

# FEATHERSTALL ROAD NORTH, OLDHAM PROPOSED DRIVE THRU DEVELOPMENT

## Transport Assessment

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## 1 Background and Context

### 1.1 Introduction

1.1.1 MJM Consulting Engineers Ltd (MJM) has been appointed by Tesco Stores Limited (The Applicant) to prepare a Transport Assessment (TA) to accompany a planning application for two new drive thru retail units at the existing Tesco Superstore, Featherstall Road, Chadderton, Oldham.

### 1.2 Site Location

1.2.1 The site is located to the south of Featherstall Road North, approximately 1.5km to the north west of Oldham town centre. The site is currently occupied by a section of car park, operated by Tesco. The site takes primary access from Featherstall Road North, at a priority roundabout, located to the north west of the site, while access to the Tesco service yard is provided to the rear of the store.

1.2.2 The site is bound by Featherstall Road North and the Tesco petrol filling station to the north, Oldham Way to the east, the existing Tesco car park and the A6048 to the west and the Tesco superstore to the south.

1.2.3 The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

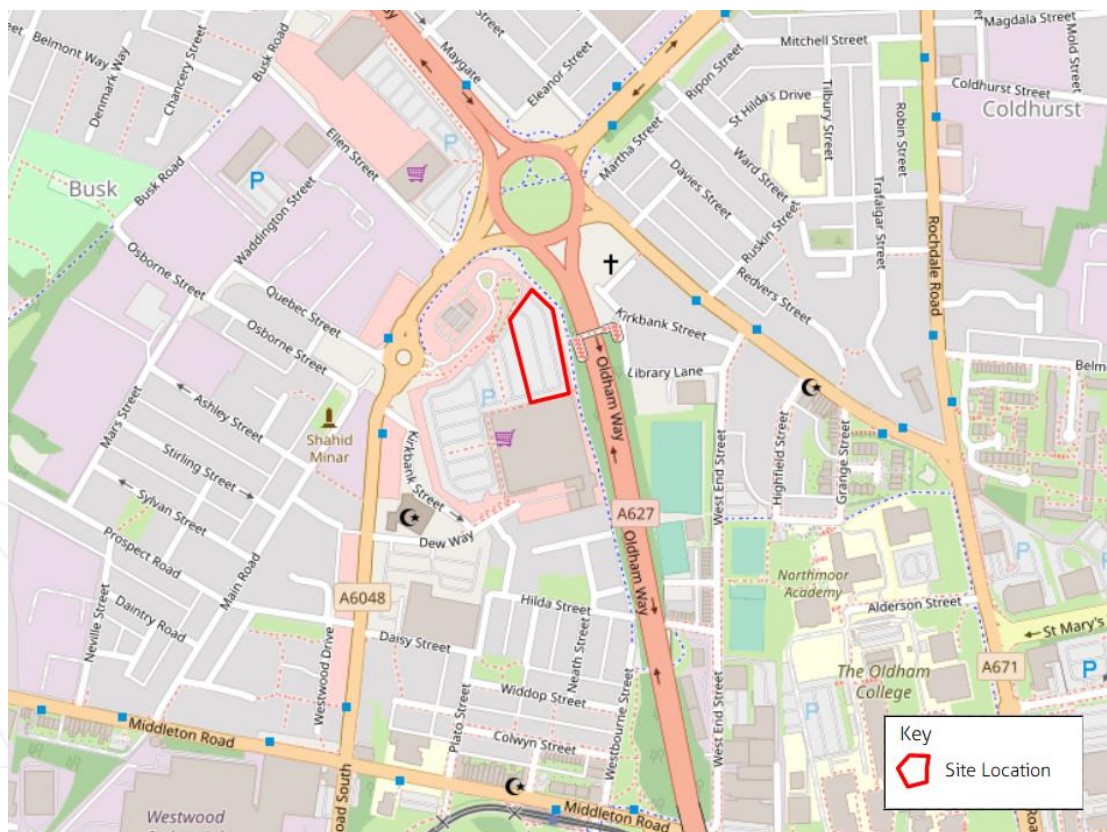


Figure 1-1 Site Location Plan

### 1.3 Development Proposals

1.3.1 The development proposals are for the removal of 205 parking spaces and the erection of two drive thru units, with associated car parking.

## 1.4 Report Structure

1.4.1 Following this introduction, the TA is structured as follows:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** details the accessibility of the development site by non-car modes;
- **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 5** provides an overview of the development proposals, access arrangement parking and servicing;
- **Section 6** provides detail on the likely traffic generation as a consequence of the proposals
- **Section 7** offers a summary and conclusion.

## 2 Transport Planning Policy Context

### 2.1 National Planning Policy Framework (NPPF)

2.1.1 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.1.2 The NPPF states that "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 would be severe" (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.3 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

### 2.2 Oldham Joint Core Strategy and Development Management Policies, Adopted November 2011

2.2.1 The Core Strategy Development Plan Document sets out the long-term vision and objectives for the borough. It also contains a strategy for planning and development, including a framework for monitoring and implementation.

2.2.2 The vision of the Document is as follows:

2.2.3 "Oldham will be a borough transformed by economic diversification, growth and prosperity, regeneration, sustainable development and community cohesion that respects our local natural, built and historic environments... Oldham will focus new homes, shops, jobs, education and leisure in sustainable and accessible locations within the existing built-up areas, although in rural areas we will allow appropriate levels of development to meet their local needs... We will reduce the need to travel and promote accessibility and sustainable transport choices such as walking, cycling and use of public transport rather than people relying on the car".

2.2.4 The following objectives have been identified as relevant to the proposals and this Transport Assessment:



- 2.2.5 SO1 To mitigate and adapt to climate change, and to promote sustainable development in the borough by:
- guiding development to the most accessible and sustainable location; and
  - reducing the need to travel and encouraging walking, cycling and the use of public transport.
- 2.2.6 The following policies have been identified as relevant to this Transport Assessment:
- 2.2.7 Policy 1 – Climate Change and Sustainable Development: “Development should adapt to and mitigate against climate change and address the low carbon agenda, contribute towards sustainable development, help create a sense of place, improve the quality of life for residents and visitors, and enhance the borough's image... Development must be in sustainable and accessible locations within the built up area, and must not prejudice the development of other land or the regeneration plans of an area identified by the council as being in need of investment”.
- 2.2.8 Policy 5 – Promoting Accessibility and Sustainable Transport Choices: “We will guide development to the most accessible locations, and promote and encourage use of public transport, Metrolink, walking and cycling. All development, particularly that which is likely to generate a large number of journeys, must be accessible by a choice of transport modes and must not impede the strategic and local road networks or compromise pedestrian or highway safety”.
- 2.2.9 The development proposals will seek to complement the policies within the Plan by providing new retail facilities in a location which is accessible by all modes of transport. **Section 3** of this Transport Assessment details the opportunities for sustainable travel to the site which will be utilised by future customers and staff.

### **2.3 Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017**

- 2.3.1 The Greater Manchester Transport Strategy outlines how TfGM’s ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.3.2 The overarching vision for Greater Manchester by 2040 is to have “world class connections that support long-term, sustainable economic growth and access to opportunity for all”. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- “Supporting sustainable economic growth;
  - Protecting our environment;
  - Improving quality of life for all; and
  - Developing an innovative city-region.”
- 2.3.3 The following policy has been acknowledged as relevant to the development proposals:
- 2.3.4 Policy 4: “TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.



- 2.3.5 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy by providing a new retail amenity in a highly accessible location, supporting a reduction in the highway impact.

## **2.4 Policy Compliance**

- 2.4.1 The proposals have been found to comply with all levels of transport planning policy. The site is located within close proximity to the local road network and is therefore eminently suitably accessible by the proposed staff and users. The site is also located sustainably, with good quality walking and cycling infrastructure enabling active travel to the site, and regular bus services routing within close proximity to the site enabling travel by public transport for much of the day.
- 2.4.2 As will be set out within the following sections of this report, it is not considered that the proposals will result in a significant increase in vehicle movements on the local road network.

### 3 Site Accessibility

#### 3.1 Introduction

3.1.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage staff and site users to walk, cycle or use public transport, rather than to travel by car.

#### 3.2 Active Travel Options

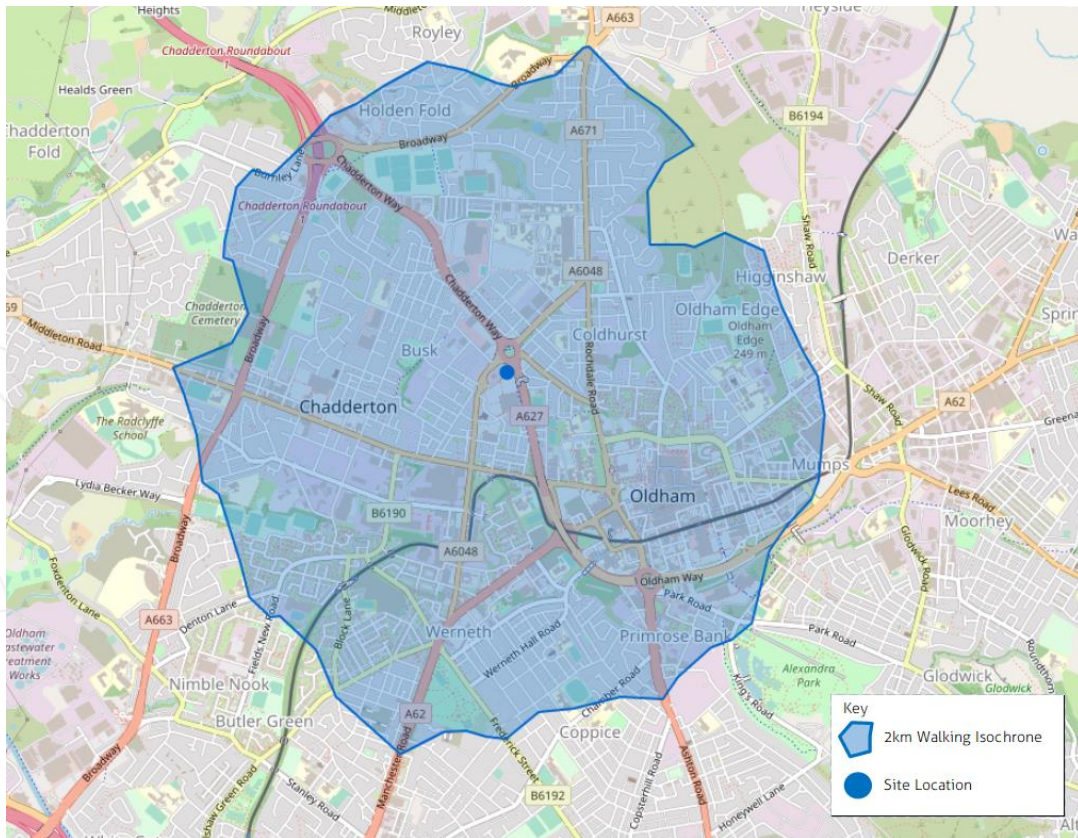
##### *Pedestrian Access*

3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1**.

*Table 3-1 Walking Distances by Journey Type*

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

3.2.2 As **Table 3.1** shows, 2km is considered the preferred maximum walking distance for 'Commuting / School', for staff. A 2km walking catchment from the site, would, therefore, include Chadderton and Oldham town centre. **Figure 3.1**, illustrates a 2km walking catchment from the site.



*Figure 3-1 2km Walking Catchment*

- 3.2.3 Pedestrian access to the site will predominantly be taken from Featherstall Road North, by way of the existing access to the Tesco site. Pedestrian access is to be provided by a footway, located on the eastern side of the internal access road, which joins the footways on Featherstall Road North. The internal footway continues into the site until it meets a zebra crossing, while a stepped access is also provided, opposite the Tesco petrol filling station.
- 3.2.4 A second access is provide from Dew Way, to the south of the Tesco store, where a stepped and ramped access is provided.
- 3.2.5 A third, stepped access is provided from Oldham Way, to the east of the site, which joins a ramped, shared footway cycleway, which runs parallel to Oldham Way.
- 3.2.6 Pedestrian and cycle crossing points are provided within the site, which provides a safe route between the Tesco store and the proposed drive thru units.
- 3.2.7 Figure 3.2 illustrates the locations of the various pedestrian access points into the wider site.

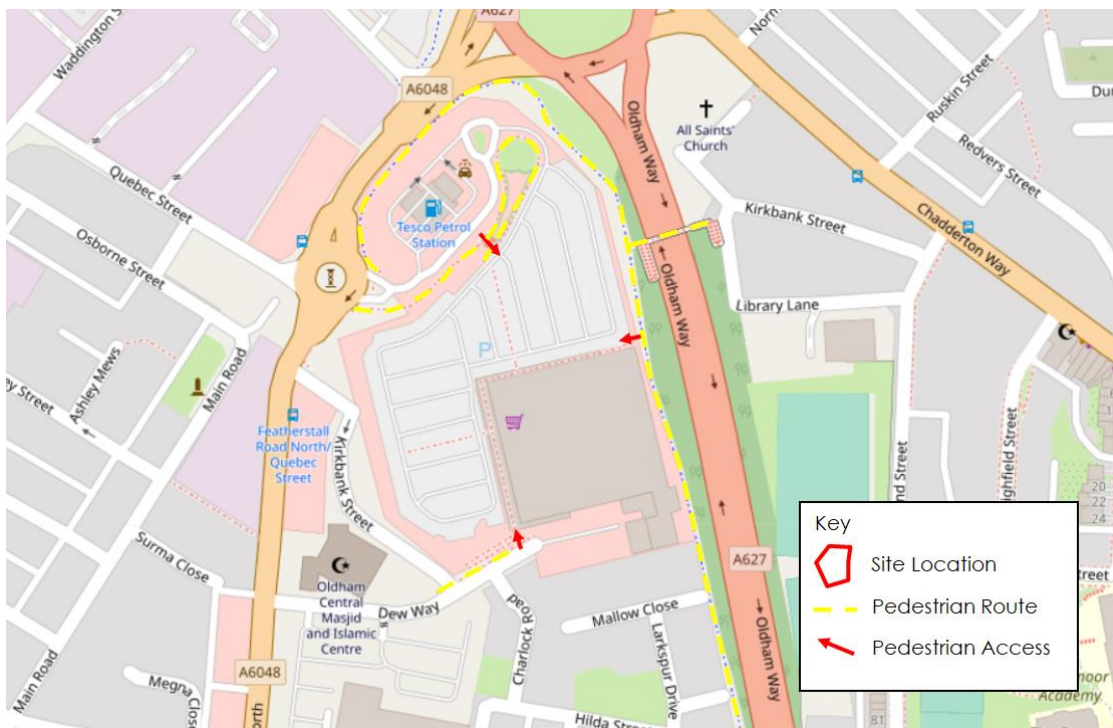


Figure 3-2 Pedestrian Access Points

- 3.2.8 Footways run along Featherstall Road North to both sides of the carriageway (the eastern footway is shared with cyclists and is fully segregated from the carriageway) and benefit from street lighting. At the priority roundabout between Featherstall Road North, dropped kerbs and tactile paving is provided on all arms, along with refuge islands.
- 3.2.9 Immediately to the north of the Tesco petrol filling station, a pedestrian / cycle crossing is provided across Featherstall Road North, benefitting from dropped kerbs, tactile paving and a refuge island.
- 3.2.10 Where Featherstall Road North meets the 5-arm roundabout to the north, a shared pedestrian / cycle route is fully segregated from the carriageway, to the east and west of Chadderton Way, to the north and south of Featherstall Road North and to the west of Oldham Way, while a pedestrian underpass is provided below the roundabout itself.



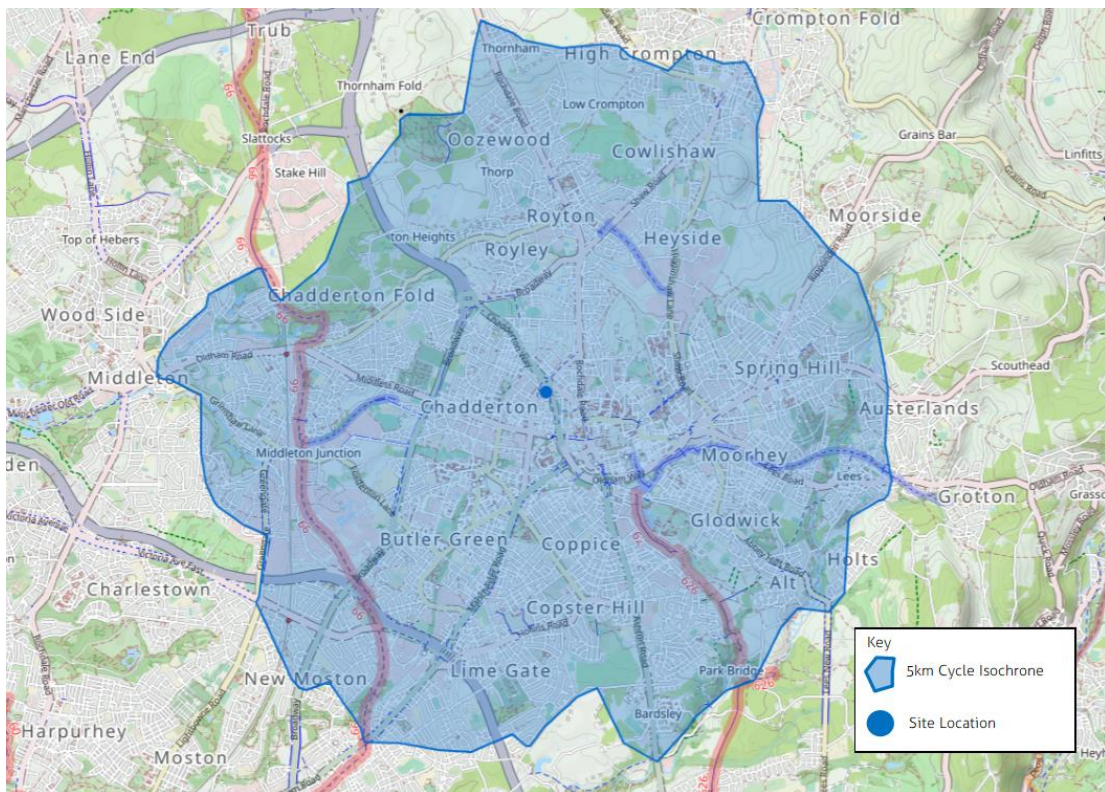
3.2.11 Moreover, a pedestrian footbridge is provided across Oldham Way.

3.2.12 This walking catchment covers several residential areas that would allow staff and visitors from the above areas to access the site on foot.

*Cycle Access*

3.2.13 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car.

3.2.14 **Figure 3.2** illustrates a 5km cycle catchment from the site. This area also includes Chadderton, Oldham town centre, Oozewood and Spring Hill.



*Figure 3-3 5km Cycle Catchment*

3.2.15 Route 66 on the National Cycle Network (NCN) is located approximately 4km to the west of the site and runs from Kingston upon Hull to Manchester via Beverley, York and Leeds. The sections which are currently open and signed in both directions are: Manchester Piccadilly to Hollinwood, Castleton to Calderbrook, Warland to Brighouse, Bradley to Frizinghall, Shipley to Bramham via Leeds, Tadcaster to Bishopthorpe, Millenium Bridge York to Etton and Cottingham to Kingston upon Hull.

3.2.16 Route 626 of the National Cycle Network is located to the south east of the site and connects Oldham and Ashton-under-Lyne via Park Bridge along the former railway line. The route is currently open in two unconnected sections between Oldham and Ashton-under-Lyne: One short section runs close to the western side of Alexandra Park to Glodwick Brook, and the other longer section joins Alt Hill with Aston-under-Lyne, currently finishing a third of a mile to the north of Aston-under-Lyne Rail Station.

- 3.2.17 A proposed section of Route 626 is planned between these two sections of open, traffic-free route to link them together. Other proposed sections exist between Chadderton and Oldham; and between Ashton-under-Lyne and Hyde, where Route 626 will run along the canal.
- 3.2.18 Two short, unconnected entirely traffic-free sections on an old railway line make up National Route 626 between Oldham and Ashton-under-Lyne. The route also passes by the Park Bridge Heritage Centre.
- 3.2.19 Moreover, cycle parking is also provided within the wider Tesco site.
- 3.2.20 It is considered that cycling would represent an attractive option for regular commuting and for customers, given that the site is accessible by bike from much of the residential catchment.

### 3.3 Public Transport

#### Bus Services

- 3.3.1 The closest bus stops to the site are located on Chadderton Way and Featherstall Road North, immediately to the north of the site.
- 3.3.2 These bus stops benefit from a shelter or flag and pole, timetable information and bus cage. Additional services are also accessible from Rochdale Road, approximately 900m to the north east of the site. **Figure 3.3**, demonstrates the location of these stops in relation to the site.

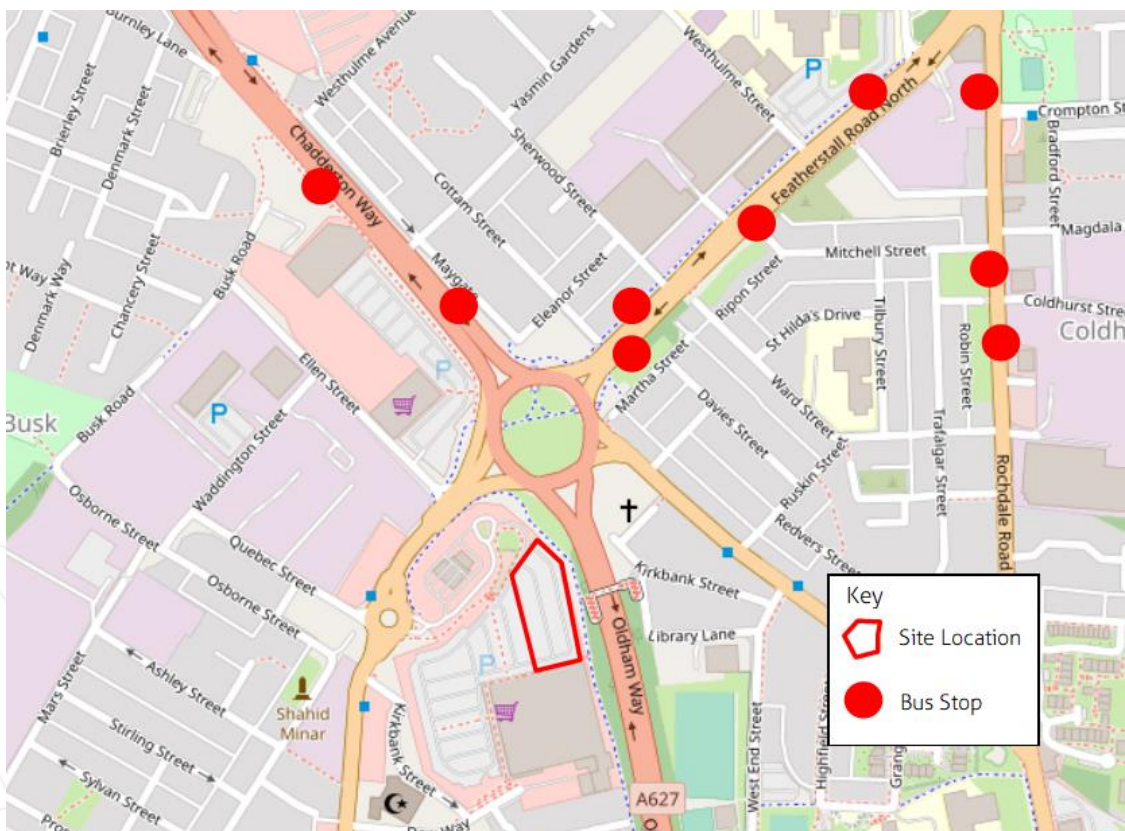


Figure 3-4 Bus Stop Locations

- 3.3.3 **Table 3.2** summarises the destinations and frequencies of the bus services available from the above bus stops.

Table 3-2 Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
149	North Manchester General Hospital - Oldham circular	60 mins	60 mins	60 mins
159	Middleton Bus Station - Oldham Bus Station	60 mins	60 mins	-
182	Manchester Piccadilly - Royton Health Centre	60 mins	60 mins	60 mins
183	Laburnum Road - Royal Oldham Hospital	60 mins	60 mins	-
402	Oldham - Royton - Buckstones	60 mins	60 mins	-
409	Ashton Bus Station - Oldham - Rochdale Interchange	10 mins	10 mins	20 / 30 mins

3.3.4 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for staff and customers accessing the site from further afield.

### 3.4 Summary

3.4.1 This section of the Transport Assessment has sought to identify the existing opportunities for travel by sustainable modes within the vicinity of the site. It has been identified that there are existing pedestrian and cycle routes, which can be utilised by staff members living locally to the site to commute. Furthermore, there are a wide range of destinations from which the site is accessible by public transport.



## 4 Existing Highway Network

### 4.1 Introduction

4.1.1 This section of the Transport Assessment considers the nature of the existing highway network, including analysis of historic personal injury collision data.

### 4.2 Local Highway Network

4.2.1 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

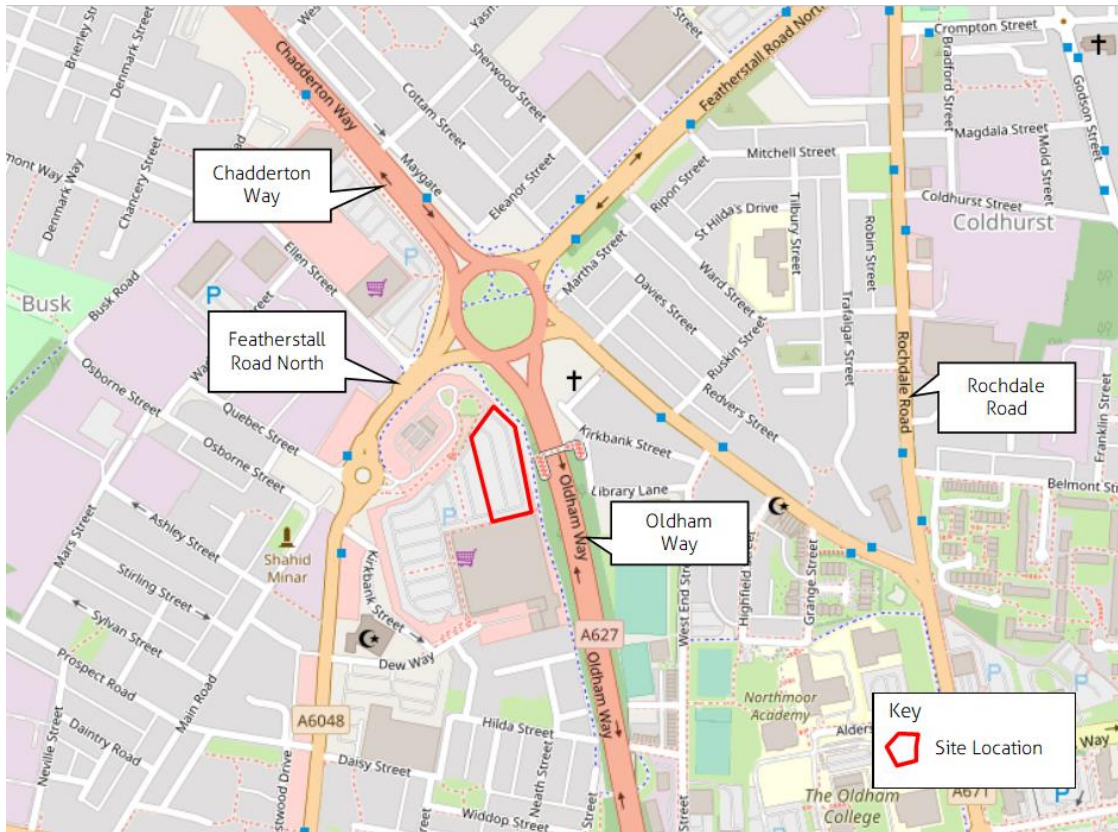


Figure 4-1 Local Highway Network

- 4.2.2 The site is located within the existing Tesco superstore car park, which is accessed from Featherstall Road North at a priority roundabout. Featherstall Road North runs along the western boundary of the site, to the immediate north of the Tesco petrol filling station.
- 4.2.3 The priority roundabout, which is joined by the existing site access road, is formed by four arms. Featherstall Road North forms the north and south approaches, while Quebec Street forms the western approach.
- 4.2.4 Featherstall Road North is generally a single lane, two way carriageway, however it widens to two lanes as it meets the priority roundabout which provides access to the site and also two lanes where it meets the roundabout to the north, including a free flowing left turn lane.
- 4.2.5 The Featherstall Road / Oldham Way roundabout is formed from 5-arms and varies between 2 to 3 circulatory lanes.

- 4.2.6 Chadderton Way and Oldham Way, which form two approaches to the roundabout, provide a key route between Rochdale and Oldham. Both Chadderton Way and Oldham Way are formed from two lanes, widening to three where it meets the roundabout.
- 4.2.7 Chadderton Way is subject to a 40mph speed limit, while Oldham Way is subject to a 50 mph speed limit, although both reduce to 40mph where they meet the roundabout.
- 4.2.8 Featherstall Road North also forms the north east approach and two lanes are provided in both directions.
- 4.2.9 The wider Tesco site also benefits from a secondary access, to the south of the site, on to Dew Way, although this access is used exclusively by servicing vehicles.

### 4.3 Road Safety

- 4.3.1 Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2017 – 2021) from [www.crashmap.co.uk](http://www.crashmap.co.uk). Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown in **Figure 4.2** whilst **Table 4.1** summarises the accidents by year and severity.

*Table 4.1: Accidents by Year and Severity*

Severity	2017	2018	2019	2020	2021	Total
<b>Featherstall Road North Roundabout</b>						
Slight	6	7	2	1	4	<b>20</b>
Serious	1	0	0	0	1	<b>2</b>
Fatal	0	0	0	0	0	<b>0</b>
<b>Chadderton Way North</b>						
Slight	0	0	0	0	1	<b>1</b>
Serious	0	0	0	0	0	<b>0</b>
Fatal	0	0	0	0	0	<b>0</b>
<b>Featherstall Road North (South)</b>						
Slight	2	1	0	1	0	<b>4</b>
Serious	0	0	0	0	0	<b>0</b>
Fatal	0	0	0	0	0	<b>0</b>
<b>Total</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>27</b>

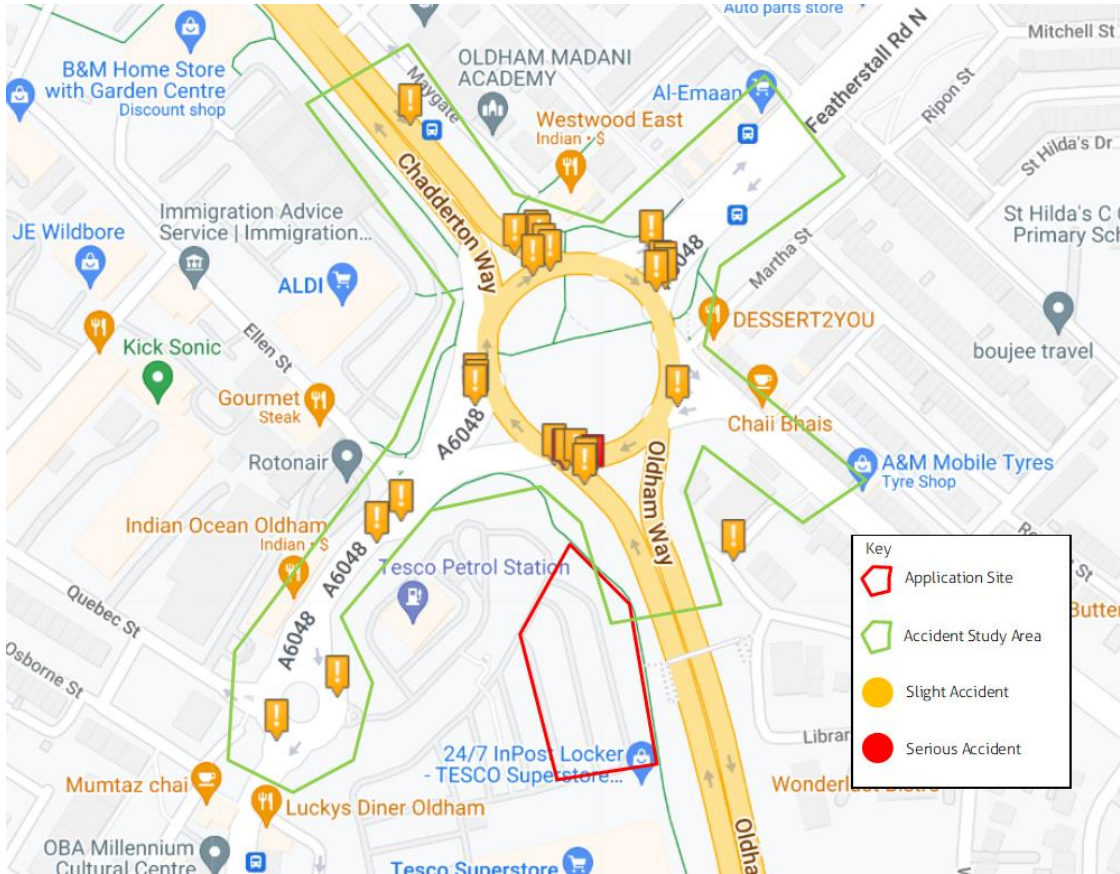


Figure 4-2 Accident Locations

- 4.3.2 As can be seen in **Table 4.1** and **Figure 4.2**, 27 accidents have been recorded across the accident study area, within the most recent 5-year period, of which 25 were slight and two were serious. This is equivalent to 5.4 accidents per year.
- 4.3.3 The majority of accidents occurred at the Featherstall Road North roundabout, with 6 occurring at the Chadderton Way North approach and 7 at the Oldham Way approach. Given this forms the main route towards Oldham town centre from Rochdale, to the north, the recorded number of accidents is typical.
- 4.3.4 Given the above, it is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue within the vicinity of the site, which could be exacerbated by the addition of development trips.



## 5 Development Proposals

### 5.1 Introduction

5.1.1 This section of the Transport Assessment considers the proposed access, parking and servicing arrangements for the site.

### 5.2 Vehicular Access

5.2.1 In order to provide access to the proposed drive thru unit, a new entry only junction is proposed within the Tesco car park, which also benefits from a right turn ghost island. A second, two-way access is also proposed, and is formed from the continuation of an internal car park aisle.

5.2.2 This can be seen on the site layout attached at **Appendix A**.

5.2.3 Unit A benefits from a drive thru lane with a capacity of 8 vehicles while Unit B has a capacity of 7 vehicles.

### 5.3 Pedestrian and Cycle Access

5.3.1 Access for pedestrians and cyclists will be provided from within the Tesco site, which joins the internal footway within the site then those on Featherstall Road North.

5.3.2 A second access is provide from Dew Way, to the south of the Tesco store, where a stepped and ramped access is provided.

5.3.3 A third, stepped access is provided from Oldham Way, to the east of the site, which joins a ramped, shared footway cycleway, which runs parallel to Oldham Way.

5.3.4 Pedestrian and cycle crossing points are provided within the site, which provides a safe route between the Tesco store and the proposed drive thru units.

### 5.4 Proposed Parking

5.4.1 The parking standards for new developments in Chadderton are contained within the Oldham Council - Joint Core Strategy and Development Management Policies Development Plan - Adopted 9 November 2011. The parking standards for Food Retail are summarised in **Table 5.1** below.

*Table 5.1: Oldham Council Parking Standards*

Type of Development	Car Parking Spaces	Parking Spaces on Proposed Floor Area
Food Retail	1 per 14sqm	24

5.4.2 Based on the information set out in **Table 6.1**, the site should provide 24 parking spaces, based on a combined GFA of 334sqm. As can be seen on the proposed site layout at **Appendix A**, it is proposed to provide 42 spaces, including 4 for disabled users and 1 parent & child space, while a single waiting bay is also proposed per drive thru unit.

5.4.3 The development will also benefit from 3 sheffield cycle stands, capable of accommodating 6 bicycles, per drive thru unit.

## 5.5 Existing Parking

- 5.5.1 There are currently 461 car parking spaces provided across the Tesco site, comprising 398 standard spaces, 42 disabled bays, 19 parent and child bays and 2 click and collect bays.
- 5.5.2 In order to understand the level of occupancy across the existing Tesco car park, a drone survey was carried out on Saturday 13<sup>th</sup> and Sunday 14<sup>th</sup> November 2021. They surveys were carried out on an hourly basis between 09:00 and 18:00 on the Saturday and 10:00 and 17:00 on the Sunday. **Table 5.2** demonstrates the level of occupancy across each survey day, while full details of the drone survey can be found at **Appendix B**.

*Table 5.2: Tesco Car Park Drone Survey*

Time	Saturday 13 <sup>th</sup> November 2021		Sunday 14 <sup>th</sup> November 2021	
	Spaces Occupied	% Occupancy	Spaces Occupied	% Occupancy
09:00	95	21%	-	-
10:00	155	34%	32	7%
11:00	202	44%	154	33%
12:00	212	46%	211	46%
13:00	196	43%	162	35%
14:00	210	46%	199	43%
15:00	194	42%	199	43%
16:00	181	39%	175	38%
17:00	148	32%	86	19%
18:00	116	25%	-	-
Average	171	37%	152	33%

- 5.5.3 As shown in **Table 5.2**, average occupation on Saturday was 37% and 33% on Sunday. Occupation peaked at 12:00 on both days at 46%, leaving 249 spaces unoccupied.
- 5.5.4 The proposals include the removal of 205 car parking spaces, therefore, even considering the anticipated occupancy provided in **Table 5.3**, the remaining car parking spaces (256) would be capable of accommodating this demand.
- 5.5.5 It is also noted that the proposals seek to provide an additional 42 car parking spaces, resulting in a net loss of 163 spaces.

## 5.6 Servicing

### *General Servicing and Refuse Collection*

- 5.6.1 The drawing attached at **Appendix C** demonstrates how it is expected the site will be serviced, within the site, by a rigid delivery vehicle, with vehicles accessing and egressing the site in a forward gear.

*Emergency Vehicle Access*

- 5.6.2 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service', Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will be able to access the drive thru units from the existing access from Featherstall Road North.



## 6 Trip Assessment

### 6.1 Introduction

6.1.1 This section of the Transport Assessment considers the trip generation of the proposed development, two drive thru units and comparison to its existing use, as a car park associated with the existing Tesco Superstore.

### 6.2 Trip Generation

6.2.1 The development proposals comprise two drive thru units, both comprising 167sqm GFA.

6.2.2 In order to determine the vehicle trip rates associated with the proposed development, the TRICS database has been interrogated using the following parameters.

#### Drive Thru Fast Food

- Land Use: Hotel, Food and Drink – Fast Food Drive Through;
- GFA: 125 - 420sqm;
- Date Range: 01/01/15 to 19/10/22; and
- Location: Suburban Area, Edge of Town

6.2.3 **Table 6.1** summarises the vehicle trip rates and trip generation associated with the two proposed drive thru units. The TRICS output is provided at **Appendix D**.

*Table 6.1: Vehicle Trip Rates*

	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	14.011	13.476	27.487	18.726	18.025	36.751	30.833	28.194	59.027
Trip Generation	47	45	92	63	60	123	103	94	197

6.2.4 As shown in **Table 6.1**, the proposed drive-thru units are anticipated to generate 92 two-way trips in the weekday AM peak hour, 123 two-way trips in the weekday PM peak hour and 197 two-way trips in the Saturday peak hour.

### 6.3 Trip Types

6.3.1 It is commonly accepted that retail developments do not generate wholly 'new' trips on the highway network. The majority of journeys tend to be either existing retail trips transferring to the new retail unit from another retail unit that would have been previously visited, or existing journeys on the network that call at the proposed retail units as part of an existing, wider primary journey.

6.3.2 Typically, with developments of this nature, just 10% - 20% of trips are new to the network. This approach has been agreed with other local authorities for similar developments at Wakefield Road Gildersome, Calder Park Wakefield and Flagstaff Island, Ashby-De-LaZouch. It was also recently upheld at appeal (APP/E2734/W/20/3254251) associated with a drive through at Wetherby Road, Harrogate. The appeal decision notice is provided at **Appendix E**.

6.3.3 **Table 6.2** summarises approved breakdown of trip types for Gildersome, Calder Park, Flagstaff and Harrogate.

*Table 6.2: Approved Trip Types by Site*

Site	Linked	New	Pass-by	Diverted	Total
Wakefield Road, Gildersome	10%	20%	30%	40%	100%
Calder Park, Wakefield	10%	18%	18%	54%	100%
Flagstaff Island, Ashby-de-la-Zouch	10%	18%	72%		100%
Wetherby Road, Harrogate	0%	20%	80%		100%

6.3.4 As such, it is considered robust to assume that 20% of the trips will be 'new' and the remaining 80% of trips will be made up of 70% pass-by / diverted trips and 10% linked trips. This has been applied to the trip generation for the proposed retail unit, as set out in **Table 6.1**. **Table 6.3** summarises the trip generation by trip types, associated with the proposals.

*Table 6.3: Trip Generation by Trip Types*

	AM			PM			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
New Trips (20%)	9	9	18	13	12	25	21	19	39
Pass-By Trips / Diverted (70%)	33	32	64	44	42	86	72	66	138
Linked Trips (10%)	5	5	9	6	6	12	10	9	20
Total Trips (100%)	47	45	92	63	60	123	103	94	197

6.3.5 As can be seen in the **Table 6.3**, it is anticipated that there would be 18 new two-way vehicle trips in AM peak hour, 29 new two-way vehicle trips in the PM peak hour and 39 in the Saturday peak hour.

## 6.4 Existing Use

6.4.1 Since the time that the Tesco Superstore was originally consented, peak period trip rates for most developments have reduced markedly, as documented in the TRICS Guidance Note 'Changes in Travel Behaviour, August 2019'.

6.4.2 All Change? The future of travel demand and the implications for policy and planning (The Commission on Travel Demand) was published in May 2018 and the key conclusions are referenced within the TRICS Guidance Note.

6.4.3 All Change identifies a number of trends that it suggests should be taken into account in development planning, including:

- Online shopping is growing at around 10-12% per annum and now represented 17% of total UK retail sales, at the time the report was published. There has been a 25% decrease in physical shopping trips over the past two decades and 16% decline in distance travelled.
- Travelling less: There is now evidence going back 25 years that we are travelling less today than has been done previously. 16% fewer trips are made now than in 1996. Motorised trips have declined by 14% per year than in 2002. Person miles are 10% less than in 2002 and people are spending 22 hours less time travelling per annum than in 2005, and less than at the start of the 1990s.

6.4.4 Moreover, there has been a marked decline in total person trip rates and total vehicle trip rates on a Friday AM and PM peak. The daily trip rate is set out in **Table 6.4**. This is reflective of the trends shown in the All Change Report regarding the reduction in retail trips.

*Table 6.4: Friday Retail Trip Rate Trends*

01/A FRIDAY DAILY (07:00-19:00) TRIP RATE BY MODE & YEAR				
MODE	1999-2003	2004-2008	2009-2013	2014-2018
Total Vehicles (TV)	139.242	158.072	102.688	68.962
Total People (TP)	231.851	275.760	156.303	113.595
Pedestrians (P)	21.097	45.916	15.775	15.607
Public Transport Users (PTU)	4.013	7.098	0.947	3.466
Cyclists (C)	1.291	1.923	0.714	0.886

6.4.5 The Saturday AM and PM peak again show a decline in total person trips and total vehicle trips from the year 2000 then an increase in the afore mentioned trips from around 2010 but total person trips and total vehicle trips are less than the period 2004 -2008. Public transport trips are slightly increased and walking shows a slight increase in the period 2014 -2018. This appears to reflect the increase in walking, which is also discussed in the report.

*Table 6.5: Saturday Retail Trip Rate Trends*

01/A SATURDAY DAILY (07:00-19:00) TRIP RATE BY MODE & YEAR				
MODE	1999-2003	2004-2008	2009-2013	2014-2018
Total Vehicles (TV)	137.964	127.272	114.320	111.650
Total People (TP)	253.059	234.507	199.527	206.859
Pedestrians (P)	25.908	26.812	16.608	16.787
Public Transport Users (PTU)	4.967	4.532	2.490	6.688
Cyclists (C)	1.757	1.400	1.057	0.889

6.4.6 It has therefore been demonstrated that retail trips have declined since 2000 and, consequently, the number of trips generated by the existing Tesco development, is likely to be far fewer than the original application was consented for. As such, the proposed uplift in traffic as a result of the proposed development will be offset by the overall reduction in retail trips, since its original consent.

6.4.7 To further demonstrate the decline in trip rates, the TRICS database has been interrogated for the following periods:

- 2015 – 2022
- 2008 – 2015
- 2000 - 2008

6.4.8 The following parameters have been examined:

- Land Use: Retail, Food Superstore;
- GFA: 2,500 – 15,950 sqm;
- Days: Saturday Only
- Location: Suburban Area, Edge of Town

6.4.9 **Table 6.6** summarises the vehicle trip rates, and resultant vehicular trip generation associated with each period outlined above for the existing Superstore, comprising a GFA of approximately 6,800sqm. The TRICS outputs are provided at **Appendix F**.

*Table 6.7: Historic Trip Rates*

	Two-Way Trip Rates			Two-Way Trip Generation		
	2000 - 2008	2008 - 2015	2015 - 2022	2000 - 2008	2008 - 2015	2015 - 2022
06:00-07:00	1.693	0.414	1.062	115	28	72
07:00-08:00	2.738	2.448	2.622	186	166	178
08:00-09:00	6.54	5.56	4.783	445	378	325
09:00-10:00	10.227	8.503	7.551	695	578	513
10:00-11:00	13.477	11.334	9.715	916	771	661
11:00-12:00	14.972	12.759	10.824	1018	868	736
12:00-13:00	15.033	12.473	11.107	1022	848	755
13:00-14:00	14.132	12.068	10.732	961	821	730
14:00-15:00	13.828	11.823	10.325	940	804	702
15:00-16:00	14.175	12.145	10.124	964	826	688
16:00-17:00	14.413	12.191	9.99	980	829	679
17:00-18:00	13.743	11.28	8.895	935	767	605
18:00-19:00	11.42	9.113	6.96	777	620	473
19:00-20:00	8.297	5.759	4.875	564	392	332
20:00-21:00	4.944	3.208	2.822	336	218	192
21:00-22:00	3.122	1.725	1.634	212	117	111
22:00-23:00	3.123	0.141	0.926	212	10	63
Daily Trip Rates:	165.877	132.944	114.947	11280	9040	7816

- 6.4.10 As shown in **Table 6.7**, there is a clear decline in trip rates and consequently trip generation since 2000. From the period 2000-2008 to 2008-2015, daily Saturday trip rates declined by 22%, while between 2000-2008 and 2015-2022, trip rates declined by 36%. This resulted in 3,464 fewer daily trips.
- 6.4.11 Considering the Saturday peak hour (12:00 – 13:00) in isolation, two-way trip rates reduced from 15.033 to 11.107 from 2000-2008 to 2015-2022, resulting in 267 fewer two-way trips.
- 6.4.12 Consequently, it is extremely likely that the quantum of trips likely to be generated by the proposed drive thru unit, will be offset by the overall decrease in trip generation associated with the existing superstore, and, therefore, there will not be a net increase in trip generation on the local highway network.

## 7 Summary and Conclusions

### 7.1 Summary

7.1.1 MJM has prepared this Transport Assessment to accompany a planning application for two drive thru retail units at the existing Tesco Superstore, Featherstall Road North, Chadderton, Oldham. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for future staff and customers to arrive by non-car modes;
- An analysis of historic accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development traffic;
- An assessment of the likely traffic generation indicates that the proposals might generate some 92 two-way vehicle trips in the AM peak hour, 123 two-way trips in the PM peak hour and 197 two-way trip in the Saturday peak hour;
- Evidence has been presented which suggests that up to 70% of development traffic will be considered to pass-by, 10% diverted, with only 20% of development generated traffic considered to be 'new'. With this in mind, it is considered that the development would generate 18 new two-way trips in the AM peak hour, 25 new two-way trips in the PM peak hour and 39 new two-way trips in the Saturday peak hour;
  - Further evidence has been provided to demonstrate that the number of trips generated by the existing Tesco superstore has reduced significantly since its original consent and, consequently, the proposed development will not result in a net increase in trips on the local road network.
- Car parking has been provided at a ratio appropriate to the nature and location of the site and it has been demonstrated that the likely demand for spaces can be accommodated; and
- Servicing of the proposed development has been considered and will take place alongside the site.

### 7.2 Conclusion

7.2.1 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



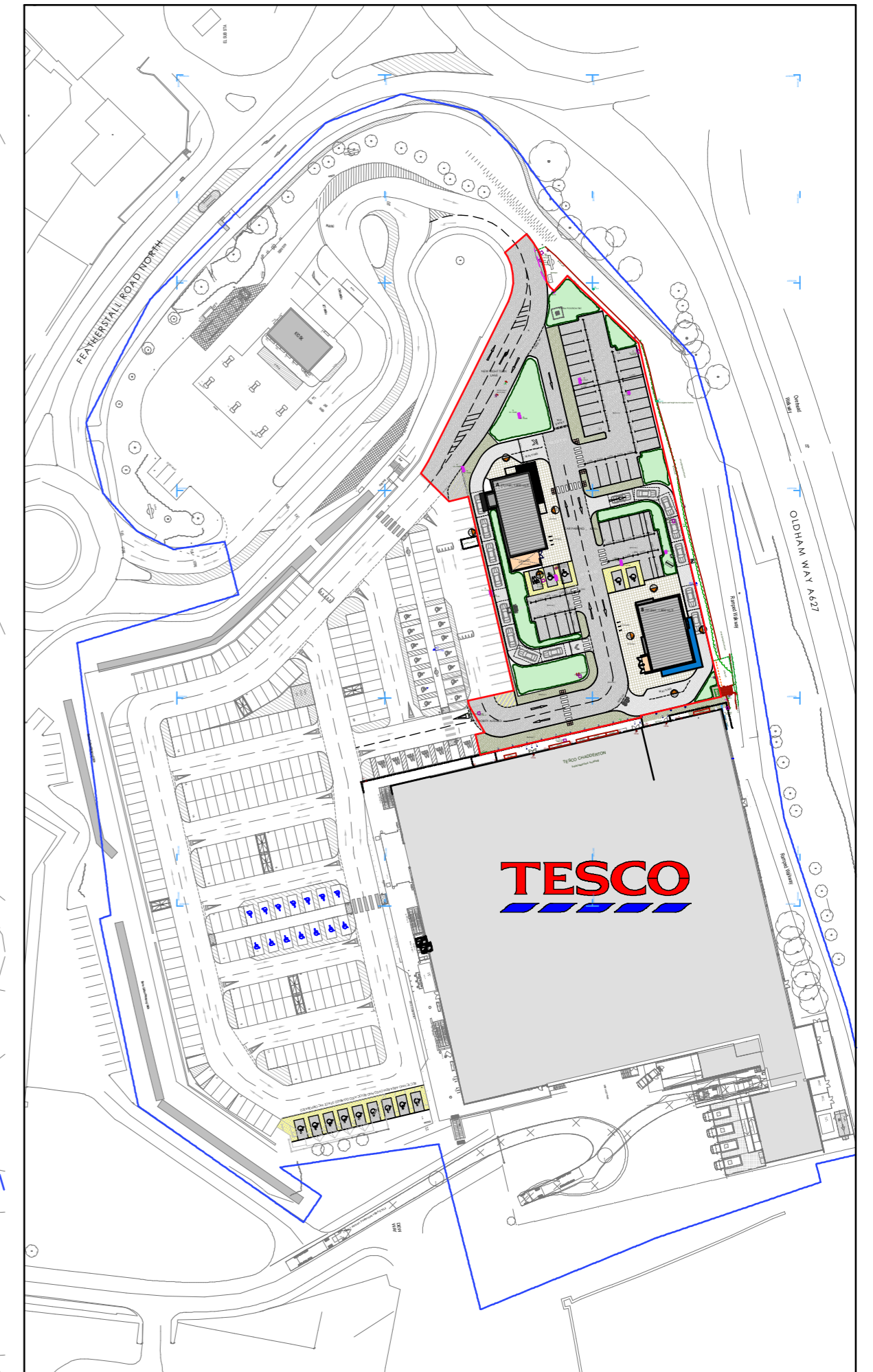
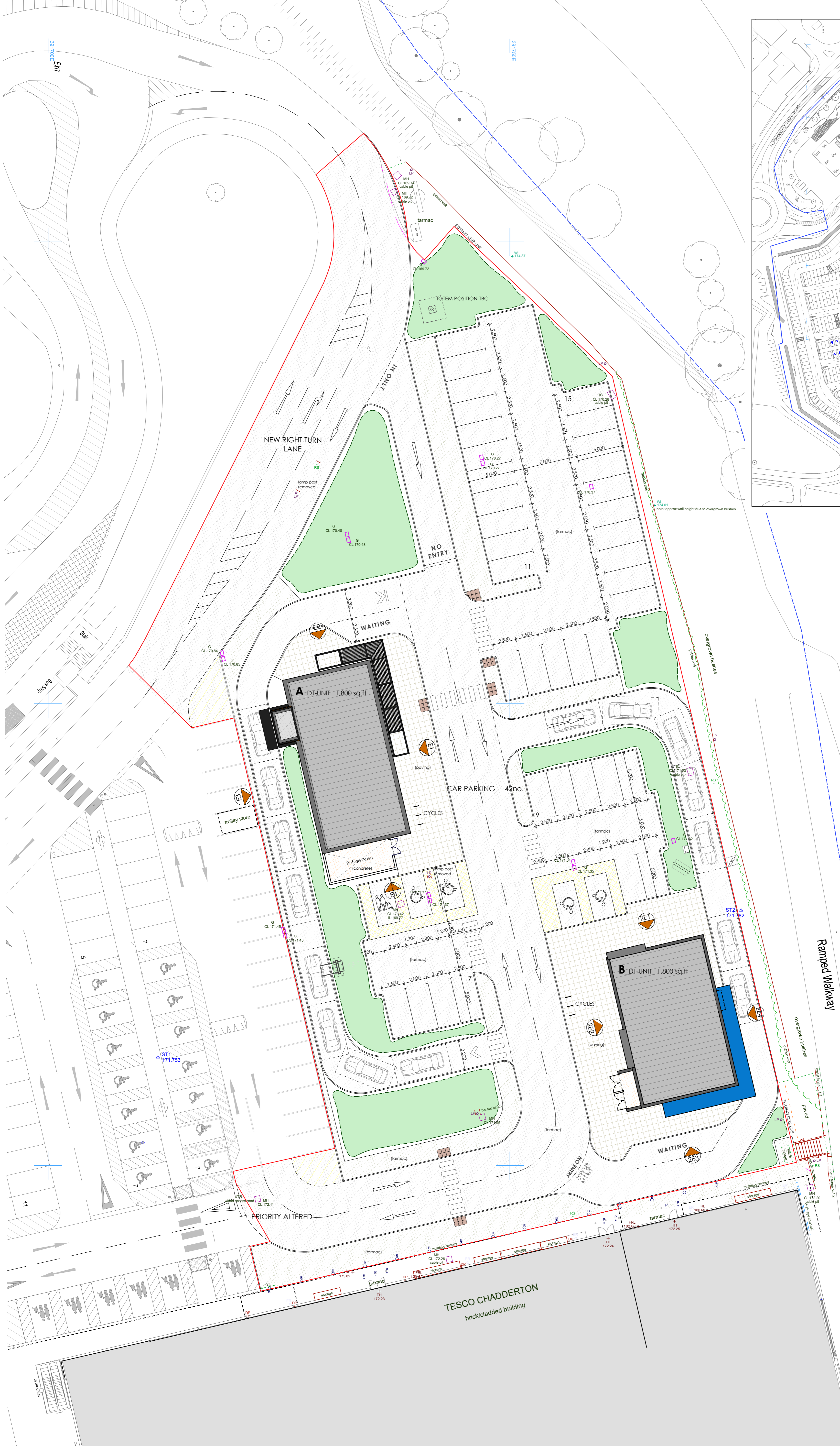
Appendix A – Site Layout



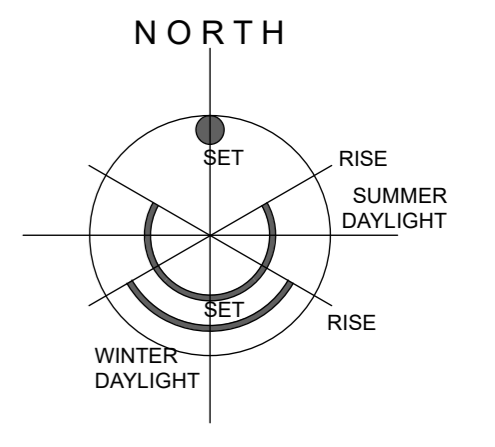
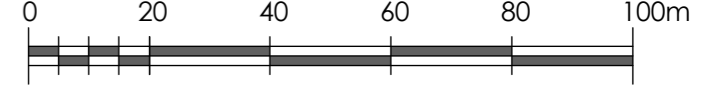


# FEATHERSTALL ROAD NORTH - CHADDERTON OLDHAM

**NOTES**  
 ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.



CONTEXT PLAN - SCALE 1:1250



SCALE 1:200 SITE AREA (as defined by red line) \_ 1.25 ac

Station	Easting	Northing	Level
ST1	391711.886	405511.711	171.753
ST2	391775.038	405527.623	171.782

**LOROC ARCHITECTS**  
 3RD FLOOR, 86 - 90 PAUL STREET, LONDON, EC2A 4NE  
 T: 0203 875 5333

PROJECT: FEATHERSTALL ROAD NORTH CHADDERTON OLDHAM

TITLE: PLANNING INFORMATION General Arrangement PROPOSED SITE PLAN

DRAWING NO. 1722-URC-22-XX-GR-A-102 REVISION: -  
 SCALE 1:500 / 1:250 @ A1 DATE AUG 2023  
 DRAWN BY R CHECKED BY

PURPOSE OF ISSUE:  
 PLANNING  BUILDING REGS  TENDER  
 COMMENT  INFORMATION  CONSTRUCTION

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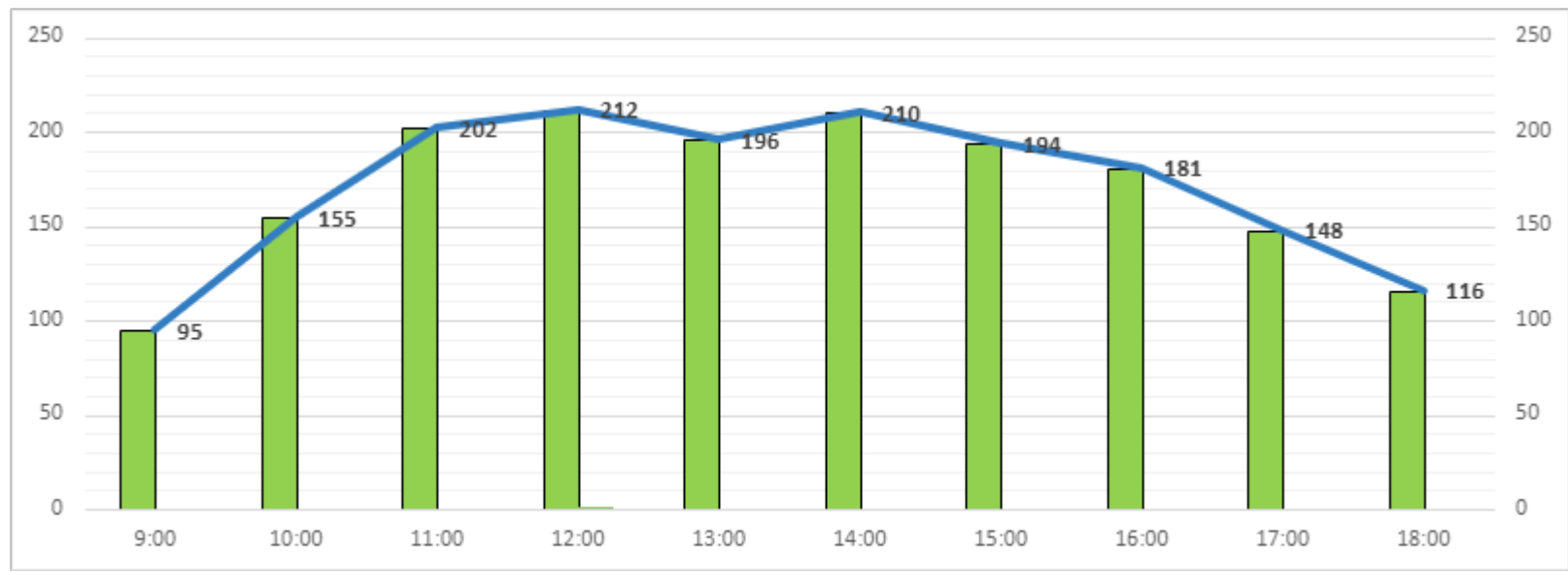


Appendix B – Car Park Drone Survey Data



Tesco Oldham Drone Survey  
13<sup>th</sup> November 2021 (Saturday)

Car Park Occupancy Count Survey											
Location	Tesco Oldham- 13th November (Saturday)										
Available Bays		398		42		19		2		461	
Date	Time	Standard Bays		Disabled Bays		Parent & Child Bays		Click& Collect Bays		Total	
11/13/2021	9:00	86	22%	4	10%	5	26%	0	0%	95	21%
	10:00	138	35%	7	17%	10	53%	0	0%	155	34%
	11:00	181	45%	8	19%	13	68%	0	0%	202	44%
	12:00	181	45%	15	36%	16	84%	0	0%	212	46%
	13:00	175	44%	11	26%	9	47%	1	50%	196	43%
	14:00	181	45%	13	31%	16	84%	0	0%	210	46%
	15:00	165	41%	19	45%	10	53%	0	0%	194	42%
	16:00	160	40%	9	21%	12	63%	0	0%	181	39%
	17:00	127	32%	8	19%	13	68%	0	0%	148	32%
	18:00	99	25%	7	17%	10	53%	0	0%	116	25%





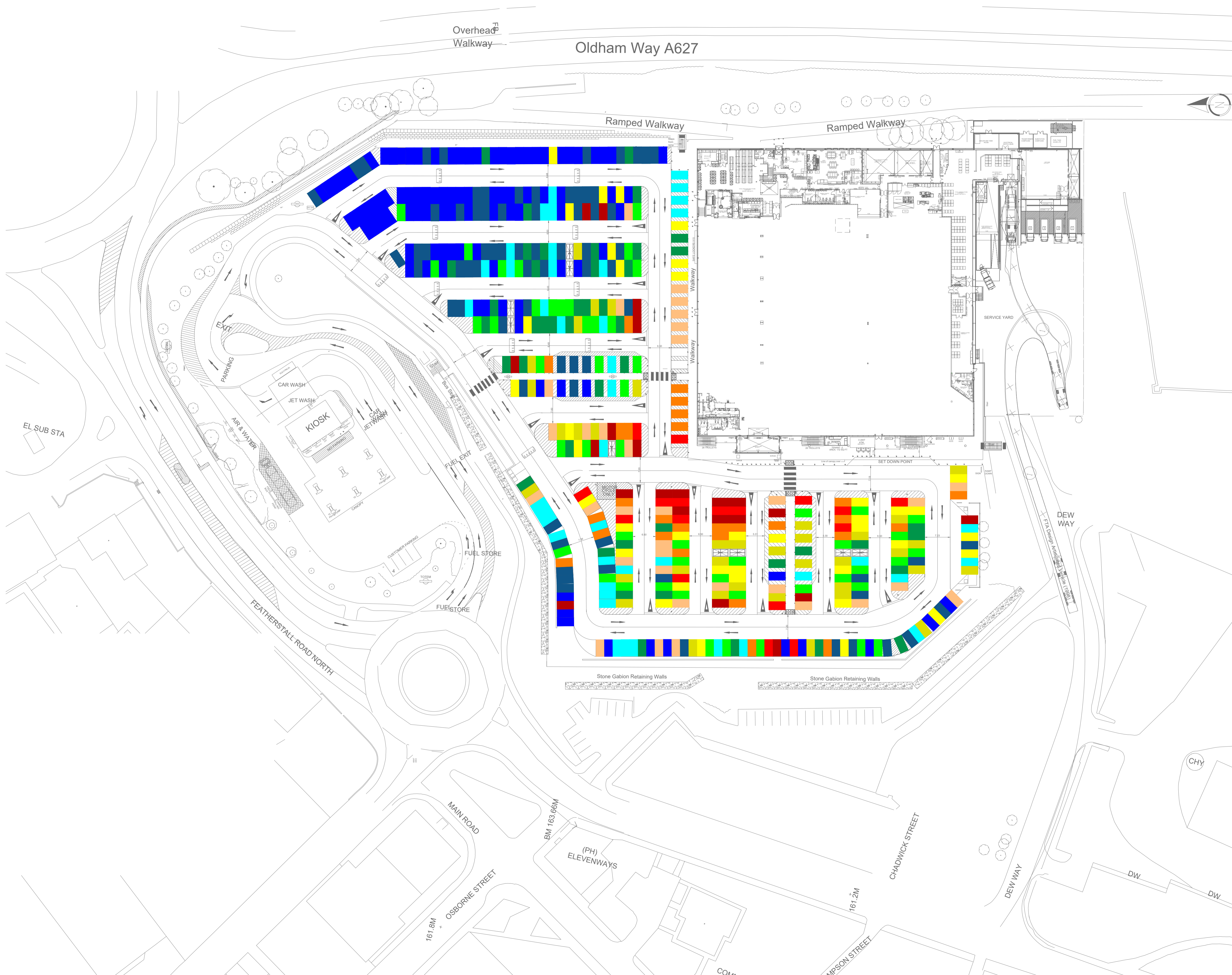
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 Do not scale from this drawing

Note:

- Information is based on an hourly drone survey carried out between the hours of 09:00 & 18:00 on Saturday 13th November 2021.

Key:

- Occupancy 100%
- Occupancy 90%
- Occupancy 80%
- Occupancy 70%
- Occupancy 60%
- Occupancy 50%
- Occupancy 40%
- Occupancy 30%
- Occupancy 20%
- Occupancy 10%
- Occupancy 0%



Rev	Date	Amendment

Status

**INFORMATION**

Project No 3666 2992	Dwg No SK01	Rev -
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Dwg Title  
Occupancy Survey Heat Mapping

Date November 2021	Scale 1:500 @ A1
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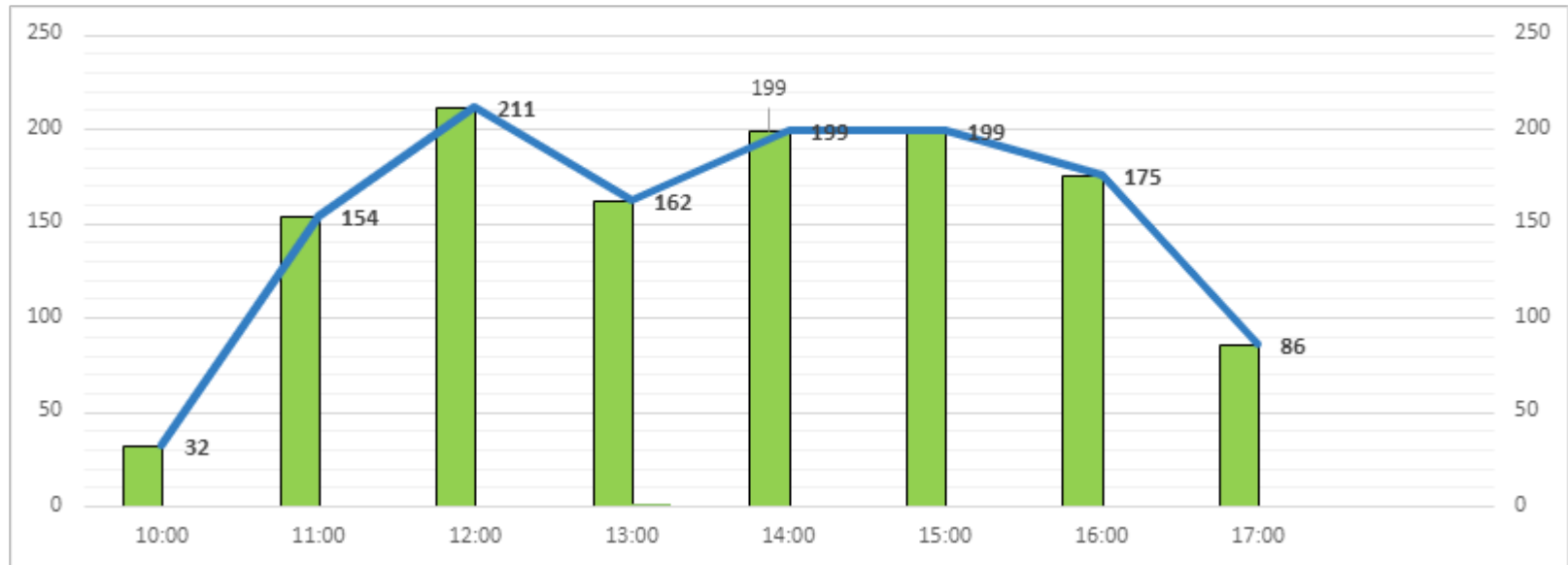
Drawn DJW	Designed HB	Checked TT
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Project  
Tesco Oldham (2992)  
Featherstall Rd N, Oldham OL9 6BW



Tesco Oldham Drone Survey  
14<sup>th</sup> November 2021 (Sunday)

Car Park Occupancy Count Survey											
Location		Tesco Oldham- 14th November (Sunday)									
Available Bays		398		42		19		2		461	
Date	Time	Standard Bays		Disabled Bays		Parent & Child Bays		Click& Collect Bays		Total	
11/14/2021	10:00	30	8%	0	0%	2	11%	0	0%	32	7%
	11:00	129	32%	9	21%	15	79%	1	50%	154	33%
	12:00	181	45%	12	29%	16	84%	2	100%	211	46%
	13:00	137	34%	7	17%	18	95%	0	0%	162	35%
	14:00	172	43%	14	33%	13	68%	0	0%	199	43%
	15:00	167	42%	13	31%	19	100%	0	0%	199	43%
	16:00	144	36%	16	38%	15	79%	0	0%	175	38%
	17:00	71	18%	5	12%	10	53%	0	0%	86	19%





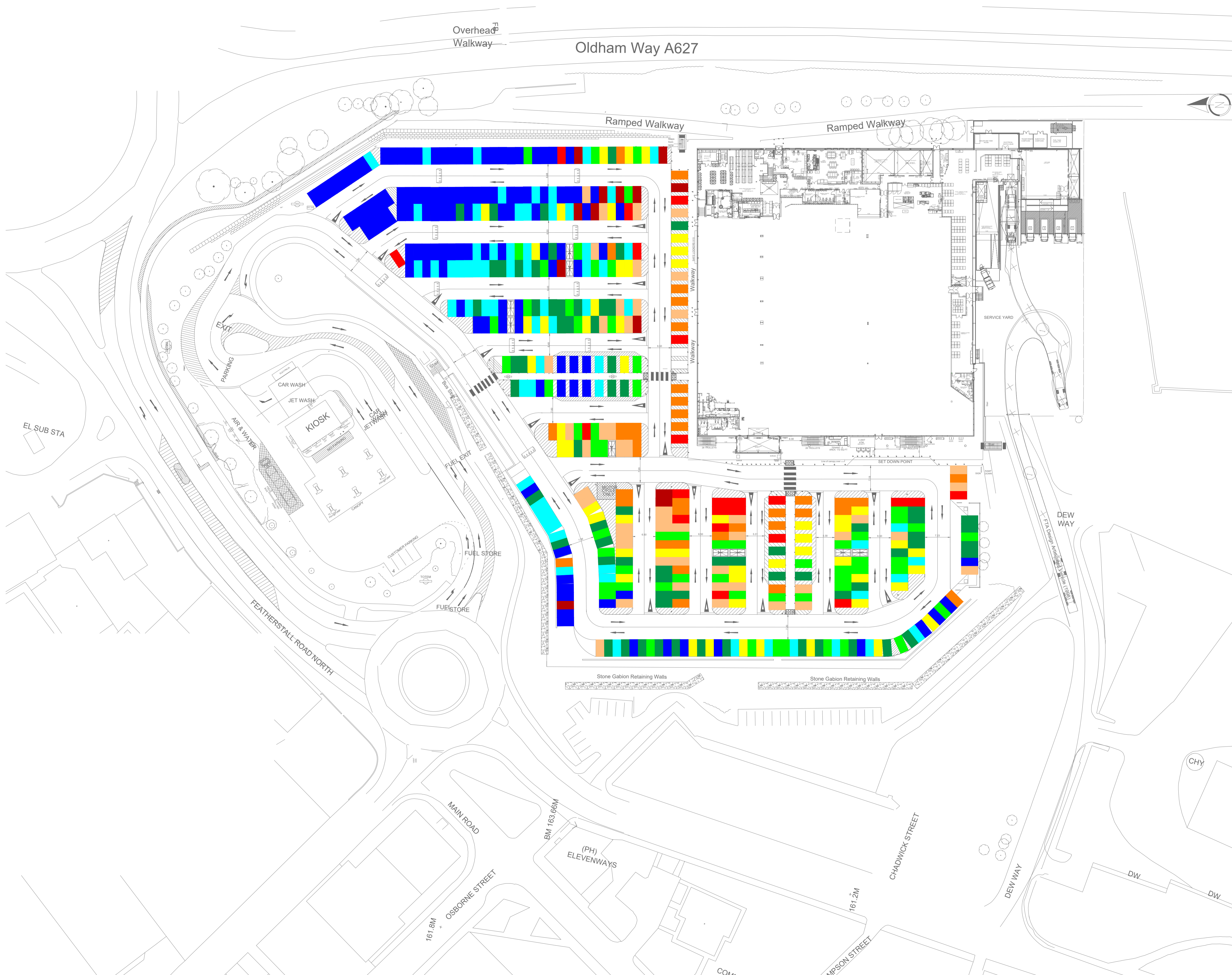
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Note:

- Information is based on an hourly drone survey carried out between the hours of 10:00 & 17:00 on Sunday 14th October 2021.

Key:

- Occupancy 100%
- Occupancy 87.5%
- Occupancy 75%
- Occupancy 62.5%
- Occupancy 50%
- Occupancy 37.5%
- Occupancy 25%
- Occupancy 12.5%
- Occupancy 0%



Rev	Date	Amendment	✓

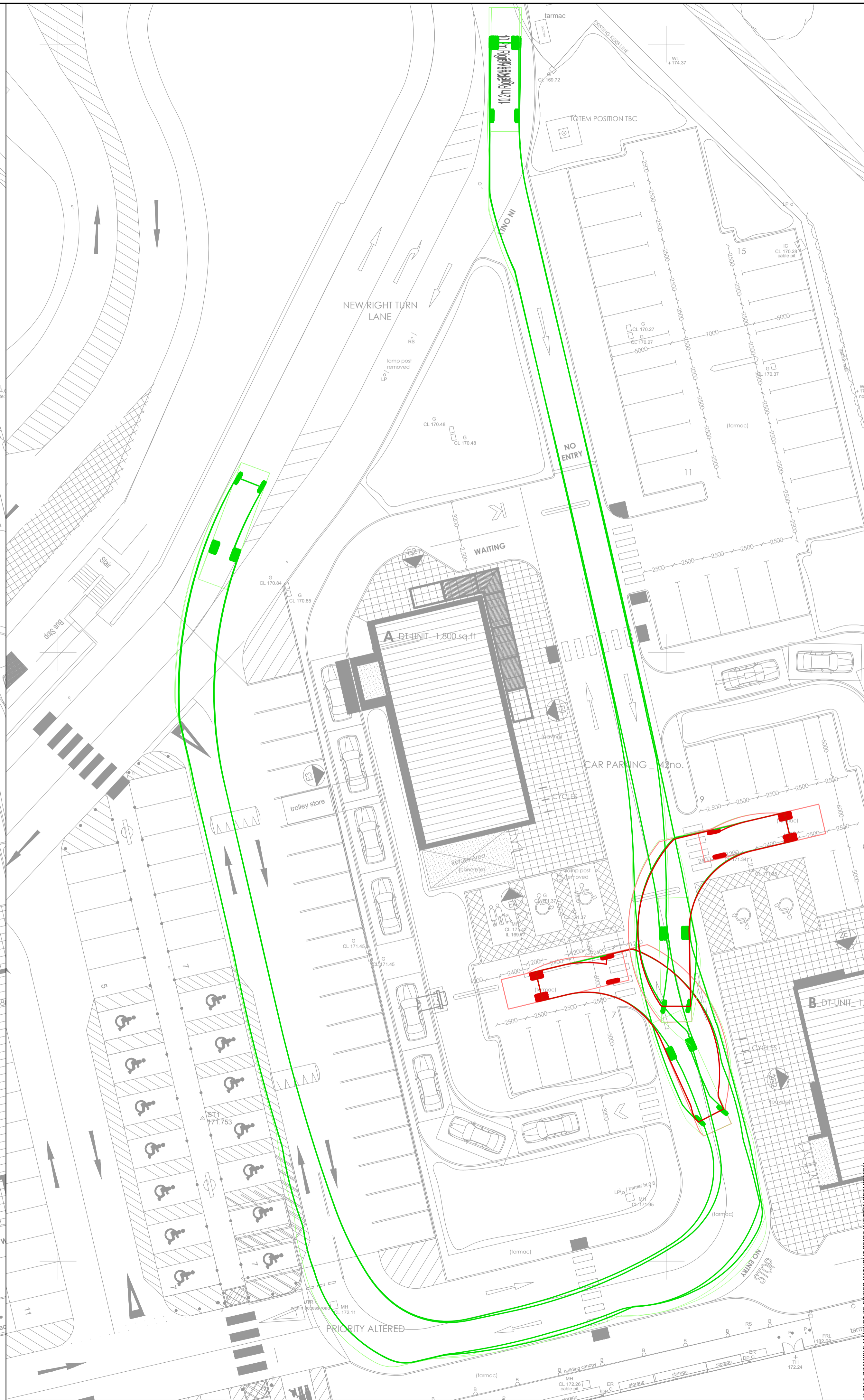
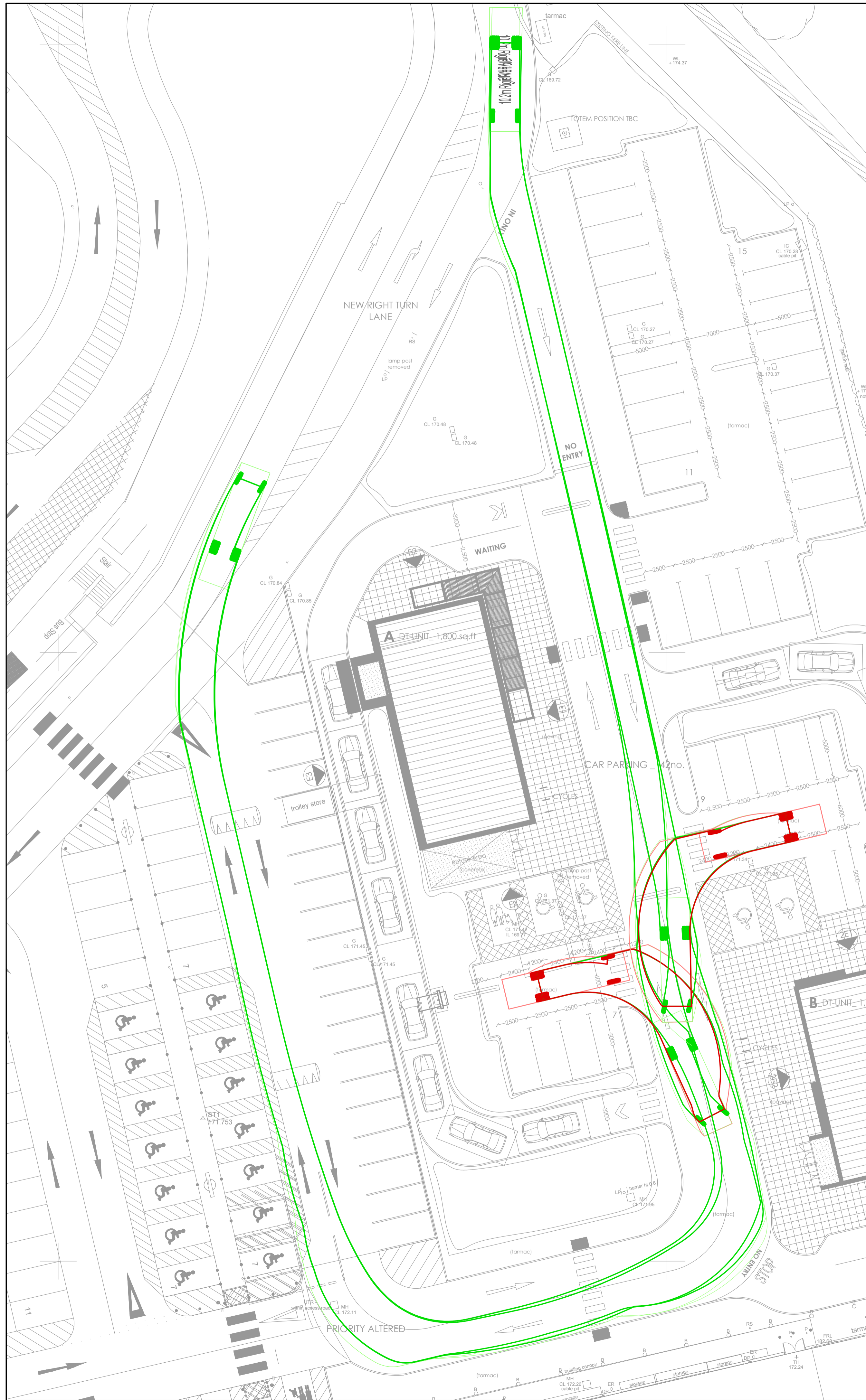
Status			
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Project No 3666 2992	Dwg No SK02	Rev -	
Dwg Title Occupancy Survey Heat Mapping			
Date November 2021	Scale 1:500 @ A1	Drawn DJW	Checked TT
Project Tesco Oldham (2992) Featherstall Rd N, Oldham OL9 6BW			



Appendix C – Swept Path Analysis

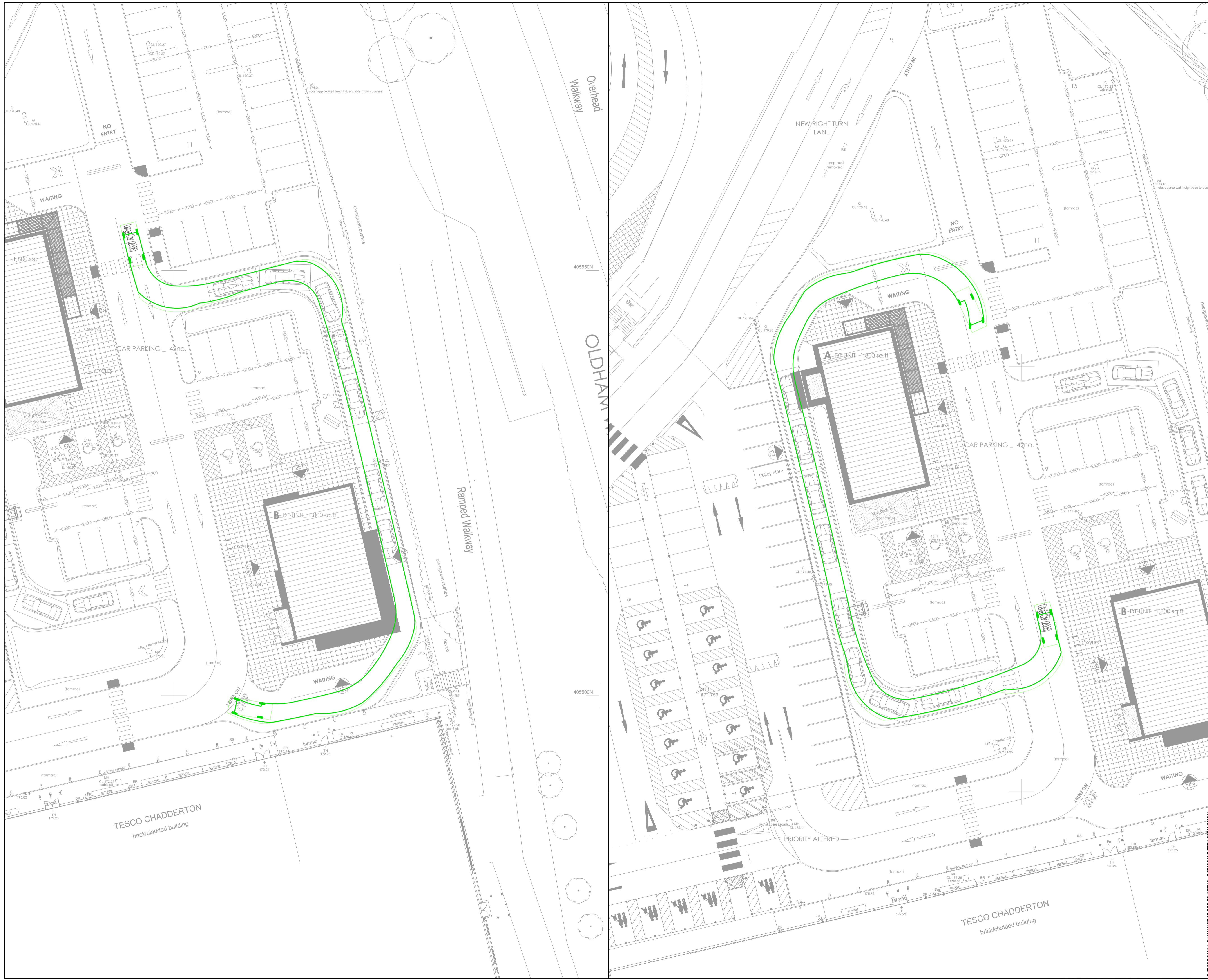






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IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.																
<table border="1"> <tr> <td>10.2m Rigid Vehicle</td> <td>10.200m</td> </tr> <tr> <td>Overall Length</td> <td>2.490m</td> </tr> <tr> <td>Overall Width</td> <td>3.726m</td> </tr> <tr> <td>Min Body Ground Clearance</td> <td>0.254m</td> </tr> <tr> <td>Max Track Width</td> <td>2.437m</td> </tr> <tr> <td>Lock to lock time</td> <td>3.00s</td> </tr> <tr> <td>Kerb to Kerb Turning Radius</td> <td>10.800m</td> </tr> </table>			10.2m Rigid Vehicle	10.200m	Overall Length	2.490m	Overall Width	3.726m	Min Body Ground Clearance	0.254m	Max Track Width	2.437m	Lock to lock time	3.00s	Kerb to Kerb Turning Radius	10.800m
10.2m Rigid Vehicle	10.200m															
Overall Length	2.490m															
Overall Width	3.726m															
Min Body Ground Clearance	0.254m															
Max Track Width	2.437m															
Lock to lock time	3.00s															
Kerb to Kerb Turning Radius	10.800m															
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Rev	Date	Amendment														
Southgate House, 38 Southgate, Wakefield WF1 1TL T: 01924 811 000 <a href="http://mjm.co.uk">mjm.co.uk</a>																
<b>Project:</b> FEATHERSTALL ROAD, CHADDERTON																
<b>Client:</b> WARRIOR DEVELOPMENTS																
<b>Drawing Title:</b> 10.2M RIGID SWEEP PATH ANALYSIS																
JM MMC Ref: <b>8509</b>	TM Scale: <b>1:200</b>	TM Sheet Size: <b>A1</b>														
Revision Status: <b>P01</b>	Suitability Status: <b>S2</b>	Date: <b>AUG 23</b>														
Suitability Description: <b>INFORMATION</b>																
<b>Drawing Reference:</b> Project - Originator - Zone - Level - File Type - Discipline - Number <b>8511-MJM-00-00-DR-D-6690</b>																





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Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

Rev	Date	Amendment



Southgate House, 38 Southgate, Wakefield WF1 1TL  
 T: 01924 811 000 [mjm.co.uk](http://mjm.co.uk)

Project: FEATHERSTALL ROAD, CHADDERTON

Client: WARRIOR DEVELOPMENTS

Drawing Title: LARGE CAR SWEEP PATH ANALYSIS

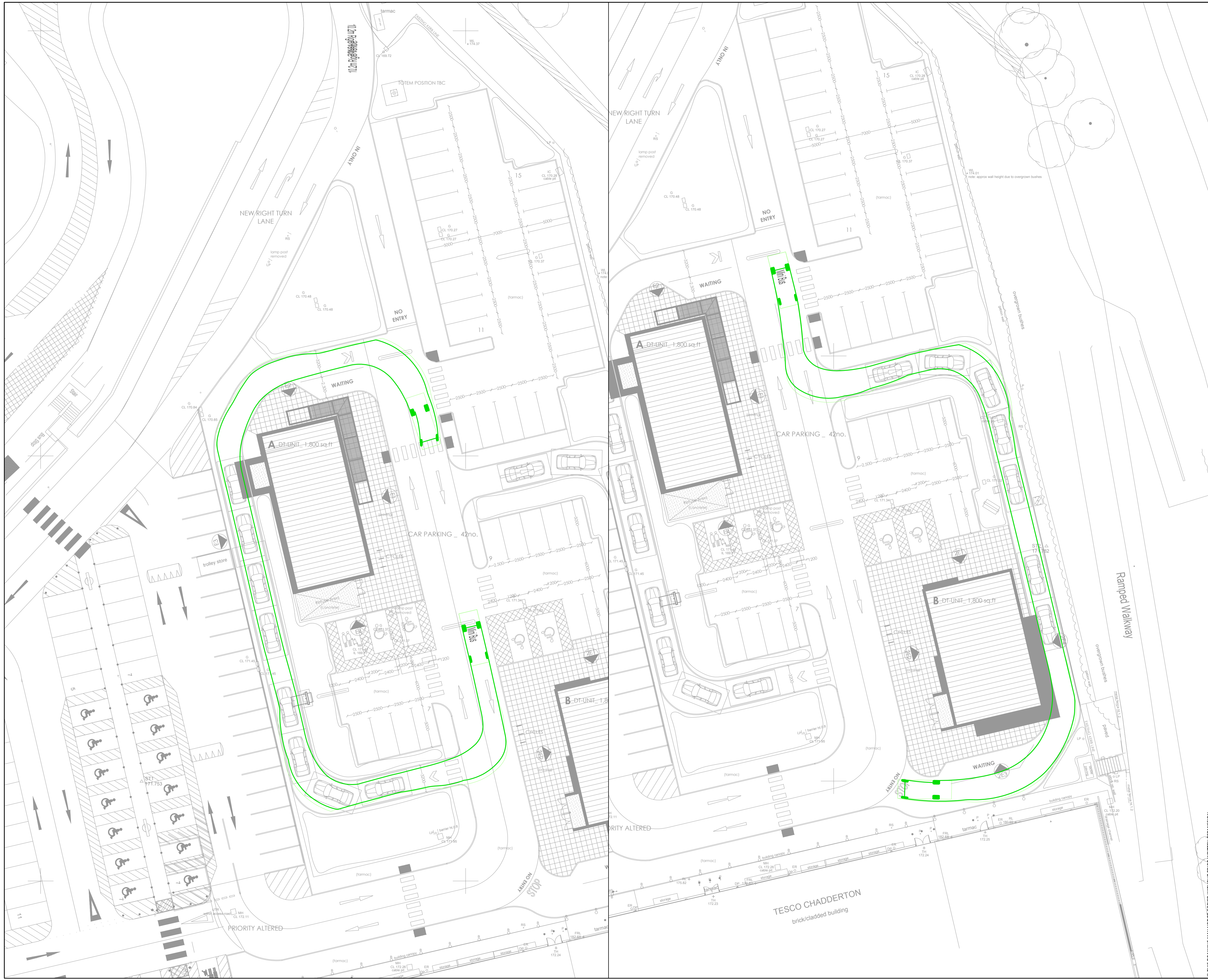
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Revision Status: PO1	Suitability Status: S2	Date: AUG 23

Suitability Description: INFORMATION

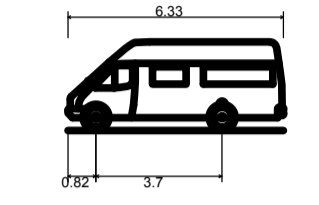
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Mini Bus	6.330m
Overall Length	2.152m
Overall Body Height	0.374m
Min Body Ground Clearance	2.152m
Track Width	4.08s
Lock to lock time	6.450m
Kerb to Kerb Turning Radius	

Rev	Date	Amendment	
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**mjm** Consulting Engineers Ltd  
 Southgate House, 38 Southgate, Wakefield WF1 1TL  
 T: 01924 811 000 [mjm.co.uk](http://mjm.co.uk)

Project:  
**FEATHERSTALL ROAD, CHADDERTON**

Client:  
**WARRIOR DEVELOPMENTS**

Drawing Title:  
**MINIBUS SWEEP PATH ANALYSIS**

JM	TM	TM
MJC Ref:	Scale:	Sheet Size:
<b>8511</b>	<b>1:200</b>	<b>A1</b>
Revision Status:	Suitability Status:	Date:
<b>P01</b>	<b>S2</b>	<b>AUG 23</b>

Suitability Description:  
**INFORMATION**

Drawing Reference:  
 Project - Originator - Zone - Level - File Type - Discipline - Number  
**8511-MJM-00-00-DR-D-6691**

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Appendix D - TRICS

Calculation Reference: AUDIT-703001-230710-0743

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : D - FAST FOOD - DRIVE THROUGH  
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
10	WALES	
	CE CEREDIGION	1 days

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

## 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: Gross floor area  
 Actual Range: 350 to 370 (units: sqm)  
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/22

*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:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Development Zone	1
Retail Zone	1

*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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 2 days

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S		CEREDIGION
	FFORDD PARC Y LLYN			
	ABERYSTWYTH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		350 sqm	
	Survey date: SATURDAY		09/05/15	Survey Type: MANUAL
2	DY-06-D-01	KFC		DERBY
	WYVERN WAY			
	DERBY			
	PRIDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		370 sqm	
	Survey date: SUNDAY		26/07/15	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/D - FAST FOOD - DRIVE THROUGH

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	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	2	360	3.889	2	360	2.500	2	360	6.389
07:00 - 08:00	2	360	4.722	2	360	3.333	2	360	8.055
08:00 - 09:00	2	360	7.639	2	360	6.944	2	360	14.583
09:00 - 10:00	2	360	14.722	2	360	12.361	2	360	27.083
10:00 - 11:00	2	360	14.444	2	360	14.444	2	360	28.888
11:00 - 12:00	2	360	19.444	2	360	16.389	2	360	35.833
12:00 - 13:00	2	360	30.833	2	360	28.194	2	360	59.027
13:00 - 14:00	2	360	25.694	2	360	29.306	2	360	55.000
14:00 - 15:00	2	360	21.111	2	360	19.583	2	360	40.694
15:00 - 16:00	2	360	16.806	2	360	17.361	2	360	34.167
16:00 - 17:00	2	360	15.833	2	360	18.056	2	360	33.889
17:00 - 18:00	2	360	17.222	2	360	17.083	2	360	34.305
18:00 - 19:00	2	360	21.528	2	360	21.111	2	360	42.639
19:00 - 20:00	2	360	19.167	2	360	20.556	2	360	39.723
20:00 - 21:00	2	360	13.889	2	360	14.306	2	360	28.195
21:00 - 22:00	2	360	12.778	2	360	13.194	2	360	25.972
22:00 - 23:00	2	360	8.750	2	360	10.417	2	360	19.167
23:00 - 24:00	2	360	6.111	2	360	7.639	2	360	13.750
Total Rates:			276.011			273.634			549.645

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

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

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#### Parameter summary

Trip rate parameter range selected:	350 - 370 (units: sqm)
Survey date range:	01/01/15 - 19/10/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : D - FAST FOOD - DRIVE THROUGH  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	NS NORTH SOMERSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	FI FIFE	1 days

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

## 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: Gross floor area  
 Actual Range: 230 to 405 (units: sqm)  
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/22

*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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*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:

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

*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	2
Development Zone	1
No Sub Category	2

*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 Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 5 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 5 days

*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AD-06-D-02	BURGER KING	ABERDEEN CITY
	WELLINGTON ROAD		
	ABERDEEN		
	ALTENS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL
2	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE		
	DUNFERMLINE		
	HALBEATH		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL
3	NS-06-D-01	KFC	NORTH SOMERSET
	MARCHFIELDS WAY		
	WESTON-SUPER-MARE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	230 sqm	
	Survey date: THURSDAY	15/09/22	Survey Type: MANUAL
4	VG-06-D-01	MCDONALD'S	VALE OF GLAMORGAN
	CARDIFF ROAD		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	405 sqm	
	Survey date: THURSDAY	24/09/20	Survey Type: MANUAL
5	WM-06-D-04	BIG JOHN'S	WEST MIDLANDS
	LANGDON STREET		
	BIRMINGHAM		
	BORDESLEY GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	360 sqm	
	Survey date: WEDNESDAY	19/10/22	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*



TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/D - FAST FOOD - DRIVE THROUGH

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	2	318	4.882	2	318	3.150	2	318	8.032
07:00 - 08:00	3	312	11.123	3	312	9.519	3	312	20.642
08:00 - 09:00	3	312	14.011	3	312	13.476	3	312	27.487
09:00 - 10:00	3	312	15.508	3	312	14.866	3	312	30.374
10:00 - 11:00	5	314	8.662	5	314	7.898	5	314	16.560
11:00 - 12:00	5	314	12.930	5	314	10.828	5	314	23.758
12:00 - 13:00	5	314	22.357	5	314	21.338	5	314	43.695
13:00 - 14:00	5	314	23.503	5	314	24.204	5	314	47.707
14:00 - 15:00	5	314	15.287	5	314	16.879	5	314	32.166
15:00 - 16:00	5	314	15.732	5	314	15.541	5	314	31.273
16:00 - 17:00	5	314	16.369	5	314	17.006	5	314	33.375
17:00 - 18:00	5	314	18.726	5	314	18.025	5	314	36.751
18:00 - 19:00	5	314	22.866	5	314	21.847	5	314	44.713
19:00 - 20:00	5	314	18.981	5	314	21.083	5	314	40.064
20:00 - 21:00	5	314	16.497	5	314	17.197	5	314	33.694
21:00 - 22:00	5	314	13.439	5	314	13.248	5	314	26.687
22:00 - 23:00	5	314	9.427	5	314	10.764	5	314	20.191
23:00 - 24:00	3	332	7.538	3	332	8.141	3	332	15.679
Total Rates:			267.838			265.010			532.848

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

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

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#### Parameter summary

Trip rate parameter range selected:	230 - 405 (units: sqm)
Survey date range:	01/01/15 - 19/10/22
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:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E – Appeal – Trip Types



## Appeal Decision

Hearing Held on 15 June 2021

Site Visit made on 16 June 2021

**by Helen Hockenhull BA (Hons) B. PI MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 16 July 2021**

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### **Appeal Ref: APP/E2734/W/20/3254251**

#### **Former 1st Dental Laboratories, 112 Wetherby Road, Harrogate, HG2 7AB**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Euro Garages Limited against the decision of Harrogate Borough Council.
  - The application Ref 19/02171/FUL, dated 11 April 2019, was refused by notice dated 16 December 2019.
  - The development proposed is the demolition of existing building and erection of a coffee shop to include a drive thru, car parking, access and landscaping.
- 

### **Decision**

1. The appeal is allowed and planning permission is granted for the demolition of existing building and erection of a coffee shop to include a drive thru, car parking, access and landscaping at the former 1st Dental Laboratories, 112 Wetherby Road, Harrogate, HG2 7AB in accordance with the terms of the application, Ref 19/02171/FUL, dated 11 April 2019, subject to the conditions in the attached schedule.

### **Application for costs**

2. An application for costs was made by Euro Garages Ltd against Harrogate Borough Council. This application is the subject of a separate decision.

### **Procedural Matters**

3. Before the hearing took place, the Council took the decision not to defend its reasons for refusal and presented no evidence at the event. They did however take part in discussions regarding potential conditions should the appeal be allowed. I have therefore determined the appeal on the basis of the appellant's evidence, interested parties' evidence, the discussions at the hearing and my own observations on site.
4. Since the original application was determined, the Council has adopted the Harrogate District Local Plan 2014-2035. I have had regard to these policies in making my decision.

### **Main Issues**

5. The main issues in this case are
  - the effect of the development on highway safety;
  - the effect of the development on air quality;

- the effect of the proposal on the living conditions of the occupants of nearby residences, with particular regard to noise and light pollution.

## Reasons

### *Highway safety*

6. Having regard to everything I have read and heard, the main highway issues relate to the capacity of Wetherby Road and the safety of right turning movements into and out of the appeal site.
7. In support of their case, the appellant relies on a Transport Assessment (TA) prepared in 2016 which accompanied a previous application for the same use on the appeal site, (Planning application ref 17/00729/FUL). This earlier scheme was also the subject of an appeal where highway issues were discussed. The Inspector who determined that case, concluded that the proposal would not cause highway safety issues, though the appeal was dismissed for other reasons. Whilst the previous appeal decision forms a material consideration in this case, I have undertaken my own assessment.
8. Recognising that the TA was prepared some time ago, the appellant has provided a Technical Note to accompany the current appeal to update the position. The TA concludes that there would be around 40-45 vehicle movements each way during the peak hours, equating to around two vehicle movements every three minutes, either arriving or departing the site in the peak period. The current proposal would have a gross floor area, around 40% lower than the previous proposal. With a scheme of the nature proposed, it would not be appropriate to suggest that traffic generation would also be 40% lower. However, it would be fair to say that trip generation would indeed be less than that indicated in the TA.
9. Traffic data in the TA was based on information collected in 2016. Since then the Department for Transport (DfT) has published survey data from 2018 which indicates that annual average daily traffic flows on the section of Wetherby Road immediately in front of the appeal site, have reduced from 24,992 to 22,289 vehicles, approximately 11% reduction. In light of the above, I agree with the appellant that the TA is robust and represents a worst-case scenario.
10. It is accepted by all parties that the junction of Wetherby Road, Hookstone Drive and Hookstone Chase, known locally as the Woodlands junction, operates at over capacity and at peak times traffic moves slowly with queuing on Wetherby Road extending back a considerable distance. I saw this on my site visit. I also observed some queuing, albeit to a lesser extent in off peak hours.
11. The appellant has estimated that around 80% of the trips to the proposed drive thru would be from passing traffic, vehicles already on the highway, with approximately 20% forming new trips. These figures are supported by evidence in the TA of other approved assessments for similar proposals. The TA concludes that the longest average queue lengths would increase by one additional vehicle at peak times. This level of increase would not have a severe impact upon capacity. Whilst it would marginally add to congestion, this would not be a highway safety issue.

12. The existing access into the site is to be closed off and a new access provided further away from the traffic light junction with keep clear markings provided. The scheme includes the widening of Wetherby Road so that a new right turn lane can be provided. Modelling indicates that the lane, which would accommodate up to 4 vehicles, would be long enough to prevent vehicles overflowing into through lanes.
13. I note that the right turn lane is located at a point where the two through lanes merge, creating a single lane. Bearing in mind the 4-vehicle length of the right turn lane, I am not persuaded that this situation would cause a highway safety issue. I note that a Road Safety Audit found no highway safety issues in this regard.
14. The proposed keep clear markings would facilitate vehicles turning right into the appeal site. I am aware of concerns that keep clear markings are ignored by drivers. Whilst I did observe this to be the case at the existing site access, this was only very occasionally and my perception was that in the main, the markings were respected. Should the gap in the traffic created by the keep clear markings effect the MOVA traffic system, I am satisfied that this could be resolved by the repositioning of the sensors.
15. Vehicles turning right out of the site would most likely have to wait for gaps in the north bound traffic flows provided by the operation of the traffic lights. This would require crossing two lanes of southbound traffic using the keep clear box. I accept that one of the two lanes may have stationary traffic but the other may still be moving. I experienced this on my site visit as I turned right out of the pub car park next to the appeal site.
16. As with any manoeuvre, drivers turning right and crossing two lanes of traffic would need to take care. However, traffic speeds would be reducing on the approach to the traffic lights and visibility emerging from the keep clear markings would be good in both directions. It is clear from my observations that similar right turning movements from other commercial premises along this stretch of Wetherby Road currently take place. Indeed, this is the case with the existing access to the site. I also note that accident data shows accidents at the junction itself not in the vicinity of the appeal site. Given the above, I am satisfied that the right turn arrangement would be acceptable in highway safety terms.
17. I have carefully considered concerns raised about the effect of the proposed highway works on right turning movements from the driveway to No. 141 Wetherby Road. I acknowledge that this manoeuvre is already difficult particularly at peak times. The key consideration for me in this appeal is whether the proposal would make this any worse. The introduction of the right turn pocket would provide a larger area in the centre of the road than the current diagonal hatched area for a right turning vehicle, reducing the risk of side swipes. Furthermore, bearing in mind the likely number of vehicles turning right into the site, estimated as less than 1 vehicle every two minutes, queuing should not be a continuous feature at the right turn pocket. Turning right out of the adjacent residential property should therefore be no more difficult.
18. The widening of the road to facilitate the right turn pocket would reduce the width of the pavement next to the appeal site. However, it would be maintained at 2 metres which would be adequate for users. The scheme also



proposes the provision of a pedestrian refuge to the south of the site which would facilitate pedestrian crossing movements.

19. The proposed drive thru would have a total of 21 on site car parking spaces for both staff and customers. This is adequate, meeting the Council's car parking standards. Cycle parking stands would also be installed as part of the proposal.
20. Residents have brought my attention to a recent accident at the Woodlands junction which tragically resulted in a fatality which does not yet feature in accident data. I have been provided with an email from the Highway Authority which advises that this took place on the outbound carriageway at the traffic light junction and that this accident would have no connection with future traffic from the proposed coffee shop.
21. The National Planning Policy Framework (the Framework) in paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Based on the evidence before me and on my observations, I am not persuaded that the appeal scheme would adversely effect highway safety or have a severe impact on the highway network. The proposal would therefore comply with the Framework in this regard.
22. It would also accord with Policy TI1 of the adopted Harrogate Local Plan. This policy seeks to promote sustainable travel and provide a transport system which is safe, reliable and convenient. Additionally, the development would comply with Policy TI13 which seeks to achieve adequate parking provision for cars, cycles and motorcycles.

#### *Air quality*

23. The appeal site is located adjacent to the Air Quality Management Area (AQMA) on Wetherby Road. The AQMA was designated due to exceedances of the annual mean objective for nitrogen dioxide (NO<sub>2</sub>).
24. The appellant has submitted an Air Quality Assessment. This uses air quality data for the base year of 2017 and considers 11 receptors on Wetherby Road in the vicinity of the appeal site. It predicts that the development would result in less than 0.5% increase in NO<sub>2</sub> and other particulates which is described as negligible. The assessment does not take account of national air quality improvements or the 11% decrease in traffic on the local highway network as indicated in the 2018 DfT survey referred to above. It therefore represents a worst-case scenario and is robust.
25. Concerns have been raised that increased congestion generated by the development, resulting in stationary or slow-moving traffic, would cause a decline in air quality. However as already discussed above, the appellants TA has indicated that queuing on the road would only be marginally increased. I am advised that the Council's 2019 air quality monitoring report shows that concentrations have reduced in all locations with no exceedances. Bearing in mind the improving picture in respect of air quality, and the very low increase in NO<sub>2</sub> predicted, I am satisfied that the scheme would not have an unacceptable impact on air quality.
26. The impact of idling vehicles in the drive thru lane in terms of air quality for nearby residents has also been assessed in the appellant's Air Quality

Assessment. It is predicted that the operation of the site would result in NO<sub>2</sub> levels of 14 mg, well below the objective limit of 40 mg. The assessment does not take account of the proposed acoustic fencing which would disrupt air flow or that the prevailing wind is westerly, so that residential properties are located upwind of the site. The appellant advises the intention to install 'no engine idling' signs at the entrance to the drive thru lane encouraging customers to use start/stop technology or turn off engines whilst stationary. These measures would assist to reduce the impact on air quality. Given the above, I conclude that the scheme would not cause harm to the amenity of nearby residents because of decreased air quality.

27. Where an air quality impact is predicted, both national and local air quality guidance suggest the use of a damage cost calculation to provide a basis for quantifying the financial commitment required to offset potential development generated vehicle emissions. In this case, the appellant proposes to install electric vehicle charging infrastructure at the site. The cost of this installation would more than offset the damage cost calculation. I am satisfied that this is an appropriate way to offset the minimal impact on air quality predicted as a result of the development.
28. Third parties have raised concern about the effects of air pollution on employees of the drive thru. I am not been made aware of any national guidance in this regard and I have been presented with no evidence to show that there would be any unacceptable impacts. Operational management measures could address this issue, for example regular breaks for employees.
29. In summary, given the above, I conclude that the appeal scheme would not have an unacceptable effect on air quality. I find no conflict with Policy HP4 of the Harrogate District Local Plan which seeks to ensure that significant adverse impacts resulting from fumes and poor air quality, do not impact on the amenity of neighbours and occupiers.

#### *Living conditions*

30. The closest residential properties to the appeal site are located on Coachman's Court and Masham Road. Most affected are Nos 5 and 7 Coachman's Court which are located on the site boundaries close to the drive thru lane.
31. In order to assess noise impact, the appellant has prepared a noise assessment. The assessment assumes peak vehicle movements on the site and assesses all noise sources associated with the development including intermittent noise such as car doors closing.
32. The assessment demonstrated that intermittent noise was generated from the nearby public house in the evening eg cars doors shutting as customers leave. It also demonstrated noise from the petrol filling station on Wetherby Road during lulls in traffic. This provides some context for the appeal site with other existing noise sources in the area. BS4142<sup>1</sup>, which provides guidance on undertaking noise assessments, indicates that context should be considered.
33. The assessment concludes that in the peak daytime, noise levels would not exceed existing background noise. In the evening however, when the traffic noise on Wetherby Road is lower, the assessment predicted that there would

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<sup>1</sup> BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

be an increase in noise at receptors on Coachman's Court. When considering context, in accordance with BS4142, the assessment concludes that noise from the development would have a low impact.

34. I agree with the appellant's assessment that in accordance with Planning Practice Guidance (PPG) and the Noise Policy Statement for England, the predicted level of increase would be below the Lowest Observed Adverse Effect Level (LOAE). This level means that noise may be heard on occasion though would be unlikely to cause any change in behaviour or attitude such as shutting windows or increasing the volume of the television.
35. The appellant proposes that the drive thru would operate between the hours of 7am and 10pm. I consider the evening closure time to be reasonable, being one hour earlier than that of the nearby public house.
36. It is proposed that a 2-metre-high acoustic fence be installed on the boundary of the drive thru lane. An area of landscaping would lie between the acoustic fence and the site boundary where there is a further fence on the edge of the rear gardens to the adjacent residential properties. The proposed acoustic fence would assist to reduce noise levels for nearby residents.
37. The proposed layout of the development, with car parking and deliveries restricted to the front of the coffee shop, increases the distance to the residential receptors. The building itself assists to reduce noise levels to the rear of the site. On my site visit I stood in the garden areas to Nos 5 and 7 Coachman's Court and went inside the properties. Whilst the gardens were quiet, traffic noise from Wetherby Road was audible.
38. The Noise Report assesses peak operations and therefore for the much of the time the coffee shop would be open, the noise levels would be less than predicted. Given the context of the site, the proposed hours of operation and that the assessment is based on worst case, I consider that, with the mitigation measures proposed, the development would not have a significant impact on the living conditions of the occupiers of nearby properties.
39. Concern has also been raised by residents about the potential for light pollution from the headlights of vehicles and proposed lighting within the site. I am satisfied that any light pollution would be mitigated by the proposed 2-metre-high acoustic fence bounding the drive thru lane. A suitably worded condition should the appeal be allowed, could require the submission and approval of an acceptable lighting scheme. Illuminated advertisements would be the subject of a separate application to the Council for Advertisement Consent.
40. In summary, I am satisfied that the appeal proposal would not cause harm to the living conditions of the occupiers of nearby residential properties as a result of noise or light pollution. Accordingly, the scheme would comply with the PPG and the Framework which in paragraph 180 requires new development to avoid noise giving rise to significant adverse impacts on health and the quality of life. It would also comply with Policy HP4 of the Harrogate District Local Plan which seeks to ensure that significant adverse impacts do not affect the amenity of neighbours and occupiers.

### **Other Matters**

41. The proposed new access to the appeal site requires the felling of an ash tree the subject of a Tree Preservation Order. It is notable that the tree is assessed

as a category B tree in the Appellant's Arboricultural Statement, of moderate quality. Whilst it has amenity value, its removal is necessary to accommodate an improved access to the site. The proposal includes a landscaping scheme which would provide in excess of 40 new trees. I am satisfied that the removal of the tree is acceptable in this instance.

42. Representations have been made to the effect that the rights of nearby occupiers, under the Human Rights Act 1998, including Article 1 and Article 8 of the First Protocol, would be violated if the appeal were allowed. However, I have found that the proposal would not harm the living conditions of the occupiers of nearby properties and would accord with the relevant planning policy objectives. It would not constitute an excessive or disproportionate effect on the interest of the affected persons. Therefore, the degree of interference that would be caused would be insufficient to give rise to a violation of rights under the First Protocol.

### **Conditions**

43. The Council and the appellant have put forward a list of agreed conditions should the appeal be allowed. I have assessed these in light of the requirements of the PPG and the Framework and have amended the wording where I consider it is necessary. I impose the standard timeframe condition in order to comply with the legislation and a condition referencing the approved plans for the avoidance of doubt.
44. A number of conditions are necessary to safeguard residential amenity. These include conditions requiring the submission of a construction management plan (condition 3), an Operational Management Plan to control litter (condition 4), the erection of the acoustic fence (condition 5), hours of operation of the coffee shop (condition 14), waste storage and collection (conditions 7 and 8), commercial deliveries (condition 9), the restriction of external seating areas (condition 15), obscure glazing and the emergency use only of the door on the western elevation (condition 16 and 17) and the submission of a lighting scheme (condition 19). In order to protect both residential amenity and to control any potential odour nuisance should cooking become an integral activity, condition 6 requires details of air extraction to be submitted for approval.
45. In the interest of highway safety, conditions 10 and 11 are necessary to ensure the implementation of the right turn lane into the site and the pedestrian refuge within Wetherby Road. For the same reason condition 12 is required to ensure the provision of on-site car parking, turning and manoeuvring areas and cycle parking within the site. To ensure that construction vehicles are parked on the site and not on the highway and to ensure adequate on-site storage of materials, condition 13 is necessary.
46. Condition 18 is required to ensure that the proposed landscape scheme is implemented and maintained to protect the character and appearance of the area.

### **Conclusion**

47. I have found that the appeal proposal would not cause harm to highway safety, air quality or the living conditions of the occupiers of nearby residences. It

therefore complies with Policies TI1, TI13 and HP4 of the Harrogate District Local Plan 2014-2035.

48. I recognise that my findings will be disappointing to the local residents and Ward Councillor who gave evidence at the hearing. However, based on the technical evidence before me and all that I have seen and heard, with the proposed mitigation measures secured by planning conditions, I am not persuaded that the development would cause significant harm.
49. For the reasons given above and having had regard to all other matters raised, I allow this appeal.

*Helen Hockenhull*

INSPECTOR

## **SCHEDULE OF CONDITIONS**

1. The development hereby permitted shall be begun on or before three years from the date of this permission.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans: Proposed Layout Plan drawing ref: 181298-PLNG12J, Proposed Site Elevations drawing ref 181298-PLNG13F, Revised Landscape Layout Plan drawing ref: 4186 01Rev A, Internal Layout Plan drawing ref 181298-PLNG15.
3. No development shall take place until a method statement for the demolition and construction of the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The demolition and construction works shall be carried out in accordance with the approved method statement. Details submitted in respect of the method statement, incorporated on a plan, shall provide for wheel cleaning facilities during the demolition, excavation, site preparation and construction stages of the development. The method statement shall also include details of the construction operating hours, means of recycling materials, dust management, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials.
4. Prior to the premises coming into use, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall contain details of what measures are to be taken to minimise litter generated from the operation of the use hereby permitted. Once the Operational Management Plan is approved in writing by the Local Planning Authority it shall be implemented and maintained for the lifetime of the development.
5. The use hereby permitted shall not commence until the construction of the acoustic barrier as shown on drawing reference: 181298-PLNG12J and specified in Letter from Wardell Armstrong – Noise Comments (dated 2 August 2019) has been completed and those works shall be maintained and retained thereafter for the lifetime of the development.
6. Should cooking of food become an integral business activity, a revised scheme containing full details of arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, shall be submitted to and approved in writing by the local planning authority. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out.
7. The waste derived from the business shall be stored within the proposed compound as shown on drawing reference: 181298-PLNG12J, to ensure that no detriment to amenity from smell, flies or vermin arises. The waste storage compound shall be maintained for the life of the approved development.



8. No waste collections shall take place on or from the site before the hours of 0800 nor after 1800 Monday to Saturday, or at all on Sundays and Public Holidays.
9. All commercial deliveries to the premises (not specific to waste collections) shall take place at the front of the building between the hours of 07:00-19:00 Monday to Saturday, and 08:30-19:00 Sunday & Public Holidays.
10. There shall be no excavation or other ground works, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or buildings or other works until:
  - i. The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
  - ii. An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.
  - iii. A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

- a. Provision of a right-hand turn lane on Wetherby Road, heading south east, to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.
11. The development shall not be brought into use until the provision of a right hand turn lane on Wetherby Road, heading south east, as shown on drawing number 181298-PLNG12J has been constructed and a pedestrian crossing island, outside the Citroen garage, as shown on drawing number 181298-PLNG12J has been provided to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.
  12. Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on the proposed layout plan drawing ref: 181298-PLNG12J for parking spaces, cycle storage areas, turning areas and access shall be kept available for their intended purposes at all times.
  13. There shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction of the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:
    - i. On-site parking capable of accommodating all staff and sub-contractors' vehicles clear of the public highway
    - ii. On-site materials storage area capable of accommodating all materials required for the operation of the site.

The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on public highway outside the front of the application site.

14. The use of this site hereby permitted as a coffee shop drive-thru shall not be carried out other than between the hours of 0700-2200 Monday to Saturdays and 0700 -2000 on Sundays and Public Bank Holidays.
15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no outside seating areas for staff or customers shall be provided within the site boundaries.
16. The glazing in the western elevation of the building hereby approved, as shown on drawing reference: Proposed Elevation - 181298-PLNG13F shall be obscure glazed to level 3 or higher of the Pilkington scale of privacy or equivalent and that level of obscure glazing shall be retained throughout the life of the development.
17. The door in the western elevation of the building hereby approved, as shown on drawing reference: Proposed Elevation - 181298-PLNG13F shall be used for emergency exit of the building only and shall be retained as such throughout the life of the development.
18. The landscape scheme as shown in landscape layout plan 4185 01 Rev a, shall be implemented within the first planting season (October to March) after completion of the permitted development. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.
19. Notwithstanding the flood lights shown on the layout plan (drawing reference: 181298-PLNG12J), the development shall not be brought into use until a scheme detailing all artificial lighting for external areas has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of external lighting shall thereafter be implemented for the lifetime of the development.

## **APPEARANCES**

### FOR THE APPELLANT:

Mike Hopkins	Director, JLL
Rob Buffham	Planning Manager, Euro Garages Group
Alan Evans	Barrister, Kings Chambers
Gavin Snowball	Dynamic Transport Planning
Malcolm Walton	Wardell Armstrong
Simon Urquhart	Wardell Armstrong

### FOR THE LOCAL PLANNING AUTHORITY:

Mark Williams	Senior Development Management Officer, Harrogate Borough Council (Discussion on conditions only)
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### INTERESTED PARTIES:

Pat Marsh	Ward Councillor
Paul Bell	Resident
David Stephenson	Resident
Joe Shields	Resident
Joanne Richardson	Resident
Mark Hinchcliffe	Resident
Ian Brocket	Resident

## **DOCUMENTS SUBMITTED AT THE HEARING**

1. Plan Ref 181298-PLNG15 Proposed Internal Layout and Roof Plan
2. Copy Cllr Marsh statement

## **DOCUMENTS SUBMITTED AFTER THE HEARING**

1. Copy of Mr Bell's statement

2. Copy of Ms Richardson's statement
3. Plan from Mr Shields showing position of his drive, 141 Wetherby Road
4. Email from the Council copying correspondence with the Highway Authority regarding a fatal accident at the Woodlands junction.
5. Revised list of conditions

Appendix F – Historic TRICS Data

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NG NOTTINGHAM	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	CU CUMBERLAND	2 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
	WR WREXHAM	1 days

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



MJMC Southgate House, Southgate Wakefield

Licence No: 703001

## 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: Gross floor area  
 Actual Range: 2950 to 12642 (units: sqm)  
 Range Selected by User: 2500 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 01/01/08

*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:

Saturday 25 days

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

Selected survey types:

Manual count 23 days  
 Directional ATC Count 2 days

*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:

Suburban Area (PPS6 Out of Centre) 12  
 Edge of Town 13

*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 5  
 Commercial Zone 1  
 Residential Zone 10  
 Retail Zone 3  
 Built-Up Zone 1  
 No Sub Category 5

*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 Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 32 days - Selected

## Secondary Filtering selection:

Use Class:

E(a) 25 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	10 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Petrol filling station:

PFS is present at the site and is included in the count	21 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

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

Travel Plan:

Not Known	6 days
Yes	1 days
No	18 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	25 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters (Cont.)

9	HC-01-A-05 BADGER FARM ROAD WINCHESTER	SAINSBURY'S	HAMPSHIRE
	Edge of Town Residential Zone Total Gross floor area:		
		6800 sqm	
	<i>Survey date: SATURDAY</i>	<i>17/11/07</i>	<i>Survey Type: MANUAL</i>
10	HF-01-A-01 BLACK FAN ROAD WELWYN GARDEN CITY PANSHANGER	SAFEWAY	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		
		5300 sqm	
	<i>Survey date: SATURDAY</i>	<i>07/09/02</i>	<i>Survey Type: MANUAL</i>
11	KC-01-A-18 MARGATE ROAD BROADSTAIRS WESTWOOD	SAINSBURY'S	KENT
	Edge of Town Retail Zone Total Gross floor area:		
		4830 sqm	
	<i>Survey date: SATURDAY</i>	<i>08/11/03</i>	<i>Survey Type: MANUAL</i>
12	KC-01-A-19 COLDHARBOUR ROAD GRAVESEND NORTHFLEET	SAFEWAY	KENT
	Edge of Town Residential Zone Total Gross floor area:		
		5439 sqm	
	<i>Survey date: SATURDAY</i>	<i>20/09/03</i>	<i>Survey Type: MANUAL</i>
13	LN-01-A-05 NEWARK ROAD LINCOLN NORTH HYKEHAM	ASDA	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		
		7710 sqm	
	<i>Survey date: SATURDAY</i>	<i>21/05/05</i>	<i>Survey Type: MANUAL</i>
14	LN-01-A-06 TRITTON ROAD LINCOLN	SAINSBURY'S	LINCOLNSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		
		6950 sqm	
	<i>Survey date: SATURDAY</i>	<i>12/05/07</i>	<i>Survey Type: MANUAL</i>
15	MM-01-A-01 VALLEYS RD ABERGAVENNY	WAITROSE	MONMOUTHSHIRE
	Edge of Town No Sub Category Total Gross floor area:		
		4550 sqm	
	<i>Survey date: SATURDAY</i>	<i>06/10/07</i>	<i>Survey Type: MANUAL</i>
16	NF-01-A-04 QUEENS ROAD NORWICH	SAINSBURY'S	NORFOLK
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		
		5810 sqm	
	<i>Survey date: SATURDAY</i>	<i>19/05/07</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NG-01-A-02 LINGS BAR ROAD NOTTINGHAM GAMSTON Edge of Town Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	SAFEWAY      5016 sqm <i>09/12/00</i>	NOTTINGHAM	<i>Survey Type: MANUAL</i>
18	NM-01-A-01 KETTERING ROAD NORTHAMPTON SPINNEY HILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	SAFEWAY      5900 sqm <i>04/10/03</i>	WEST NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>
19	NT-01-A-02 OLD MILL LANE MANSFIELD FOREST TOWN Edge of Town Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	ASDA      8081 sqm <i>09/12/00</i>	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
20	NY-01-A-01 HIGH STREET NORTHALLERTON  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: <i>Survey date: SATURDAY</i>	SOMERFIELD      2950 sqm <i>20/09/03</i>	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
21	SD-01-A-01 OCOTAL WAY SWINDON  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	TESCO EXTRA      12642 sqm <i>03/07/04</i>	SWINDON	<i>Survey Type: MANUAL</i>
22	SF-01-A-01 ANSON ROAD NEAR IPSWICH MARTLESHAM HEATH Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	TESCO      5780 sqm <i>11/10/03</i>	SUFFOLK	<i>Survey Type: MANUAL</i>
23	WM-01-A-01 HAZELWELL STREET BIRMINGHAM STIRCHLEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: <i>Survey date: SATURDAY</i>	CO-OP      3600 sqm <i>28/10/00</i>	WEST MIDLANDS	<i>Survey Type: MANUAL</i>
24	WM-01-A-03 COVENTRY ROAD BIRMINGHAM SMALL HEATH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	ASDA      10000 sqm <i>22/09/07</i>	WEST MIDLANDS	<i>Survey Type: MANUAL</i>



LIST OF SITES relevant to selection parameters (Cont.)

25	WR-01-A-01	SAINSBURY'S	WREXHAM
	PLAS COCH ROAD		
	WREXHAM		
	RHOSDDU		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	7075 sqm	
	Survey date: SATURDAY	27/09/03	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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	2	6177	1.408	2	6177	1.408	2	6177	2.816
01:00 - 02:00	2	6177	0.874	2	6177	0.712	2	6177	1.586
02:00 - 03:00	2	6177	0.502	2	6177	0.469	2	6177	0.971
03:00 - 04:00	2	6177	0.453	2	6177	0.397	2	6177	0.850
04:00 - 05:00	2	6177	0.227	2	6177	0.275	2	6177	0.502
05:00 - 06:00	2	6177	0.445	2	6177	0.372	2	6177	0.817
06:00 - 07:00	3	5728	0.925	3	5728	0.768	3	5728	1.693
07:00 - 08:00	25	6233	1.677	25	6233	1.061	25	6233	2.738
08:00 - 09:00	25	6233	3.852	25	6233	2.688	25	6233	6.540
09:00 - 10:00	25	6233	5.697	25	6233	4.530	25	6233	10.227
10:00 - 11:00	25	6233	7.247	25	6233	6.230	25	6233	13.477
11:00 - 12:00	25	6233	7.585	25	6233	7.387	25	6233	14.972
12:00 - 13:00	25	6233	7.412	25	6233	7.621	25	6233	15.033
13:00 - 14:00	25	6233	6.882	25	6233	7.250	25	6233	14.132
14:00 - 15:00	25	6233	7.036	25	6233	6.792	25	6233	13.828
15:00 - 16:00	25	6233	7.014	25	6233	7.161	25	6233	14.175
16:00 - 17:00	25	6233	6.926	25	6233	7.487	25	6233	14.413
17:00 - 18:00	25	6233	6.503	25	6233	7.240	25	6233	13.743
18:00 - 19:00	25	6233	5.347	25	6233	6.073	25	6233	11.420
19:00 - 20:00	25	6233	3.683	25	6233	4.614	25	6233	8.297
20:00 - 21:00	25	6233	2.239	25	6233	2.705	25	6233	4.944
21:00 - 22:00	21	6462	1.352	21	6462	1.770	21	6462	3.122
22:00 - 23:00	4	5668	1.495	4	5668	1.628	4	5668	3.123
23:00 - 24:00	2	6177	1.085	2	6177	0.648	2	6177	1.733
Total Rates:			87.866			87.286			175.152

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

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

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#### Parameter summary

Trip rate parameter range selected:	2950 - 12642 (units: sqm)
Survey date range:	01/01/00 - 01/01/08
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	31
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-703001-230707-0732

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
	WN WINDSOR & MAIDENHEAD	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	CW CORNWALL	1 days
	DC DORSET	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CP CAERPHILLY	1 days

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

## 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: Gross floor area  
 Actual Range: 3000 to 11800 (units: sqm)  
 Range Selected by User: 2500 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 01/01/15

*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:

Saturday 18 days

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

Selected survey types:

Manual count 18 days  
 Directional ATC Count 0 days

*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:

Suburban Area (PPS6 Out of Centre) 7  
 Edge of Town 11

*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:

Commercial Zone 1

*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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	22 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	18 days
------	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	4 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days
1.6 to 2.0	3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Petrol filling station:

PFS is present at the site and is included in the count	12 days
PFS is present at the site but is excluded from the count	3 days
There is no PFS at the site	3 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	14 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	18 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	BC-01-A-12 RIVERSIDE AVENUE BOURNEMOUTH	TESCO EXTRA		BOURNEMOUTH CHRI STCHURCH & POOLE
	Edge of Town No Sub Category Total Gross floor area:		8500 sqm	
	<i>Survey date: SATURDAY</i>		<i>22/03/14</i>	<i>Survey Type: MANUAL</i>
2	CP-01-A-01 NEWBRIDGE ROAD PONTLLANFRAITH	SAINSBURY'S		CAERPHILLY
	Edge of Town No Sub Category Total Gross floor area:		7124 sqm	
	<i>Survey date: SATURDAY</i>		<i>08/10/11</i>	<i>Survey Type: MANUAL</i>
3	CW-01-A-09 KERNICK ROAD PENRYN	ASDA		CORNWALL
	Edge of Town No Sub Category Total Gross floor area:		8991 sqm	
	<i>Survey date: SATURDAY</i>		<i>23/05/09</i>	<i>Survey Type: MANUAL</i>
4	DC-01-A-20 DORCHESTER ROAD WEYMOUTH	MORRISONS		DORSET
	Edge of Town No Sub Category Total Gross floor area:		5500 sqm	
	<i>Survey date: SATURDAY</i>		<i>29/03/14</i>	<i>Survey Type: MANUAL</i>
5	DV-01-A-20 HILL BARTON ROAD EXETER WHIPTON	SAINSBURY'S		DEVON
	Edge of Town Residential Zone Total Gross floor area:		6081 sqm	
	<i>Survey date: SATURDAY</i>		<i>24/10/09</i>	<i>Survey Type: MANUAL</i>
6	ES-01-A-17 BATTLE ROAD HASTINGS ST LEONARDS ON SEA	ASDA		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		6920 sqm	
	<i>Survey date: SATURDAY</i>		<i>01/03/14</i>	<i>Survey Type: MANUAL</i>
7	EX-01-A-02 PEARTREE ROAD COLCHESTER STANWAY	CO-OP		ESSEX
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		3000 sqm	
	<i>Survey date: SATURDAY</i>		<i>12/07/08</i>	<i>Survey Type: MANUAL</i>
8	GS-01-A-04 PRIORS ROAD CHELTENHAM	SAINSBURY'S		GLOUCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:		4250 sqm	
	<i>Survey date: SATURDAY</i>		<i>24/04/10</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-01-A-02 MORRISONS BLACK FAN ROAD WELWYN GARDEN CITY PANSHANGER Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4500 sqm <i>Survey date: SATURDAY 05/07/08</i>	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
10	NE-01-A-02 SAINSBURY'S DONCASTER ROAD SCUNTHORPE  Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 7200 sqm <i>Survey date: SATURDAY 10/05/14</i>	NORTH EAST LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
11	NG-01-A-04 SAINSBURY'S CASTLE BRIDGE ROAD NOTTINGHAM CASTLE BOULEVARD Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 8101 sqm <i>Survey date: SATURDAY 08/10/11</i>	NOTTINGHAM	<i>Survey Type: MANUAL</i>
12	NM-01-A-04 SAINSBURY'S A4500 WEEDON ROAD NORTHAMPTON SIXFIELDS Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 11800 sqm <i>Survey date: SATURDAY 18/10/14</i>	WEST NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>
13	NY-01-A-03 MORRISONS HARROGATE ROAD RIPON  Edge of Town Residential Zone Total Gross floor area: 4237 sqm <i>Survey date: SATURDAY 20/09/08</i>	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
14	NY-01-A-04 MORRISONS WETHERBY ROAD BOROUGHBRIDGE  Edge of Town No Sub Category Total Gross floor area: 6320 sqm <i>Survey date: SATURDAY 13/09/08</i>	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
15	SC-01-A-11 SAINSBURY'S A331 CAMBERLEY  Edge of Town No Sub Category Total Gross floor area: 10250 sqm <i>Survey date: SATURDAY 24/11/12</i>	SURREY	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	SM-01-A-02 VULCAN ROAD MINEHEAD	MORRISONS		SOMERSET
	Edge of Town Commercial Zone Total Gross floor area:		4575 sqm	
	<i>Survey date: SATURDAY</i>		<i>14/07/12</i>	<i>Survey Type: MANUAL</i>
17	TW-01-A-01 ETHERSTONE AVENUE NEWCASTLE UPON TYNE	SAINSBURY'S		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		9300 sqm	
	<i>Survey date: SATURDAY</i>		<i>05/10/13</i>	<i>Survey Type: MANUAL</i>
18	WN-01-A-01 LAKE END ROAD SLOUGH LENT RISE	SAINSBURY'S		WINDSOR & MAIDENHEAD
	Edge of Town Residential Zone Total Gross floor area:		6065 sqm	
	<i>Survey date: SATURDAY</i>		<i>08/10/11</i>	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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	3	7097	0.376	3	7097	0.038	3	7097	0.414
07:00 - 08:00	18	6817	1.496	18	6817	0.952	18	6817	2.448
08:00 - 09:00	18	6817	3.264	18	6817	2.296	18	6817	5.560
09:00 - 10:00	18	6817	4.754	18	6817	3.749	18	6817	8.503
10:00 - 11:00	18	6817	6.137	18	6817	5.197	18	6817	11.334
11:00 - 12:00	18	6817	6.624	18	6817	6.135	18	6817	12.759
12:00 - 13:00	18	6817	6.232	18	6817	6.241	18	6817	12.473
13:00 - 14:00	18	6817	6.003	18	6817	6.065	18	6817	12.068
14:00 - 15:00	18	6817	5.957	18	6817	5.866	18	6817	11.823
15:00 - 16:00	18	6817	6.027	18	6817	6.118	18	6817	12.145
16:00 - 17:00	18	6817	5.840	18	6817	6.351	18	6817	12.191
17:00 - 18:00	18	6817	5.160	18	6817	6.120	18	6817	11.280
18:00 - 19:00	18	6817	4.036	18	6817	5.077	18	6817	9.113
19:00 - 20:00	18	6817	2.459	18	6817	3.300	18	6817	5.759
20:00 - 21:00	18	6817	1.343	18	6817	1.865	18	6817	3.208
21:00 - 22:00	16	7010	0.723	16	7010	1.002	16	7010	1.725
22:00 - 23:00	3	7097	0.014	3	7097	0.127	3	7097	0.141
23:00 - 24:00									
Total Rates:			66.445			66.499			132.944

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

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

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#### Parameter summary

Trip rate parameter range selected:	3000 - 11800 (units: sqm)
Survey date range:	01/01/08 - 01/01/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	18
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Calculation Reference: AUDIT-703001-230707-0734

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

## 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: Gross floor area  
 Actual Range: 3961 to 15950 (units: sqm)  
 Range Selected by User: 2000 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

*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:

Saturday 9 days

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

Selected survey types:

Manual count 9 days  
 Directional ATC Count 0 days

*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:

Suburban Area (PPS6 Out of Centre) 3  
 Edge of Town 6

*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 1  
 Residential Zone 3  
 Retail Zone 1  
 Out of Town 1  
 No Sub Category 3

*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.*

Secondary Filtering selection:

Use Class:

E(a) 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Petrol filling station:

PFS is present at the site and is included in the count	6 days
PFS is present at the site but is excluded from the count	2 days
There is no PFS at the site	1 days

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

Travel Plan:

Yes	1 days
No	8 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	9 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BH-01-A-08 NEVILL ROAD BRIGHTON WEST BLATCHINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4644 sqm <i>Survey date: SATURDAY 23/09/17</i>	WAITROSE BRIGHTON & HOVE	<i>Survey Type: MANUAL</i>
2	DV-01-A-23 HILL BARTON ROAD EXETER WHIPTON Edge of Town Residential Zone Total Gross floor area: 6934 sqm <i>Survey date: SATURDAY 30/03/19</i>	SAINSBURY'S DEVON	<i>Survey Type: MANUAL</i>
3	HC-01-A-06 LARCHWOOD AVENUE HAVANT BEDHAMPTON Edge of Town No Sub Category Total Gross floor area: 15950 sqm <i>Survey date: SATURDAY 21/11/15</i>	ASDA HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	LN-01-A-07 SEARBY ROAD LINCOLN ERMINE EAST Edge of Town Residential Zone Total Gross floor area: 6600 sqm <i>Survey date: SATURDAY 28/10/17</i>	WAITROSE LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
5	NF-01-A-05 ALBION WAY NORWICH  Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 10000 sqm <i>Survey date: SATURDAY 09/11/19</i>	MORRISONS NORFOLK	<i>Survey Type: MANUAL</i>
6	NY-01-A-06 PHEASANT FIELDS LANE SKELTON IN CLEVELAND  Edge of Town Out of Town Total Gross floor area: 4625 sqm <i>Survey date: SATURDAY 17/09/16</i>	ASDA NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
7	NY-01-A-07 WETHERBY ROAD HARROGATE  Edge of Town No Sub Category Total Gross floor area: 9030 sqm <i>Survey date: SATURDAY 13/10/18</i>	SAINSBURY'S NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	PB-01-A-01 OXNEY ROAD PETERBOROUGH NEWARK Edge of Town Industrial Zone Total Gross floor area: 10000 sqm <i>Survey date: SATURDAY 15/10/16</i>	SAINSBURY'S PETERBOROUGH	<i>Survey Type: MANUAL</i>

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

LIST OF SITES relevant to selection parameters (Cont.)

9 TW-01-A-04 TESCO EXTRA TYNE & WEAR  
 NORHAM ROAD  
 NORTH SHIELDS

Suburban Area (PPS6 Out of Centre)  
 No Sub Category  
 Total Gross floor area: 11250 sqm  
*Survey date: SATURDAY 28/05/22 Survey Type: MANUAL*

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address; the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-01-A-01	COVID



TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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	2	10625	0.231	2	10625	0.066	2	10625	0.297
06:00 - 07:00	5	8368	0.672	5	8368	0.390	5	8368	1.062
07:00 - 08:00	9	8110	1.574	9	8110	1.048	9	8110	2.622
08:00 - 09:00	9	8110	2.729	9	8110	2.054	9	8110	4.783
09:00 - 10:00	9	8110	4.184	9	8110	3.367	9	8110	7.551
10:00 - 11:00	9	8110	5.194	9	8110	4.521	9	8110	9.715
11:00 - 12:00	9	8110	5.495	9	8110	5.329	9	8110	10.824
12:00 - 13:00	9	8110	5.581	9	8110	5.526	9	8110	11.107
13:00 - 14:00	9	8110	5.325	9	8110	5.407	9	8110	10.732
14:00 - 15:00	9	8110	5.136	9	8110	5.189	9	8110	10.325
15:00 - 16:00	9	8110	4.878	9	8110	5.246	9	8110	10.124
16:00 - 17:00	9	8110	4.773	9	8110	5.217	9	8110	9.990
17:00 - 18:00	9	8110	4.180	9	8110	4.715	9	8110	8.895
18:00 - 19:00	9	8110	3.165	9	8110	3.795	9	8110	6.960
19:00 - 20:00	9	8110	2.167	9	8110	2.708	9	8110	4.875
20:00 - 21:00	9	8110	1.263	9	8110	1.559	9	8110	2.822
21:00 - 22:00	9	8110	0.686	9	8110	0.948	9	8110	1.634
22:00 - 23:00	6	7633	0.391	6	7633	0.535	6	7633	0.926
23:00 - 24:00	3	8625	0.263	3	8625	0.421	3	8625	0.684
Total Rates:			57.887			58.041			115.928

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

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

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#### Parameter summary

Trip rate parameter range selected:	3961 - 15950 (units: sqm)
Survey date range:	01/01/15 - 28/05/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	9
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.