholesale and trade-related businesses.

2.4 The site is located within the Cheetham Hill area of Manchester, approximately 1.5 km north of Manchester City Centre. The wider area comprises a mix of commercial, retail and employment uses, with Manchester Fort Shopping Park and Cheetham Hill Retail Park located approximately 500 metres to the north east of the site. As such, the site benefits from an established urban location with access to a range of local services and facilities.

2.5 The site is also situated in a highly accessible location with good connections to the surrounding transport network. The accessibility of the site by walking, cycling, public transport and private vehicle is considered in detail within Section 3 of this Transport Statement.

2.6 An existing site plan is located in **Appendix A**.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

3.2 The site is bounded by Sherborne Street to the west and has an access off Sherborne Street.

3.3 Sherborne Street runs roughly north to southwest between A6010 Elizabeth Street and Great Ducie Street (A56) connecting via priority junctions. Sherborne Street is a two-way single carriageway road and in the vicinity of the site the carriageway is approximately 7.0 metres wide and is subject to a 30mph speed limit. There are wide footways on both sides of the road and there is a system of streetlighting in place. There are parking restrictions in the form of double yellow lines protecting the corners of the junctions, there are also restrictions on the east and west side of the road at the northern end and on the east side of the road at the southwestern end. Other sections have unrestricted on-street parking on one or both sides of the road.

3.4 Sherborne Street connects directly to both the A6010 and A56. Both the A6010 and A56 connect to Manchester city centre to the south and to the M60 motorway to the north at junctions 19 and 17 respectively.

3.5 There are bus stops located close by the proposed development, on Waterloo Road, Cheatham Hill Road and Queens Road.

3.6 The site car park is presently accessed off Sherborne Street and pedestrian access is presently accessed either directly off Sherborne Street for the 4 east facing units or via the car park for the 7 north facing units.

3.7 Public Transport Access

3.8 The site is well served by public transport with bus services passing along Waterloo Road, Cheatham Hill Road, Cheetham Hill Road north of Queens Road and Queens Road. All these bus stops are located between approximately 280 metres and 750 metres of the site.

3.9 The bus stops on Waterloo Road are located on both sides of the carriageway approximately 280 metres and 320 metres northwest of the site, a walk of around 4 minutes from the site

3.10 The bus stops on Cheetham Hill Road are located on both sides of the carriageway approximately 650 metres and 700 metres southeast of the site a walk of around 9 minutes from the site.

3.11 There is a bus stop on Cheetham Hill Road north of Queens Road and on Queens Road. The bus stop on the north side of Queens Road is located approximately 750 metres northeast of the site and the bus stop on the west side of Cheetham Hill Road north of Queens Road is located approximately 700 metres northeast of the site, a walk of between around 10 or 11 minutes respectively from the site.

3.12 The services and frequency of services operating from the above bus stops are summarised in the tables below.

Table 1 - Bus Services along Waterloo Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
59	Manchester – Oldham	6	6	6	1 - 6	1 - 3
59	Oldham – Manchester	6	6	6	1 - 6	1 - 3
Total		12	12	12	2-12	2 - 6

Table 2 - Bus Services along Cheetham Hill Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
41	Crumpsall/Middleton - Sale	3	3	3	3	2
135	Bury – Piccadilly Gardens	6	6	6	6	3 - 6
41	Sale – Crumpsall/Middleton	3	3	3	3	2
135	Piccadilly Gardens - Bury	6	6	6	6	3 - 6
Total		18	18	18	18	10 - 16

Table 3 - Bus Services along Cheetham Hill Road and Queens Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
151	Crumpsall – Ashton-under-Lyne	1	1	1	1	0
151	Ashton-under-Lyne - Ashton	1	1	1	1	0
Total		2	2	2	2	0

3.13 Bus maps of the routes taken by buses serving the site on Waterloo Road, Cheetham Hill Road, Cheetham Hill Road north of Queens Road and Queens Road are shown in Figure 2.

3.14 Table 1 shows the bus services along Waterloo Road. Table 2 shows the bus services along Cheetham Hill Road and Table 3 shows the bus service along Cheetham Hill Road north of Queens Road and Queens Road. Tables 1, 2 and 3 indicate that there are 32 bus services in the morning peak, evening peak and inter peak periods Mondays-Fridays, between 22 and 32 bus services on Saturdays and between 12 and 22 bus services on Sundays, per hour, operating near the site.

3.15 The Chartered Institution of Highways and Transportation (CIHT) has provided guidance on walking distances to bus stops in their publication 'Guidelines for Journeys on Foot' in 2000. According to this guidance, a desirable walking distance to a bus stop is 400 metres and an acceptable walking distance to a bus stop is 800 metres. The bus stops on Waterloo Road are located within the 400 metre 'desirable' distance recommended for accessing public transport, the bus stops on Cheetham Hill Road, Cheetham Hill Road north of Queens Road and Queens Road are located within the 800 metre 'acceptable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.16 The review of bus services demonstrates that the site is highly accessible by bus services.

3.17 Rail Access

3.18 Manchester Victoria rail station is located approximately 1.6km away from the Sherborne Street site and would take approximately 23 minutes to walk or 7 minutes to cycle to the station. Manchester Victoria rail station provides access to local and regional destinations in northern England. The site in Sherborne Street is highly accessible by rail and tram travel and convenient for access to and from many places.

3.19 Tram Access

3.20 Trams can be accessed at Manchester Victoria rail station from the tram interchange. Figure 3 shows the tram route and locations served from the stop in Victoria tram interchange. Tram services operate every 12 minutes.

3.21 Cycle Access

3.22 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the site. The analysis is illustrated in Figure 4.

3.23 There are on road cycle routes with other cycling facilities on Cheetham Hill Road accessed via Broughton Street approximately 500 metres southeast of the site and on Great Ducie Street / Bury New Road accessed from Sherborne Street approximately 800 metres southwest of the site.

3.24 A map of the local cycle routes and facilities are shown in Figure 5.

3.25 Walking Access

3.26 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.27 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6.

3.28 The walking distance to existing bus, tram and rail stops is also clearly important in determining the accessibility of a site. As described earlier in this TS, the nearest bus stop is located approximately 280 metres from the site and other bus stops located within 750 metres of the site. The nearest tram stops are at Victoria rail station a walk of approximately 1.6 km from the site. These bus, tram and rail stops are accessible, some within short walking trip and others within a reasonable walking trip.

3.29 Footways are provided on both sides of Sherborne Street, Broughton Street, Waterloo Road, Cheetham Hill Road, Elizabeth Street and Great Ducie Street, with street lighting provided throughout. These roads form the main pedestrian routes between the site and the surrounding area and provide access to the nearby bus stops, Manchester Victoria railway and tram station, Manchester Fort Shopping Park and Cheetham Hill Retail Park.

3.30 Pedestrian crossing facilities are provided along Elizabeth Street, Cheetham Hill Road and Great Ducie Street, allowing pedestrians to safely cross the highway along the routes to the bus stops, railway station and nearby retail destinations.

3.31 With nearby public transport options and good walking access, multi-modal trips are easily achievable and infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.32 Access to Services

3.33 There are a range of amenities within the 2 km suggested acceptable walking distance of the site and include Manchester city centre and the Manchester Fort Shopping Park and Cheetham Hill Retail Park. There is a vast choice of retail, restaurants, employment opportunities, education, leisure and sports facilities within a 2 km walk of the site.

3.34 The distances to facilities and services described above and the access by walking (Figure 6) and cycling (Figure 4) demonstrate the site is situated in a highly sustainable location and is capable of being accessed by sustainable transport.

3.35 Road Safety Record

3.36 The CrashMap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Sherborne Street and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 7.

3.37 The accident analysis of the recent five-year data (2020-2024) identified four recorded injury accidents at the junction of Broughton Street and Sherborne Street and one to the west of the junction on Broughton Street, three slight injury accidents and one serious injury accident were recorded. None of the recorded incidents involved pedestrians, children or cyclists and no recorded injury accidents occurred within 150 metres of the site access.

3.38 Details of the four recorded injury accidents over a recent 5 year period at the junction of Sherborne Street and Broughton Street and just west of the junction on Broughton Street are as follows: -

- 26/07/2023 slight injury involving 2 vehicles and 2 casualties
- 26/06/2022 serious injury involving 2 vehicles and 1 casualty
- 25/02/2020 slight injury involving 2 vehicles and 2 casualties
- 07/09/2024 slight injury involving 2 vehicles and 1 casualty

3.39 An analysis of the CrashMap data over the recent five year period (2020–2024) shows four recorded incidents, one in 2020, one in 2022, one in 2023 and one in 2024. The data does not indicate a consistent or increasing trend, and no incidents involved vulnerable road users. Whilst it is regrettable when there are injury accidents in the road network the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

3.40 Census Data

3.41 Census 2021 data has been analysed for the super output area containing the site at Sherborne Street compared with the whole of Manchester. In the super output area around the site (E02006915 : Manchester 058) analysis shows that 37.2% travelled to work by sustainable methods compared to 32.0% across Manchester as a whole. The analysis shows that in the area around the site, there is a higher propensity to travel by sustainable transport methods. Census 2021 analysis is contained in **Appendix B**.

3.42 Summary

3.43 The local road network has demonstrated a good road safety record in the recent road safety analysis. The site is in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2024)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
(a) the accessibility of the development;
(b) the type, mix and use of development;
(c) the availability of and opportunities for public transport;
(d) local car ownership levels; and
(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.6 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

4.7 Considering development proposals

4.8 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
(b) safe and suitable access to the site can be achieved for all users;
(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48]; and
(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

4.9 **Paragraph 116.** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

4.10 **Paragraph 117.** Within this context, applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.11 Travel plans, transport assessments and statements in decision-taking (DfT March 2014)

4.12 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.

4.13 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.

4.14 Local Policy

4.15 Manchester City Council Core Strategy

Policy T 1 Sustainable Transport

4.16 To deliver a sustainable, high quality, integrated transport system to encourage 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 in order 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 in order 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.

Policy T 2 Accessible areas of opportunity and need

4.17 The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: -
    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
    - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
    - District Centres
    - Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Appendix B of the Core Strategy : Parking Standards indicates 'Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.
The standards for the rest of the City are given for two different areas:

- District Centres Areas not within the City Centre or
- District Centre'

4.18 Assessment of the Proposed Development Against Existing Policy

4.19 Accessibility to the site has been examined in this Transport Statement and it concluded that the site is easily accessible by public transport services, walking and cycling. The scheme is considered to meet the requirements of the Core Strategy as it is highly accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issues or highway safety issues.

4.20 The proposed development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 The planning application submission is seeking to obtain permission for the creation of a front extension and construction of a first floor storage area above existing cash and carry premises located within Unit 1 of Sherborne Trading Estate. Unit 1 currently has a floor area of 588sqm and a front extension of 60.5sqm is proposed for the ground floor and to create a ground floor area of 648.5sq.m. The first floor area is proposed to create storage space for the units below, totalling 648.50sq.m. The first floor storage is linked to the businesses on the ground floor and is provided to create on-site storage for the businesses below. The gross internal floor space for the ground floor and first floor is a total of 1297sq.m. The net increase in floor area is 709sq.m comprising of 60.5sq.m floor space increase for cash and carry on the ground floor and 648.5sq,m on the first floor for storage space. The proposals include two external staircases to the first floor storage areas with internal corridors to the individual storage areas on the first floor and external facing display windows in each storage unit. The access off Sherborne Street and the car parking will be adjusted to provide 11 car parking spaces including 2 mobility spaces along the north side of the unit.

5.2 The storage on the first floor is not anticipated to generate traffic demand of its own as the traffic demand will be related to the cash and carry units on the ground floor.

5.3 The proposed site layout for the development is shown in **Appendix C**.

5.4 Site Access

5.5 Access to the development will remain as is from Sherborne Street. The site access off Sherborne Street is approximately 7.5 metres wide at its narrowest point at the edge of the bin store and then it does widen out to 9.25 metres at the edge of the mobility parking spaces and 10.7 metres wide to the back of the car parking bays. These widths are more than adequate to allow delivery vehicles and customer vehicles to pass unimpeded. Sherborne Street is approximately 7.0 metres wide and as no significant increase in traffic is anticipated it is considered an appropriate width for the proposed development.

5.6 Pedestrian Route

5.7 The scheme will provide a designated walkway along the front of the cash and carry units.

5.8 Servicing to the Development

5.9 The development is anticipated to have refuse collection undertaken in the same way and at the same frequency as it presently does. A bin store is located within the service road and close to the junction with Sherborne Street. The first floor of the development will provide storage space for the businesses on the ground floor. There may be a slight increase in deliveries but this is not anticipated to be significant. As mentioned above, the service road is between 9.25 to 10.7 metres wide so this would allow a delivery vehicle to park up and still provide sufficient room for other vehicles to pass.

5.10 Delivery Frequency

5.11 The frequency of deliveries to the proposed development is expected to continue in the same manner but with a potential slight increase in delivery vehicle access and should not impact on local highway capacity.

5.12 Parking Strategy

5.13 The Council's Core Strategy indicates that maximum parking standards apply to car parking levels in areas outside of the city centre.

5.14 The scheme proposes to amend the existing 12 car parking space ;layout to provide 11 car parking spaces including 2 mobility spaces along the northern side of the unit.

5.15 The MCC Core Strategy Parking Standards does not appear to have a parking standard that directly relates to cash and carry units. The parking standards do contain

- General industry with a parking rate of 1 space per 45m2 of floor area
- Warehousing with a parking rate of 1 space per 100m2 of floor area

5.16 Neither of the above uses would seem to directly correlate with the cash and carry units. Cash and carry units would be expected to generate some more demand than

typical warehousing but the cash and carry units would be expected to generate less activity than general industry.

5.17 The existing cash and carry (totally 588m2) with 12 spaces equates to a parking rate of 1 space per 49m2. If a similar calculation is undertaken for the proposed car park with 11 spaces and proposed additional cash and carry floor area due to the extension then the rate changes to 1 space per 58.95m2.

5.18 Paragraph 112 of the NPPF refers to various aspects to consider regarding parking including access to local services, car ownership and the locality to public transport facilities. A range of analyses have been undertaken including Census travel to work and the Transport Statement has earlier examined access to sustainable transport. Parking accumulation analysis has been undertaken to assess whether the 11 car parking spaces would be sufficient to meet the parking demands.

5.19 Parking Accumulation

5.20 Data from the TRICS database has used 01-B Cash and Carry and assessed whether the forecast traffic would have an adverse impact on the proposed parking levels (11 spaces). The trip rates and the forecast traffic have been used to develop a parking accumulation analysis, which indicates that the 11 spaces across the site would be sufficient to meet the parking demands. The analysis has tested the existing floor area and the proposed floor area for the cash and carry and each analyses shows the 12 car parking spaces for the existing and 11 car parking spaces for the proposed site layout would be sufficient to meet the parking demands. The net change in cash and carry floor area is 48.50m2 and this increase does not show a significant increase in additional traffic demand compared to the existing situation. Each of the parking accumulation analyses (for the existing situation and the proposed layout) generally show the same number of inbound and outbound for each hour which suggests that vehicles are not staying for that long and there is good turnover in the spaces. Parking Accumulation Analysis is contained in **Appendix D**. Further details on trip rates and traffic generation are provided later in this report.

5.21 The amount of car parking available is considered appropriate for the proposed development. The Census 2021 showed that there is a higher propensity in this area for travel to work by sustainable transport methods than in Manchester as a whole. This analysis and the infrastructure to support sustainable transport near the site would suggest that employees in the units would be able to travel there without the need for a car and reduce the impact on the proposed car parking provision at the site.

5.22 Disabled Parking

5.23 Two mobility car parking spaces are proposed to be located as the first spaces in the site so that they can easily be noticed when entering the site.

5.24 Cycle Parking

5.25 The scheme proposes to provide spaces for cycle storage on the site with space for 6 cycles. The cycle parking proposed in an improvement compared to the existing situation.

5.26 Public Transport Access

5.27 Earlier in this Transport Statement the existing bus service frequency and the walking distances to bus stops was described. The site is also located within an acceptable walking distance of Manchester Victoria rail station and tram interchange. The site is in a highly sustainable location for access by public transport.

5.28 Cycle Access

5.29 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 30-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site. The site is excellently located for access by cycling journeys.

5.30 Walking Access

5.31 Footways and streetlighting are located on each side of Sherborne Street, Broughton Road, Waterloo Road, Cheetham Hill Road, Elizabeth Street, Queens Road and Great Ducie Street, Good walking infrastructure is provided in the surrounding roads, including traffic signal-controlled pedestrian crossing facilities on Cheetham Hill Road and Great Ducie Street and a zebra crossing on Elizabeth Street. The report has earlier set out the destinations that could be reached within a 2km walking distance and the proximity of local facilities, amenities and transport hubs to the proposed development. The site is considered to be in a location that is highly accessible by single walking trips or as part of a split journey including some form of public transport.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database, version 8, has been interrogated to assess the traffic generating potential of the proposed development on the east side of Sherborne Street, Manchester.

6.4 The TRICS category that would seem to match with the development is 01-B Cash and Carry. However, this category is not available within the standard database of current samples and categories but can be interrogated using the ‘archive’ search function. The archive function has been used to provide outputs for 01-B Cash and

Carry. It should be noted that the survey samples do contain any sites more recent than 2018.

6.5 Other categories were investigated including 01-R Trade Shops but the sample revealed all the sites relate to builders merchants supplying the building trade and these are not expected to perform similar to a cash and carry so have not been used in the analysis. Other categories investigated were 01-N Factory Outlet Centres and 01-S Mixed Bargain Retail Unit but the searches only revealed one sample for each category and they were located in Ireland so have not been considered for the traffic forecasting for the cash and carry.

6.6 The storage on the first floor has not been analysed in the traffic forecast as all storage is linked to the businesses on the ground floor. The storage will not generate traffic in its own right but traffic generated will be related to the cash and carry units.

6.7 The TRICS output is provided in **Appendix E**. Table 4 below provides the forecast traffic in the morning and evening peak periods for the existing development (588m2) Table 5 shows the traffic forecast for the proposed development (a total cash and carry area of 648.50m2). The analysis has used TRICS category 01-B Cash and Carry to forecast the traffic generation.

Table 4 - Traffic Generation of Existing Cash and Carry

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16:00-17.00)			AM Peak (8.00-9.00)			PM Peak (16:00-17.00)		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Cash & Carry	588	0.422	0.383	0.805	0.266	0.485	0.751	2	2	5	2	3	4
Total Traffic Generation								**2**	**2**	**5**	**2**	**3**	**4**

Table 5 - Traffic Generation of Proposed Cash and Carry

		AM Peak (8.00-9.00)			PM Peak (16:00-17.00)			AM Peak (8.00-9.00)			PM Peak (16:00-17.00)		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Cash & Carry	649	0.42	0.383	0.805	0.266	0.485	0.751	3	2	5	2	3	5
Total Traffic Generation								**3**	**2**	**5**	**2**	**3**	**5**

6.8 Traffic Impact

6.9 The traffic generation analysis of the proposed development forecasts 5 two-way trips in the morning and evening peak periods respectively. The Tables above do not show any change in traffic in the morning peak period with the increase in floor area for the proposed cash and carry for the extension (at total increase 60.5m2). However there would likely to some increase in traffic but this is not significant and may not be reflected in the above Table due to rounding up or down to whole numbers. This

Transport Statement suggests that no formal junction assessment should be required and the traffic impact on the local network should be negligible. The traffic generation forecasts daily traffic over the full sample period (16 hour period) to be an increase of 8 two-way trips, which is not considered to be significant over a full day.

6.10 The site plan shows 11 car parking spaces including 2 mobility spaces compared to the existing 12 car parking spaces. Parking accumulation shows that the 11 car parking spaces will be sufficient to meet the proposed parking demands of the scheme.

6.11 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the site.

6.12 Within Section 3 of this report, the road safety record for Sherborne Street in the vicinity of the site were investigated. The analysis concluded that the accident record for Sherborne Street in the vicinity of the site and the surrounding road network in the vicinity of the site should not be a material concern.

7.0 Summary and Conclusions

7.1 This Transport Statement has been prepared to support a planning application for the creation of a front extension and construction of a first floor storage area above existing cash and carry premises located within Unit 1 of Sherborne Trading Estate at 60 Sherborne Street, Manchester, M8 8LR.

7.2 This Transport Statement has undertaken road safety injury collision analysis and the Transport Statement acknowledged there has been 3 slight and 1 serious injury accidents at the Broughton Street and Sherborne Street junction and just to the west of the junction over a recent 5 year period but the proposed development is not anticipated to worsen the road safety record.

7.3 This Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the development and illustrated that low levels of traffic will be generated in the morning and evening peak hour periods. This level of traffic generation is anticipated to have a negligible impact on the highway network.

7.4 An assessment of the parking provision has been undertaken using parking accumulation analysis which demonstrates that the proposed 11 car parking spaces would be sufficient to meet the parking demands of the proposed development.

7.5 The access to local amenities from the proposed development scheme by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

7.6 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed development should be approved.

FIGURES

Figure 1 - Location of Development Site in the Context of the Local Road Network

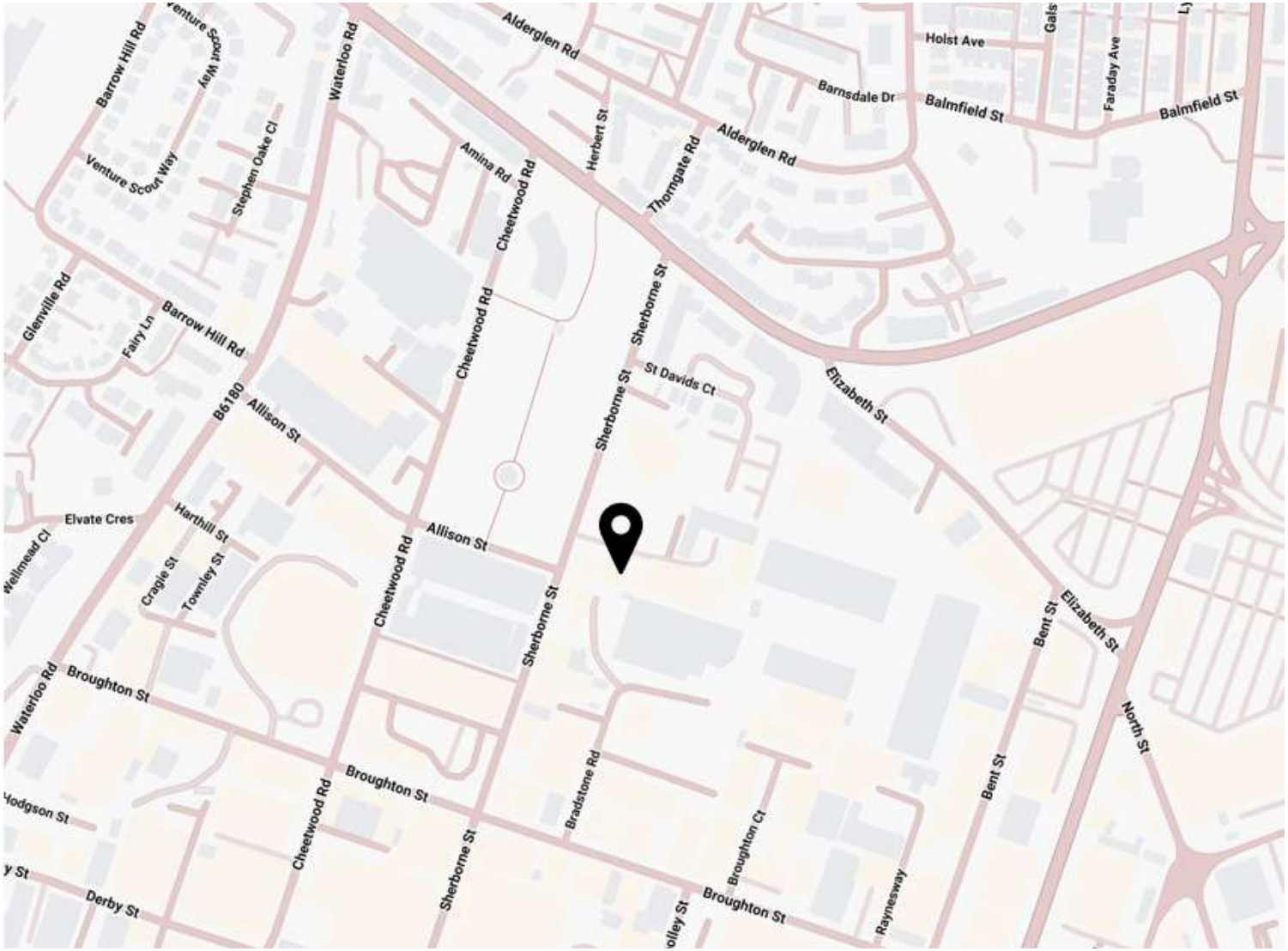


Figure 2 - Bus Routes Maps (TfGM)

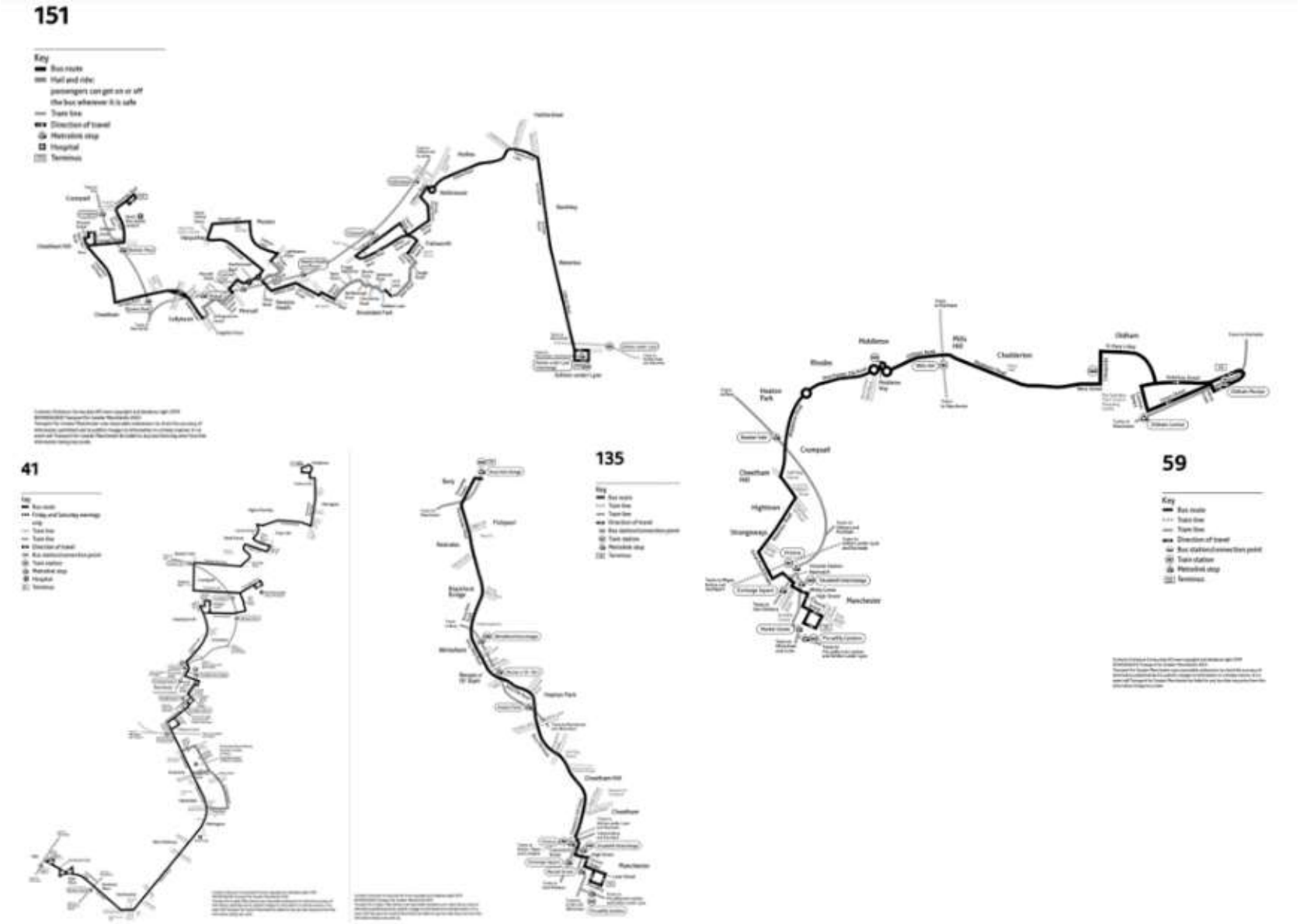


Figure 3 - Route of Tram Services from Victoria Tram Interchange

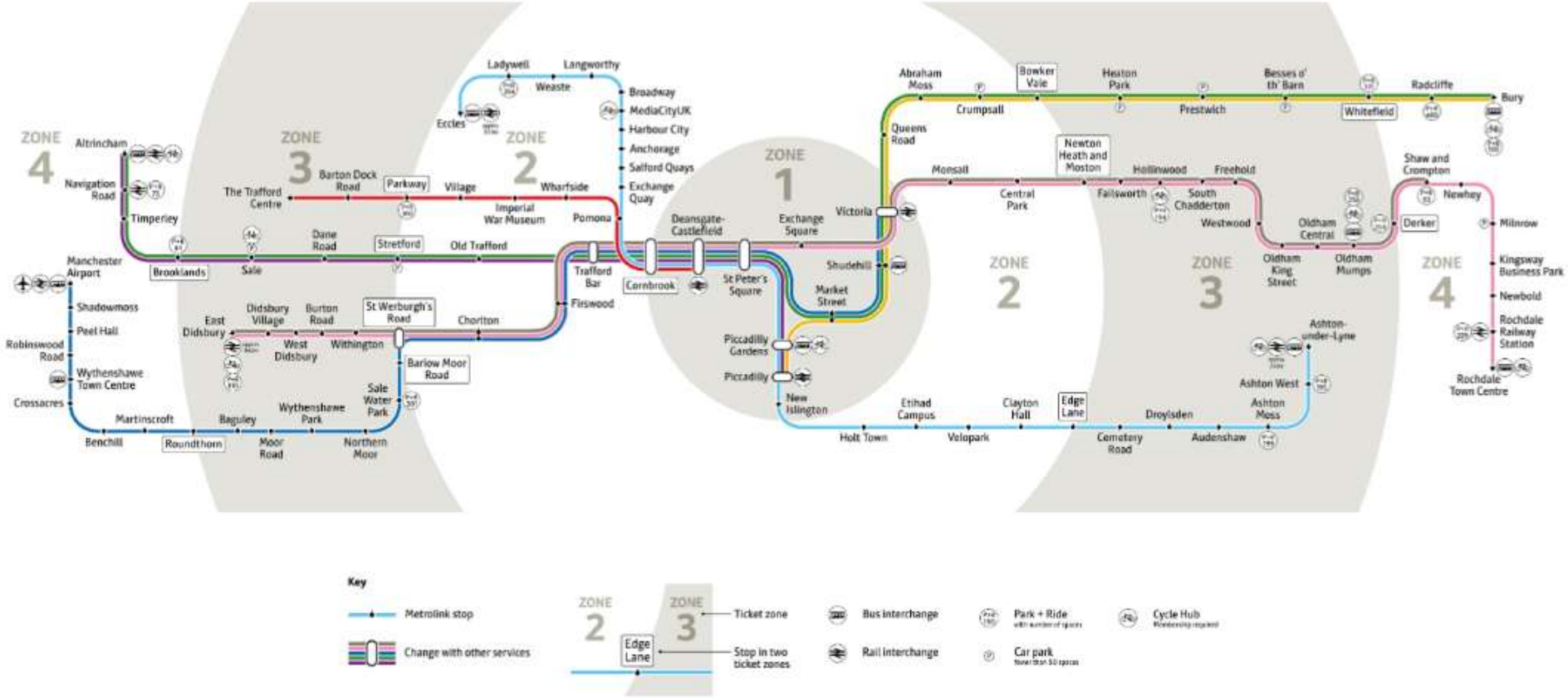


Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

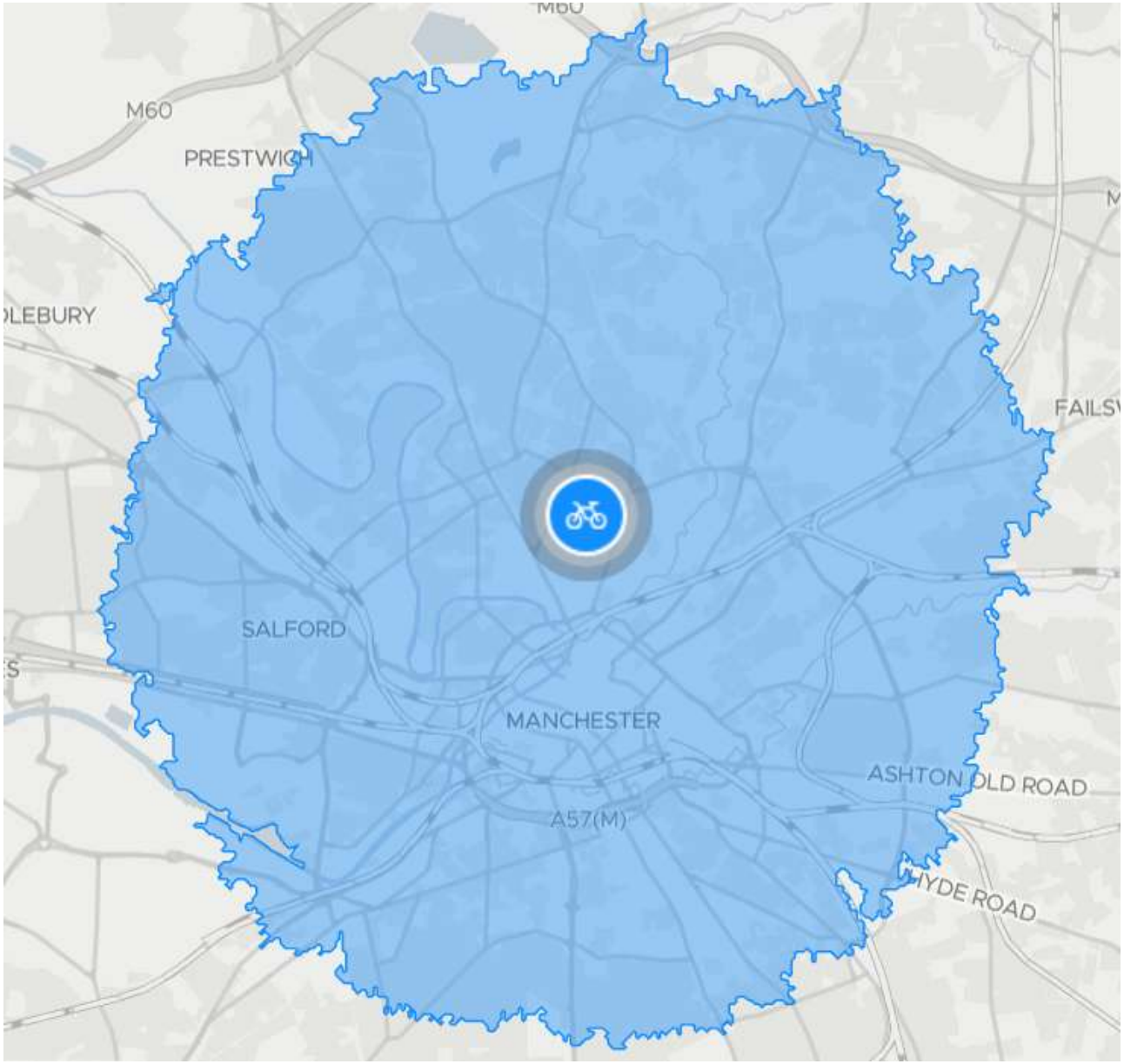


Figure 5 - Cycle Map of Routes (source : TfGM)

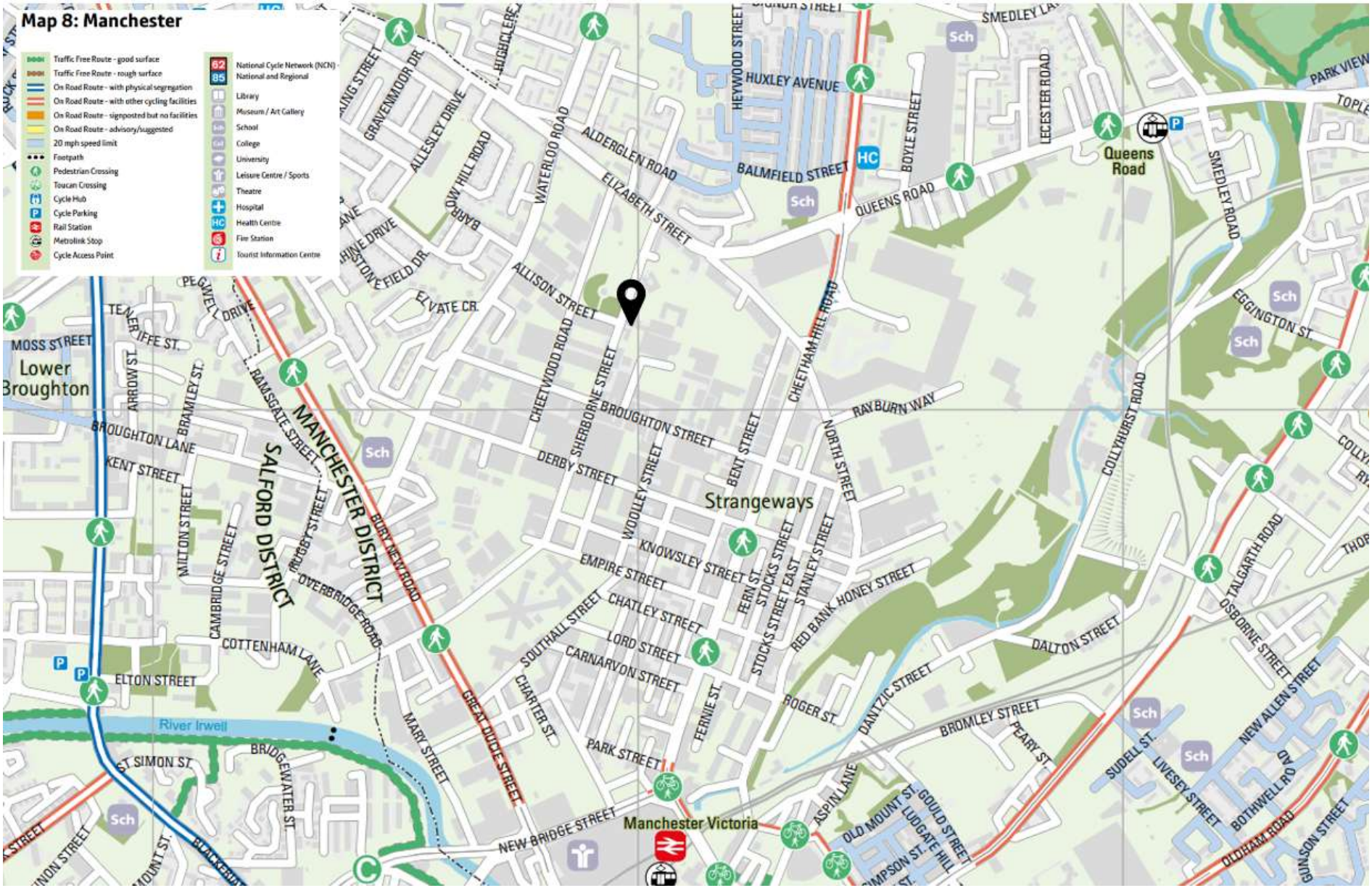


Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

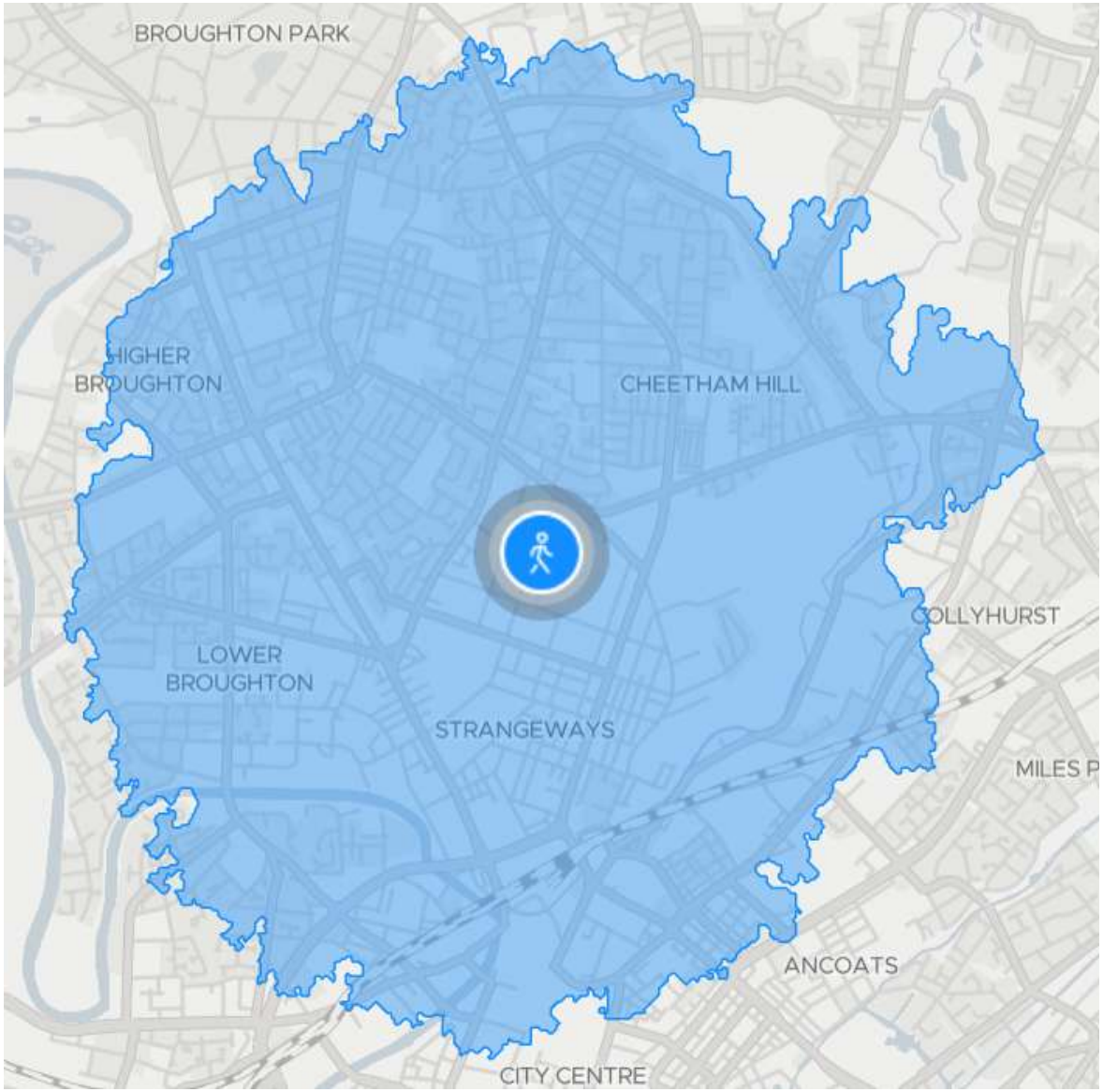
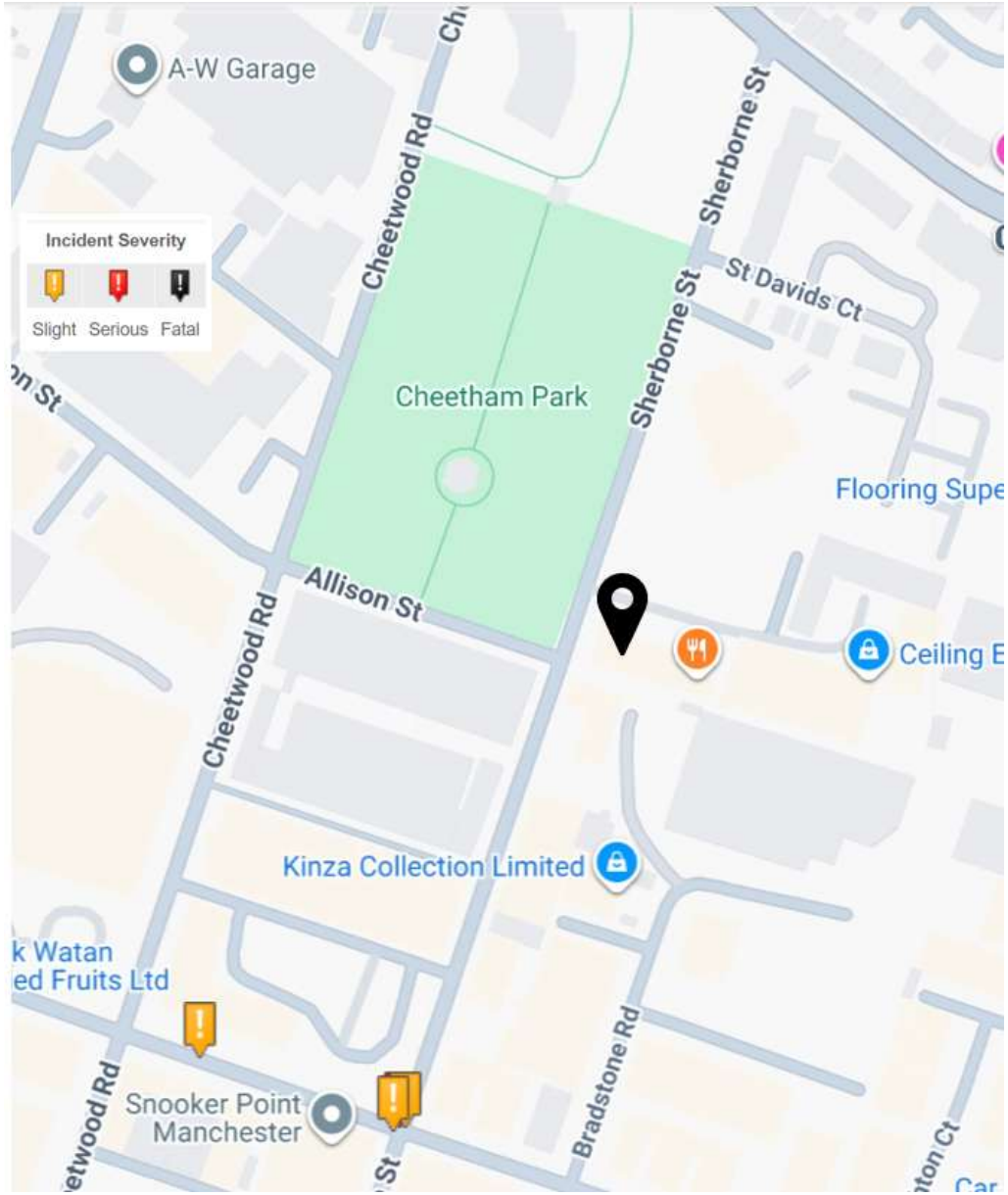
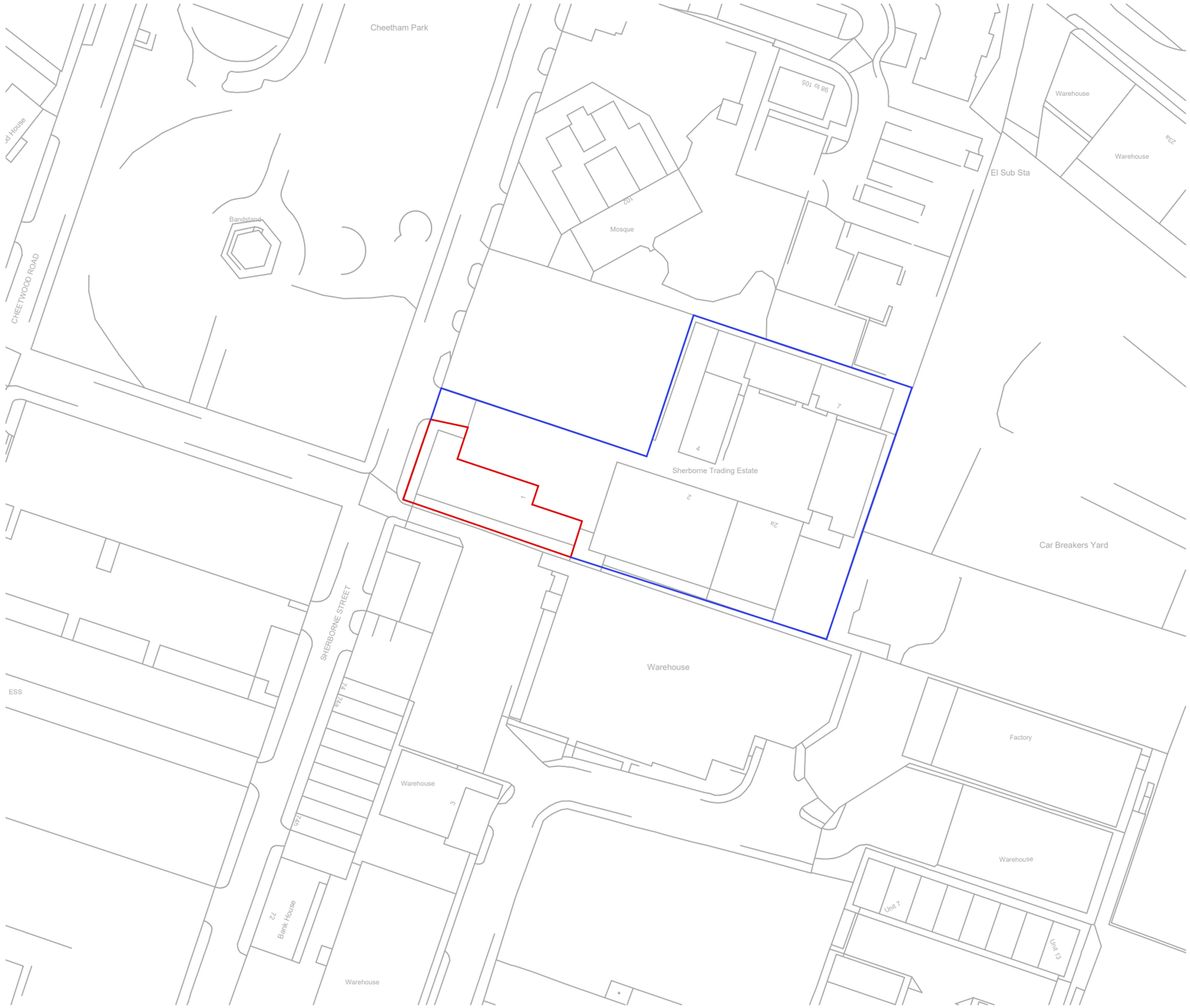


Figure 7 - Road Safety Record near the Development Site (www.crashmap.co.uk)



APPENDICES

Appendix A



1 Location Plan

1 : 1250

25m 125m

Key Element

Site Boundary

Shared Ownership Boundary

General Notes:

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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-	Planing	05.02.2026	SM	MK
	First Issue	02.02.2026	SM	MK

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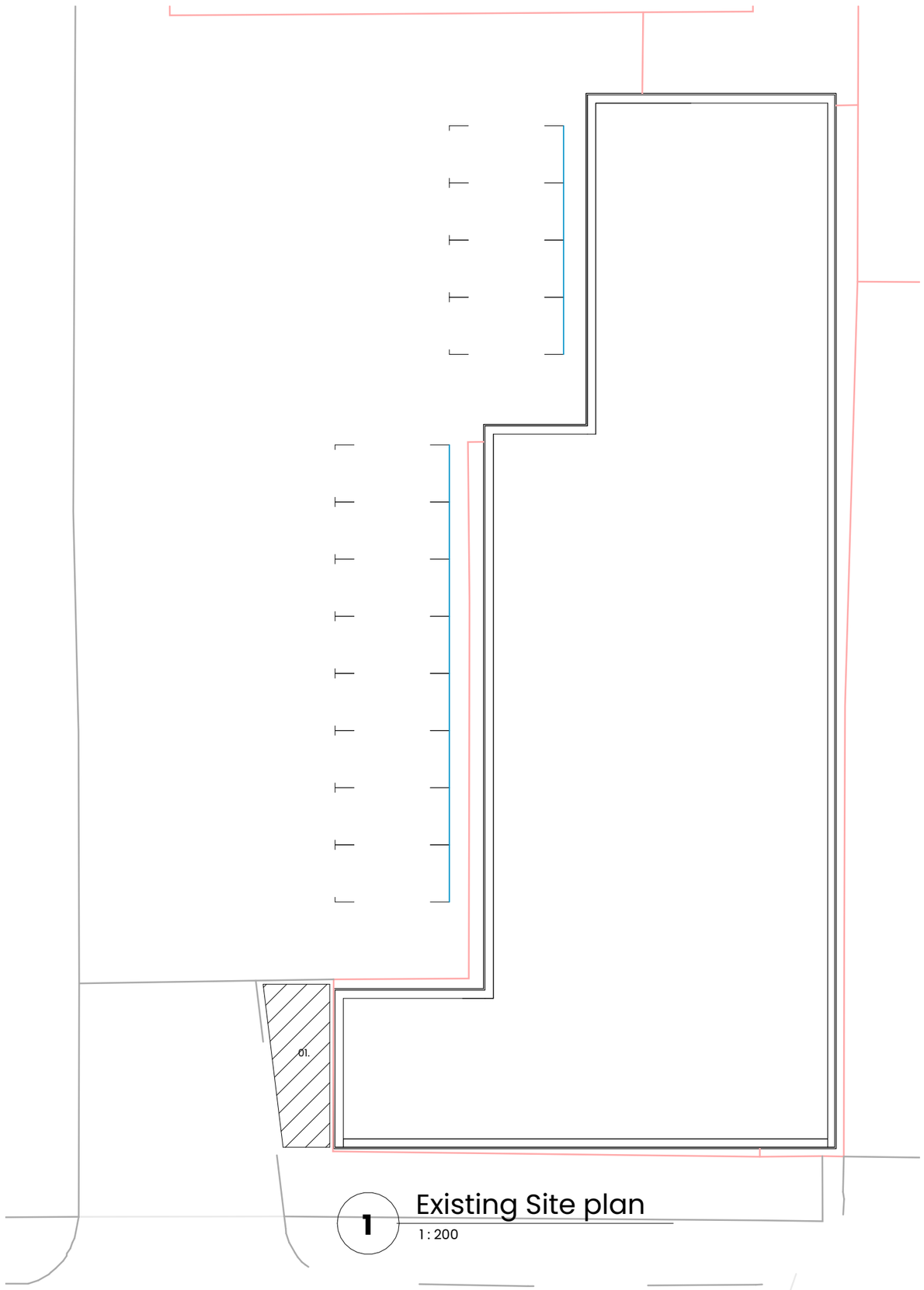
client name
Mr Saeed Iqbal

project
60 Sherborne Street, M8 8LR

drawing
Location Plan

project number		scale
25157		1 : 1250
drawing number	rev	issue status
PL001		Planning

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1 Existing Site plan
1 : 200

5m 20m

Key Element

01. Bin Location

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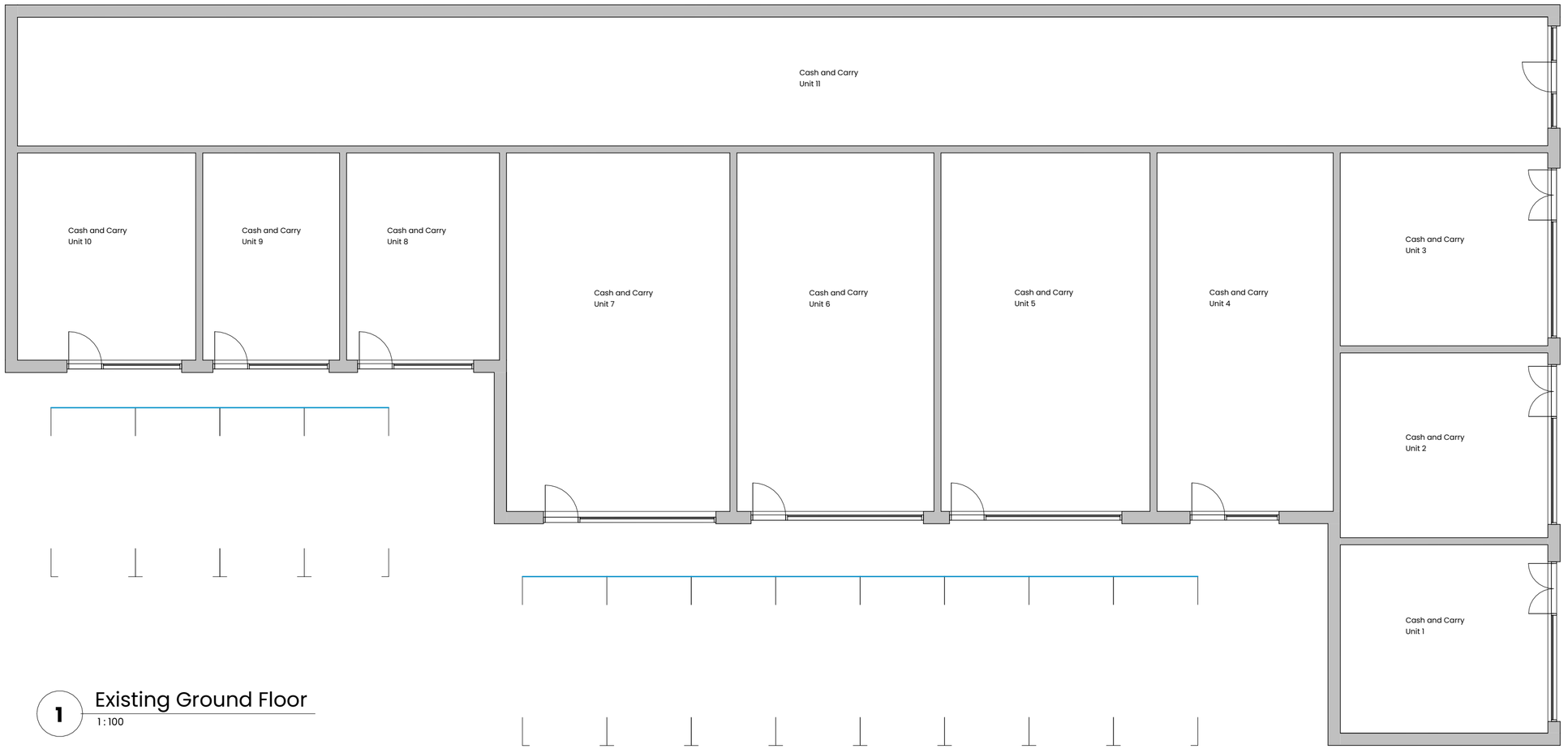
drawing
Existing Site Plan

project number		scale
25157		1 : 200
drawing number	rev	issue status
PL002		Planning

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Key Element

Timber Fencing



1 Existing Ground Floor

1 : 100

1m 10m

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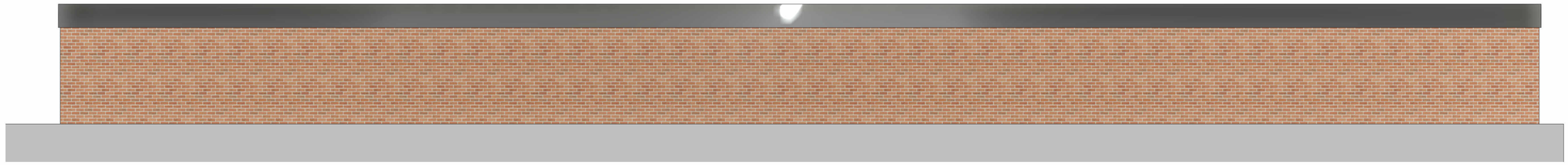
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	First Issue	02.02.2026	SM	MK

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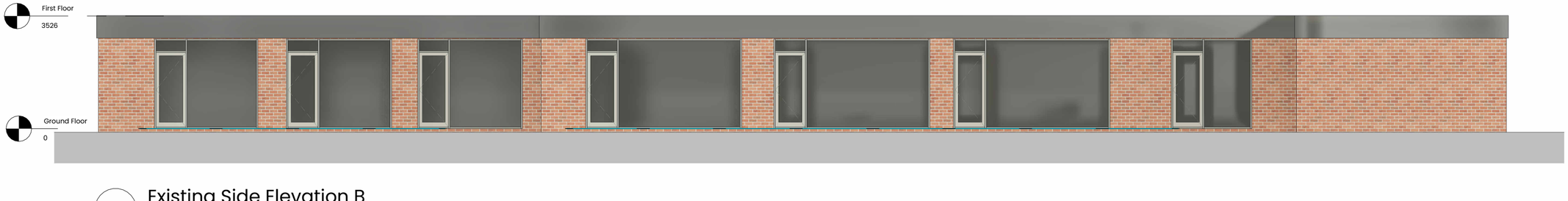
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client name		
Mr Saeed Iqbal		
project		
60 Sherborne Street, M8 8LR		
drawing		
Existing Floor Plans		
project number		scale
25157		1 : 100
drawing number	rev	issue status
PL004		Planning

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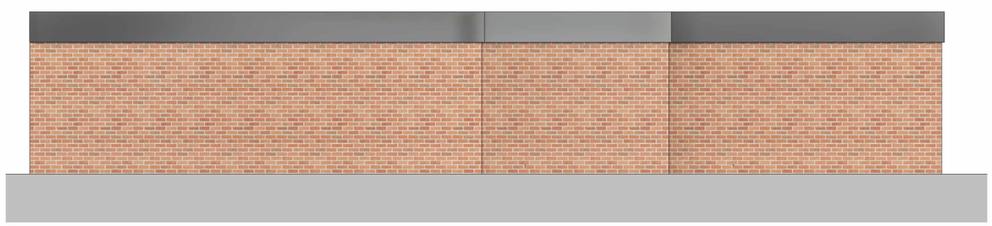
1 Existing Side Elevation A
1 : 100



2 Existing Side Elevation B
1 : 100



3 Existing Front Elevation
1 : 100



4 Existing Rear Elevation
1 : 100

1m 10m

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Mr Saeed Iqbal		
project		
60 Sherborne Street, M8 8LR		
drawing		
Existing Elevations		
project number		scale
25157		1 : 100
drawing number	rev	issue status
PL005		Planning

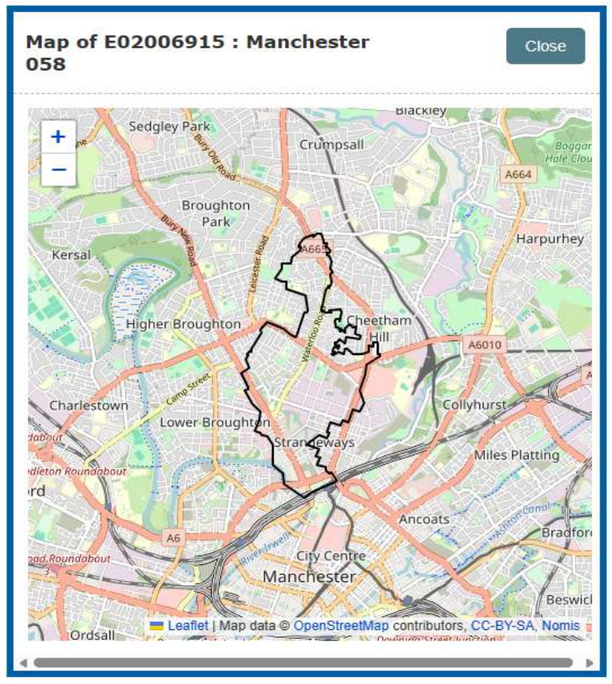
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Appendix B

TS061 - Method used to travel to work

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021

Method of travel to workplace	msoa2021:E02006915 : Manchester 058		lacu2023:Manchester		Sustainable Travel msoa2021:E02006915 : Manchester 058		lacu2023:Manchester	
	number	%	number	%	number	%	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	3,251	100.0	234,283	100.0	1,209	37.2	74,954	32.0
Work mainly at or from home	804	24.7	73,964	31.6				
Underground, metro, light rail, tram	44	1.4	6,152	2.6	44	1.4	6,152	2.6
Train	53	1.6	2,848	1.2	53	1.6	2,848	1.2
Bus, minibus or coach	372	11.4	23,669	10.1	372	11.4	23,669	10.1
Taxi	80	2.5	3,654	1.6	80	2.5	3,654	1.6
Motorcycle, scooter or moped	6	0.2	462	0.2	6	0.2	462	0.2
Driving a car or van	1,160	35.7	82,379	35.2				
Passenger in a car or van	117	3.6	8,217	3.5	117	3.6	8,217	3.5
Bicycle	52	1.6	7,305	3.1	52	1.6	7,305	3.1
On foot	485	14.9	22,647	9.7	485	14.9	22,647	9.7
Other method of travel to work	78	2.4	2,986	1.3				



Appendix C



01 Proposed Site Plan
Scale 1:500 @ A3

0 10 20 50

SCALE BAR 1:500

N

Element Key

Site Boundary

Shared Ownership Boundary

General Notes:

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B	Site plan amended	10.08.2026	HP	MK
A	Planning	05.02.2026	SM	MK
-	First Issue	02.02.2026	SM	MK

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client name
Mr Saeed Iqbal

project
60 Sherborne Street, M8 8LR

drawing
Proposed Site plan

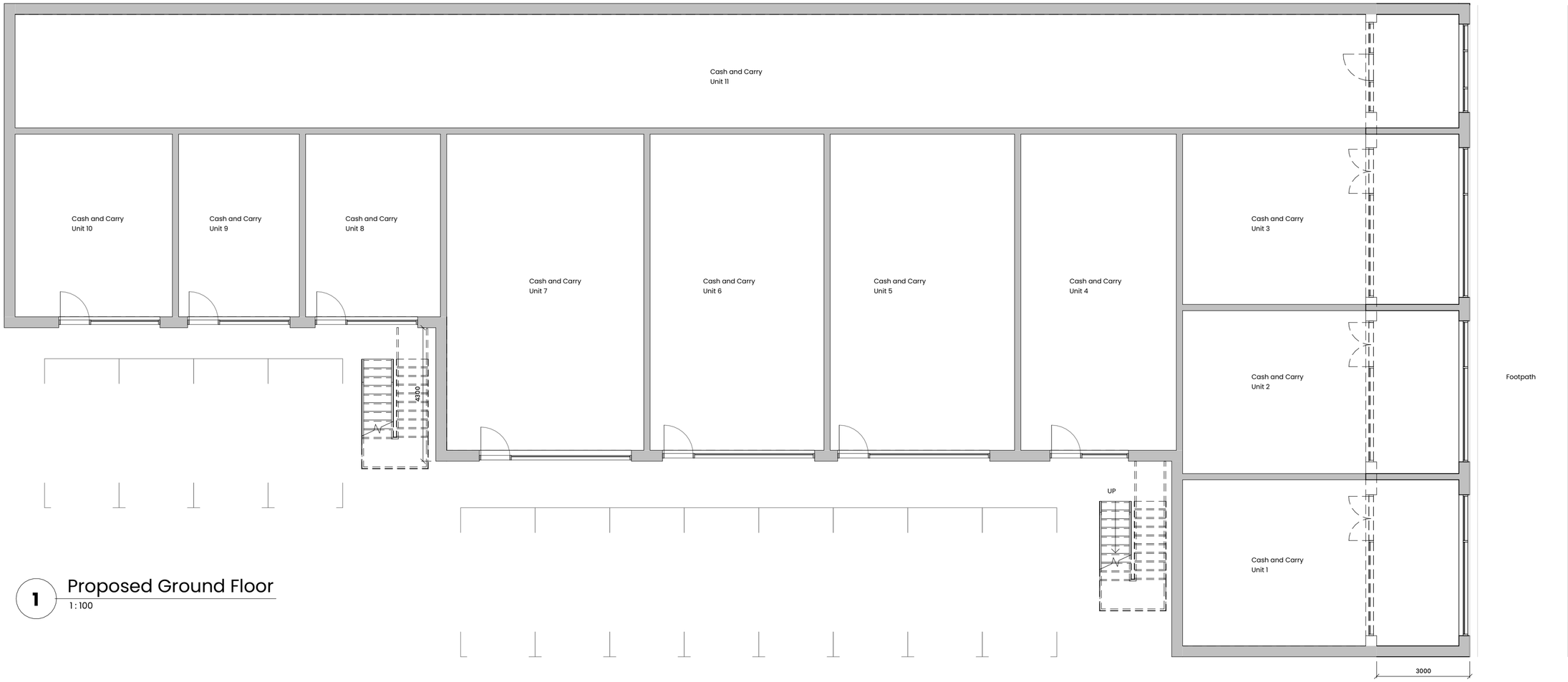
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25157		1 : 500 @ A3
drawing number	**rev**	**issue status**
PL002	B	Planning

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Key Element

Site Boundary

Demolition



1 Proposed Ground Floor

1 : 100

1m 10m

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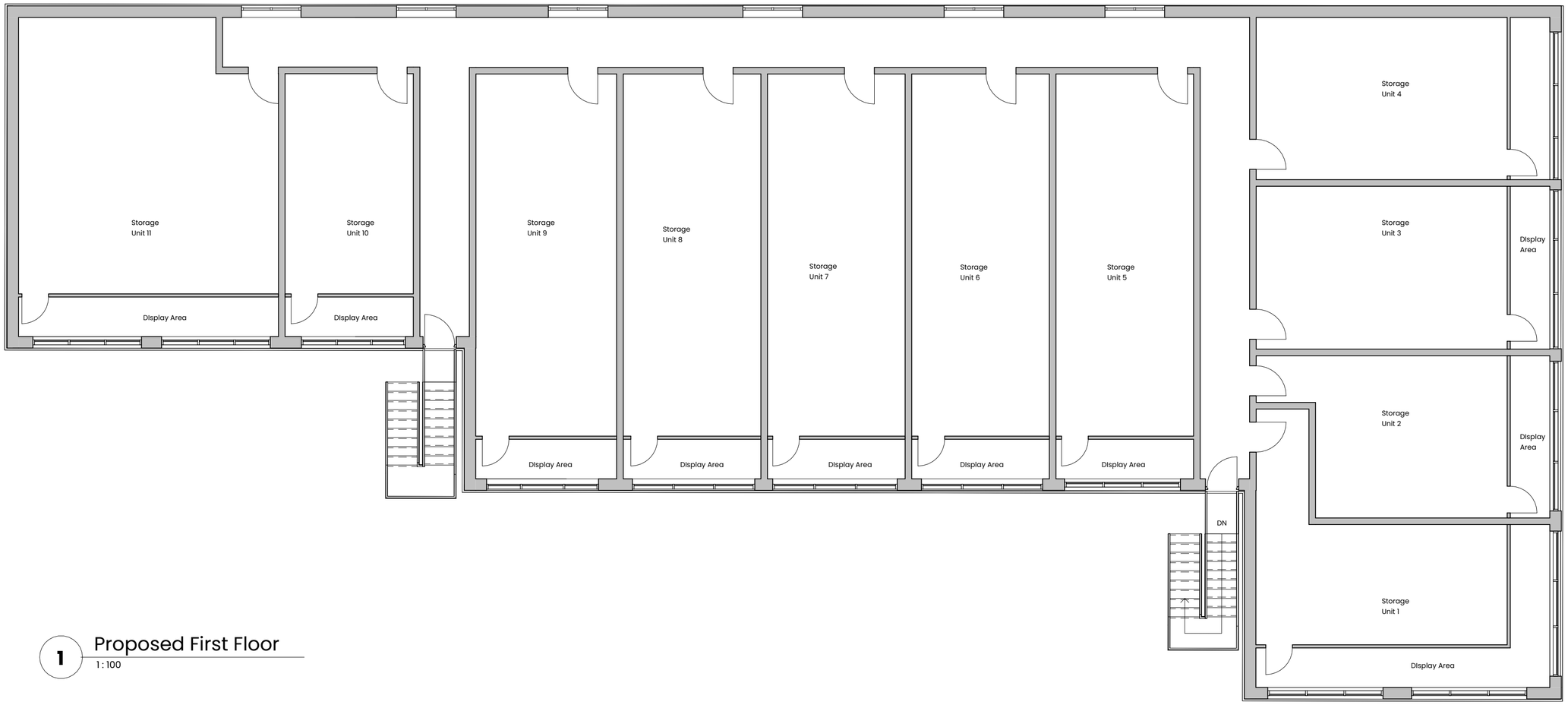
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	First Issue	02.02.2026	SM	MK

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client name	Mr Saeed Iqbal	
project	60 Sherborne Street, M8 8LR	
drawing	Proposed Ground Floor Plan	
project number	25157	scale 1 : 100
drawing number PL006	rev	issue status Planning

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1 Proposed First Floor

1 : 100

General Notes:

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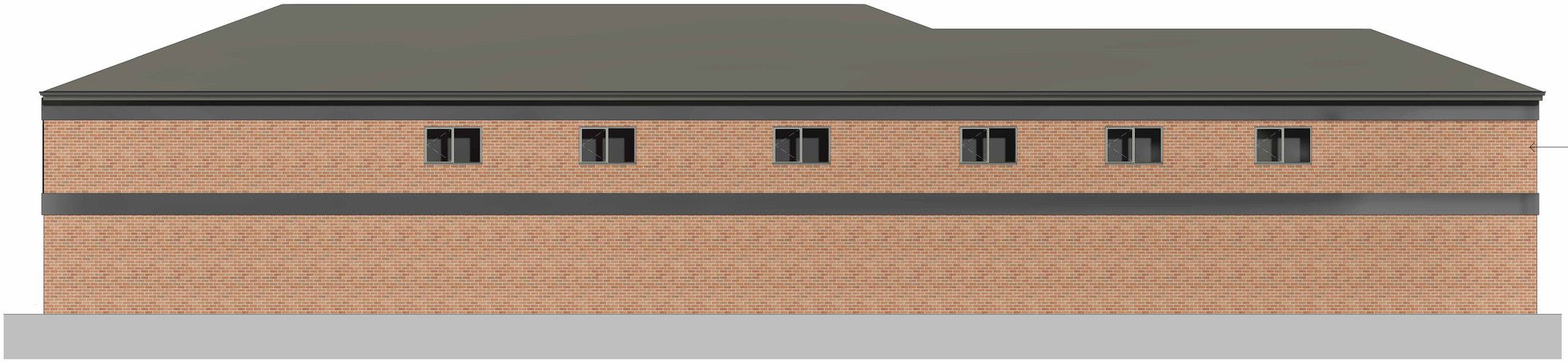
client name		
Mr Saeed Iqbal		
project		
60 Sherborne Street, M8 8LR		
drawing		
Proposed First Floor Plan		
project number		scale
25157		1 : 100
drawing number	rev	issue status
PL007		Planning

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1m 10m

Key Element

01. Brick to match existing



4 Proposed SIde Elevation B

1 : 100

Proposed Roof Plan
6526

First Floor
3526



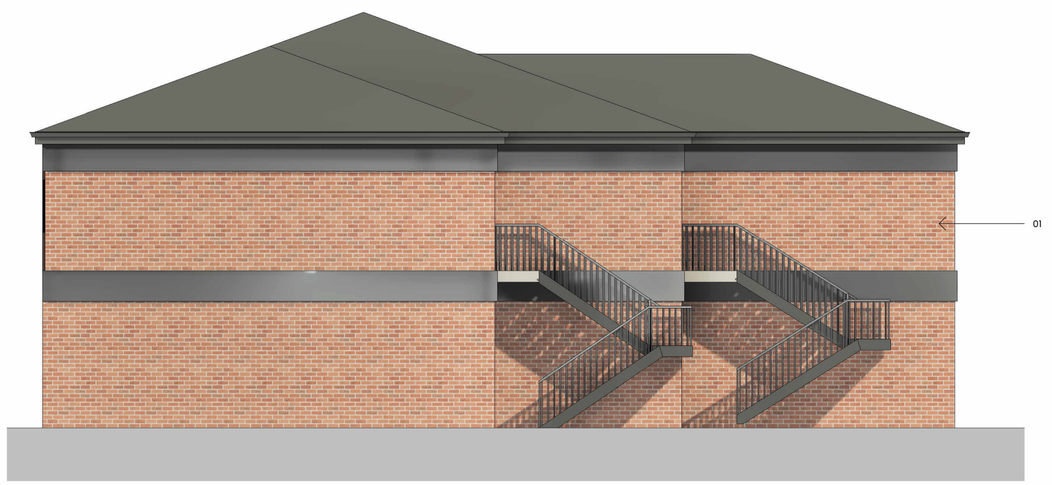
3 Proposed Side Elevation A

1 : 100



1 Proposed Front Elevation

1 : 100



2 Proposed Rear Elevation

1 : 100

1m 10m

General Notes:

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project	60 Sherborne Street, M8 8LR		
drawing	Proposed Elevations		
project number	25157		scale 1 : 100
drawing number	PL008	rev	issue status Planning

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Appendix D

60 Sherborne Street Manchester
Existing Parking Demand - Floor Area 588m2
Parking Accumulation Using Vehicle Rates

Time	IN	OUT	Total	Accumulation
				12
5:00-6:00	1	1	3	12
6:00-7:00	1	2	3	12
7:00-8:00	3	2	5	10
8:00-9:00	2	2	5	10
9:00-10:00	4	4	8	10
10:00-11:00	4	3	7	10
11:00-12:00	4	4	7	10
12:00-13:00	3	3	6	10
13:00-14:00	3	3	6	10
14:00-15:00	4	4	8	10
15:00-16:00	4	4	7	10
16:00-17:00	2	3	4	12
17:00-18:00	1	1	2	12
18:00-19:00	1	2	2	13
19:00-20:00	0	1	1	14
20:00-21:00	0	0	0	14
21:00-22:00	0	0	0	14

60 Sherborne Street Manchester
Proposed Parking Demand - Floor Area 648.50m2 including extension
Parking Accumulation Using Vehicle Rates

Time	IN	OUT	Total	Accumulation
				11
5:00-6:00	2	1	3	11
6:00-7:00	2	2	4	11
7:00-8:00	4	2	5	9
8:00-9:00	3	2	5	9
9:00-10:00	5	4	9	9
10:00-11:00	4	4	8	8
11:00-12:00	4	4	8	8
12:00-13:00	3	3	6	9
13:00-14:00	3	3	6	9
14:00-15:00	4	5	9	9
15:00-16:00	4	4	8	9
16:00-17:00	2	3	5	11
17:00-18:00	1	1	2	11
18:00-19:00	1	2	2	12
19:00-20:00	0	1	1	13
20:00-21:00	0	0	0	13
21:00-22:00	0	0	0	13

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: B - CASH & CARRY - WHOLESALE & CLUBS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
11	**SCOTLAND**		
	PK	PERTH & KINROSS	1 day

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

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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:	2230 to 4552 (units:sqm)
Range Selected by User:	2230 to 5000 (units:sqm)
Parking Spaces Range:	25 - 248

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 12/07/18

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:

Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4
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 undertaking using machines

Selected Locations:

Edge of Town Centre	3 days
Suburban Area	1 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:

Built-Up Zone	1 days
Commercial Zone	1 days
Industrial Zone	1 days
Residential Zone	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 Unknown	4 days

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Secondary Filtering Selection:

Use Class:

Sui Generis	4 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:

828 - 2658

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys
1.1 to 1.5	1 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.

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Petrol filling station:

PFS is present at the site but is excluded from the count	4 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.

Travel Plan:

No	4 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	4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**DY-01-B-01**	**CASH & CARRY**	**DERBY**
ASCOT DRIVE DERBY WILMORTON Suburban Area Industrial Zone Gross floor area: 3976.00 sqm Survey date: Thursday 12/07/2018			Survey Type: Unknown
2	**NF-01-B-01**	**BOOKER**	**NORFOLK**
ST NICHOLAS ROAD GREAT YARMOUTH Edge of Town Centre Built-Up Zone Gross floor area: 2230.00 sqm Survey date: Friday 19/10/2012			Survey Type: Unknown
3	**PK-01-B-01**	**BOOKER WHOLESALE**	**PERTH & KINROSS**
GLOVER STREET PERTH Edge of Town Centre Residential Zone Gross floor area: 3183.00 sqm Survey date: Thursday 12/05/2011			Survey Type: Unknown
4	**TW-01-B-01**	**BOOKER**	**TYNE & WEAR**
ADDISON STREET SUNDERLAND Edge of Town Centre Commercial Zone Gross floor area: 3400.00 sqm Survey date: Thursday 29/11/2012			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-01-B-01	17-06-2010	location

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TRIP RATE for Land Use 01 - RETAIL/B - CASH & CARRY - WHOLESALE & CLUBS

Total Vehicles

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	1	3976	0.252	0.176	0.428
06:00-07:00	1	3976	0.252	0.327	0.579
07:00-08:00	4	3197	0.555	0.281	0.836
08:00-09:00	4	3197	0.422	0.383	0.805
09:00-10:00	4	3197	0.704	0.649	1.353
10:00-11:00	4	3197	0.649	0.594	1.243
11:00-12:00	4	3197	0.618	0.618	1.236
12:00-13:00	4	3197	0.438	0.500	0.938
13:00-14:00	4	3197	0.438	0.508	0.946
14:00-15:00	4	3197	0.665	0.696	1.361
15:00-16:00	4	3197	0.633	0.618	1.251
16:00-17:00	4	3197	0.266	0.485	0.751
17:00-18:00	3	3520	0.161	0.170	0.331
18:00-19:00	2	3688	0.108	0.271	0.379
19:00-20:00	2	3688	0.000	0.149	0.149
20:00-21:00	1	3976	0.025	0.025	0.050
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			6.186	6.450	12.636

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

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

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Parameter Summary:

Trip rate parameter range selected:	2230 - 5000 (units: sqm)
Survey date date range:	12/05/2011 - 12/07/2018
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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TRIP RATE for Land Use 01 - RETAIL/B - CASH & CARRY - WHOLESALE & CLUBS

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.023	0.000	0.023
08:00-09:00	4	3197	0.023	0.008	0.031
09:00-10:00	4	3197	0.008	0.008	0.016
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.000	0.008	0.008
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.000	0.000	0.000
14:00-15:00	4	3197	0.000	0.000	0.000
15:00-16:00	4	3197	0.000	0.016	0.016
16:00-17:00	4	3197	0.000	0.016	0.016
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.064	0.118

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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Parameter Summary:

Trip rate parameter range selected:	2230 - 5000 (units: sqm)
Survey date date range:	19/10/2012 - 12/07/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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TRIP RATE for Land Use 01 - RETAIL/B - CASH & CARRY - WHOLESALE & CLUBS

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.000	0.000	0.000
08:00-09:00	4	3197	0.000	0.000	0.000
09:00-10:00	4	3197	0.000	0.000	0.000
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.000	0.000	0.000
12:00-13:00	4	3197	0.008	0.008	0.016
13:00-14:00	4	3197	0.000	0.000	0.000
14:00-15:00	4	3197	0.000	0.000	0.000
15:00-16:00	4	3197	0.000	0.000	0.000
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.008	0.008	0.016

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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Parameter Summary:

Trip rate parameter range selected:	2230 - 5000 (units: sqm)
Survey date date range:	19/10/2012 - 19/10/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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TRIP RATE for Land Use 01 - RETAIL/B - CASH & CARRY - WHOLESALE & CLUBS

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	1	3976	0.025	0.025	0.050
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.031	0.023	0.054
08:00-09:00	4	3197	0.031	0.008	0.039
09:00-10:00	4	3197	0.000	0.023	0.023
10:00-11:00	4	3197	0.047	0.031	0.078
11:00-12:00	4	3197	0.008	0.016	0.024
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.008	0.000	0.008
14:00-15:00	4	3197	0.000	0.008	0.008
15:00-16:00	4	3197	0.008	0.016	0.024
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.014	0.014	0.028
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.172	0.172	0.344

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

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

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Parameter Summary:

Trip rate parameter range selected:	2230 - 5000 (units: sqm)
Survey date date range:	19/10/2012 - 12/07/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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TRIP RATE for Land Use 01 - RETAIL/B - CASH & CARRY - WHOLESALE & CLUBS

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.008	0.008	0.016
08:00-09:00	4	3197	0.000	0.000	0.000
09:00-10:00	4	3197	0.000	0.000	0.000
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.008	0.008	0.016
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.008	0.008	0.016
14:00-15:00	4	3197	0.016	0.008	0.024
15:00-16:00	4	3197	0.000	0.000	0.000
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.040	0.040	0.080

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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Parameter Summary:

Trip rate parameter range selected:	2230 - 5000 (units: sqm)
Survey date date range:	12/05/2011 - 29/11/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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