

Megaretailer Ltd

Princess House, Princess Street,
Rochdale

Transport Statement



Control Sheet

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Acknowledgements

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.29 has been utilised to carry out a road traffic incident review.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

An extract from OpenStreetMap has been used in this report for illustrative purposes only <https://www.openstreetmap.org/copyright>.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

Sandwell Transport Assessments and Travel Plans Supplementary Planning Document has been used in this report to determine parking requirements.

The TRICS v7.11.4 database has been used in this report to calculate traffic generations.

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Drawing 167600-001A

Drawing 167600-002A

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Appendix D

TRICS Output

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been instructed by Megaretailer Ltd to prepare a Transport Statement to support the development of a change of use from B8 use (general warehouse and storage with offices) to class E(a) use (display or retail sale of goods, other than hot food) at Princess House, Princess Street, Rochdale.
- 1.2 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the proposed development and contains:
- Review of national and local planning policies;
 - Information regarding the existing site and an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
 - Information regarding the proposed development, site layout, means of access across all modes of transport and parking requirements for the site;
 - Data about existing public transport provision, including provision/ frequency of services and ways of encouraging environmental sustainability;
 - Calculation of the number of trips which would be expected to be generated by the existing and proposed site and comment on the transport impacts.
- 1.3 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network are not severe. As such, there are no transport reasons why planning should not be granted.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (last revised in February 2025) states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.1.3 Paragraph 116 then states:

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

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

‘Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations..'

2.1.5 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.1.6 This Transport Assessment is submitted to support the application and demonstrates that the development will not generate "significant amounts of movement", therefore, it is considered that a Travel Plan would not be necessary. However, NYC have requested that a Travel Plan is submitted to support the application and therefore one shall be provided. The proposal is therefore not contrary to NPPF para. 118.

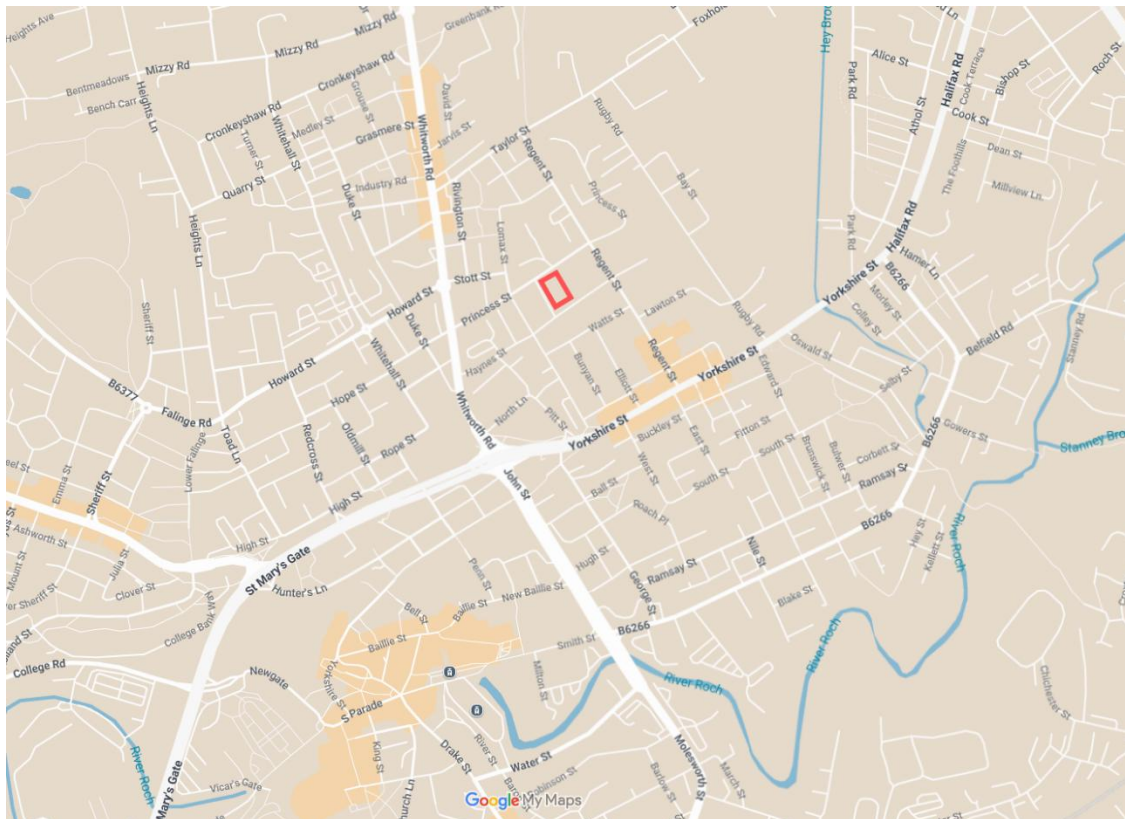
3. Existing Situation

3.1 Site and Surrounding Area

- 3.1.1 The site is currently a B8 industrial unit with ancillary offices including associated parking areas. The location of the site is shown in red on **Figure 1** below.

Figure 1 – Site Location

[GoogleMyMaps]



- 3.1.2 The site boundaries are:

- North: Princess Street
- East: Folly Walk
- South: Haynes Street
- West: Bunyan Street

3.2 Highway Network

- 3.2.1 The site has an existing access point onto to Princess Street in the form of a kerbed radius junction. Princess Street is a single carriageway approximately 6m wide with footways approximately 2m wide on each side of the carriageway. It is street lit, subject to a 20mph speed limit and has traffic calming features in the form of road humps. Traffic Regulation Orders (TROs) in the form of double yellow lines are present on its southern flank within the vicinity of the site and along its north flank double yellow lines are also present, however, there are breaks in these that allow unrestricted parking.

3.2.2 Haynes Street and Bunyan Street also have similar arrangements as Princess Street, being single carriageway roads with footways on both flanks. They are also street lit and subject to a 20mph speed limit. Haynes Street also has traffic calming features in the form of road humps and double yellow lines with breaks that allow unrestricted parking in places. Bunyan Street runs between Princess Street and Haynes Street and has double yellow lines on its eastern flank and unrestricted parking on its western flank.

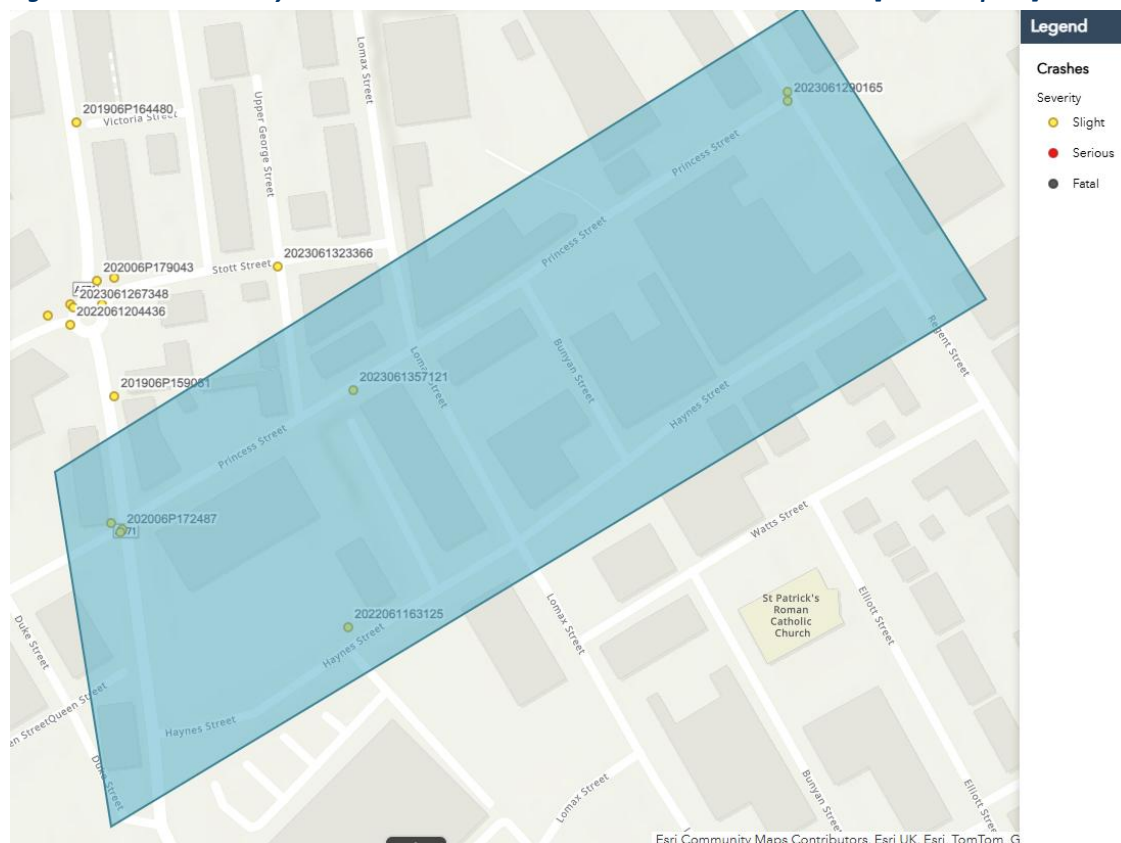
3.2.3 Princess Street and Haynes Street both provides access to various commercial properties and join the A671 Whitworth Road approximately 200m west of the site. The A671 can be followed north to residential areas and south to the A58 providing access to the wider area.

3.3 Accident Analysis

3.3.1 The Crashmap Pro collision analysis system has been utilised to identify all recorded personal injury accidents that have occurred in relative proximity to the site during the latest available 5-year period (2018-2022). **Figure 2** is an extract from Crashmap Pro which identifies both the location and severity of all recorded incidents in proximity to the site during this time period. The full Crashmap Pro report is included at **Appendix A**.

Figure 2 – Accident Analysis

[CrashmapPro]



3.3.2 Figure 2 shows that in the last 5 years of available data a total of 7 incidents have occurred within the study area, all of which were classed as slight, one has occurred on both Princess Street and Haynes Street themselves. The accidents that occurred are summarised in **Table 1**, overleaf:-

Table 1 – Summary of incidents

Ref	Location	Date	Description
1	Princess Street / Regent Street jnc	24/03/2023 at 00:08	A collision involving a car and cyclist, the car was turning right and the cyclist was proceeding normally.
2	Princess Street / A671 jnc	06/10/2020 at 06:40	A collision between two cars, both were proceeding normally one collided with the rear of the other.
3	Princess Street	19/09/2023 at 17:45	A collision between two cars, both vehicles movements were unknown.
4	Princess Street / A671 jnc	20/06/2020 at 11:18	A collision between two cars, one was proceeding normally and the other was slowing or stopping.
5	Princess Street / A671 jnc	08/09/2022 at 17:41	A collision between a car and a pedestrian, the car was turning left and the pedestrian was using the existing crossing point.
6	Haynes Street	31/01/2022 at 00:01	A collision involved a single car that was in the act of turning left.
7	Princess Street / Regent Street jnc	02/08/2021 at 20:27	A collision between two cars, one was turning left and the movements of the other were unknown.

3.3.3 As can be seen from Table 1 and the collision report, no collisions have occurred at the site access and only two collisions have occurred involving vulnerable road users, which appears a car turning right hitting a cyclist and a car turning left into the path of a pedestrian crossing the road.

3.3.4 It can be concluded that the frequency of incidents within the study area is low and that these are likely to be due to human error as opposed to deficiencies in the local highway network. There are no accident trends in close proximity to the site which are likely to be adversely affected by the proposal.

4. Proposed Development

4.1 Overview

- 4.1.1 The proposed development comprises of a change of use of the existing building to retail use. The existing building has a floor area of approx. 1,220m² including ancillary offices and as a result of the proposals the overall floor area will not change. The main change will be internally within the building whereby the main warehouse area will be converted into retail space which equates to approximately 930m². The proposed plans can be found at **Appendix B**.
- 4.1.2 The proposed unit will have a retail floor area that is open to the general public allowing them to purchase goods at discounted prices in bulk or through multi-buy deals at cost-effective prices as well as offering clearance stock, with the aim of reducing food waste. The business will stock a range of FMCG products (Fast-Moving Consumer Goods), including:
- Toiletries/Household goods
 - Soft drinks and confectionery
 - Foodstuffs
 - Alcohol (premises licence has been approved)
- 4.1.3 The operator is looking to employ eight members of staff who will work shifts, therefore, they would not all be on site at the same time. Sunday – Friday there will be a maximum of 3 members of staff at one time and maximum of 5 on a Saturday. The store will operate seven days a week, with the following opening hours:
- Monday to Saturday: 10:00 AM – 8:00 PM
 - Sunday: 10:00 AM – 4:00 PM
- 4.1.4 The operator has also advised the retail area could cater for a maximum of 30-40 people at once.

4.2 Access

- 4.2.1 Access into the site will be taken from Princess Street via the existing access point. Pedestrian and cycle access will also be taken from the existing entrance.
- 4.2.2 Visibility splays from the access at 2.4m x 25m can be achieved in both directions which is considered acceptable based on the plated speed limit, using the guidance set out in Manual for Streets. These are shown on drawing 160245-001A which is attached at **Appendix C**.

4.3 Parking

4.3.1 It is understood that the current parking standard are those set out in Appendix 5 of the Rochdale Core Strategy. These are based on the old A1 use classes and are as follows;

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
A1: Retail			
Food Retail (<900m ²)	1 space per 25m ² Gross Floor Area (GFA)	1 space per 100m ² (min 2 spaces)	Considered Individually
Food Retail (>900m ²)	1 space per 16m ² GFA	1 space per 200m ² (min 2 spaces)	1 space per 600m ² (min 2 spaces)
Non Food Retail (<900m ²)	1 space per 25m ² GFA	1 space per 100m ² (min 2 spaces)	Considered Individually
Non-Food Retail (>900m ²)	1 space per 22m ² GFA	1 space per 200m ² (min 2 spaces)	1 space per 900m ² (min 2 spaces)
Retail Warehouses	1 space per 45m ² GFA	1 space per 200m ² (min 2 spaces)	1 space per 900m ² (min 2 spaces)

4.3.2 Appendix 5 also states; *The car parking standards comply with the maximum levels set out in National Guidance although for some use classes, the standards are slightly more restrictive to reflect local circumstances.*

4.3.3 Given the proposed use it is considered that the 'Retail Warehouses' category is the most comparable use type and based on this the proposals could be expected to provide up to a maximum of 27 parking spaces. Car parking will be provided within a dedicated off-street parking area at the front of the site for customers and staff with a total of 24 spaces including 3 disabled bay as well as two "powered two wheeler" bays. The proposed parking arrangements are also shown on drawing 160245-001A attached at **Appendix C**.

4.3.4 Chapter 5 of this report (Accessibility by Sustainable Modes) demonstrates that the site is located within a sustainable area with various realistic travel options available to reduce the reliance on the use of a private car.

4.3.5 Based on the foregoing, further analysis consisting of a parking accumulation has been undertaken using the TRICS data detailed in section 6 of this report.

4.3.6 The total vehicle trip rates have been used to derive the number of arrivals and departures to site based on the proposed floor area (1,218m²). Using the information from the TRICS data, parking accumulations have been calculated for the proposals, the results are summarised in **Tables 2 and 3**;

Table 2 – Parking Accumulation (Weekday)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0700 – 0800	0.109	0.044	1	1	0
0800 – 0900	1.536	0.719	19	9	10
0900 – 1000	3.05	2.429	37	30	17
1000 – 1100	3.334	3.094	41	38	20
1100 - 1200	4.358	4.107	53	50	23
1200 – 1300	3.922	4.227	48	51	20

1300 – 1400	3.966	3.661	48	45	23
1400 – 1500	4.554	4.434	55	54	24
1500 – 1600	3.791	4.26	46	52	18
1600 – 1700	3.181	3.617	39	44	13
1700 – 1800	2.702	2.909	33	35	11
1800 – 1900	1.885	2.146	23	26	8
1900 – 2000	0.501	1.089	6	13	1
2000 – 2100	0.065	0.229	1	3	-1

Table 3 – Parking Accumulation (Saturday)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0700 – 0800	0.117	0.059	2	1	1
0800 – 0900	1.368	0.665	17	8	10
0900 – 1000	1.544	1.525	19	19	10
1000 – 1100	2.248	2.013	27	25	12
1100 – 1200	2.209	2.209	27	27	12
1200 – 1300	2.717	2.482	33	30	15
1300 – 1400	2.658	2.658	32	32	15
1400 – 1500	2.795	2.795	34	34	15
1500 – 1600	2.639	2.873	32	35	12
1600 – 1700	2.482	2.463	30	30	12
1700 – 1800	1.955	2.463	24	30	6
1800 – 1900	1.231	1.466	15	18	3
1900 – 2000	0.645	0.919	8	11	0
2000 – 2100	0.550	0.603	7	7	0

4.4 As can be seen from the above tables, based on the TRICS data parking demand is estimated to reach 24 spaces on a weekday and 15 spaces on a Saturday. As noted in paragraph 6.5 of this report, the generations and in turn the calculated parking accumulation are considered to be overly robust. Nevertheless the proposals maximise the space available and the site is able to provide 24 parking spaces including 3 disabled bays as well as two “powered two-wheeler” bays.

4.5 Therefore, it is demonstrated that the proposed level of parking is adequate and it is considered that the level of parking provided would not lead to vehicle overspill onto the adjacent roads.

4.5.1 It is also proposed to provide three secure cycle storage points adjacent to the building entrance. These would be able to accommodate six bicycles which will be able to be used by both staff and customers, the location and amount of cycle parking is considered suitable for the proposals.

4.6 Servicing

4.6.1 All servicing activities will take place from within the site with the necessary servicing and delivery vehicles being able to access and egress the site in forward gear.

- 4.6.2 Drawing 167600-002A, attached at **Appendix C**, shows the swept path analysis of the largest delivery vehicle that is expected at the retail unit and is based on a 8.3m rigid vehicle. As can be seen from the drawing the delivery vehicle is able to access and egress the site in forward gear. There will be one delivery a day on weekdays only and to minimise vehicle and pedestrian conflict deliveries and servicing will take place outside of trading hours.
- 4.6.3 Bin stores will be located within the building adjacent to the roller shutter at the northern side of the building. On collection days the management team will ensure that bins can be accessed so that servicing can be undertaken swiftly. Drawing 167600-003, attached at **Appendix C**, shows the swept path analysis of a large refuse vehicle servicing the site.
- 4.6.4 It is also understood that the unit would operate a service management plan as part of their operational use. This document will provide details on servicing arrangements and measures / procedures which will be implemented to ensure minimal delays and disruption on site and the adjacent highway network.

5. Accessibility by Sustainable Modes of Travel

5.1 Overview

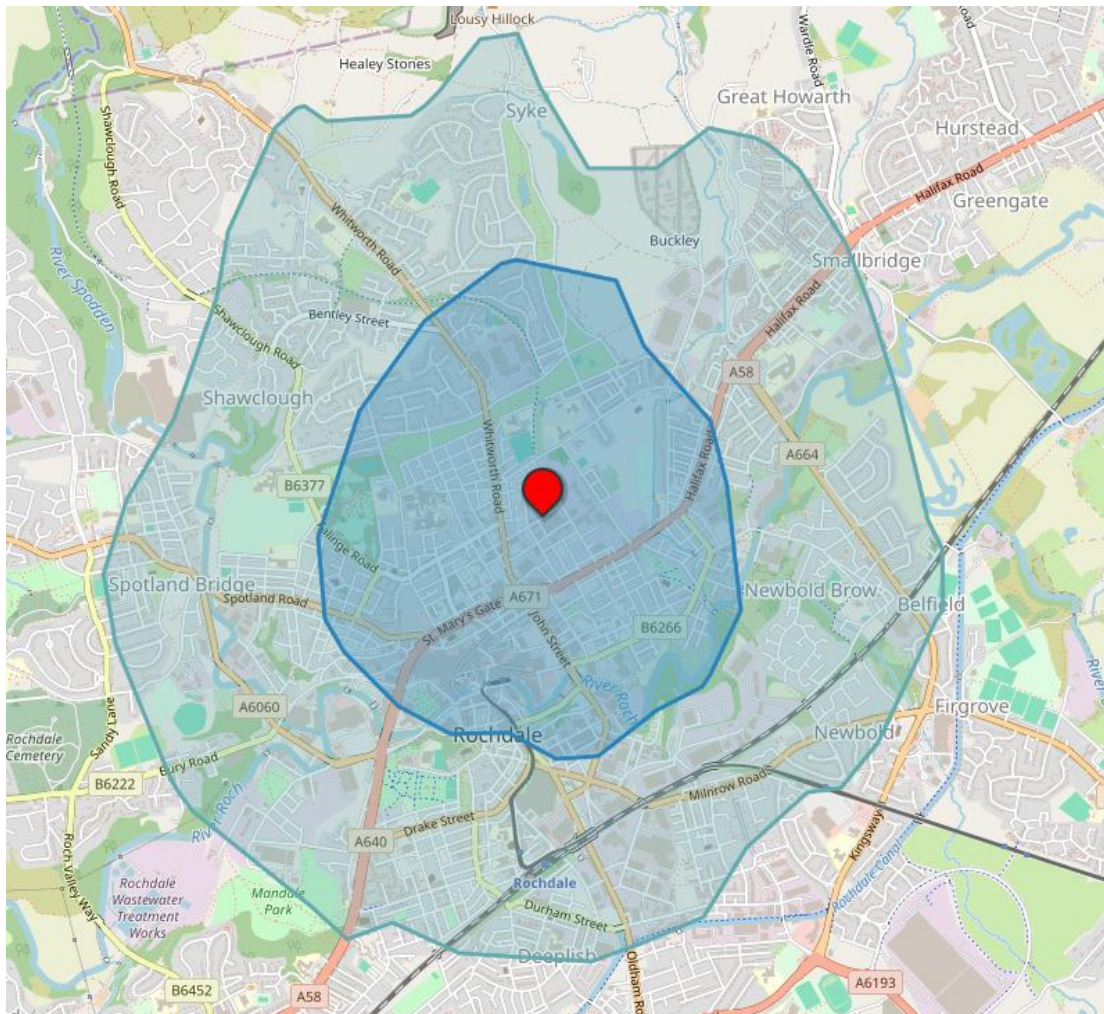
- 5.1.1 This section of the report considers the accessibility of the development by active travel modes (walking and cycling) and public transport (bus and rail) in order to review the opportunities that will exist for staff to travel to the site sustainably.

5.2 Accessibility on Foot

- 5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *“Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”*
- 5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication *“Providing for Journeys on Foot,”* (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (25-minute walk).
- 5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 5.2.4 **Figure 3** identifies the 1000m and 2000m walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

Figure 3 – 1km and 2km Walking Isochrone

[OpenRouteService]



5.2.5 As shown in Figure 3 many amenities can be accessed within a 1km walk from the site such as:

- Bus Stops
- Convenience Stores
- Cafes
- Takeaways
- Pharmacies
- Restaurants
- Dentists
- Banks
- Post Offices

5.2.6 Various residential areas are within a 2km walking distance from the site. It is highly likely that staff will be from the local residential areas as well as customers which will be able to walk to the site. As listed above there is also a wide range of facilities within walking distance of the site that can accommodate the typical daily needs of staff at the development.

5.2.7 The roads surrounding the site are street lit with footways present meaning the surrounding infrastructure will encourage staff to walk.

5.3 Accessibility by Cycle

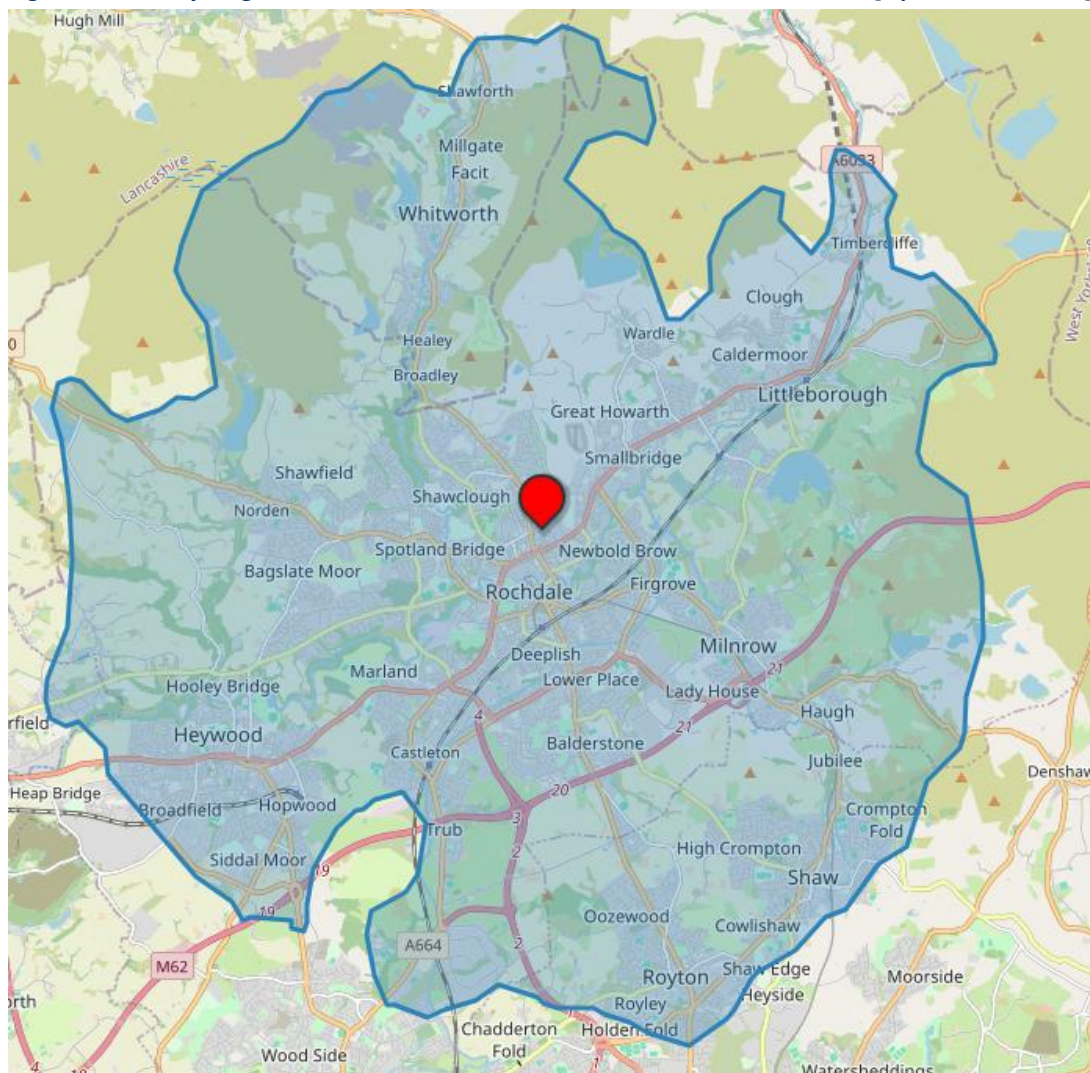
- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 5.3.2 **Figure 4** identifies destinations that lie within an 8km cycling distance of the site.

Figure 4 – 8km Cycling Isochrone

[OpenRouteService]

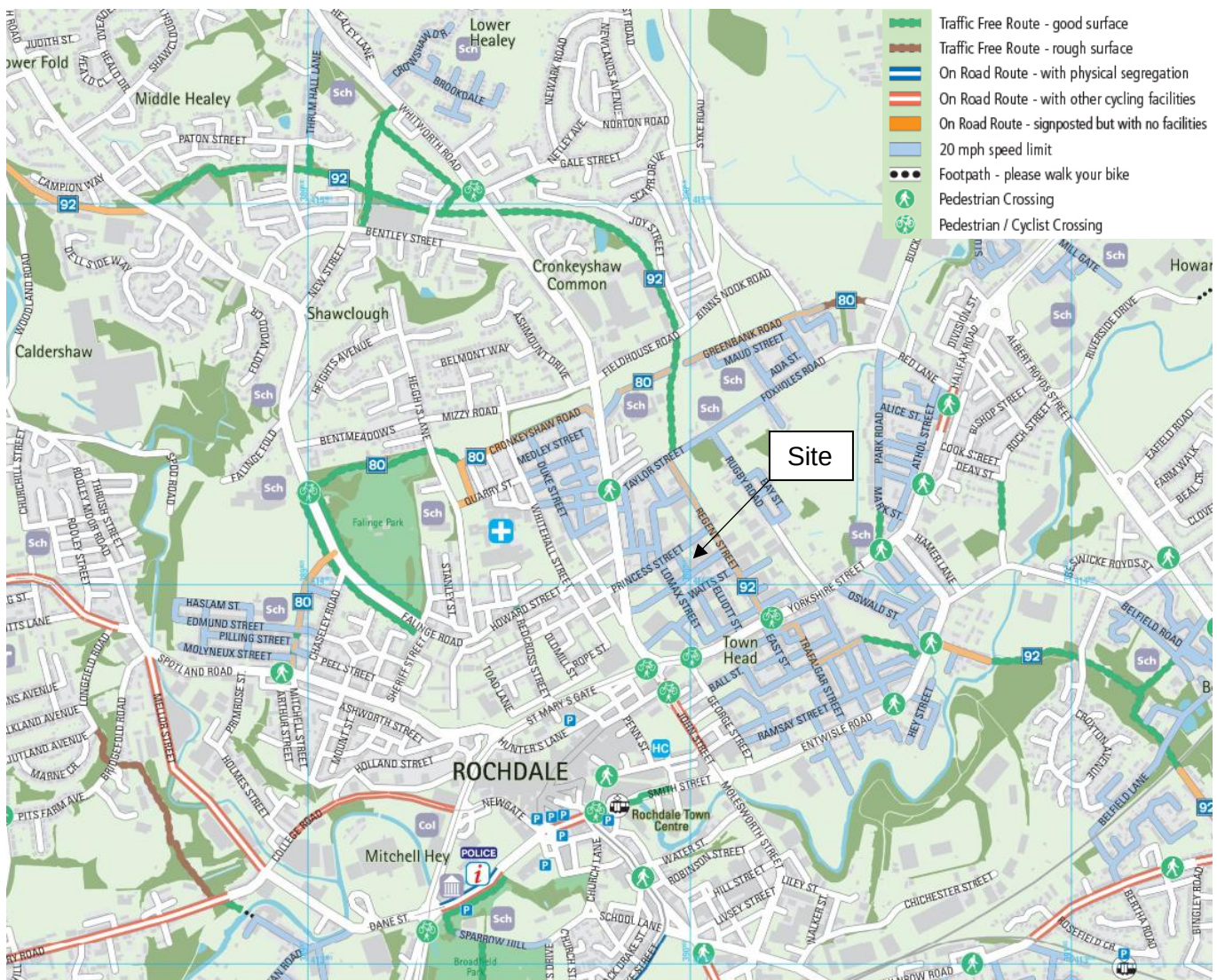


5.3.3 Figure 4 shows that within an 8km cycle from the site areas such as Rochdale Town Centre, Whitworth, Littleborough, Milnrow and Heywood can all be accessed. This means that staff working at the site may live within cycling distance in one of these residential areas.

5.3.4 Where cycle infrastructure such as on and off carriageway cycle paths are in place it is more likely to encourage individuals to cycle. The cycle routes close to the site are shown in **Figure 5** below. Cycle Routes 80 and 92 run close to the site and as can be seen from Figure 5 these provide signposted routes to the wider area which also include traffic free sections. To the south of the site toucan crossing are also provide on Yorkshire Street and St Mary's Gate facilitating safer access to the centre of Rochdale.

Figure 5 – Cycle Routes

[OpenStreetMap]



5.3.5 The cycle shelter at the site will provide six cycle parking spaces which will also encourage cycling by staff at the development.

5.4 Accessibility by Public Transport

Bus Services

- 5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.” **Figure 6**, an extract from the guidance outlines the maximum walking distance for different situations.

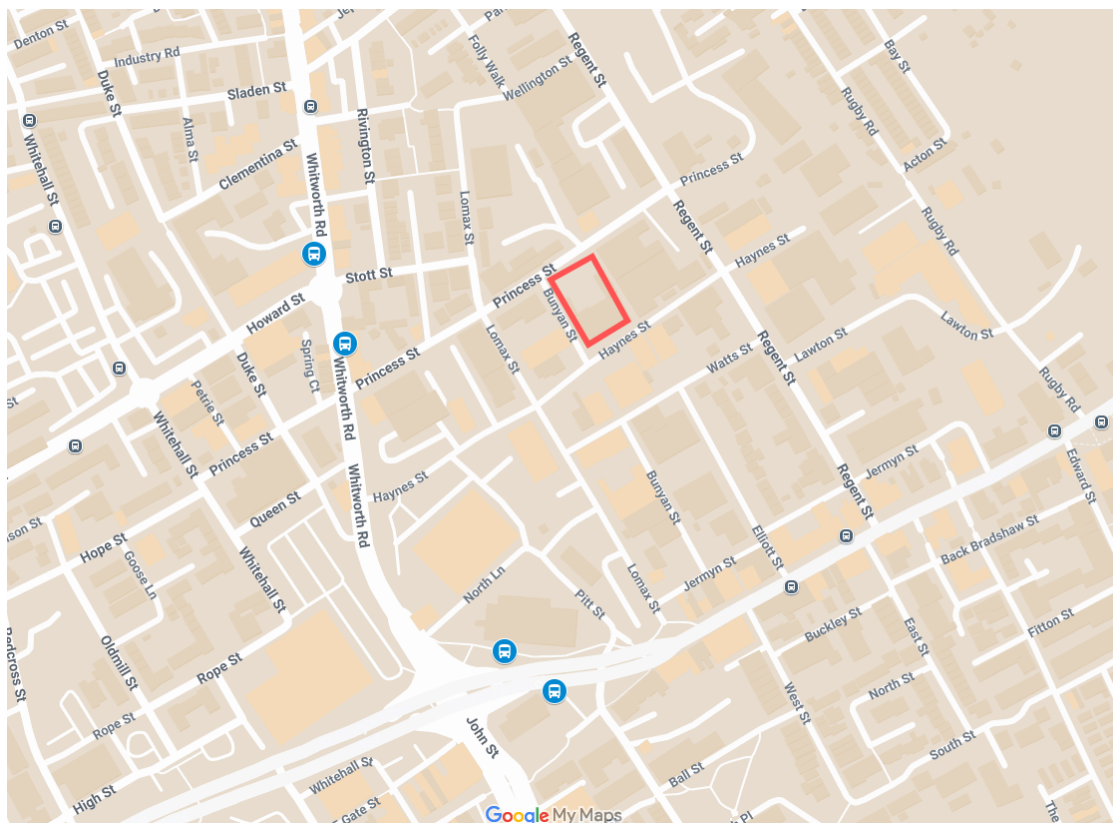
Figure 6 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

- 5.4.2 The closest bus stops to the site are located on Whitworth Road and St Mary’s Gate, within a distance of approximately 300m and 450m respectively from the site. **Figure 7** shows the location of the nearest bus stops.

Figure 7 – Location of the nearest bus stops

[GoogleMyMaps]



- 5.4.3 The facilities and service provided at each stop are summarised in **Table 4**.

Table 4 – Summary of bus stop facilities

Bus Stop Location	Bus Stop Information		
Whitworth Road Stott Street (Stop H)	Reference	→	MANGADJG
	Direction of travel	→	Southbound
	Distance from site	→	240m
	Facilities	→	Pole stop with timetable information
	Services	→	440, 464
Whitworth Road Stott Street (Stop G)	Reference	→	MANGADJM
	Direction of travel	→	Northbound
	Distance from site	→	300m
	Facilities	→	Pole stop with timetable information
	Services	→	464
St Mary's Gate adj Ukrainian Catholic Church	Reference	→	MANTMTGP
	Direction of travel	→	Eastbound
	Distance from site	→	450m
	Facilities	→	Pole Stop
	Services	→	456, 458, 590
St Mary's Gate adj Ukrainian Catholic Church	Reference	→	45020664
	Direction of travel	→	Eastbound
	Distance from site	→	450m
	Facilities	→	Shelter with seating and timetable information
	Services	→	456, 458, 590

5.4.4 A summary of the services available from the stops close to the site are shown in **Table 5**.

Table 5 – Bus Services

#	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
440	Rochdale - Town Head - Shawclough - Buckley - Syke	60 mins	60 mins	60 mins
456	Rochdale - Low Hill - Wardle - Starring Way - Littleborough	60 mins	No Service	No Service
458	Rochdale - Low Hill - Wardle - Littleborough - Stansfield	60 mins	60 mins	60 mins
464	Rochdale - Whitworth - Bacup - Haslingden - Accrington	15 mins	30 mins	30 mins
590	Rochdale - Todmorden - Hebden Bridge - Halifax Town Centre	60 mins	60 mins	60 mins

5.4.5 As can be seen from the above table frequent bus services run from the adjacent bus stops and these stop at Rochdale Interchange which provide various connections to and from a variety of regional and local destinations.

Rail Services

- 5.4.6 Rochdale Town Centre Tram Stop is available within 1.0km walking distance from the site (16 minutes). This tram stop is in Zone 4 on the TfGM network and provides travel to East Didsbury stopping within Manchester City Centre and other local destinations on route. These trams operate every 12 minutes 7 days a week meaning they may be a viable option for staff at the site as well as potential nearby customers.
- 5.4.7 Rochdale rail station is located approximately 1.9km walking distance (27 minutes) south of the site. It is managed by Northern and has the following facilities:
- CCTV
 - Ticket office
 - Ticket machines
 - Toilets
 - Waiting rooms and Seating area
 - 16 cycle stands with CCTV
- 5.4.8 This station provides regular services to Chester, Leeds, Blackburn Manchester Victoria, Clitheroe and Wigan as well as various other location destination on route. As can be seen above the station has cycle parking and the cycle time from the site to the station takes approximately 8 minutes.

5.5 Accessibility Summary

- 5.5.1 It is considered that the site has a good level of accessibility by active travel modes, which will be convenient for staff and customers within the catchment area of the proposed use with various realistic travel options available to reduce the reliance on the use of a private car.

6. Vehicular Trip Generation and Impact

- 6.1 In order to compare the trip rates between the existing use and the proposals, the TRICS v7.11.4 database has been used to derive average trip rates. The search parameters and generations for the existing use are set out in the following tables and the full output is included at **Appendix D**.

Table 6 – Employment Sites Search Parameters

Land Use	Trip Rate Selection Criteria
Employment	→ Land Use Category: 'Warehousing (commercial)'; → Vehicle trip rate surveys; → Range: GFA, '950-3665sqm'; → London, Northern Ireland and Ireland were excluded; → Edge of town and neighbourhood centre site were used.

- 6.2 **Tables 7** provides details of the vehicular trip rates, along with the corresponding generated trips for the existing use. The data has been split between the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peaks.

Table 7 – Existing Warehouse (1,218m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.307	0.138	4	2	6
PM Peak 17:00-18:00	0.115	0.337	1	4	5

- 6.3 The proposals are for a class E retail unit, it is acknowledged that this planning use is a broad category, however, it is intended that the end user would be a food retail wholesaler as oppose to a conventional food retail unit. Never the less the TRICS database has been interrogated and the following sites have been identified which offer similar retail products to the proposed store. The search parameters for these are set out in the following table.

Table 8 – Retail Sites Search Parameters

Land Use	Trip Rate Selection Criteria
Retail	→ Land Use Category: 'Mixed Bargain Retail Unit'; → Vehicle trip rate surveys; → Range: GFA, Weekday '2229-3950sqm', Saturday '1300-3816sqm'; → London and Ireland were excluded; → Town centre, Edge of Town Centre, Edge of town site and Neighbourhood centre site were used.

- 6.4 **Table 9**, provides details of the vehicular trip rates, along with the corresponding generated trips based on the floor area of the proposals. As detailed in section 3.1 the propose store will not be open during the typical weekday AM and therefore only an assessment of the PM and Saturday peaks has been provided.

Table 9 – Vehicle Trips from Proposed Store (1218m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
PM Peak 17:00-18:00	2.702	2.909	33	35	68
SAT Peak 14:00-15:00	2.658	2.658	32	32	65

- 6.5 It should be noted that the trips rates in **Table 9** are based on B&M and Home Bargains stores which would have larger retail floor areas and higher footfall of customers and therefore, it is considered that these trip rates over estimate the traffic generations.
- 6.6 As detailed previously the operator has also advised that the retail area could cater for a maximum of 30-40 people at once and based on the intended use of the proposed store it is considered highly unlikely that users would be single occupants and are more than likely to be families, groups of friends and couples. Therefore, **Table 10**, below, provides a summary of the vehicle generations based on an occupancy of 2-4 people per car.

Table 10 – Vehicle generations based on occupancy

Vehicle Mix	Generations based on 30-40 customers		
	Arrivals	Departures	Total
2 occupants	15-20	15-20	30-40
3 occupants	10-13	10-13	20-26
4 occupants	8-10	8-10	16-20
Ave. occupants	11-14	11-14	22-28

- 6.7 As can be seen from the above table based on the average occupancy the proposed store is predicted to generate 22-28 journeys in a typical peak hour. It should also be noted that these calculations do not provide any reduction for users travelling to the site by sustainable travel modes, which as detailed in section 5 of this report is a realistic option.
- 6.8 The operator has also advised that based on their experience the peak use is late afternoon / earlier evening and the typical retail peak is on a Saturday lunchtime /afternoon. Therefore, the generations identified would not necessarily occur entirely within the typical highway network peaks, however, to provide a robust assessment these have been included in **Table 11** overleaf which details the net differences between the estimated generations for the site in the typical highway network peak hours.

Table 11 – Trip Generation Comparison

	AM Peak			PM Peak			SAT Peak		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing Generations	4	2	6	1	4	5	0	0	0
Proposed Generations	0	0	0	11-14	11-14	22-28	11-14	11-14	22-28
Net Traffic Flows	-4	-2	-6	+10-13	+7-10	+17-23	+11-14	+11-14	+22-28

- 6.9 The comparison between the existing and proposed development shows that the proposals would result in a reduction in traffic in the AM peak and is predicted to generate 17-23 additional journeys in the typical PM highway network peak and 22-28 in the Saturday peak period. This equates to 1 additional vehicle every 2½ - 3½ minutes in the PM and 1 additional vehicle every 2-3 minutes PM peak hours periods.
- 6.10 It should also be noted that, in reality, the generations identified in **Table 11** are unlikely to be wholly realised as new trips to the development site and considered the scheme in isolation in traffic generation terms. However, in reality, it could be expected that there would be some 'Linked Trips' between the uses within the surrounding area; for instance, traffic visiting the nearby Iceland Food Warehouse and B&M retail units may also visit the site and vice versa.
- 6.11 There is no set rule as to what proportion of trips are likely to be linked with other destinations, however, the number and variety of other facilities within proximity of a development is considered to be an important factor. Based on the site locations it is considered that a reasonable proportion to assume for linked trips would be 20%. Therefore, it is considered that the resultant traffic flows are a worst case assessment and would reduce if linked trips are taken into account.
- 6.12 Based on the foregoing it is considered that this number of vehicle movements would not have an adverse impact on the operation of the local highway network in the typical highway network peak periods.
- 6.13 In accordance with NPPF, it is considered that the proposals would not have an unacceptable impact on highway safety and the residual cumulative impacts of the development on the road network would not be severe.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been instructed by Megaretailer Ltd to prepare a Transport Statement to support the development of a change use from B8 use (general warehouse and storage with offices) to class E(a) use (display or retail sale of goods, other than hot food) at Princess House, Princess Street, Rochdale.
- 7.2 The site is currently a B8 industrial unit with ancillary offices and associated parking areas.
- 7.3 The proposed development comprises of a change of use the existing building to a retail use. The existing building has a floor area of approx. 1,220m² including ancillary offices and as a result of the proposals the overall floor area will not change. The main change will be internally within the building with the main warehouse area converting into retail space which equates to approximately 930m².
- 7.4 Access into the site will be taken from Princess Street via the existing access point. Pedestrian and cycle access will also be taken from the existing entrance.
- 7.5 From the accident review it can be concluded that the frequency of incidents within the study area is low and that these are likely to be due to human error as opposed to deficiencies in the local highway network. There are no accident trends in close proximity to the site which are likely to be adversely affected by the proposal.
- 7.6 The proposals maximise the space available within the site and is able to provide 24 parking spaces including 3 disabled bays as well as two “powered two-wheeler” bays. It has been demonstrated that the proposed level of parking is adequate and it is considered that the level of parking provided would not lead to vehicle overspill onto the adjacent roads.
- 7.7 It is considered that the site has a good level of accessibility by active travel modes, which will be convenient for staff and customers within the catchment area of the proposed use.
- 7.8 It is considered that the resultant number of vehicle movements would not have an adverse impact on the operation of the local highway network in the typical highway network peak periods.
- 7.9 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.



Appendix A

Crashmap Pro Report



Crash Report

Area of Interest (AOI) Information

Area : 38,689.78 m²

May 29 2025 12:45:28 British Summer Time



Crashes

- Slight
- Serious

0 0.02 0.04 0.07 0.14 km
0 0.02 0.04 0.07 0.14 mi
Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community.

Summary

Name	Count	Area(m²)	Length(m)
Crashes	7	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	March 24, 2023	2023	2	1	390052
2	None	Slight	Police officer attended crash scene	October 6, 2020	2020	2	1	389821
3	None	Slight	No-accident reported via self-completion form	September 19, 2023	2023	2	1	389901
4	None	Slight	Police officer attended crash scene	June 20, 2020	2020	2	1	389820
5	None	Slight	Police officer attended crash scene	September 8, 2022	2022	1	1	389817
6	Unknown	Slight	No-accident reported via self-completion form	January 31, 2022	2022	1	1	389899
7	None	Slight	No officer attended crash scene	August 2, 2021	2021	2	2	390052

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	414147	Rochdale	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	413999	Rochdale	A671	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lighting unknown
3	414047	Rochdale	U	Other	Unknown	Dry	40	Daylight: regardless of presence of streetlights
4	413998	Rochdale	A671	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
5	414001	Rochdale	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
6	413965	Rochdale	U	Fine without high winds	Single carriageway	Unknown	30	Darkness: street lights present and lit
7	414150	Rochdale	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

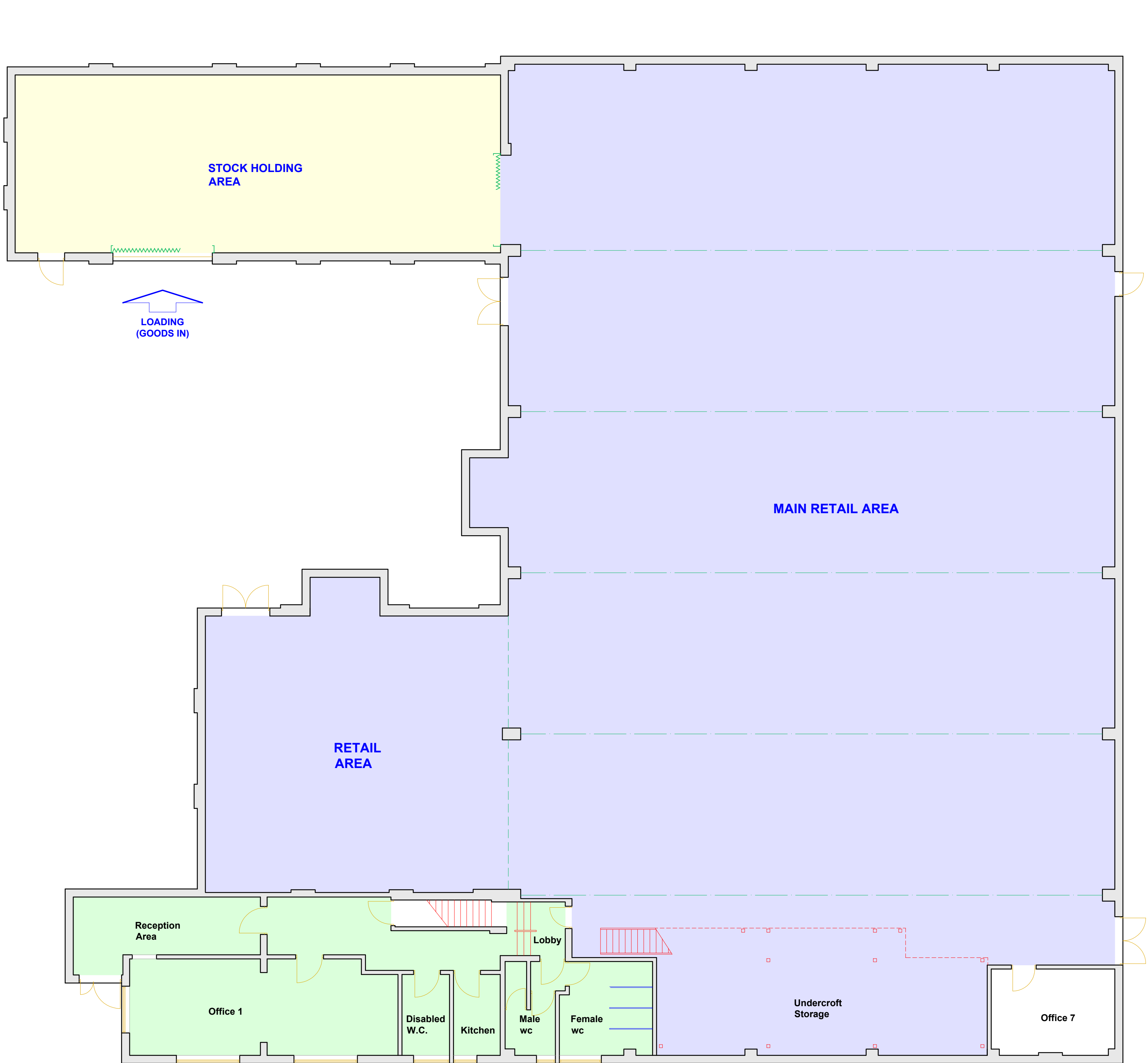
#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0
4	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
5	Crossroads	Central refuge - no other controls	0	0	1	0	0	0
6	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0
7	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Rochdale	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023061290165	1
2	1	0	0	0	Rochdale	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006P175915	1
3	1	0	0	0	Rochdale	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023061357121	1
4	1	0	0	0	Rochdale	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006P172487	1
5	1	0	0	0	Rochdale	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061217290	1
6	1	0	0	0	Rochdale	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061163125	1
7	1	0	0	1	Rochdale	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021061075496	1

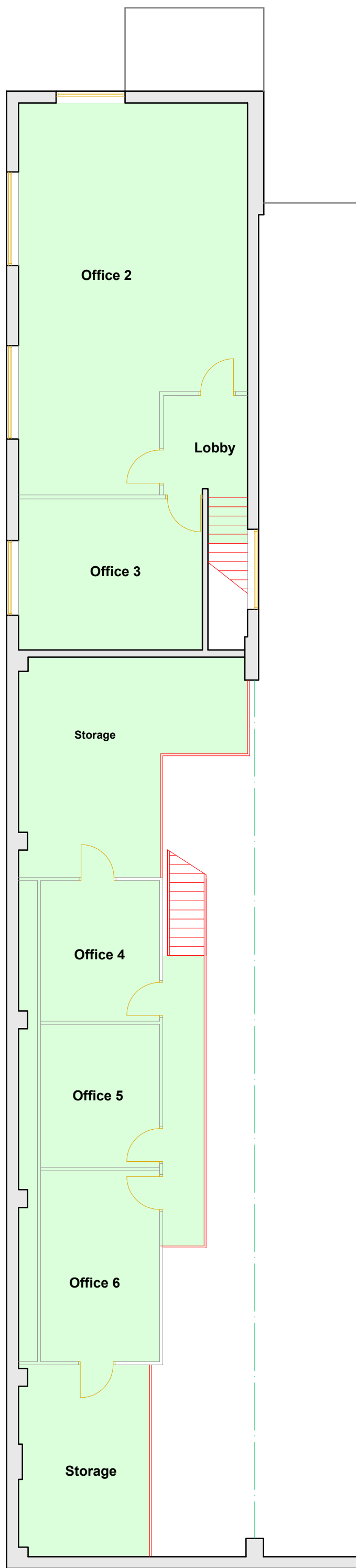


Appendix B

Proposed Site Layout



PROPOSED GROUND FLOOR PLAN
1166m²



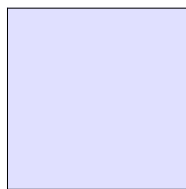
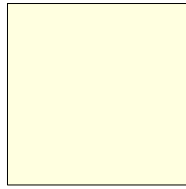
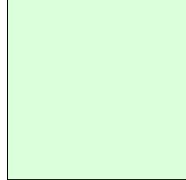
PROPOSED FIRST FLOOR PLAN
171m²

Scale Bar 1:100



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Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-

-  — MAIN RETAIL AREA
-  — STOCK HOLDING AREA
-  — RETAINED OFFICE AREA

DRAWING TITLE		
PROPOSED FLOOR PLANS		
 JAMES CAMPBELL ASSOCIATES LTD CHARTERED ARCHITECTURAL SERVICES  		
Campbell House 173 Rochdale Road Firgrove Rochdale OL16 3BN		
Tel: 01706 354888 Mob: 07817 623183 Email: admin@jamescampbellassociates.co.uk Web: www.jamescampbellassociates.co.uk		
PROJECT		
PROPOSED CHANGE OF USE		
LOCATION		
Princess House, Princess Street, Rochdale		
DRAWN:-	Frank James Smith	DRAWING NUMBER:- 24.3447.5
DATE:-	February 2025	
SCALE:-	1:100 @ A1	
ISSUE:-		

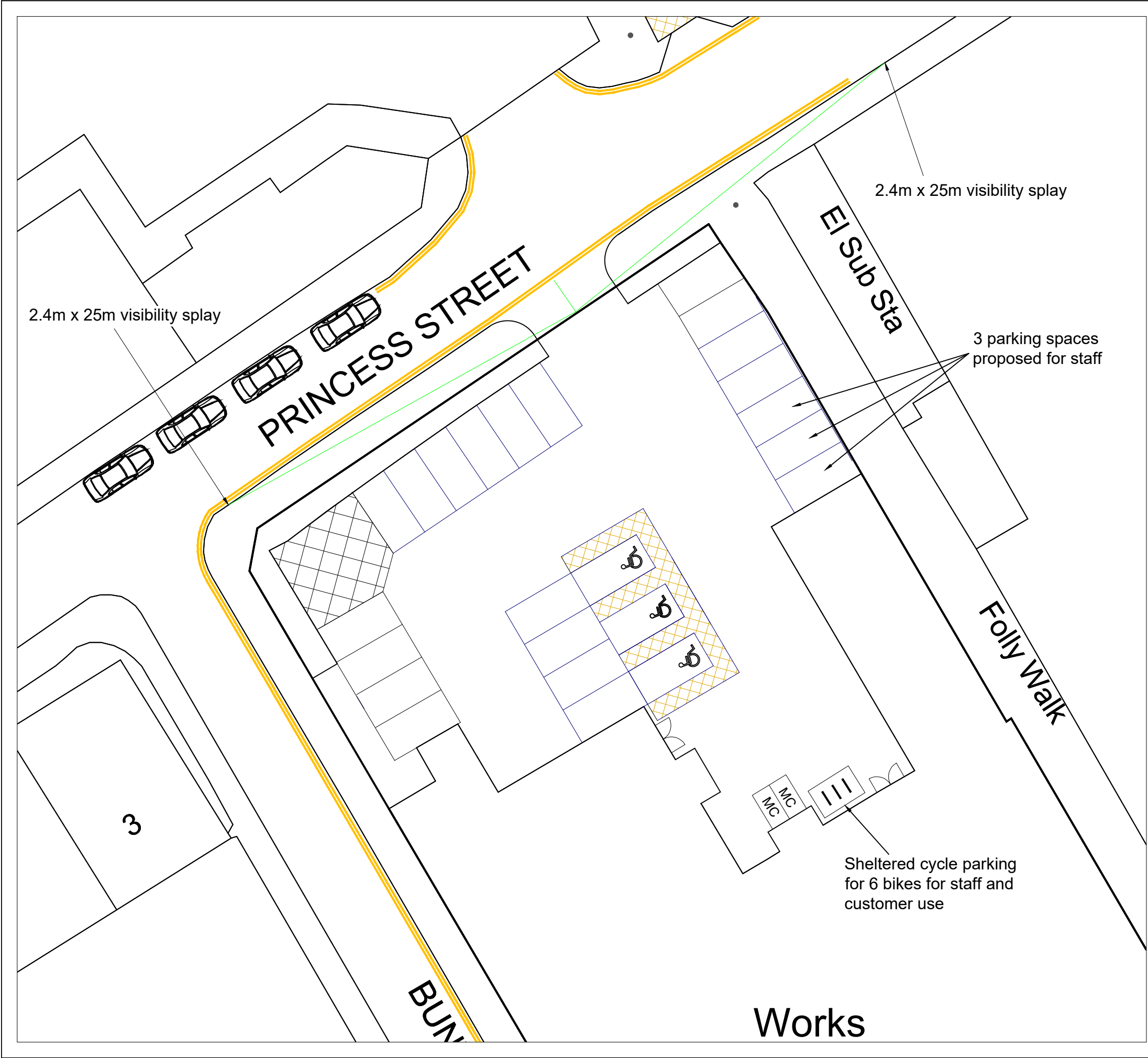


Appendix C

Drawing 167600-001A

Drawing 167600-002A

Drawing 167600-003



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- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.

A	Notes added	AA	Nov'25	CP
Rev	Amendment	Drawn	Date	Checked



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Project Name

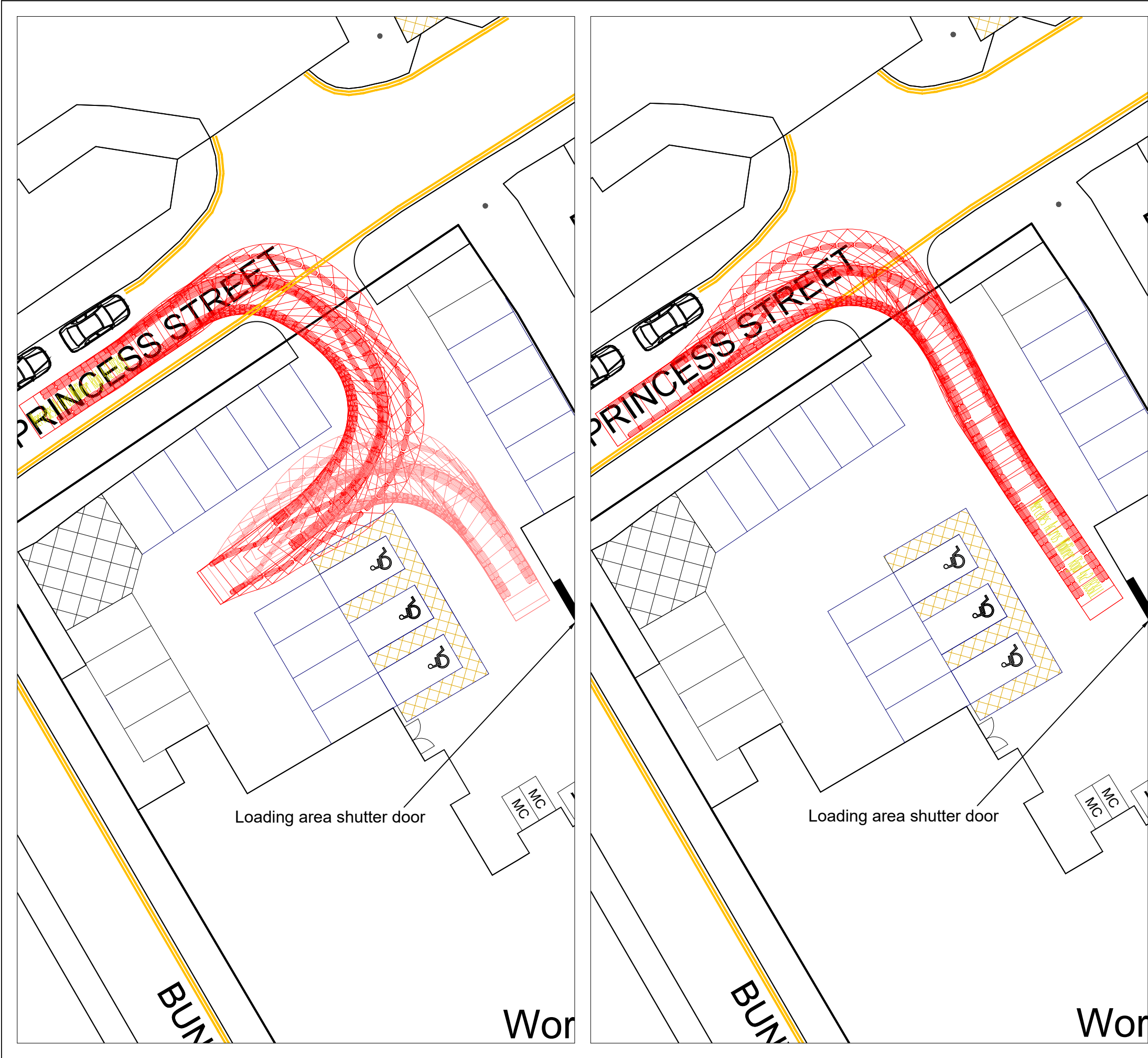
Princess House, Princess Street, Rochdale

Drawing Title

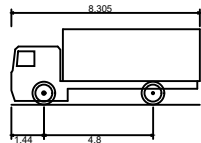
Proposed Site Layout
and Visibility Splays

Scale 1:250	Drawn By AA
Drawing Size A3	Checked By KS
Date June 2025	Approved By KS

Drawing Number	Rev
167600-001	A



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Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length 8.305m
Overall Width 2.494m
Overall Body Height 3.322m
Min Body Ground Clearance 0.158m
Track Width 2.494m
Lock to lock time 5.00s
Wall to Wall Turning Radius 9.500m

A	Notes added	AA	Nov'25	CP
Rev	Amendment	Drawn	Date	Checked



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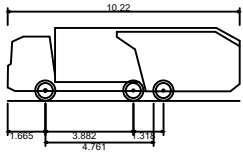
Highways | Traffic | Transportation | Water

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Project Name		
Princess House, Princess Street, Rochdale		
Drawing Title		
Proposed Site Layout Swept Path Analysis		
Scale 1:250	Drawn By AA	
Drawing Size A3	Checked By KS	
Date June 2025	Approved By KS	
	Drawing Number 167600-002	Rev A



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- No liability whatsoever is accepted by the consultant for any error or omissions.
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Phoenix 2-20W (with Elite 2 6x2ML chassis)
Overall Length 10.220m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.450m

Rev	Amendment	Drawn	Date	Checked



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consulting engineers

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Project Name		
Princess House, Princess Street, Rochdale		
Drawing Title		
Proposed Site Layout Swept Path Analysis Refuse Vehicle		
Scale 1:250	Drawn By AA	
Drawing Size A3	Checked By KS	
Date November 2025	Approved By KS	
	Drawing Number 167600-003	Rev



Appendix D

TRICS Output

Calculation Reference: AUDIT-109307-250613-0632

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	BG BRIDGEND	1 days
	PE PEMBROKESHIRE	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 950 to 3665 (units: sqm)
 Range Selected by User: 500 to 3750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/11/23

Selected survey days:

Monday 5 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town 4
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Industrial Zone 3
 Commercial Zone 1
 Village 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

B8 5 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 1 days
 5,001 to 10,000 1 days
 10,001 to 15,000 1 days
 25,001 to 50,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 75,001 to 100,000 2 days
 125,001 to 250,000 1 days
 500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 4 days

Travel Plan:

No 5 days

PTAL Rating:

No PTAL Present 5 days

LIST OF SITES relevant to selection parameters

1	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
	PARC CRESCENT		
	BRIDGEND		
	WATERTON IND. EST.		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	13/10/14	Survey Type: MANUAL
2	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
4	PE-02-F-01	WAREHOUSING & DISTRIBUTION	PEMBROKESHIRE
	A4115		
	NEAR NARBERTH		
	TEMPLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	20/11/23	Survey Type: MANUAL
5	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

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	950	0.105	1	950	0.000	1	950	0.105
06:00 - 07:00	1	950	0.105	1	950	0.000	1	950	0.105
07:00 - 08:00	5	2608	0.291	5	2608	0.161	5	2608	0.452
08:00 - 09:00	5	2608	0.307	5	2608	0.138	5	2608	0.445
09:00 - 10:00	5	2608	0.138	5	2608	0.069	5	2608	0.207
10:00 - 11:00	5	2608	0.230	5	2608	0.199	5	2608	0.429
11:00 - 12:00	5	2608	0.077	5	2608	0.130	5	2608	0.207
12:00 - 13:00	5	2608	0.138	5	2608	0.100	5	2608	0.238
13:00 - 14:00	5	2608	0.222	5	2608	0.115	5	2608	0.337
14:00 - 15:00	5	2608	0.199	5	2608	0.230	5	2608	0.429
15:00 - 16:00	5	2608	0.146	5	2608	0.322	5	2608	0.468
16:00 - 17:00	5	2608	0.176	5	2608	0.230	5	2608	0.406
17:00 - 18:00	5	2608	0.115	5	2608	0.337	5	2608	0.452
18:00 - 19:00	5	2608	0.061	5	2608	0.199	5	2608	0.260
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.310			2.230			4.540

Parameter summary

Trip rate parameter range selected:

950 - 3665 (units: sqm)

Survey date date range:

01/01/14 - 20/11/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

1

Calculation Reference: AUDIT-109307-250602-0627

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : S - MIXED BARGAIN RETAIL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2229 to 3950 (units: sqm)
 Range Selected by User: 624 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/06/23

Selected survey days:

Monday 1 days
 Tuesday 2 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 1
 Edge of Town 2

Selected Location Sub Categories:

Industrial Zone 1
 Retail Zone 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 3 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days
 15,001 to 20,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 250,001 to 500,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 3 days

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 3 days

Travel Plan:

No 3 days

PTAL Rating:

No PTAL Present 3 days

LIST OF SITES relevant to selection parameters

1	HC-01-S-01	B&M HOME STORE	HAMPSHIRE
	NEWGATE LANE		
	FAREHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: MONDAY	25/10/21	Survey Type: MANUAL
2	NY-01-S-01	HOME BARGAINS	NORTH YORKSHIRE
	BAWTRY ROAD		
	SELBY		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	2229 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
3	SM-01-S-01	HOME BARGAINS	SOMERSET
	GRAVENCHON WAY		
	STREET		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3060	0.109	3	3060	0.044	3	3060	0.153
08:00 - 09:00	3	3060	1.536	3	3060	0.719	3	3060	2.255
09:00 - 10:00	3	3060	3.050	3	3060	2.429	3	3060	5.479
10:00 - 11:00	3	3060	3.334	3	3060	3.094	3	3060	6.428
11:00 - 12:00	3	3060	4.358	3	3060	4.107	3	3060	8.465
12:00 - 13:00	3	3060	3.922	3	3060	4.227	3	3060	8.149
13:00 - 14:00	3	3060	3.966	3	3060	3.661	3	3060	7.627
14:00 - 15:00	3	3060	4.554	3	3060	4.434	3	3060	8.988
15:00 - 16:00	3	3060	3.791	3	3060	4.260	3	3060	8.051
16:00 - 17:00	3	3060	3.181	3	3060	3.617	3	3060	6.798
17:00 - 18:00	3	3060	2.702	3	3060	2.909	3	3060	5.611
18:00 - 19:00	3	3060	1.885	3	3060	2.146	3	3060	4.031
19:00 - 20:00	3	3060	0.501	3	3060	1.089	3	3060	1.590
20:00 - 21:00	3	3060	0.065	3	3060	0.229	3	3060	0.294
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.954			36.965			73.919

Parameter summary

Trip rate parameter range selected:

2229 - 3950 (units: sqm)

Survey date date range:

01/01/16 - 12/06/23

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

Calculation Reference: AUDIT-109307-250602-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : S - MIXED BARGAIN RETAIL UNIT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1300 to 3816 (units: sqm)
 Range Selected by User: 624 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 20/10/23

Selected survey days:

Saturday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 1
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 25,001 to 50,000 1 days

Population within 5 miles:

25,001 to 50,000 1 days
 250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 1 days

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 2 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|----------------|---------------------|
| 1 | AN-01-S-01 | HOME BARGAINS | ANTRIM |
| | CASTLE STREET | | |
| | BALLYMONEY | | |
| | Town Centre | | |
| | Built-Up Zone | | |
| | Total Gross floor area: | 1300 sqm | |
| | Survey date: SATURDAY | 21/05/22 | Survey Type: MANUAL |
| 2 | BR-01-S-01 | B&M HOME STORE | BRISTOL CITY |
| | WILLS WAY | | |
| | BRISTOL | | |
| | HEADLEY PARK | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Retail Zone | | |
| | Total Gross floor area: | 3816 sqm | |
| | Survey date: SATURDAY | 13/05/23 | Survey Type: MANUAL |

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
PB-01-S-01	On High Street and no car park

TRIP RATE for Land Use 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2558	0.117	2	2558	0.059	2	2558	0.176
08:00 - 09:00	2	2558	1.368	2	2558	0.665	2	2558	2.033
09:00 - 10:00	2	2558	1.544	2	2558	1.525	2	2558	3.069
10:00 - 11:00	2	2558	2.248	2	2558	2.013	2	2558	4.261
11:00 - 12:00	2	2558	2.209	2	2558	2.209	2	2558	4.418
12:00 - 13:00	2	2558	2.717	2	2558	2.482	2	2558	5.199
13:00 - 14:00	2	2558	2.658	2	2558	2.658	2	2558	5.316
14:00 - 15:00	2	2558	2.795	2	2558	2.795	2	2558	5.590
15:00 - 16:00	2	2558	2.639	2	2558	2.873	2	2558	5.512
16:00 - 17:00	2	2558	2.482	2	2558	2.463	2	2558	4.945
17:00 - 18:00	2	2558	1.955	2	2558	2.463	2	2558	4.418
18:00 - 19:00	2	2558	1.231	2	2558	1.466	2	2558	2.697
19:00 - 20:00	2	2558	0.645	2	2558	0.919	2	2558	1.564
20:00 - 21:00	1	3816	0.550	1	3816	0.603	1	3816	1.153
21:00 - 22:00	1	3816	0.314	1	3816	0.262	1	3816	0.576
22:00 - 23:00	1	3816	0.000	1	3816	0.052	1	3816	0.052
23:00 - 24:00									
Total Rates:			25.472			25.507			50.979

Parameter summary

Trip rate parameter range selected: 1300 - 3816 (units: sqm)
 Survey date date range: 01/01/16 - 20/10/23
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1



FAIRHURST



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