



CBO
TRANSPORT

Project: Proposed Commercial Vehicle Workshop, Authorised Testing Facility & External HGV Storage Area, Units 2 & 3 Stakehill Industrial Estate, Bentley Avenue, Middleton

Client: Montgomery Developments Limited

Document: Transport Statement



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Doc Ref:
CBO-0915-002

Issue:
2

Status:
Final

Date:
31.10.25



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Montgomery Developments Limited to undertake an assessment of the transport matters associated with a proposed commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Good Vehicle [HGV] storage area at Units 2 & 3 Stakehill Industrial Estate, Bentley Avenue, Middleton.
- 1.2 This Transport Statement represents a culmination of this work and is submitted with the planning application for the scheme.
- 1.3 The site is situated on the northeast side of Middleton on Stakehill Industrial Estate. The site is bound by Bentley Avenue to the north, West Pennine Trucks to the south and commercial premises to the east and west. The site location is shown in **Figure 1.1**, whilst the redline and blueline boundaries for the site is shown on the drawing at **Appendix A**.

Background

- 1.4 The site as outlined red on the drawing at Appendix A currently comprises:
 - A single B2 general industrial unit (with offices in the northern section) on the western half of the site which is accessed via dedicated 'in only' and 'out only' accesses from Bentley Avenue to the north. This building, which forms Unit 2 of Stakehill Industrial Estate, has a gross internal floor area of 1,632sq.m (of which 258sq.m is office floorspace);
 - 3No. B2 general industrial units on the eastern half of the site which is accessed via two accesses from Bentley Avenue to the north. One of these units (which forms Unit 3 Stakehill Industrial Estate), includes offices in the northern section. These buildings combined have a total gross internal floor area of 1,260sq.m (of which 245sq.m is office floorspace).
- 1.5 Based on the above, the site as outlined red currently has a total gross floor area of 2,892sq.m.
- 1.6 Whilst all of the above buildings are now vacant, they were occupied as recently as January (Unit 2) and August (Unit 3) 2025 and could be brought back into this use at any time without the need for planning permission. The site therefore benefits from an existing B2 general industrial use.

Proposals

- 1.7 The proposals are for a commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Goods Vehicle [HGV] storage area. At the time of the application, the proposals are primarily aimed at making more space at / taking some strain off the existing operations at the West Pennie Trucks site to the south, which is approaching its capacity. They therefore effectively form an expansion of the existing West Pennine Trucks operation to the south.
- 1.8 Under the proposals, two of the buildings on the eastern half of the site would be demolished.
- 1.9 On the eastern half of the site and in the area to be vacated by the to be demolished buildings, the proposals would include an area for the storage of HGVs on the existing yards/floor slabs. This area would be used for the storage of new and used vehicles for sale associated with the existing West Pennine Trucks operation to the south, as well as for the storage of third party vehicles being serviced at the proposed commercial vehicle workshop. The circa 301sq.m gross floor area building to the south of this eastern half of the site would be retained.
- 1.10 With regard to the western half of the site, 3 bays at the southern end of the existing building (with a gross floor area of 261sqm) would be removed to provide a larger yard area. The retained building would then provide a 4 bay truck workshop, a tools storage room and an office area (with this office space having the same floor area as existing). As a result of these works, the proposed building would have a total gross floor area of circa 1,371sq.m (of which 258sq.m would be office floorspace).
- 1.11 An ATF (which would have a gross floor area of 188sq.m) would also be erected on the western side of the building. This would be a new use at the site which it is understood would fall under a 'sui generis' use.
- 1.12 Based on the above, the total gross floor area of the buildings on site under the proposals would be 1,860sq.m. This represents a reduction of 1,032sq.m compared to the existing provision.

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- 1.13 Externally, the proposals would include 8No. car parking spaces, 2No. powered two wheel vehicle parking spaces, 13No. rigid HGV parking spaces, 13No. articulated HGV tractor unit spaces and 4No. external, covered cycle parking spaces.
 - 1.14 The site is located in Rochdale Council [RC], who are both the local planning and highway authority for the site.

Scope of Report

- 1.15 In light of the above, the purpose of this report is to provide RC with the necessary information to enable them to consider the transport implications of the proposals. In order to provide this information, this report has been produced in 6 sections including this introduction.
- 1.16 Section 2 reviews existing conditions and provides details of the local area from a highway perspective, whilst Section 3 considers the accessibility of the site by the sustainable modes.
- 1.17 Section 4 provides details of the development proposals, including reference to the site access, site layout and parking provision.
- 1.18 Section 5 then considers the traffic generations associated with the existing uses and the proposals, before going on to consider the resultant traffic impact.
- 1.19 The conclusions and recommendations of the report are included in Section 6.

2 Existing Conditions

Site Description

- 2.1 The site is situated on the northeast side of Middleton on Stakehill Industrial Estate. The site is bound by Bentley Avenue to the north, West Pennine Trucks to the south and commercial premises to the east and west. The site location is shown in **Figure 1.1**, whilst the redline boundary for the site is shown on the drawing at **Appendix A**.
- 2.2 As set out in the introduction, the site as outlined red on the drawing at Appendix A currently comprises:
 - A single B2 general industrial unit (with offices in the northern section) on the western half of the site which is accessed via dedicated 'in only' and 'out only' accesses from Bentley Avenue to the north. This building, which forms Unit 2 of Stakehill Industrial Estate, has a gross internal floor area of 1,632sq.m (of which 258sq.m is office floorspace);
 - 3No. B2 general industrial units on the eastern half of the site which is accessed via two accesses from Bentley Avenue to the north. One of these units (which forms Unit 3 Stakehill Industrial Estate), includes offices in the northern section. These buildings combined have a total gross internal floor area of 1,260sq.m (of which 245sq.m is office floorspace).
- 2.3 Whilst all of the above buildings are now vacant, they were occupied as recently as January (Unit 2) and August (Unit 3) 2025 and could be brought back into this use at any time without the need for planning permission. The site therefore benefits from an existing B2 general industrial use.
- 2.4 In terms of access, the western half of the site is currently accessed via dedicated 'in only' and 'out only' accesses from Bentley Avenue to the north. The dedicated 'out only' access is effectively located on the western site boundary, whilst the dedicated 'in' only access is located approximately 25 metres to the east of this access.
- 2.5 With regard to the eastern half of the site, this is accessed via two all movements accesses from Bentley Avenue to the north. The western most of these accesses is located approximately 15 metres to the east of the dedicated 'in only' access referred to above, whilst the eastern access is located approximately 20 metres to the east of this access.
- 2.6 All four of these accesses take the form of kerbed radii arrangements.

Highway Network

- 2.7 As set out above, the site is served by four accesses located on the northern boundary, which join Bentley Avenue via simple priority, kerbed radii accesses.
- 2.8 As it passes the above accesses, Bentley Avenue travels in an east – west direction on a straight alignment and at a width of around 8.2 metres. The route is lit, includes footways to both sides and is subject to a 30mph speed limit.
- 2.9 West of the site and on its southern side, Bentley Avenue includes double yellow line at any time waiting restrictions from the site access through to the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout. On the north side, there are double yellow line at any time waiting restrictions heading east from the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout through to the western boundary of No.29 Bentley Avenue. East of these restrictions and for the remainder of its length, Bentley Avenue includes restrictions on both sides prohibiting the waiting of heavy goods vehicles with a gross weight of over 5 tonnes during the hours 19:00 to 7:00.
- 2.10 Opposite the site and for a distance of approximately 200 metres east of the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout, there are residential properties situated on the northern side of Bentley Avenue.
- 2.11 Approximately 320 metres to the east of the site, Bentley Avenue turns through circa 45 degrees before becoming Stakehill Lane and continuing circa 245 metres southeast. This circa 565 metre route provides access to commercial premises along its southern side.
- 2.12 Heading west from the site, Bentley Avenue continues west for a distance of approximately 40 metres where it joins Whitbrook Way, the A664 Rochdale Road and A627(M) Slattocks Link via a large 5 arm roundabout.

- 2.13 From this roundabout, Whitbrook Way heads south for a distance of approximately 160 metres, where it is joined on its eastern side by Finlan Road via a ghost island right turn priority junction arrangement. The section of Whitbrook Way between the roundabout and Finlan Road includes a continuous kerbed central island.
- 2.14 The above circa 160 metre length of Whitbrook Way includes two accesses on its eastern side; one to the rear of Unit 1 Bentley Avenue and the other to the entrance to the West Pennine Trucks facility. The kerbed central island on Whitbrook Way means these accesses are left in / left out only accesses.
- 2.15 At the West Pennine Trucks access, there is a service road that runs circa 70 metres between Whitbrook Way and Finlan Road that joins Finlan Road as the minor arm of a simple priority junction. This road enables vehicles to enter West Pennine Trucks from the south and exit West Pennine Trucks and head north.
- 2.16 Continuing south from Finlan Road, Whitbrook Way serves Stakehill Industrial East.
- 2.17 From the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout, the A627 (M) travels east to a grade separated junction. From here, the A627(M) heads north to the M62 Junction 20 and south to Oldham. The northern A664 arm of the roundabout heads north to Castleton Moor and on to Rochdale, whilst the western A664 arm heads southwest to Middleton.

Personal Injury Accident Record

- 2.18 Based on the latest 5 year of personal injury accident data that is freely available on the internet, consideration has been given to the local highway network.

Bentley Avenue

- 2.19 This data shows there have been no personal injury accidents recorded on Bentley Avenue as it passes the site frontage or along the length of Bentley Avenue to the east.
- 2.20 To the west, this data shows there have been three personal injury accidents recorded at the Bentley Avenue arm of the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout. These accidents occurred in 2021, 2021 and 2024 and were all slight injury accidents.

A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout

- 2.21 Elsewhere on the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout, the data shows there have been three personal injury accidents recorded on the roundabout around the A664 arms. One of these accidents occurred in 2020 and was a fatality. The other two accidents occurred in 2022 and 2023, with the 2022 accident being a serious injury accident involving a cyclist. The 2023 accident was a slight injury accident.

Whitbrook Way

- 2.22 On Whitbrook Way, the data shows there has been one personal injury accident recorded between the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout and Finlan Road. This accident occurred in 2025 and was a serious injury accident

Summary

- 2.23 The above indicates that there is no notable highway safety issue in the immediate vicinity of the site on Bentley Avenue and Whitbrook Way.
- 2.24 At the A627(M) / A664 / Whitbrook Way / Bentley Avenue roundabout, the above indicates that there have been a number of accidents. However, in the context of the net changes in traffic flow referred to later in this report, it is considered that the proposals would not materially impact on the likelihood of accidents occurring at this junction when compared to the 'baseline' traffic position at the site.

3 Accessibility by the Sustainable Modes

General

- 3.1 The nature of the proposals means users of the workshop, ATF and external storage area would, by necessity, be arriving by vehicle. As such, consideration of the accessibility of the site by the sustainable modes has been undertaken in the context of potential employee trips.

Pedestrian & Cycle Infrastructure

Existing pedestrian infrastructure

- 3.2 There are footways provided on both sides of Bentley Avenue which link to the wider pedestrian network to the east and the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout to the west.
- 3.3 At the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout, there are dropped crossings with tactile paving provided across the Bentley Avenue, Whitbrook Way and A627(M) Slattocks Link arms and dropped crossings provided across the northern A664 Rochdale Road arm. Via these links, pedestrians can use the existing pedestrian network to access Trub and Castleton to the north, Stakehill Industrial Estate to the south and Stanycliffe to the southwest.

Existing cycle infrastructure

- 3.4 There is an off road cycle route that the Transport for Greater Manchester interactive map refers to as a "traffic free route – good surface" that runs to the west of the A664 along the Rochdale canal. This route travels north to Rochdale and south to Chadderton. To the south, the route could also be used to access Middleton.

Summary

- 3.5 Based on the above and in the context of the surrounding area, the pedestrian and cycle infrastructure in the vicinity of the site and on local desire lines is considered to provide a suitable pedestrian and cyclist environment. This pedestrian and cycle infrastructure also provides access to the residential areas and facilities discussed below that are within walking and/or cycling distance of the site.

Accessibility for Pedestrians

- 3.6 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 3.7 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter journeys.
- 3.8 In the context of the above, the areas and facilities within these catchments, which are based on walking route distances from the entrance to the site and not distances as the crow flies, are discussed below.

Trub and Castleton Residential Areas

- 3.9 As shown in **Figure 3.1**, the Trub area, southern part of Castleton and part of Stanycliffe are within the 2km walking catchment for the site. These residential areas are therefore within the recognised walk distance for commuters.

Facilities north of A627(M) Slattocks Link / A664 Rochdale Rd / Whitbrook Way / Bentley Ave roundabout

- 3.10 As shown in **Figure 3.1**, there is a petrol filling station with a convenience store and various parcel collection post boxes located approximately 450 metres from the site on the A664 Rochdale Road north of the A627(M) Slattocks Link / A664 Rochdale Rd / Whitbrook Way / Bentley Ave roundabout.
- 3.11 Future staff could choose to walk to these facilities during their lunch break.

Bus Stops

- 3.12 As shown in **Figure 3.1**, the closest bus stops are situated on Whitbrook Way to the west and the A664 Rochdale Road to the north. The Whitbrook Way stop is located approximately 120 metres from the site, whilst the A664 Rochdale Road stops are located approximately 280 metres (northbound) and 400 metres (southbound) from the site.
- 3.13 These bus stops are therefore accessible from the site on foot.

Summary

- 3.14 The above demonstrates that the proposed site offers the opportunity for future staff to walk to the facilities to the north of the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout during their lunch break. The site is also well placed for employees to access the local bus network and could also potentially be accessible on foot for some future employees at the site should they live in the local residential areas.

Accessibility for Cyclists

- 3.15 Considering the accessibility of the site by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.
- 3.16 In this context and as shown in **Figure 3.2**, a 5km catchment from the site takes in the southern edge of Rochdale to the north and all of Middleton and its surrounding residential areas to the south. Slightly further afield, an 8km cycle ride takes in all of Rochdale, Heywood and Chadderton. Although outside the 5km catchment, this 8km catchment would be accessible to some future employees, particularly given the growing popularity of e-bikes.
- 3.17 The site therefore offers the opportunity for future staff to cycle to and from work.

Accessibility by Public Transport

Bus

- 3.18 As set out above and shown in **Figure 3.1**, the closest bus stops are situated on Whitbrook Way to the west and the A664 Rochdale Road to the north. The Whitbrook Way stop is located approximately 120 metres from the site, whilst the A664 Rochdale Road stops are located approximately 280 metres (northbound) and 400 metres (southbound) from the site.
- 3.19 These bus stops are therefore accessible from the site on foot.
- 3.20 Based on the above, Table 3.1 below shows the buses serving the site.

Table 3.1: Local Bus Services (Monday to Saturday)

No.	Route	AM Peak	Off Peak	PM Peak	Sat
Whitbrook Way					
434	Middleton – Boarshaw – Stanycliffe - Stakehill Industrial Estate – Castleton – Kirkholt - Turf Hill - Kingsway Business Park – Firgrove – Belfield - Rochdale	Hourly	Hourly	Hourly	Hourly
A664 Rochdale Road					
17	Rochdale – Sudden – Castleton – Middleton – Blackley – Harpurhey – Collyhurst - Manchester	Every 10mins	Every 10mins	Every 10mins	Every 10mins

- 3.21 As can be seen from the above, the local buses provide regular services between the site, Rochdale, Manchester and destinations in between.
- 3.22 The above services therefore offer the opportunity for future employees to travel by bus.

Rail

- 3.23 As set out above and shown in **Figure 3.2**, Castleton railway station is situated 2.4km to the north of the site, whilst Mills Hill station is located 3.8km to the south. These stations are within easy cycling distance.
- 3.24 Castleton and Mills Hill stations are situated on the same line, with regular services running between Rochdale and Blackburn, calling at destinations in between including Manchester, Salford and Bolton. These services offer the opportunity for future employees to travel by rail.

4 Development Proposals

Development Proposals

- 4.1 As set out in the Introduction, the proposals are for a commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Goods Vehicle [HGV] storage area. At the time of the application, the proposals are primarily aimed at making more space at / taking some strain off the existing operations at the West Pennine Trucks site to the south, which is approaching its capacity. They therefore effectively form an expansion of the existing West Pennine Trucks operation to the south.
- 4.2 Under the proposals, two of the buildings on the eastern half of the site would be demolished.
- 4.3 On the eastern half of the site and in the area to be vacated by the to be demolished buildings, the proposals would include an area for the storage of HGVs on the existing yards/floor slabs. This area would be used for the storage of new and used vehicles for sale associated with the existing West Pennine Trucks operation to the south, as well as for the storage of third party vehicles being serviced at the proposed commercial vehicle workshop. The circa 301sq.m gross floor area building to the south of this eastern half of the site would be retained.
- 4.4 With regard to the western half of the site, 3 bays at the southern end of the existing building (with a gross floor area of 261sqm) would be removed to provide a larger yard area. The retained building would then provide a 4 bay truck workshop, a tools storage room and an office area (with this office space having the same floor area as existing). As a result of these works, the proposed building would have a total gross floor area of circa 1,371sq.m (of which 258sq.m would be office floorspace).
- 4.5 An ATF (which would have a gross floor area of 188sq.m) would also be erected on the western side of the building. This would be a new use at the site which it is understood would fall under a 'sui generis' use.
- 4.6 Based on the above, the total gross floor area of the buildings on site under the proposals would be 1,860sq.m. This represents a reduction of 1,032sq.m compared to the existing provision.
- 4.7 Externally, the proposals would include 8No. car parking spaces, 2No. powered two wheel vehicle parking spaces, 13No. rigid HGV parking spaces, 13No. articulated HGV tractor unit spaces and 4No. external, covered cycle parking spaces.
- 4.8 Access to the proposals from the public highway would be via the dedicated 'in only' and 'out only' accesses from Bentley Avenue to the north that currently serve the western half of the site. With the exception of the replacement of a small area of grass with tarmac within the site on the eastern side of the western 'out only' access, these accesses would be retained in their current form and would not be amended within the public highway under the proposal. However, the use of these accesses would be amended, with the existing 'out only' access to the west becoming a dedicated ATF exit lane and the existing 'in only' access to the east becoming an all movements access for use by vehicles entering and exiting the workshop and HGV storage area and vehicles entering the ATF.
- 4.9 The two accesses that currently serve the eastern half of the site would become redundant under the proposals. These accesses would therefore be closed and reinstated as footway.
- 4.10 In addition to these accesses from the public highway, the proposals would also include a link between the proposed site and the existing West Pennine Trucks facility to the south. In terms of vehicles, this link would be solely to enable vehicles to be moved between the proposed workshop / external HGV storage area and the existing facility. Vehicles would not use this link to travel between the existing facility and Bentley Avenue.
- 4.11 The proposed site layout is reproduced at **Appendix B**.

Proposed Operation

- 4.12 As set out above, the proposals are for a commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Goods Vehicle [HGV] storage area which would effectively form an expansion of the West Pennine Trucks operation to the south. West Pennine Trucks have therefore provided details regarding how the site would operate. These are set out below.

General

- 4.13 At the time of the application and as set out above, the proposals are primarily aimed at making more space at / taking some strain off the existing operations at the West Pennie Trucks site to the south, which is approaching its capacity. It is therefore proposed that new and used vehicles sales and administration staff would relocate from the existing West Pennine Trucks site to the proposed facility, whilst the proposed external HGV storage area would primarily be used for the storage of new and used vehicles for sale that cannot be stored on the existing site. The vehicle storage area would also be used for the storage of third party vehicles being serviced at the proposed commercial vehicle workshop.
- 4.14 The ATF would also be used by vehicles associated with operations at the existing West Pennine Trucks site to the south, removing the need for these vehicles to have to be taken to an alternative ATF in Rochdale. In addition, the ATF would be used by third party vehicles.
- 4.15 With regard to the proposed workshop, this would be used by a combination of new technicians and existing technicians based at the existing West Pennine Trucks facility to the south in the first instance. However, the intention is that this element of the proposals would eventually become an additional operation to the existing West Pennine Trucks operation. Notwithstanding this, the workshop would under all circumstances be used to service new and used vehicles being sold at the existing West Pennine Trucks facility to the south.

Vehicle Types

- 4.16 The workshop would be used by rigid HGVs up to 12 metres in length and articulated HGV tractor units. Articulated HGVs with trailers would not use the workshop. With the exception of an articulated test trailer that would be left on site for the ATF, the HGV storage area would also just be used for rigid HGVs up to 12 metres in length.
- 4.17 With regard to the ATF, this could be used by HGVs of all sizes up to articulated HGVs.

Hours of operation

- 4.18 The activities at the site associated with the administration of the commercial vehicle workshop, the use of ATF and the use of external HGV storage area would likely take place during the hours 8:00 to 16:00, Monday to Friday. The workshop use would likely take place during the hours 8:00 to 17:00, Monday to Friday and would also operate between the hours 8:00 and 13:00 on a Saturday.
- 4.19 As it would need a Government officer who is not an employee at the site to operate, the ATF would not necessarily be in use every day of the week whilst, on the days that it is operation, it may not be in use for a full day. However, on the days that it is in use, it would be in use for a maximum of 7.5 hours.

Staff

- 4.20 West Pennie Trucks has advised that there would be 12 staff working at the proposals. Details of these staff and their working hours are set out in Table 4.1 below.
- 4.21 As set out previously and in the first instance, some of the technicians using the proposed workshop would be new technicians, whilst some would be existing technicians currently based at the existing West Pennine Trucks facility to the south. However, for the purpose of this report, it has been assumed that all technicians at the proposed workshop would be new staff.

Table 4.1: Proposed Staffing and Hours

Role	Working Hours		Number of Staff	
	Mon-Fri	Sat	Relocated Staff	New Staff
New Vehicles (Sales)	8:00 – 16:00	N/A	1	
New Vehicles (Admin)	8:00 – 16:00	N/A	3	
Used Vehicles (Sales)	8:00 – 16:00	N/A	2	
Workshop Technician (Full Utilisation)	8:00 – 17:00	8:00 – 13:00		3
Workshop Technician (50% Utilisation)	8:00 – 17:00	8:00 – 13:00		1
ATF (Admin)	8:00 – 16:00	N/A		1
ATF (Government Officer)	8:00 – 16:00	N/A		1
Total Staff			6	6

- 4.22 The above table splits the workshop technicians between 100% and 50% utilisation. This is because one of the technicians would also have a supervisory role, spending 50% of the time servicing vehicles and the remaining 50% undertaking supervisory duties.
- 4.23 All of the new staff would access the site via the Bentley Avenue access. The relocated staff would continue to park in the existing West Pennine Trucks facility to the south and access this parking via the existing accesses from Whitbrook Way and Finlan Road.

HGV throughput

- 4.24 Considering the throughput of HGVs at the proposed site, West Pennine Trucks has indicated that each technician could service 4 vehicles per day at 100% utilisation. Based, therefore, on the workshop being used by 3 technicians at 100% utilisation and 1 technician at 50% utilisation, the workshop could serve 14 HGVs per day. As set out previously and in the first instance, the HGVs passing through the workshop would be linked to the existing West Pennine Trucks facility to the south. They would not, therefore, result in any movements at the Bentley Avenue accesses, with all vehicles using the internal link to the south. However, as also set out previously, the intention is that this element of the proposals would eventually become an additional operation to the existing West Pennine Trucks operation. Under this scenario, the 14 HGV's per day could all potentially pass through the Bentley Avenue access.
- 4.25 With regard to the ATF, West Pennine Trucks has indicated that, allowing for administration, switch over time between vehicles etc, these operate on a turnaround time of around 20 minutes per axle. Based on the ATF being used for a maximum of 7.5 hours per day, this equates to 22 axles per day. Assuming an average of 3 axles per vehicle (on the basis that some HGVs have as few as 2 axles whilst an articulated HGV could have 6 axles), this equates to 7 or 8 HGVs passing through the ATF on a day when the facility is fully utilised.
- 4.26 In terms of the external HGV storage area and as set out previously, this would be used to store vehicles that are for sale or vehicles associated with the proposed workshop. In this context, HGV throughput associated with the workshop is already detailed above. With regard to HGV storage and where the area is used to store new HGVs for sale, these vehicles would only travel to and from the existing West Pennine Trucks facility to the south via the proposed internal link. As a result, vehicles associated with new HGVs for sale that are utilising this storage area would not generate any additional throughput on the external highway network. The only additional throughput generated by this storage area would therefore be that associated with used HGVs for sale, which would be taken directly to and from this area via Bentley Avenue. West Pennine Trucks has indicated that this could result in 6 HGV movements per day.

Site Access

- 4.27 As shown on the proposed site layout at **Appendix B** and set out previously, access to the proposals from the public highway would be via the dedicated 'in only' and 'out only' accesses from Bentley Avenue to the north that currently serve the western half of the site.
- 4.28 With the exception of the replacement of a small area of grass with tarmac within the site on the eastern side of the western 'out only' access, these accesses would be retained in their current form and would not be amended within the public highway under the proposal. However, the use of these accesses would be amended, with the existing 'out only' access to the west becoming a dedicated ATF exit lane and the existing 'in only' access to the east becoming an all movements access for use by vehicles entering and exiting the workshop and HGV storage area and vehicles entering the ATF.
- 4.29 The two accesses that currently serve the eastern half of the site would become redundant under the proposals. These accesses would therefore be closed and reinstated as footway.
- 4.30 In addition to these accesses from the public highway and as set out previously, the proposals would also include a vehicular link between the proposed site and the existing West Pennine Trucks facility to the south. This link would be solely to enable vehicle to be moved between the proposed workshop / external HGV storage area and the existing facility. Vehicles would not use this link to travel between the existing facility and Bentley Avenue.

Swept path analysis

- 4.31 As set out previously, the workshop and HGV storage areas would only be used by rigid HGVs up to 12 metres in length and articulated HGV tractor units, whilst the ATF could be used by HGVs of all sizes up to articulated HGVs.

- 4.32 Based on the above, the swept path analysis at **Figures 4.1 and 4.2** show an articulated Heavy Goods Vehicle [HGV] and 12 metre rigid HGV respectively entering the site via the all movements access to the east, using the ATF, and then leaving the ATF via the dedicated ATF exit lane to the west. **Figure 4.3** then shows a 12 metre rigid HGV entering and existing the site via the all movements access to the east.
- 4.33 As can be seen from these swept path figures, the proposed access arrangements are of a sufficient scale to accommodate the vehicles that would be required to access the site.

Summary

- 4.34 Based on the above, the existing accesses to the site from Bentley Avenue are considered acceptable and appropriate from a design and safety perspective.

Internal Site Layout

General

- 4.35 As shown on the site layout plan at **Appendix B**, the proposed workshop and ATF would be located on the western side of the site, with the HGV storage located on the eastern side.
- 4.36 Once in the site, staff and customers dropping off / picking up HGV drivers would park in the area to the north of workshop building and between the eastern all movements access and the western, dedicated ATF exit lane.
- 4.37 Staff would then move vehicles between the service bays and the parking areas.

Pedestrian and Cycle Provision

- 4.38 There are currently dropped crossings and tractile paving provided at both of the to be retained accesses to the site off Bentley Avenue.
- 4.39 From here and whilst not currently shown on the site layout plan at **Appendix B**, walking routes will be painted on the yard areas within the site to provide safe routes between these Bentley Avenue site accesses, the buildings and parking areas on site and the link to the existing West Pennine Trucks facility to the south.
- 4.40 With regard to cycle provision, cyclists can share the Bentley Avenue accesses with vehicles, whilst there will be safe routes between these accesses and the cycle storage area. There is, therefore, no requirement for any dedicated cycle provision.
- 4.41 However, to encourage cycle use, the proposals will include locker facilities in the workshop, whilst staff would be able to use the shower facilities in the existing West Pennine Trucks facility to the south. The proposals would also include the provision of 4 external, covered cycle parking spaces to the west of the workshop, whilst staff could also park cycles in the building.

Parking Provision

- 4.42 The HGV storage area does not require any associated car parking therefore consideration has just been given to the proposed commercial vehicle workshop building, the retained B2 use building and the ATF.
- 4.43 Based on this approach, it is understood that the proposals would fall under planning use class B2 General Industrial for the workshop. In this regard, Rochdale Council's parking standards are set out in Appendix 5 of the Rochdale Core Strategy (October 2016).
- 4.44 Based on the above, the below considers the appropriateness of the proposed parking provision.

Car parking

- 4.45 For B2 use, the above standards refer to a maximum provision of one car parking space per 60sq.m.
- 4.46 Applying the above to the total circa 1,672sq.m floor area associated with the proposed 1,371sq.m gross floor area building on the western half of the site and the retained circa 301sq.m building area on the eastern part of the site results in a maximum provision of 28 car parking spaces.
- 4.47 The proposed 8 car parking spaces therefore accords with these standards.
- 4.48 Considering the adequacy of these 8 spaces, the information presented in Table 4.1 shows there would be 6 new staff based at the site. These new staff would park in the proposed site.

- 4.49 Given the above and under a worst case scenario whereby all of the new staff travel via a single occupancy car trips, this would leave 2 free spaces for use by customers dropping off at / collecting vehicles from the workshop. Based on the maximum 4 vehicle capacity at the workshop, West Pennine Trucks consider this provision sufficient to ensure parking would be contained in the site.

HGV parking

- 4.50 Whilst the HGV storage area would primarily be used for the storage of vehicles for sale, as set out previously it would also be used for the storage of third party vehicles being serviced at the proposed commercial vehicle workshop. As such, West Pennine Trucks would ensure that sufficient space was set aside for these vehicles.

Cycle parking

- 4.51 For B2 use, the above standards refer to the provision of one cycle parking space per 700sq.m, with a minimum provision of 2 spaces.
- 4.52 Applying the above to the proposed total circa 1,672sq.m floor area results in a provision of 2 cycle parking spaces.
- 4.53 The proposed 4 external, covered cycle parking spaces, together with the ability for staff to park cycles in the building, exceeds these standards.

Powered two wheel vehicle parking

- 4.54 For B2 use, the above standards refer to the provision of one powered two wheel vehicle parking space per 2,800sq.m, with a minimum provision of 2 spaces.
- 4.55 Applying the above to the proposed total circa 1,672sq.m floor area results in a provision of 2 powered two wheel vehicle parking spaces.
- 4.56 The proposed 2 powered two wheel vehicle parking spaces meets these standards.

5 Traffic Generation and Impact

General

- 5.1 As set out in previous sections, the proposals are for a commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Goods Vehicle [HGV] storage area which would effectively form an expansion of the West Pennine Trucks operation to the south.
- 5.2 Given the bespoke nature of this use and as set out in Section 4, West Pennine Trucks has been able to provide details of how the site would operate. Based on this information, this section considers the traffic generation associated with the proposals during the weekday morning and evening peak periods and over a full day.
- 5.3 As also set out in Section 4, it is the case that the proposals would effectively form part / an expansion of the existing West Pennine Trucks operation to the south. It would not, therefore, be a new, standalone facility. However, for robustness, this section of the report assumes that all trips associated with the proposals are new trips.
- 5.4 Following on from the above and given that the existing buildings on the site have an established general industrial use and could be brought back into this use at any time without the need for planning permission, the above traffic generations need to be considered as a 'net' traffic generation that allows for the existing general industrial use.
- 5.5 The following section therefore presents the findings of the comparison exercise.

Traffic Generation: Existing General Industrial Use

- 5.6 As set on in Section 2, the proposed site comprised two areas; the 'Unit 2' site which has a single building with a total gross internal floor area of 1,632sq.m and the 'Unit 3' site which has three buildings with a combined total gross internal floor area of 1,260sq.m. These have, therefore, been considered based on them being two separate sites.
- 5.7 In terms of the deriving a traffic generation for these existing general industrial sites, the TRICS database has been interrogated for the land use 'employment – industrial unit' to determine trip rates for a scenario whereby the existing buildings are fully occupied for their existing general industrial use. Based on the existing building floor areas as set out above and in order to achieve a broad dataset, sites from London and Ireland have been removed, as have surveys undertaken during the Covid pandemic. TRICS outputs for this interrogation are included in **Appendix D**.
- 5.8 Based on this methodology the resultant trip rates and traffic generations associated with the existing floor areas are shown below in Tables 5.1 and 5.2 respectively.
- 5.9 In order to compare the existing industrial use with the proposals, these trip rates and traffic generations are shown for the hours 7:00 to 8:00 and 8:00 to 9:00 for the weekday morning period and 15:00 to 16:00 and 16:00 to 17:00 for the weekday evening period. Daily trip rates and generations are also included based on a 16 hour period between 5:00 and 21:00.

Table 5.1: Trip Rates Associated with Existing General Industrial Use

	Arrivals	Departures	Total
7:00 – 8:00	0.449	0.050	0.499
8:00 – 9:00	0.726	0.208	0.934
15:00 – 16:00	0.288	0.431	0.719
16:00 – 17:00	0.259	0.740	0.999
Daily	4.677	4.365	9.042

Table 5.2: Traffic Generation Associated with Existing General Industrial Use

	Unit 2 Site			Unit 3 Site			Total		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
7:00 – 8:00	7	1	8	6	1	7	13	2	15
8:00 – 9:00	12	3	15	9	3	12	21	6	27
15:00 – 16:00	5	7	12	4	5	9	9	12	21
16:00 – 17:00	4	12	16	3	9	12	7	21	28
Daily	76	71	147	59	55	114	135	126	261

- 5.10 As can be seen from Table 5.1 and based on the adopted methodology, the existing general industrial uses across the proposed site could generate 27 total trips during the busiest weekday morning peak hour, 28 total trips during the busiest weekday evening peak hour and 261 total trips over the course of a day.

Traffic Generation: Proposed Use (Weekday Morning & Evening Peaks)

General

- 5.11 Given the bespoke nature of the proposals, traffic generation has been calculated based on a first principles approach. These calculations have been based on the 8:00 to 16:00 weekday hours of operation, with staff assumed to arrive / depart outside these hours and vehicle movements associated with the site operation assumed to occur during these hours.

Staff

- 5.12 As set out in Section 4, there would be a maximum of 11 members of staff and 1 Government officer associated with the ATF on site on any one day. Whilst 6 of these staff would be relocated from the existing West Pennine Trucks facility to the south and would continue to park in the existing facility, it has been assumed for robustness that all 11 staff and the 1 Government officer would be new trips and that they would all use the Bentley Avenue access.
- 5.13 Again for robustness, it has been assumed that these staff equate to 12 vehicle arrivals during the morning peak period (i.e. between 7:00 and 8:00 to arrive for an 8:00 start), 12 vehicle departures during the weekday evening peak period (i.e. between 16:00 and 17:00 after a 16:00 finish) and 24 total movements over the course of the day.

Workshop related vehicles

- 5.14 As set out in Section 4, the workshop (which has 4 service bays) could serve 14 HGVs per day, whilst the intention is that this element of the proposals would eventually become an additional operation to the existing West Pennine Trucks operation.
- 5.15 For robustness, it has been assumed that 4 HGVs arrive during the morning peak period (i.e. between 8:00 and 9:00 when the facility opens) to make use of all bays, and that 4 HGVs depart during the evening peak period (i.e. between 15:00 and 16:00 before the facility closes) having vacated all bays. It has then been assumed that 14 HGVs arrive and 14 HGV's depart over the course of the day.

- 5.16 Assuming that someone comes in a separate vehicle to pick up a driver who has dropped off an HGV for servicing / drop off a driver to collect an HGV from servicing, this would generate 4 arrivals / 4 departures during each peak hour during the hours of operation (i.e. 8:00 to 9:00 and 15:00 to 16:00) and 28 arrivals / 28 departures over the course of the day.

HGV storage

- 5.17 As set out in Section 4, the only additional HGV throughput generated by the storage area would be that associated with used HGVs for sale, which would be taken directly to and from this area via Bentley Avenue. West Pennine Trucks has indicated that this could result in 6 HGV movements per day.
- 5.18 For robustness, it has been assumed that 1 HGV arrives at / departs the site during each peak period during the hours of operation (i.e. 8:00 to 9:00 and 15:00 to 16:00). There would then be 6 HGV arrivals / 6 HGV departures over the course of the day.

ATF

- 5.19 As set out in Section 4, there could be 7 or 8 HGVs passing through the ATF on a day when the facility is fully utilised.
- 5.20 For robustness, it has been assumed that 1 HGV arrives at / departs the ATF during each peak period the hours of operation (i.e. 8:00 to 9:00 and 15:00 to 16:00) and that 8 HGV arrive at / depart the ATF over the course of the day.

Traffic Generation

- 5.21 Based on the above, Table 5.3 below shows the weekday morning period, weekday evening period and daily traffic generations associated with the proposals.

Table 5.3: Peak Period & Daily Traffic Generation Associated with Proposals

	Staff			Workshop			HGV Storage			ATF			Total		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
7:00 – 8:00	12	0	12	0	0	0	0	0	0	0	0	0	12	0	12
8:00 – 9:00	0	0	0	8	4	12	1	1	2	1	1	2	10	6	16
15:00 – 16:00	0	0	0	4	8	12	1	1	2	1	1	2	6	10	16
16:00 – 17:00	0	12	12	0	0	0	0	0	0	0	0	0	0	12	12
Daily	12	12	24	42	42	84	6	6	12	8	8	16	68	68	136

- 5.22 As can be seen from Table 5.3 and based on the adopted methodology, the proposals could generate 16 total trips during the busiest weekday morning peak hour, 16 total trips during the busiest weekday evening peak hour and 136 total trips over the course of a day.

Net Traffic Generation

- 5.23 Based on the information set out in Table 5.2 for the existing general industrial use and Table 5.3 for the proposals, Table 5.4 below sets out the net traffic generation at the site.

Table 5.4: Net Proposed Use Traffic Generation Compared to General Industrial Use

	Arrivals	Departures	Total
7:00 – 8:00	-1	-2	-2
8:00 – 9:00	-11	0	-11
15:00 – 16:00	-3	-2	-5
16:00 – 17:00	-7	-9	-16
Daily	-67	-58	-125

Traffic Impact

- 5.24 As can be seen from the above, it is the case that the proposals would generate between 2 and 16 less total trips than the existing general industrial use during the identified peak period hours whilst, over the course of the day, they would generate 125 less total trips.
- 5.25 In light of the above, it is considered that there is no requirement for any further analysis or assessments of junction operation when compared to the 'baseline' general industrial use. It is also considered that, based on this comparison, the traffic associated with the proposals would not have a material impact on the operation of the local highway network and could not be considered severe.

6 Conclusions and Recommendations

Conclusions

6.1 Based on the findings of this report it is concluded that:

Proposals

- The buildings on the site currently have a total gross floor area of 2,892sq.m. Whilst all of these buildings are now vacant, they were occupied as recently as January (Unit 2) and August (Unit 3) 2025 and could be brought back into this use at any time without the need for planning permission. The site therefore benefits from an existing B2 general industrial use;
- The proposals are for a commercial vehicle workshop, Authorised Testing Facility [ATF] and external Heavy Goods Vehicle [HGV] storage area. At the time of the application, the proposals are primarily aimed at making more space at / taking some strain off the existing operations at the West Pennie Trucks site to the south, which is approaching its capacity. They therefore effectively form an expansion of the existing West Pennine Trucks operation to the south;
- Under the proposals, two of the buildings on the eastern half of the site would be demolished to provide the external storage area, whilst part of the existing building on the western half of the site would be removed to provide a larger yard area, with the retained building housing the vehicle workshop. An ATF would also be erected on the western side of the building. This would be a new use at the site which it is understood would fall under a 'sui generis' use;
- Based on the above, the total gross floor area of the buildings on site under the proposals would be 1,860sq.m. This represents a reduction of 1,032sq.m compared to the existing provision;
- Externally, the proposals would include 8No. car parking spaces, 2No. powered two wheel vehicle parking spaces, 13No. rigid HGV parking spaces and 13No. articulated HGV tractor unit spaces.

Site access

- With the exception of the replacement of a small area of grass with tarmac within the site on the eastern side of the western 'out only' access, these accesses would be retained in their current form and would not be amended within the public highway under the proposal. However, the use of these accesses would be amended, with the existing 'out only' access to the west becoming a dedicated ATF exit lane and the existing 'in only' access to the east becoming an all movements access for use by vehicles entering and exiting the workshop and HGV storage area and vehicles entering the ATF;
- The two accesses that currently serve the eastern half of the site would become redundant under the proposals. These accesses would therefore be closed and reinstated as footway;
- In addition to these accesses from the public highway, the proposals would also include a link between the proposed site and the existing West Pennine Trucks facility to the south. In terms of vehicles, this link would be solely to enable vehicles to be moved between the proposed workshop / external HGV storage area and the existing facility. Vehicles would not use this link to travel between the existing facility and Bentley Avenue.

Access by sustainable modes

- The nature of the proposed use means the customers would, by necessity, be arriving by vehicle. As such, consideration of the accessibility of the site by the sustainable modes has been undertaken in the context of potential employee trips;
- In the context of the surrounding area, the pedestrian and cycle infrastructure in the vicinity of the site and on local desire lines is considered to provide a suitable pedestrian and cyclist environment. This pedestrian and cycle infrastructure also provides access to residential areas and facilities that are within walking and/or cycling distance of the site;
- The proposed site offers the opportunity for future staff to walk to the facilities to the north of the A627(M) Slattocks Link / A664 Rochdale Road / Whitbrook Way / Bentley Avenue roundabout during their lunch break. The site is also well placed for employees to access the local bus network and could also potentially be accessible on foot for some future employees at the site should they live in the local residential areas;

- Considering the accessibility of the site by bicycle, a 5km catchment from the site takes in the southern edge of Rochdale to the north and all of Middleton and its surrounding residential areas to the south. Slightly further afield, an 8km cycle ride takes in all of Rochdale, Heywood and Chadderton. Although outside the 5km catchment, this 8km catchment would be accessible to some future employees, particularly given the growing popularity of e-bikes. The site therefore offers the opportunity for future staff to cycle to and from work;
- With regard to public transport, local bus services are accessible from the site, provide regular services and offer the opportunity for future employees to travel by this mode. Castleton and Mills Hill stations would also be accessible by bike for future staff and offer the opportunity for future employees to travel by rail.

Car and cycle parking

- The proposed 8 car parking spaces accords with the Rochdale Council's car parking standards and provides what West Pennine Trucks consider a sufficient provision to ensure parking would be contained in the site;
- The proposed 2 powered two wheel vehicle parking spaces meets Rochdale Council's standards;
- The proposed 4 external, covered cycle parking spaces, together with the ability for staff to park cycles in the building, exceeds Rochdale Council's cycle parking standards.

Site Access / Traffic Impact

- The retained accesses to the site from Bentley Avenue are of an appropriate geometry to accommodate the vehicles that would use them and are sufficient from a design and safety perspective to serve the proposed development;
- The proposals would generate between 2 and 16 less total trips than the existing general industrial use during the identified peak period hours whilst, over the course of the day, they would generate 125 less total trips. It is therefore considered that there is no requirement for any further analysis or assessments of junction operation when compared to the 'baseline' general industrial use;
- It is also considered that, based on this comparison, the traffic associated with the proposals would not have a material impact on the operation of the local highway network and could not be considered severe.

Recommendations

- 6.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse the application for the proposed commercial vehicle workshop, authorised testing facility & external HGV storage area.



Figures

Figure 1.1: Site Location

Figure 3.1: Walking Catchment and Site Accessibility

Figure 3.2: 5km Cycle Catchment

Figure 4.1: Swept Path Analysis: Articulated HGV Entering & Exiting ATF

Figure 4.2: Swept Path Analysis: 12m Rigid HGV Entering & Exiting ATF

Figure 4.3: Swept Path Analysis: 12m Rigid HGV Entering & Exiting Storage Area

Figure 1.1 Site Location

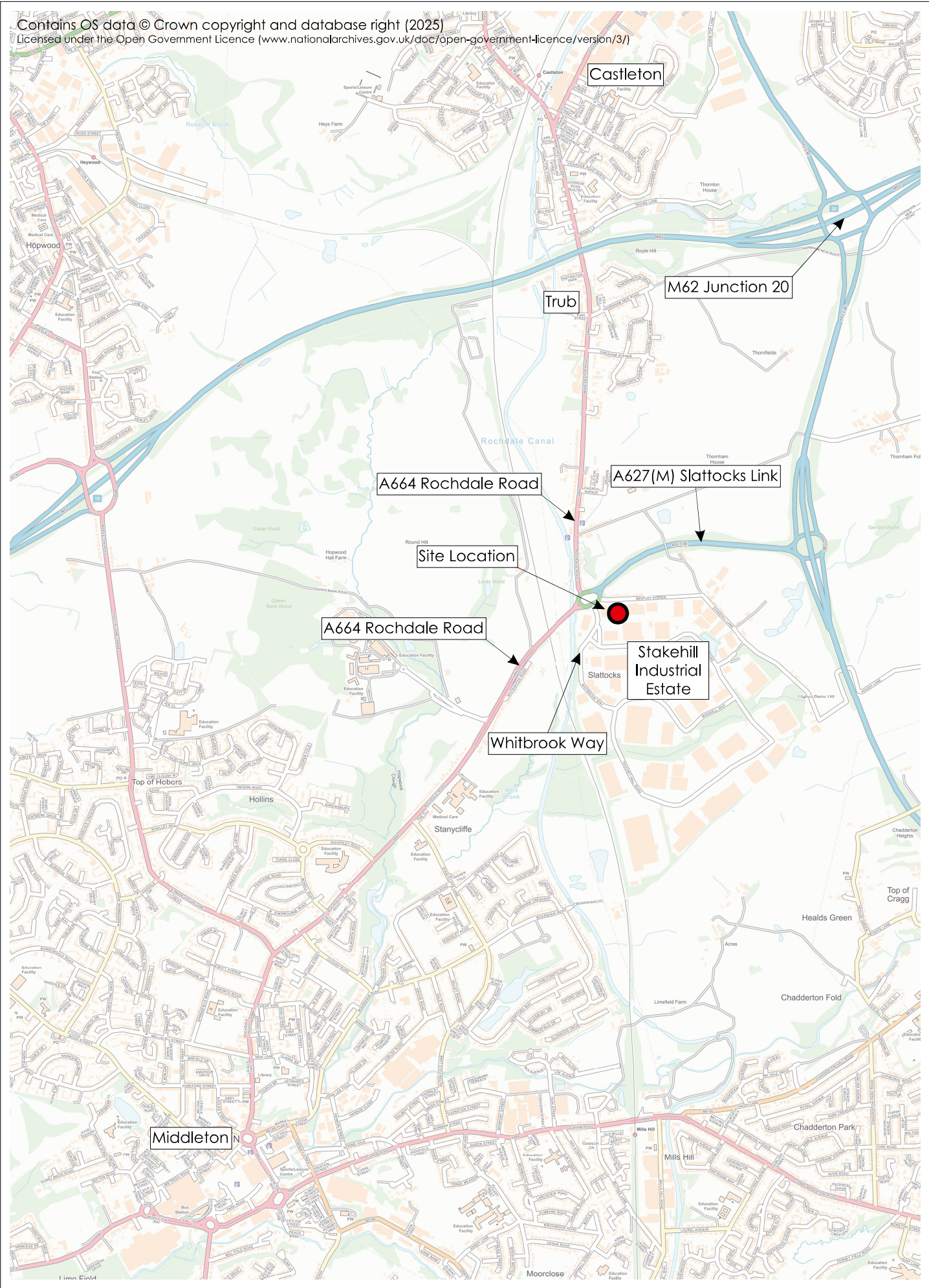


Figure 3.1 Walking Catchment and Site Accessibility

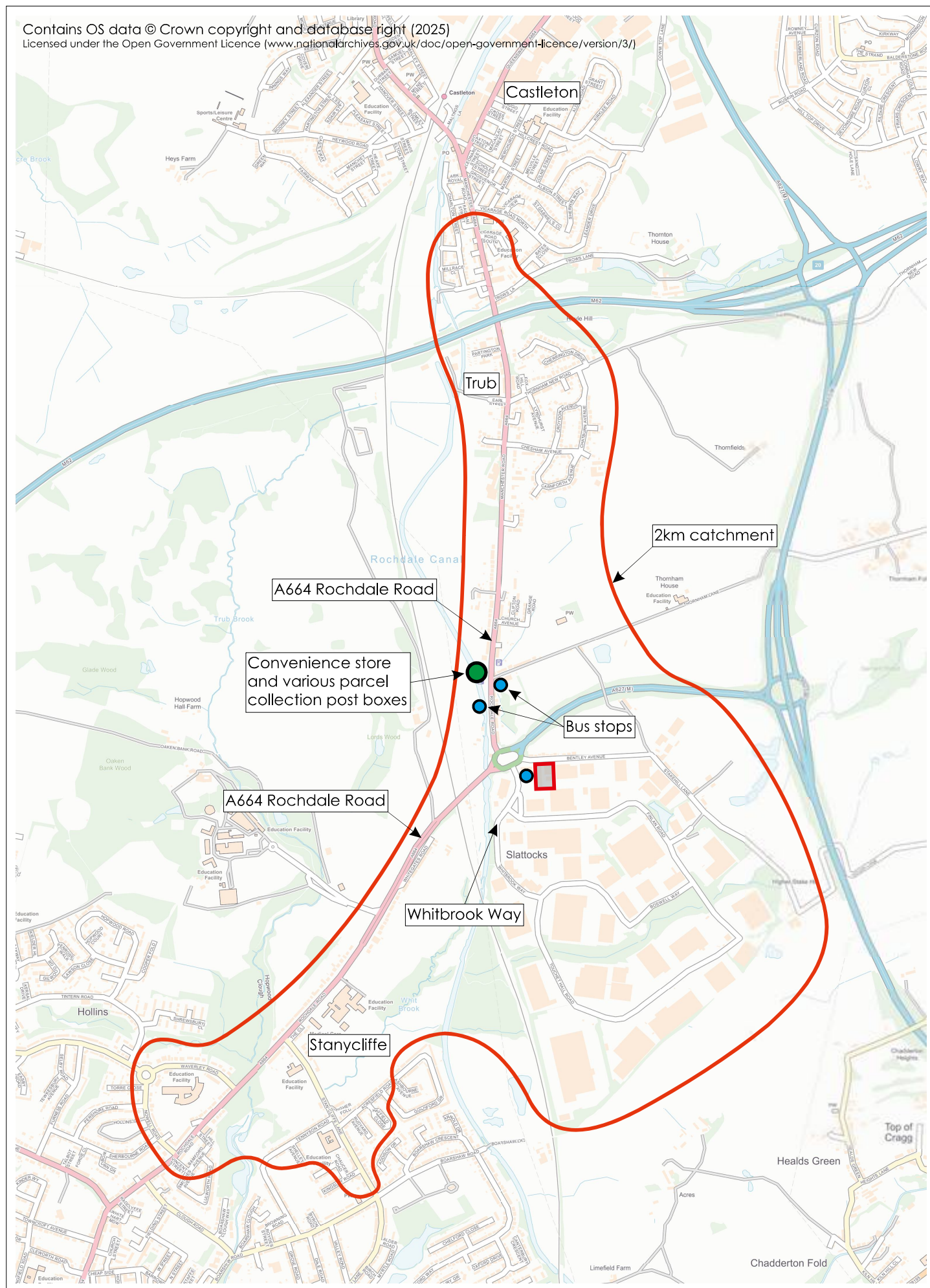
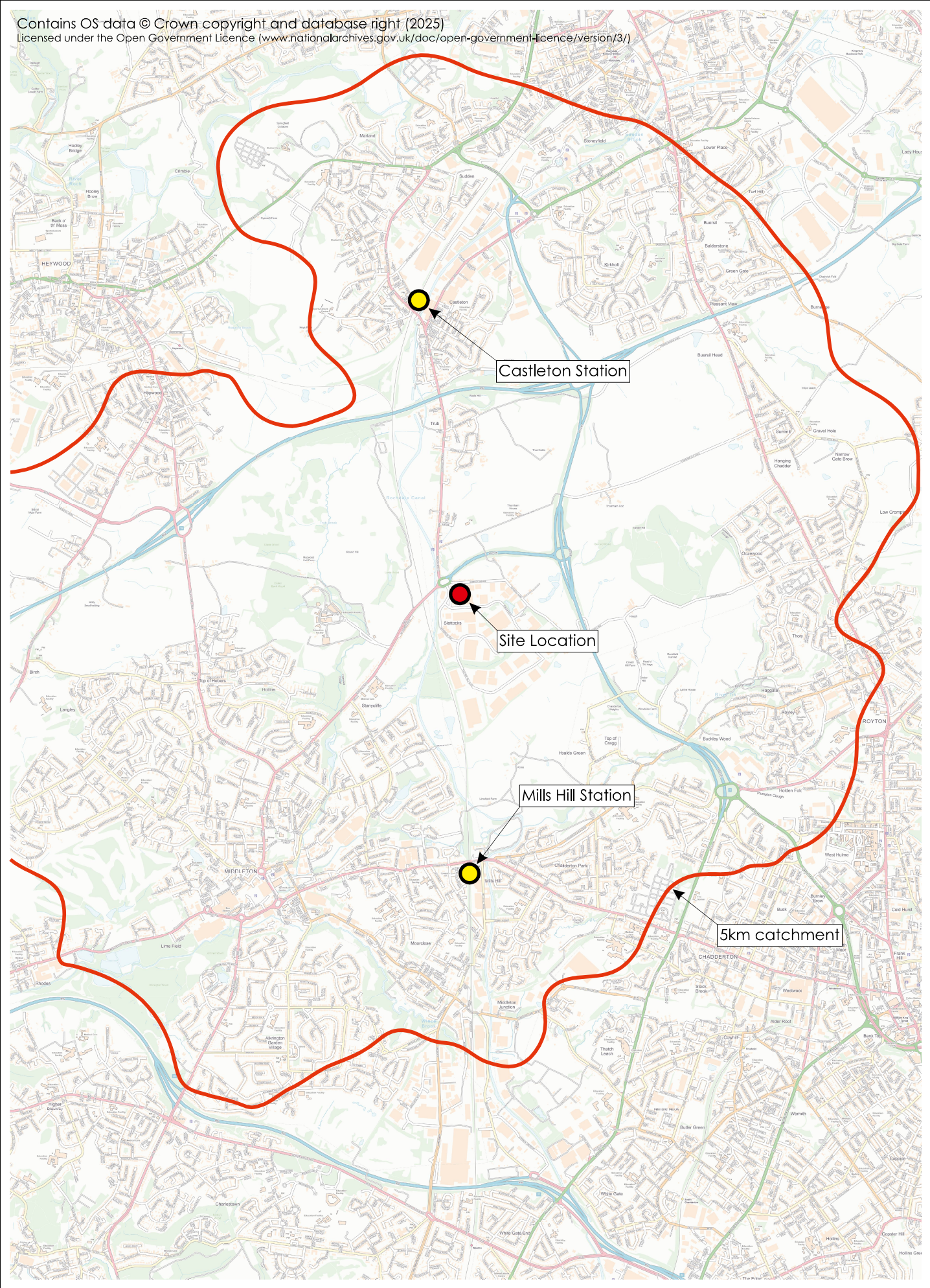
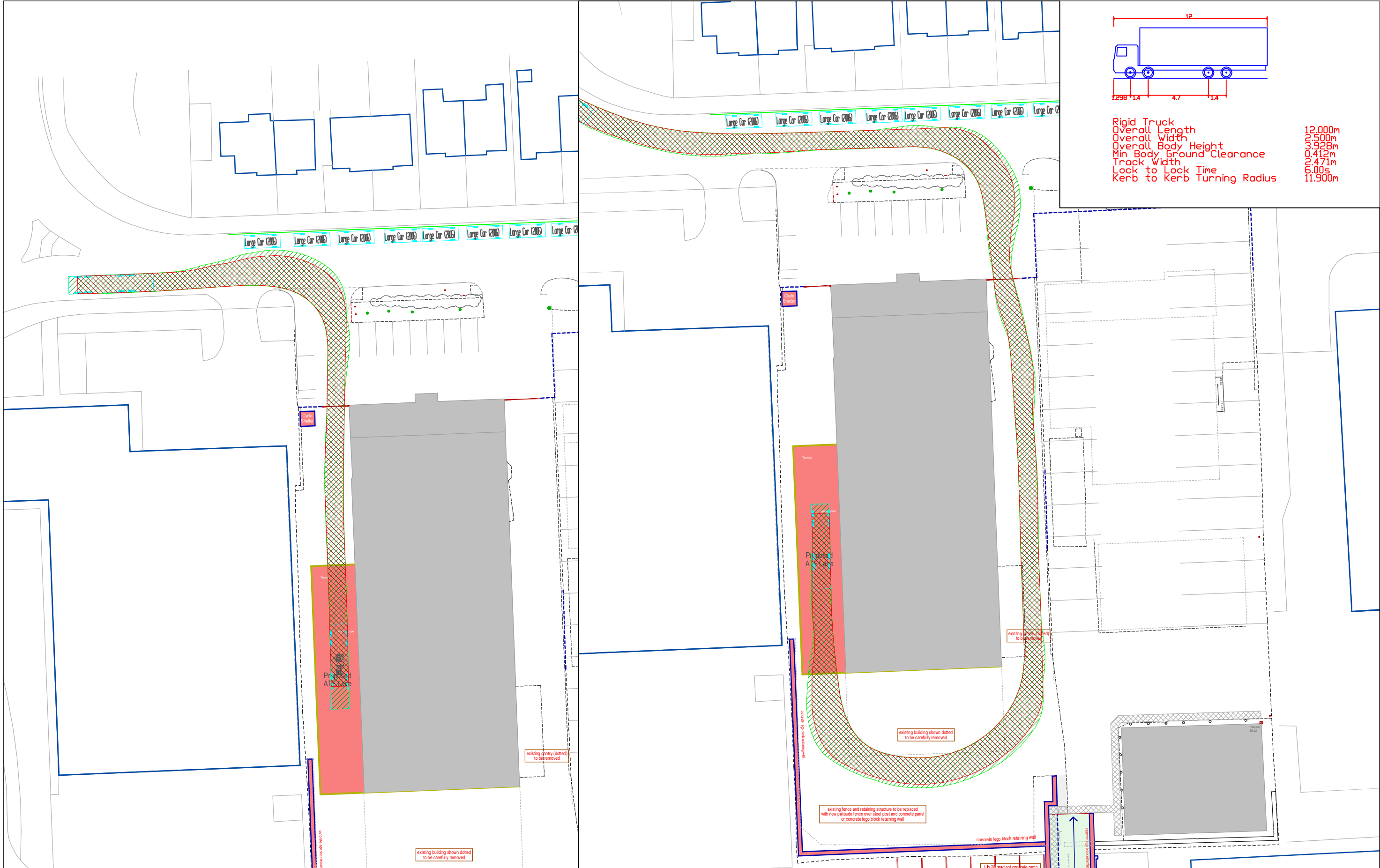


Figure 3.2 5km Cycle Catchment



[illegible]

Figure 4.2 Swept Path Analysis: 12m Rigid HGV Entering & Exiting ATF
(1:500 @ A3)



Rigid Truck Dimensions:

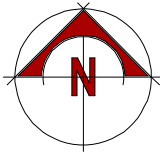
- Overall Length: 12.000m
- Overall Width: 2.500m
- Overall Body Height: 4.28m
- Min Body Ground Clearance: 4.12m
- Track Width: 4.71m
- Lock to Lock Time: 1.00s
- Kerb to Kerb Turning Radius: 11.900m

Site Plan Annotations:

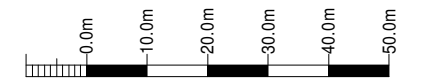
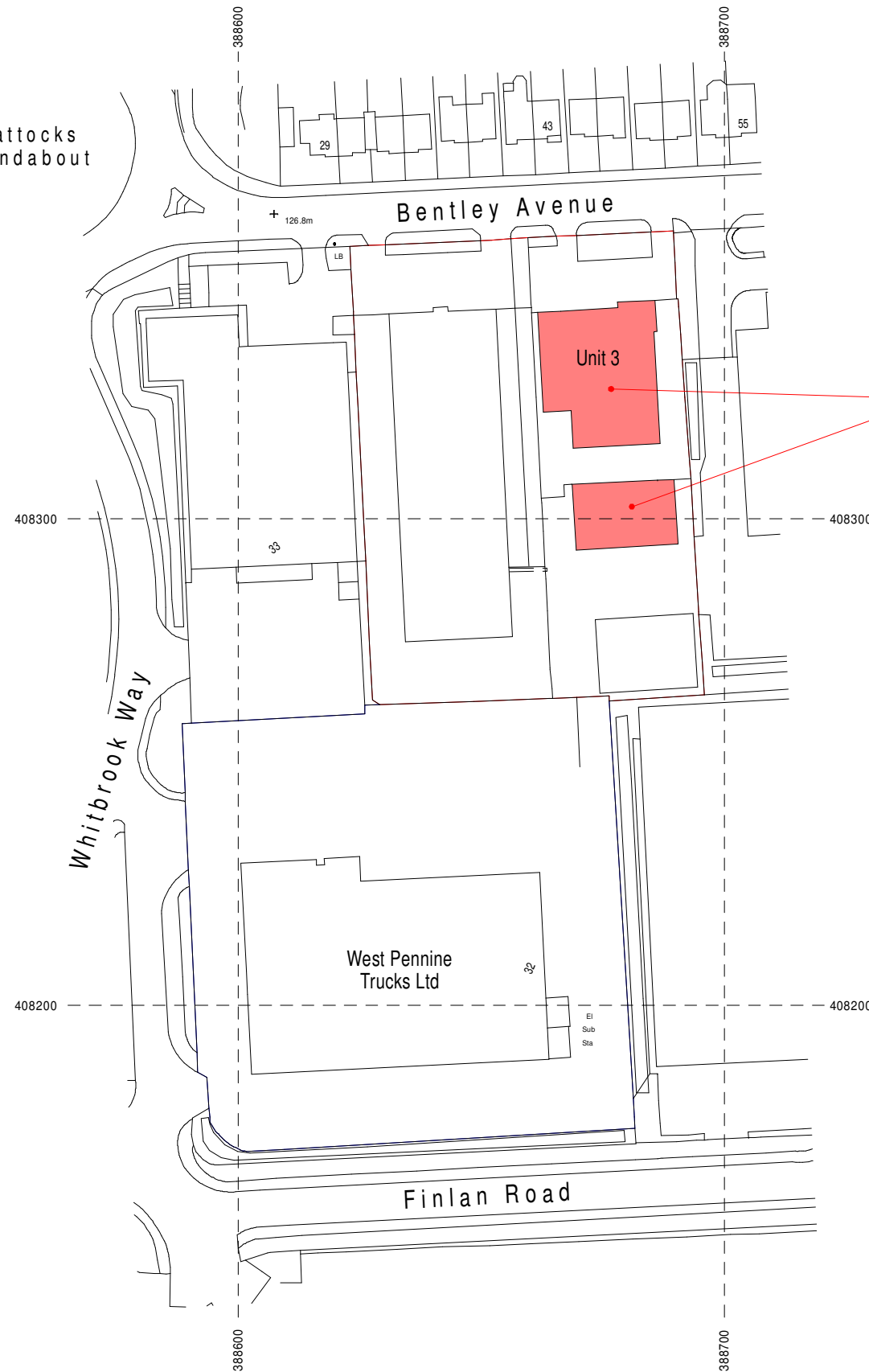
- Proposed ATF Lane
- existing building shown dotted to be carefully removed
- existing fence and retaining structure to be replaced with new palisade fence over steel post and concrete panel or concrete lego block retaining wall
- concrete lego block retaining wall
- Cycle Storage



Appendix A: Redline Boundary Plan



Slattocks
Roundabout



scale bar @ 1:1250

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Ordnance Survey licence AC0000848283

Proposed Demolition of Buildings,
Unit 3, Stakehill Industrial Estate,
Middleton,
Manchester,
M24 2GP.

Demolition Proposal
Location Plan

Date	Sheet	Scale
September 2025	A3	1:1250
Dwg No.	Rev.	Drawn
2025-3012-10	-	RG

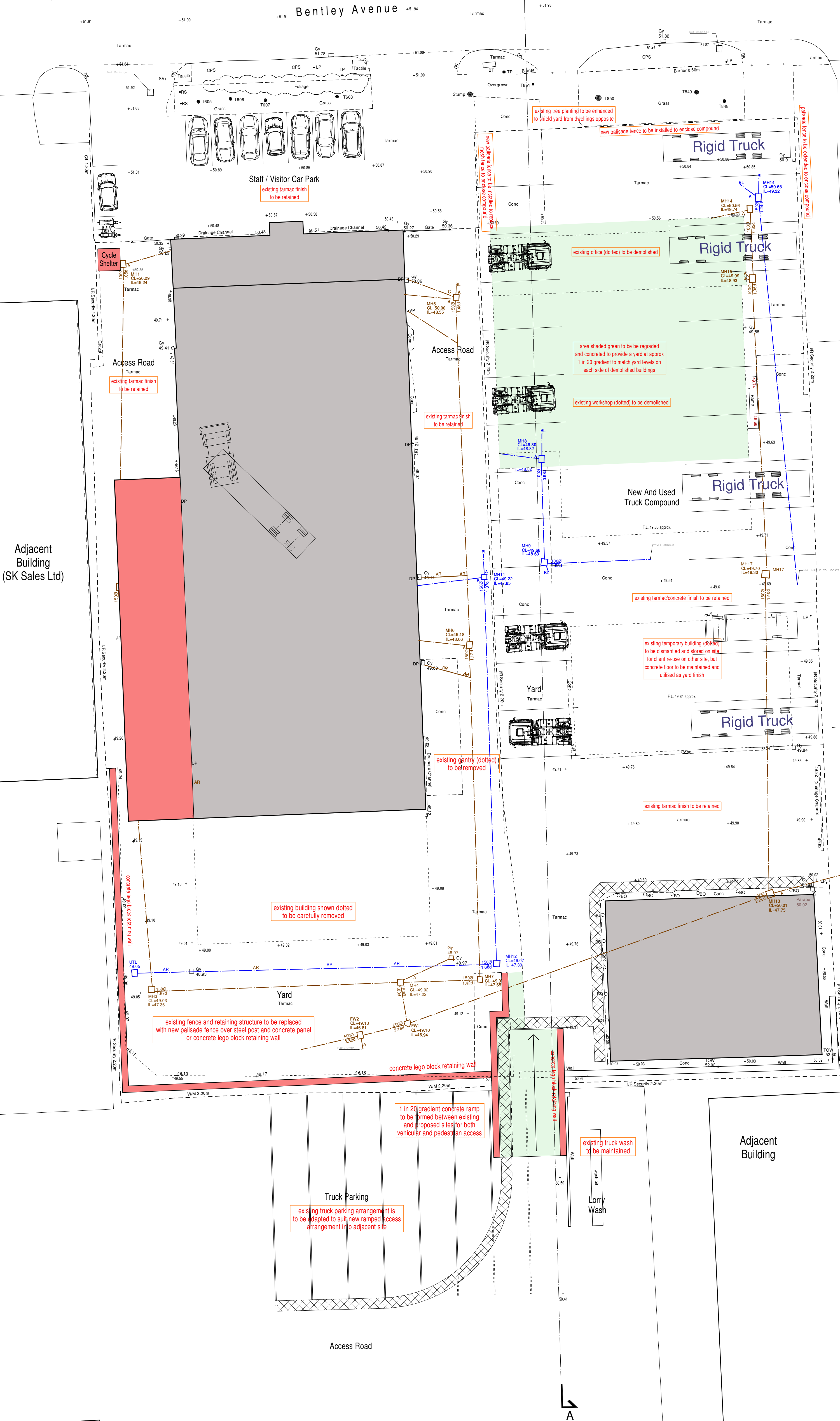
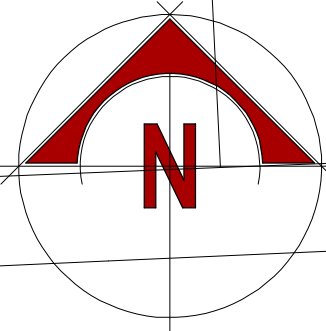


10 Cawdry Buildings, Fountain Street, Leek. ST13 6JP
Telephone: 01538 386002
E-mail: info@sammonsLtd.co.uk
Web: www.sammonsLtd.co.uk

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Appendix B: Proposed Site Layout



DEMOLITION PRIOR NOTIFICATION
A separate prior notification application has been submitted for the demolition of the existing buildings to the east of the site known as 3 Stakehill Industrial Estate.

DEMOLITION WORKS
In addition to the demolition works noted above the southern 3 bays of the existing workshop to 2 Stakehill Industrial Estate are to be removed to create a larger yard to the rear which accommodates a 25.0m radius turning circle suitable for HGV's to turn.

PROPOSAL SCHEME OVERVIEW
The existing B2 use class site is to be utilised as an extension to the West Pennine Trucks Ltd Scania dealership located on the adjacent site to the south. The Scania site is accessed from Whitbrook Way and will continue to do so.
New and used truck sales shall be relocated from the Scania site to the proposal site with pre-delivery inspections being undertaken in the remaining workshop building. New and used vehicles are to be stored/displayed on the yard area created by the demolition of the buildings on the eastern side of the site.
To link the existing and proposed sites a new ramped access is to be formed.
In addition to the PDI workshop it is proposed to form an extension to accommodate a drive through ATF (Authorised Testing Facility) lane which will allow vehicles from the adjacent Scania site to be tested without leaving site as they currently do. Third party vehicles will also be able to be tested at the facility which will enter and exit the site via Bentley Avenue.

NEW + USED TRUCK COMPOUND
The existing office, workshop and warehouse buildings sited on the eastern half of the site are to be demolished and are subject to a separate prior demolition approval. The existing tarmac yards between the existing buildings are to remain, with the floor slab to the warehouse building also remaining with any deviation in levels fetahered out with new tarmac.
The office/workshop building at the front of the site are to have existing concrete floors removed and yard graded with demolition materials before being concreted.

OFFICE + PDI WORKSHOP + ATF LANE
For details of proposals for the above building refer to drawings:
2025-3012-0 floor plans
2025-3012-0 elevations and section

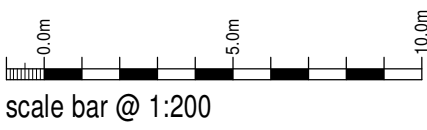
PROPOSED RAMP
A new concrete ramp is to be formed between the existing and proposed sites with a maximum gradient of 1 in 20. The ramp length is to be split between the two sites, the ramp in the existing site is to be recessed into the existing yard with concrete lego blocks utilised as retaining walls, whilst the ramp in the proposed site is to be built up, again using concrete lego blocks.
The ramp is to accommodate both vehicle and pedestrian traffic with the two separated with an armco barrier for safety.

BOUNDARY TREATMENTS
The existing retaining structure between existing and proposed sites is to be replaced with new concrete lego block wall or steel post/concrete panel wall to structural engineers detail.
The existing mesh fence on the same boundary is to be replaced with a new 2.2m high galvanised palisade fence.
A new 2.2m galvanised palisade fence is to be erected along the frontage of the truck compound to provide a secure enclosure.
The side boundaries are to remain as existing.

LANDSCAPING
The existing tree planting at the front of the site are to remain and are to be enhanced to bolster the screening capabilities for the houses on the opposite site of Bentley Avenue.

DRAINS
A Flood Risk Assessment and Drainage strategy prepared by NC29 accompanies this planning application and shall be referred to for drainage proposals.

CYCLE SHELTER
A 4 berth covered cycle shelter is to be provided where indicated.



Montgomery Transport Ltd

Proposed Extensions + Alterations,
Unit 2, Stakehill Industrial Estate,
Middleton,
Manchester,
M24 2GP.

Planning Proposal
Site Plan

Date	October 2025	Sheet	A1	Scale	1:200
Dwg No.	2025-3012-22	Rev.	B	Drawn	RG

A-1010/2025 - NOTES UPDATED
B-1410/2025 - PARKING LAYOUTS INDICATED

SAMMONS
Architectural Ltd

10 Cawdry Buildings, Fountain Street, Leek, ST13 6JP
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Appendix C: TRICS Outputs

Audit Code: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 500 - 2500 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 08/11/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Thursday	6
Wednesday	4

Main Location Types selected:

Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2
Suburban Area (PPS6 Out of Centre)	3

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	3
25,001 to 50,000	3
5,001 to 10,000	3
50,001 to 100,000	1

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Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	5
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	7

PTAL Rating:

No PTAL Present	10
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Audit Code: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
11	SCOTLAND		
	FI	FIFE	1 day

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

Audit Code: 5b6cb9b0-9b7a-445d-ac7068136a0f

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 to 0 (units:sqm)
Range Selected by User:	500 to 2500 (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	1 days
Thursday	6 days
Wednesday	4 days

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

Selected survey types:

Manual count	11
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	6 days
Neighbourhood Centre (PPS6 Local Centre)	2 days
Suburban Area (PPS6 Out of Centre)	3 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:

Industrial Zone	8 days
No Sub Category	1 days
Village	2 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	9 days
Servicing vehicles Included	2 days

Audit Code: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.182 hect Survey date: Thursday 20/06/2019			
			Survey Type: Manual
2	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17 hect Survey date: Friday 15/10/2021			
			Survey Type: Manual
3	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
STONEGRAVELS LANE CHESTERFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.3 hect Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
4	FI-02-C-02	GLASS SPECIALISTS	FIFE
DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Site area: 0.49 hect Survey date: Thursday 20/04/2023			
			Survey Type: Manual
5	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
HURRICANE ROAD NEAR GLOUCESTER BROCKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.39 hect Survey date: Wednesday 03/05/2023			
			Survey Type: Manual
6	KS-02-C-01	COMPUTER MANUFACTURER	KIRKLEES
INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.58 hect Survey date: Wednesday 10/10/2018			
			Survey Type: Manual
7	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.1305 hect Survey date: Thursday 21/04/2022			
			Survey Type: Manual
8	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY			

Audit Code: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Site area: 0.086 hect
Survey date: Thursday 14/11/2019

Survey Type: Manual

9 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH
Edge of Town
Industrial Zone
Site area: 0.35 hect
Survey date: Thursday 29/06/2023

Survey Type: Manual

10 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Site area: 0.26 hect
Survey date: Thursday 29/09/2022

Survey Type: Manual

11 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

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	Covid
GS-02-C-02	23-04-2021	Covid
LC-02-C-05	30-06-2021	Covid
MA-02-C-01	09-10-2020	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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.514	0.029	0.543
07:00-08:00	10	1202	0.449	0.050	0.499
08:00-09:00	11	1265	0.726	0.208	0.934
09:00-10:00	11	1265	0.417	0.302	0.719
10:00-11:00	11	1265	0.381	0.388	0.769
11:00-12:00	11	1265	0.316	0.338	0.654
12:00-13:00	11	1265	0.345	0.453	0.798
13:00-14:00	11	1265	0.374	0.381	0.755
14:00-15:00	11	1265	0.410	0.323	0.733
15:00-16:00	11	1265	0.288	0.431	0.719
16:00-17:00	11	1265	0.259	0.740	0.999
17:00-18:00	11	1265	0.173	0.489	0.662
18:00-19:00	9	1349	0.025	0.189	0.214
19:00-20:00	2	1132	0.000	0.044	0.044
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.677	4.365	9.042

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	10/10/2018 - 04/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.029	0.000	0.029
07:00-08:00	10	1202	0.017	0.008	0.025
08:00-09:00	11	1265	0.022	0.000	0.022
09:00-10:00	11	1265	0.000	0.000	0.000
10:00-11:00	11	1265	0.000	0.000	0.000
11:00-12:00	11	1265	0.000	0.000	0.000
12:00-13:00	11	1265	0.000	0.000	0.000
13:00-14:00	11	1265	0.000	0.000	0.000
14:00-15:00	11	1265	0.000	0.007	0.007
15:00-16:00	11	1265	0.000	0.000	0.000
16:00-17:00	11	1265	0.000	0.007	0.007
17:00-18:00	11	1265	0.000	0.029	0.029
18:00-19:00	9	1349	0.000	0.000	0.000
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.068	0.051	0.119

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	14/09/2022 - 04/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.000	0.000	0.000
07:00-08:00	10	1202	0.000	0.000	0.000
08:00-09:00	11	1265	0.000	0.000	0.000
09:00-10:00	11	1265	0.000	0.000	0.000
10:00-11:00	11	1265	0.000	0.000	0.000
11:00-12:00	11	1265	0.000	0.000	0.000
12:00-13:00	11	1265	0.000	0.000	0.000
13:00-14:00	11	1265	0.000	0.000	0.000
14:00-15:00	11	1265	0.000	0.000	0.000
15:00-16:00	11	1265	0.000	0.000	0.000
16:00-17:00	11	1265	0.000	0.000	0.000
17:00-18:00	11	1265	0.000	0.000	0.000
18:00-19:00	9	1349	0.000	0.000	0.000
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.057	0.029	0.086
07:00-08:00	10	1202	0.017	0.008	0.025
08:00-09:00	11	1265	0.029	0.036	0.065
09:00-10:00	11	1265	0.029	0.022	0.051
10:00-11:00	11	1265	0.065	0.058	0.123
11:00-12:00	11	1265	0.043	0.050	0.093
12:00-13:00	11	1265	0.036	0.029	0.065
13:00-14:00	11	1265	0.022	0.022	0.044
14:00-15:00	11	1265	0.043	0.029	0.072
15:00-16:00	11	1265	0.022	0.036	0.058
16:00-17:00	11	1265	0.000	0.022	0.022
17:00-18:00	11	1265	0.014	0.007	0.021
18:00-19:00	9	1349	0.000	0.008	0.008
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.377	0.356	0.733

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	10/10/2018 - 04/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.000	0.000	0.000
07:00-08:00	10	1202	0.000	0.000	0.000
08:00-09:00	11	1265	0.000	0.000	0.000
09:00-10:00	11	1265	0.000	0.000	0.000
10:00-11:00	11	1265	0.000	0.000	0.000
11:00-12:00	11	1265	0.000	0.000	0.000
12:00-13:00	11	1265	0.000	0.000	0.000
13:00-14:00	11	1265	0.000	0.000	0.000
14:00-15:00	11	1265	0.007	0.007	0.014
15:00-16:00	11	1265	0.000	0.000	0.000
16:00-17:00	11	1265	0.000	0.000	0.000
17:00-18:00	11	1265	0.000	0.000	0.000
18:00-19:00	9	1349	0.000	0.000	0.000
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	14/09/2022 - 14/09/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.399	0.000	0.399
07:00-08:00	10	1202	0.391	0.025	0.416
08:00-09:00	11	1265	0.539	0.058	0.597
09:00-10:00	11	1265	0.259	0.151	0.410
10:00-11:00	11	1265	0.144	0.151	0.295
11:00-12:00	11	1265	0.165	0.180	0.345
12:00-13:00	11	1265	0.187	0.309	0.496
13:00-14:00	11	1265	0.266	0.230	0.496
14:00-15:00	11	1265	0.201	0.180	0.381
15:00-16:00	11	1265	0.151	0.259	0.410
16:00-17:00	11	1265	0.208	0.625	0.833
17:00-18:00	11	1265	0.137	0.438	0.575
18:00-19:00	9	1349	0.025	0.165	0.190
19:00-20:00	2	1132	0.000	0.044	0.044
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.072	2.815	5.887

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	10/10/2018 - 04/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.057	0.000	0.057
07:00-08:00	10	1202	0.042	0.017	0.059
08:00-09:00	11	1265	0.151	0.115	0.266
09:00-10:00	11	1265	0.129	0.129	0.258
10:00-11:00	11	1265	0.173	0.180	0.353
11:00-12:00	11	1265	0.101	0.108	0.209
12:00-13:00	11	1265	0.122	0.108	0.230
13:00-14:00	11	1265	0.086	0.129	0.215
14:00-15:00	11	1265	0.158	0.108	0.266
15:00-16:00	11	1265	0.115	0.137	0.252
16:00-17:00	11	1265	0.050	0.093	0.143
17:00-18:00	11	1265	0.022	0.036	0.058
18:00-19:00	9	1349	0.000	0.016	0.016
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.206	1.176	2.382

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	10/10/2018 - 04/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

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	2	1132	0.000	0.000	0.000
06:00-07:00	3	1168	0.000	0.000	0.000
07:00-08:00	10	1202	0.000	0.000	0.000
08:00-09:00	11	1265	0.007	0.000	0.007
09:00-10:00	11	1265	0.000	0.000	0.000
10:00-11:00	11	1265	0.000	0.000	0.000
11:00-12:00	11	1265	0.007	0.000	0.007
12:00-13:00	11	1265	0.000	0.007	0.007
13:00-14:00	11	1265	0.000	0.000	0.000
14:00-15:00	11	1265	0.000	0.000	0.000
15:00-16:00	11	1265	0.000	0.000	0.000
16:00-17:00	11	1265	0.000	0.000	0.000
17:00-18:00	11	1265	0.000	0.007	0.007
18:00-19:00	9	1349	0.000	0.000	0.000
19:00-20:00	2	1132	0.000	0.000	0.000
20:00-21:00	2	1132	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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: 5b6cb9b0-9b7a-445d-a58d-ac7068136a0f

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	10/10/2018 - 14/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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.