

Technical Note

Date: 25 October 2023

Project: Maqio Toys, Station Road, Milnrow

Title: Highway Statement

1. Introduction

1.1 SK has been appointed to review the implications of a extending the Maqio Toys existing warehouse and constructing a new warehouse unit at its site off Station Road in Milnrow.

1.2 The Technical Note considers the following aspects of the site and development:

- ☐ Baseline position and current operation of the site
- ☐ Proposed development characteristics
- ☐ Proposed development traffic, parking, and servicing implications

2. Baseline Context

Site Location

2.1 Figure 2.1 shows that the site is located to the south of Station Road and east of the Milnrow Metrolink station.



Figure 2.1: Site Location
[source: ISO4]

Current Site Use

2.2 The existing site layout is attached as Appendix A.

2.3 The site is occupied by Maqio Toys and provides a storage and distribution facility for its online retail operations. The existing warehouse on the site has a total floor area of 10,442sqm.

- 2.4 The building is staffed by a total of 36 people who work a single shift between 8am and 6pm.
- 2.5 The building entrance is located on Station Road.
- 2.6 A car park with 55 spaces is provided to the north of the building with vehicle access onto Station Road. The car park access is gated and tactile paving / dropped kerbs are in place. Parking can also be accommodated outside the building (to the south of the building entrance) with space for seven cars.
- 2.7 Service access is gained from a gated location to the west of the Station Road frontage. Service vehicles either use the front canopy area or travel past this to the rear of the building. There is sufficient space for large goods vehicles to use the route to and from the rear service area when loading activity is taking place under the canopy.

Local Transport Network

- 2.8 In the vicinity of the site, Station Road is 8m wide with footways of 1.8m-2m width on both sides of the road. Uncontrolled crossings (tactile paving / dropped kerbs) are in place on the side roads along the length of Station Road. A signalised crossing is in place on Dale Street.
- 2.9 Double yellow line waiting restrictions are in place on the northern side of the road. Parking is unrestricted on the southern side of the road.
- 2.10 To the east of the site a parking area is provided for the Milnrow Metrolink station. Parking in these spaces is restricted to Metrolink users only.
- 2.11 The site is located next to the Metrolink station and 200m from bus stops on Dale Street. TfGM's Greater Manchester Accessibility Level has been calculated and the site has a GMAL of 5, which is a good level of accessibility in a suburban area.
- 2.12 To the west of the site access can be gained to the traffic free cycle route that runs along Harbour Lane North and Elizabeth Way.

Site Traffic Flows

- 2.13 The TRICS database has been used to allow an understanding of the traffic flows generated by warehouse operations of similar scales and comparable locations.
- 2.14 The TRICS output is attached as Appendix B, with a summary provided in Table 2.1.

	Vehicle Trip Rates (per 100sqm)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.218	0.104	0.322	23	11	34
PM Peak Hour	0.111	0.246	0.357	12	26	37

Table 2.1: Existing Site Traffic Flows

Site Servicing Traffic Flows & Locations

- 2.15 The applicant has advised that the two servicing locations are used as follows:
 - ☐ Canopy Area (Front): smaller and larger goods vehicles
 - ☐ Service Yard (Rear): larger goods vehicles
- 2.16 The applicant records the vehicles using each servicing location and has advised on a typical day the site generates the following servicing trips:
 - ☐ Canopy Area (Front): 4 vehicles per day
 - ☐ Service Yard (Rear): 2 vehicles per day

Site Parking Demand

- 2.17 The TRICS trip rates have been used to establish the parking demand associated with the site. Table 2.2 confirms that the site has sufficient parking space to accommodate demand levels.

	Existing Parking Demand			Parking Accumulation
	In	Out	Total	
07:00-07:30	8	5	12	7
07:30-08:00	13	5	18	15
08:00-08:30	9	5	15	19
08:30-09:00	13	5	19	27
09:00-09:30	9	4	13	32
09:30-10:00	7	5	12	34
10:00-10:30	6	5	10	34
10:30-11:00	7	7	14	35
11:00-11:30	5	6	12	33
11:30-12:00	7	7	14	34
12:00-12:30	6	8	14	32
12:30-13:00	7	6	13	33
13:00-13:30	8	7	15	34
13:30-14:00	8	8	16	34
14:00-14:30	6	7	13	33
14:30-15:00	5	6	12	32
15:00-15:30	6	9	15	29
15:30-16:00	6	6	12	28
16:00-16:30	6	9	15	25
16:30-17:00	4	8	13	21
17:00-17:30	6	13	18	14
17:30-18:00	6	13	19	7
18:00-18:30	4	9	13	1
18:30-19:00	5	6	10	0

Table 2.2: Existing Site Parking Demand

3. Proposed Development

- 3.1 The development proposes a small extension to the existing unit (640sqm) and the construction of another unit to the rear of the building (955sqm). The proposal seeks to expand the building on site to increase storage areas to accommodate existing activity. The extension of floor area is not to increase operations at the site.

- 3.2 The applicant has advised that the expended storage areas will require to two additional staff to be employed, bringing the total number of staff employed at the site to 38 people. The staff will continue to work a single shift between 8am and 6pm.
- 3.3 No modifications are proposed to the vehicle access or parking arrangements. The appropriateness of the existing car park to accommodate the additional two staff members is explored later in this Note.
- 3.4 No cycle parking is currently provided at the site. The proposal will provide seven cycle parking stands (14 spaces) in a covered location.
- 3.5 Service access arrangements will remain the same as existing, though it is accepted that the construction of the new unit will slightly reduce the service yard area available at the rear of the site. Swept path analysis has been undertaken using the largest vehicle requiring access (16.5m artic). The swept path shows that an artic can manoeuvre round the service yard area and can enter and leave the site in a forward gear. The service yard access route is generally 7m wide which provides sufficient width for two large vehicles to pass if needed. However, the service yard access route is already in use by two large vehicles and access / egress is already managed by the applicant so that only one vehicle can access or egress at once. The proposal will not increase the number of large vehicles requiring access per day and therefore the existing arrangement would continue with the new development.

4. Impact Assessment

Forecast Method

- 4.1 As noted earlier, the proposal will not increase operations at the site, but will allow improved storage for existing operations. Other than the two additional staff employed, the applicant has advised that other vehicle movements will remain as existing.
- 4.2 Notwithstanding the above, a traditional traffic and parking assessment has been undertaken using TRICS and the increase in building floor area at the site. This is presented on a worst-case basis, as only movements associated with two additional staff will be generated by the development.

Additional Site Traffic Flows

- 4.3 The TRICS trip rates set out in Section 2 have been used to establish the level of increase in traffic associated with the proposal.

	Vehicle Trip Rates (per 100sqm)			Additional Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.218	0.104	0.322	3	2	5
PM Peak Hour	0.111	0.246	0.357	2	4	6

Table 4.1: Additional Site Traffic Flows

- 4.4 Table 4.1 shows that when assessed using a traditional TRICS method the development will not increase the level of traffic associated with the site by a significant level. As noted above, the traffic flows will be lower than shown in the forecast due to the operations at the site remaining as existing.

Parking Assessment

- 4.5 Similarly to the traffic forecast, a traditional method has been used to review the parking demand associated with the site based on TRICS and the additional floor area. In reality parking demand will be limited to that associated with the two additional staff at the site.

- 4.6 Even with the worst-case method used, Table 4.2 shows that the future parking demand can be accommodated in the site car park.

	Total Future Site Traffic Flows (existing + additional)			Parking Accumulation
	In	Out	Total	
07:00-07:30	9	5	14	8
07:30-08:00	15	6	20	17
08:00-08:30	11	6	17	21
08:30-09:00	15	6	22	31
09:00-09:30	10	5	15	36
09:30-10:00	8	6	14	38
10:00-10:30	6	6	12	39
10:30-11:00	8	8	16	39
11:00-11:30	6	7	13	38
11:30-12:00	8	8	16	38
12:00-12:30	7	9	16	36
12:30-13:00	8	7	15	38
13:00-13:30	9	8	18	39
13:30-14:00	9	9	18	39
14:00-14:30	7	8	15	38
14:30-15:00	6	7	14	36
15:00-15:30	7	11	17	32
15:30-16:00	7	7	14	32
16:00-16:30	7	11	18	28
16:30-17:00	5	9	15	24
17:00-17:30	6	15	21	15
17:30-18:00	7	15	22	7
18:00-18:30	4	11	15	1
18:30-19:00	5	7	12	0

Table 4.2: Additional Parking Demand

Additional Servicing Traffic Flows

- 4.7 The development will not change the level of servicing trips currently generated by the site and the volume of traffic and servicing locations will remain as set out in Section 2 (replicated below).
- 4.8 The applicant has advised that the two servicing locations are used as follows:
- ☐ Canopy Area (Front): 4 vehicles per day
 - ☐ Service Yard (Rear): 2 vehicles per day

- 4.9 Swept path analysis has been undertaken and this shows that the vehicle requiring access to the rear servicing area can be accommodated in line with existing arrangements. As with existing arrangements, access to the rear servicing area will continue to be wide enough for two vehicles to pass and access to the service yard will be managed.

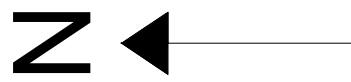
5. Conclusions

- 5.1 SK has been appointed to review the implications of a extending the Maqio Toys existing warehouse and constructing a new warehouse unit at its site off Station Road in Milnrow.
- 5.2 The extension will construct a new storage warehouse with a floor area of 955sqm and extend the existing unit by 640sqm. The extension is proposed to accommodate existing storage space requirements and is not related to any increase in operations at the site. The development will therefore not increase the number of servicing trips and will only increase trips associated with the two additional staff that will be employed at the development.
- 5.3 A review has been made of the servicing arrangements and it is shown that access to the rear service is unchanged by the development proposal. The rear service yard will reduce in area slightly to accommodate the development, but the access route arrangements remain the same as existing and it is shown that large service vehicles can still turn and leave in a forward gear. The applicant will continue to manage access to the service yard and the number of vehicles (two per day) requiring access to this area will remain unchanged).
- 5.4 A traditional traffic generation exercise has been undertaken for the assessment based on TRICS data and the existing and proposed floor areas. The assessment confirms, even with the worst-case assessment used, the additional traffic generated will not be significant and any additional parking demand can be accommodated.

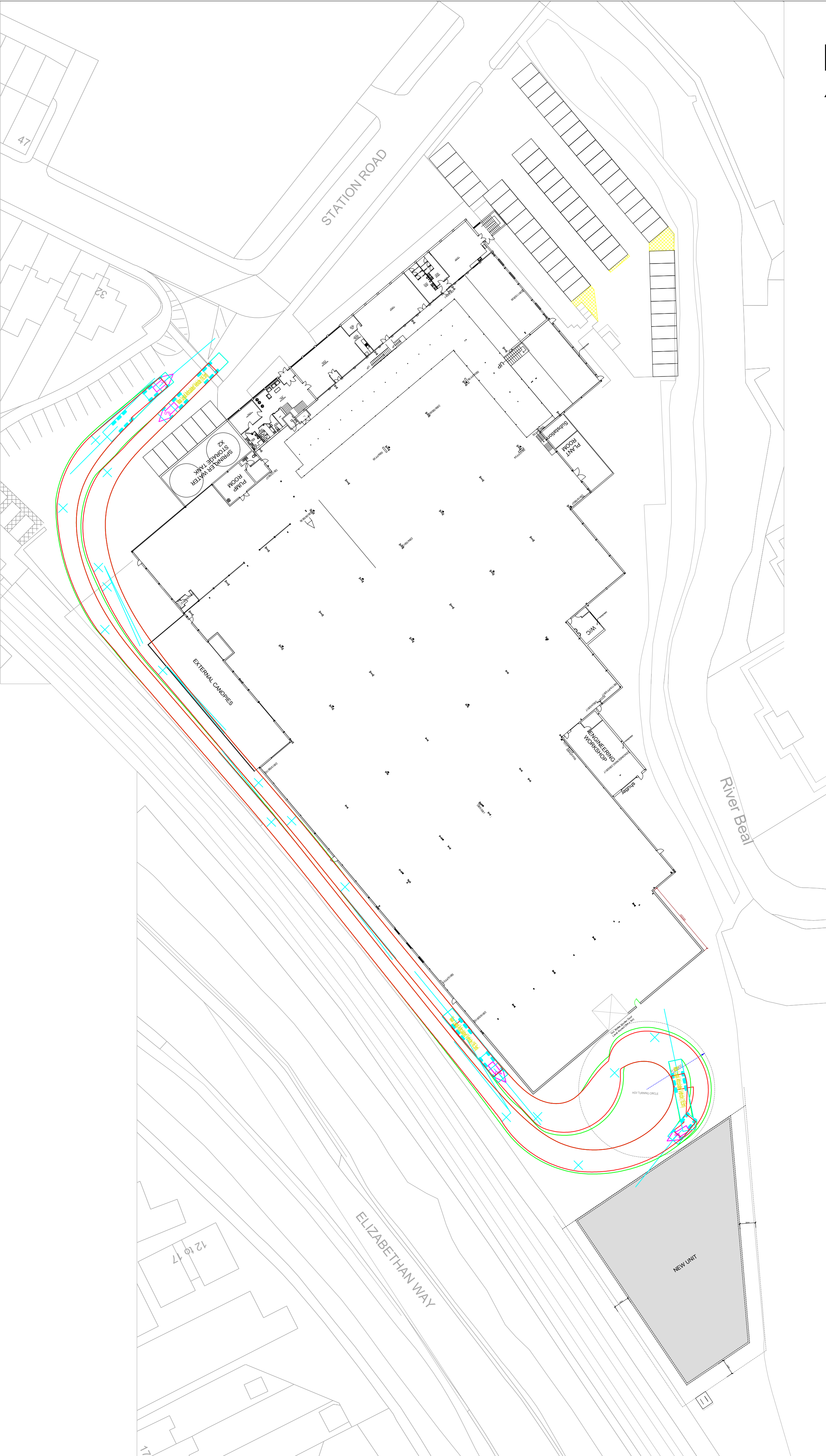
Appendix A

Drawing Status

- PRELIMINARY FOR APPROVAL
- AGREED LAYOUT-SIGNED OFF
- PLANNING DRAWING
- BUILDING CONTROL DRAWING
- TENDER DRAWING
- CONTRACT DRAWING
- CONSTRUCTION DRAWING
- AS-BUILT DRAWING



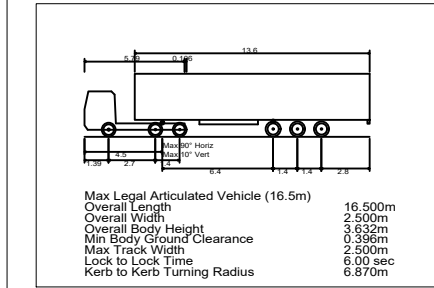
Date:	Revision:	Dr:
Client:		
Drawing Issue:		
Project:		
STATION ROAD, MILNROW ROCHDALE, OL16 4HQ		
Drawing Title:		
EXISTING SITE PLAN		
Scale:	Drawing No:	
1:500	PL-001	
Revision:	Drawn:	Authorised by:
	DAI	RUS
		Date:
		MAY 2023



THIS DRAWING MAY BE USED ONLY FOR THE
PURPOSE INTENDED AND ONLY WRITTEN
DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22374-001

Station Road, Milnrow

Drawing Title
Swept Path Analysis
Large Articulated HGV
As Proposed

Scale at A1
1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	25.10.23

Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 3625 to 31000 (units: sqm)
 Range Selected by User: 3500 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

Selected survey days:

Monday 2 days
 Wednesday 1 days
 Thursday 5 days
 Friday 4 days

Selected survey types:

Manual count 12 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 9

Selected Location Sub Categories:

Industrial Zone 10
 Commercial Zone 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:

Use Class:

n/a 2 days
 B8 10 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days
 5,001 to 10,000 1 days
 10,001 to 15,000 2 days
 15,001 to 20,000 2 days
 20,001 to 25,000 2 days
 25,001 to 50,000 3 days

Population within 5 miles:

5,001 to 25,000 2 days
 125,001 to 250,000 4 days
 250,001 to 500,000 3 days
 500,001 or More 3 days

Car ownership within 5 miles:

0.6 to 1.0 5 days
 1.1 to 1.5 7 days

Travel Plan:

Yes 2 days
 No 10 days

PTAL Rating:

No PTAL Present 9 days
 1a (Low) Very poor 1 days
 1b Very poor 1 days
 2 Poor 1 days

LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm <i>Survey date: THURSDAY 14/03/19</i> 		
2	BE-02-F-01	FRESH FRUIT DISTRIBUTOR	BEXLEY
	THAMES ROAD CRAYFORD Edge of Town Industrial Zone Total Gross floor area: 20400 sqm <i>Survey date: THURSDAY 20/09/18</i> 		
3	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm <i>Survey date: FRIDAY 18/05/18</i> 		
4	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm <i>Survey date: THURSDAY 16/06/16</i> 		
5	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm <i>Survey date: MONDAY 27/09/21</i> 		
6	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON
	NINE ACRES CLOSE HAYES Edge of Town Industrial Zone Total Gross floor area: 8673 sqm <i>Survey date: THURSDAY 27/09/18</i> 		
7	HO-02-F-01	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD FELTHAM Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13500 sqm <i>Survey date: WEDNESDAY 23/11/16</i> 		
8	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm <i>Survey date: FRIDAY 22/09/17</i> 		

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
10	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE IPSWICH		
	WARREN HEATH Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
11	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY WASHINGTON		
	PATTISON IND. ESTATE Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
12	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD BIRMINGHAM		
	KINGS NORTON Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	covid survey
LO-02-F-01	covid survey
LO-02-F-02	covid survey

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.043	2	16358	0.031	2	16358	0.074
05:30 - 06:00	2	16358	0.083	2	16358	0.052	2	16358	0.135
06:00 - 06:30	2	16358	0.070	2	16358	0.064	2	16358	0.134
06:30 - 07:00	2	16358	0.150	2	16358	0.058	2	16358	0.208
07:00 - 07:30	12	12437	0.075	12	12437	0.044	12	12437	0.119
07:30 - 08:00	12	12437	0.122	12	12437	0.046	12	12437	0.168
08:00 - 08:30	12	12437	0.090	12	12437	0.052	12	12437	0.142
08:30 - 09:00	12	12437	0.128	12	12437	0.052	12	12437	0.180
09:00 - 09:30	12	12437	0.086	12	12437	0.040	12	12437	0.126
09:30 - 10:00	12	12437	0.066	12	12437	0.048	12	12437	0.114
10:00 - 10:30	12	12437	0.053	12	12437	0.046	12	12437	0.099
10:30 - 11:00	12	12437	0.067	12	12437	0.066	12	12437	0.133
11:00 - 11:30	12	12437	0.050	12	12437	0.062	12	12437	0.112
11:30 - 12:00	12	12437	0.068	12	12437	0.064	12	12437	0.132
12:00 - 12:30	12	12437	0.059	12	12437	0.078	12	12437	0.137
12:30 - 13:00	12	12437	0.070	12	12437	0.056	12	12437	0.126
13:00 - 13:30	12	12437	0.077	12	12437	0.070	12	12437	0.147
13:30 - 14:00	12	12437	0.077	12	12437	0.072	12	12437	0.149
14:00 - 14:30	12	12437	0.056	12	12437	0.069	12	12437	0.125
14:30 - 15:00	12	12437	0.052	12	12437	0.062	12	12437	0.114
15:00 - 15:30	12	12437	0.056	12	12437	0.089	12	12437	0.145
15:30 - 16:00	12	12437	0.054	12	12437	0.060	12	12437	0.114
16:00 - 16:30	12	12437	0.058	12	12437	0.090	12	12437	0.148
16:30 - 17:00	12	12437	0.043	12	12437	0.078	12	12437	0.121
17:00 - 17:30	12	12437	0.053	12	12437	0.124	12	12437	0.177
17:30 - 18:00	12	12437	0.058	12	12437	0.122	12	12437	0.180
18:00 - 18:30	12	12437	0.036	12	12437	0.088	12	12437	0.124
18:30 - 19:00	12	12437	0.044	12	12437	0.054	12	12437	0.098
19:00 - 19:30	3	17705	0.032	3	17705	0.111	3	17705	0.143
19:30 - 20:00	3	17705	0.019	3	17705	0.040	3	17705	0.059
20:00 - 20:30	3	17705	0.009	3	17705	0.026	3	17705	0.035
20:30 - 21:00	3	17705	0.024	3	17705	0.015	3	17705	0.039
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.059			2.047			4.106

Parameter summary

Trip rate parameter range selected:

3625 - 31000 (units: sqm)

Survey date date range:

01/01/11 - 11/11/21

Number of weekdays (Monday-Friday):

12

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

3