



RAJA'S RESTAURANT LTD

PROPOSED RESTAURANT

AT

THE FORMER HUNTINGTON PUBLIC HOUSE SITE

NORTHMOOR ROAD

MANCHESTER M12 3HP

JDA/JCD/362/1/1

JUNE 2021

Registered Address: 1, St. John's Road, Queen's Park, Chester, Cheshire CH4 7AL

Tel / Fax: 01244 677991 Mob: 07767 254443 Email: jcdavies@jdassoc.co.uk

Version Control Record			
Description of Status	Date	Reviewer Initials	Authors Initials
Draft Report	15:06: 21	SD	JCD

This report has been prepared by John Davies Associates with all reasonable care, skill and diligence and taking account of the Contract between John Davies Associates and its Client Raja's Restaurant Ltd. This report is confidential to the Client and John Davies Associates accepts no liability whatsoever to any Third Parties to whom this report or any part thereof is made known unless formally agreed beforehand by John Davies Associates.

In producing this report John Davies Associates has relied upon information provided by others, the completeness or accuracy of this information is not guaranteed by John Davies Associates. This report does not guarantee acceptance of the proposals as a whole by the relevant/receiving bodies or agencies.

1. INTRODUCTION

- 1.1 John Davies Associates, Consulting Engineers, have been commissioned by Raja's Restaurant Ltd to prepare a Transport Statement to accompany their application for planning permission for a change of use from a Public House to a Restaurant with ancillary takeaway service.
- 1.2 The former Public House has been closed for some time and the building has been partially remodelled prior to Raja's Restaurant Ltd acquiring the site. It is intended that the new development will have a Gross Floor Area of 235 sq ms.
- 1.3 The existing development on the site comprises a single storey building with ancillary car parking and a small area of landscaping.
- 1.4 The main access to the site is via an existing footway crossing on to Northmoor Road.
- 1.5 This Transport Statement has been prepared in line with current best practice to accompany a Planning Application to Manchester City Council for the proposed development and has been prepared in with the National Policy Planning Framework, the Planning Practice Guidance on Travel Plans, Transport Assessments and Statements and Manchester City Council's Transportation policies.
- 1.6 It considers the potential transport and highways impacts of the proposals including the impact of the person trips generated by the development, the capacity and safety of the surrounding road network and the implications for public transport, pedestrian and cycle trips.
- 1.7 The National Planning Policy Framework dated February 2019 paragraph 108 states that:
- "In assessing sites that may be allocated for development in plans or specific applications for development it should be ensured that:*

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

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

and

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

1.8 Paragraph 109 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.”

1.9 Whilst Paragraph 110 states that:

Within this context, applications for development should:

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

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

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

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

1.10 The Transport Statement has been prepared to assist the Local Planning Authority in considering the highways and transport impact of the development as part of their approval process. It includes:

- A review of the opportunities for occupiers to travel by sustainable modes of travel
- An estimate of the trip attraction/generation of the proposed development
- Details of the Car and Cycle Parking provision.
- The public transport facilities
- Opportunities for Cyclist and Pedestrians to safely arrive and depart from the development.

1.11 It should be read in conjunction with:

1. The wider area Site Location Plan which is included as Figure 1.
2. The Architect's Layout Plan No 2020-280, which is attached as Appendix 1

1.12 The remaining sections are structured as follows:

Site Location

Development Proposal

Local Highway Network

Planning Policy

Traffic Impact

Car Parking Availability

Summary and Conclusions.

2. SITE LOCATION

- 2.1 The application site which is classified as 'brown field land' and comprises a largely rectangular shaped area of land, located on the north-western side of Northmoor Road, Longsight Manchester M12 4HP at the junction with Stanley Grove and is marked by a red arrow on the Site Location Map at Figure 1 below.

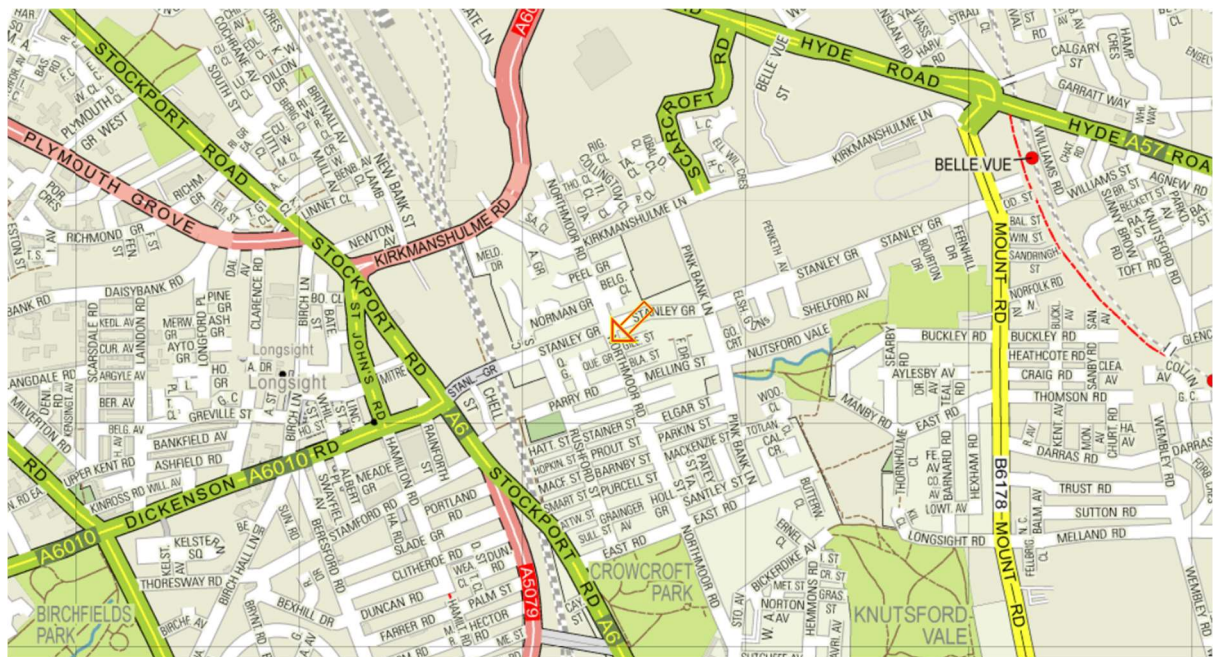


FIGURE 1 SITE LOCATION PLAN

- 2.2 Northmoor Road is a predominantly residential street into which are inset a number of shops and other businesses which runs almost parallel to the A6, Stockport Road, which is one of the main arteries linking the centre of Manchester with Stockport and the Motorway network.
- 2.3 Northmoor Road is a 7.2m wide carriageway with 2m wide footways along the majority of its length and which is equipped with highway standard streetlighting.
- 2.4 The application site is currently occupied by a rectangular shaped building set back from Northmoor Road with a car park in front of the building and areas of landscaping to the sides and rear of the property.

3 THE PROPOSED DEVELOPMENT

- 3.1 The proposed development involves the remodeling of the existing building to convert it from a former Public House to a Restaurant with an associated takeaway service and the provision of car and cycle parking and associated landscaping.

4 PLANNING POLICY

- 4.1 Paragraph 108 of the National Planning Policy Framework latest update dated February 2019 states that:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*

and

- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 4.2 Whilst paragraph 110 states:

“Within this context, applications for development should:

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

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

4.3 In addition paragraph 111 states that:

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

4.4 Whilst paragraph 109 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.5 The Greater Manchester Transport Strategy 2040 states that its vision is:

“for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’. Our approach to achieving this was set out in the ‘Greater Manchester 2040 Transport Strategy: Our Vision’.

As well as meeting the requirements of our travelling customers, our transport system needs to help the local economy to flourish and prosper, and our

residents to contribute to and benefit from that prosperity, as envisaged by the Greater Manchester Strategy.

It must connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills. It also needs to play a part in creating better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles and improving the environment.

Finally, the role of technology and innovation will be even more important in the period up to 2040, enabling us to improve transport performance and quality of life, to reduce costs and resource consumption, and to provide tailored information directly to transport users, providing a much better customer experience.

The four key elements of our Vision, which represent the goals of our strategy, are set out below:

Support economic growth, reflecting the Area's major contribution to the regional and national economies.

- *Tackle climate change*
- *Improve Safety, security and health*
- *Accessible to all, in an area of wide cultural and ethnic diversity*
- *Enhances quality of life and the built environment.*

4.6 This will be achieved by offering sustainable travel and transport choices with improved connectivity within and between the whole range of centres, large and small, which makes up the Greater Manchester Area. Improved technology and local accessibility can help to reduce the need to travel, whilst supporting economic growth, within a low carbon economy.

4.7 The fundamental thrust of the Greater Manchester Transport Strategy 2040, therefore, is to maximise existing capacity for all transport modes, making the best of what we already have, whilst seeking to reduce the need for travel. This is

reflected in our three Strategic Principles set out below. We cannot reduce reliance on the use of private transport, and thus encourage modal transfer unless we have a public transport alternative, which meets our seven principles:

- Integrated
- Well maintained and Resilient
- Inclusive
- Safe & Secure
- Healthy
- Reliable
- Environmentally Responsible
-

4.8 While the concept of integration is not new, the delivery of a truly integrated transport system has, in the last 30 years, been beyond our reach due to a range of regulatory and institutional barriers.

4.9 Through this strategy, we will stop viewing different modes of transport as separate networks, with individual asset management, service planning, and fares and ticketing regimes, and instead plan our transport system as a single, highly-connected entity that all customers can move through seamlessly. This will allow us to prioritise transport improvements more effectively, based on the needs of different travel markets and to save valuable resources by minimising duplication of expenditure and activity across different modes.

4.10 A network approach will also enable us to meet a much wider variety of travel demands, facilitating easier interchange at key nodes on our transport network and, along with improved services, enabling people to make orbital, as well as radial, movements much more easily.

4.11 We will enhance our public transport network so that bus, rail and tram services and facilities are planned and delivered in a much more integrated way to minimise the time and cost penalties of changing between services. We will develop more comprehensive and easy to understand cycle and walking networks that facilitate

access to a range of destinations and integrate well with our public transport networks. And we will develop a more joined-up approach to planning and maintaining our strategic and local highways networks, to meet the sometimes conflicting needs of different users and considering the role - both positive and negative - of highways in shaping local places.

- 4.12 Over the coming years, we will focus on significantly improving people's travel experience. We will aim to ensure that individual customers are able to make their journeys in the most flexible way, using multiple modes of transport, through innovative new ways of planning and paying for travel and through access to real-time information. The latter will enable customers to make informed choices about how, where and when they travel, putting them in control and facilitating more sustainable travel behaviour.
- 4.13 The Transport Strategy further comments that to make effective use of all our transport networks and obtain good value from public investment, we need people to be able to make informed decisions about which mode of travel best suits their needs for a particular journey, rather than always travelling by car (however in some rural and suburban areas the population density does not support good public transport, making car or taxi use more of a necessity).
- 4.14 We will focus on measures that encourage people to travel, or freight to be moved: by a different mode; on a different part of the network; or at a different time, where feasible; to make more efficient use of available capacity, particularly during peak periods. This will include addressing the drivers of travel behaviour where possible, such as encouraging employers to allow home working on some days. Future demand management will include measures to encourage people to make at least some of their journeys by public transport, walking and cycling, which has long been at the heart of Greater Manchester's transport strategy. In addition to physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in our key centres), a range of supporting measures will be needed.

- 4.15 A consistent, long-term approach to travel choices, promotions and marketing will provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices. It will also seek to improve travel horizons for those whose life and employment chances may be constrained by a lack of travel awareness. Greater Manchester already has a comprehensive Travel Choices programme focussed on the journey to work, working with businesses to encourage their staff to travel sustainably; helping jobseekers travel to interviews and to their workplace during the initial period of employment; encouraging individuals to use public transport, cycling or walking infrastructure in their area; and promoting cycling in secondary schools and colleges.
- 4.16 A continuing programme of Travel Choices will be important in complementing the interventions described in Part 3 of the Strategy and we will seek partnership funding for this, including developer contributions, to focus on:
- Making best use of the transport network;
 - Maximising the benefit of new, integrated transport infrastructure and services;
 - Delivering public health benefits through encouraging active travel.
 - Supporting town and city centres;
- 4.17 There is a clear linkage and flow from the identification of the challenges the area faces, through to the Strategy, the Strategic Principles used to determine the basis of the Strategy, which are fully consistent with the outcomes sought and the Strategies Objectives.

5 EXISTING TRAFFIC CONDITIONS

5.1 The Local Highway Network

5.2 The location of the Application Site in relation to the Local Highway Network is shown on the map in Figure 2.

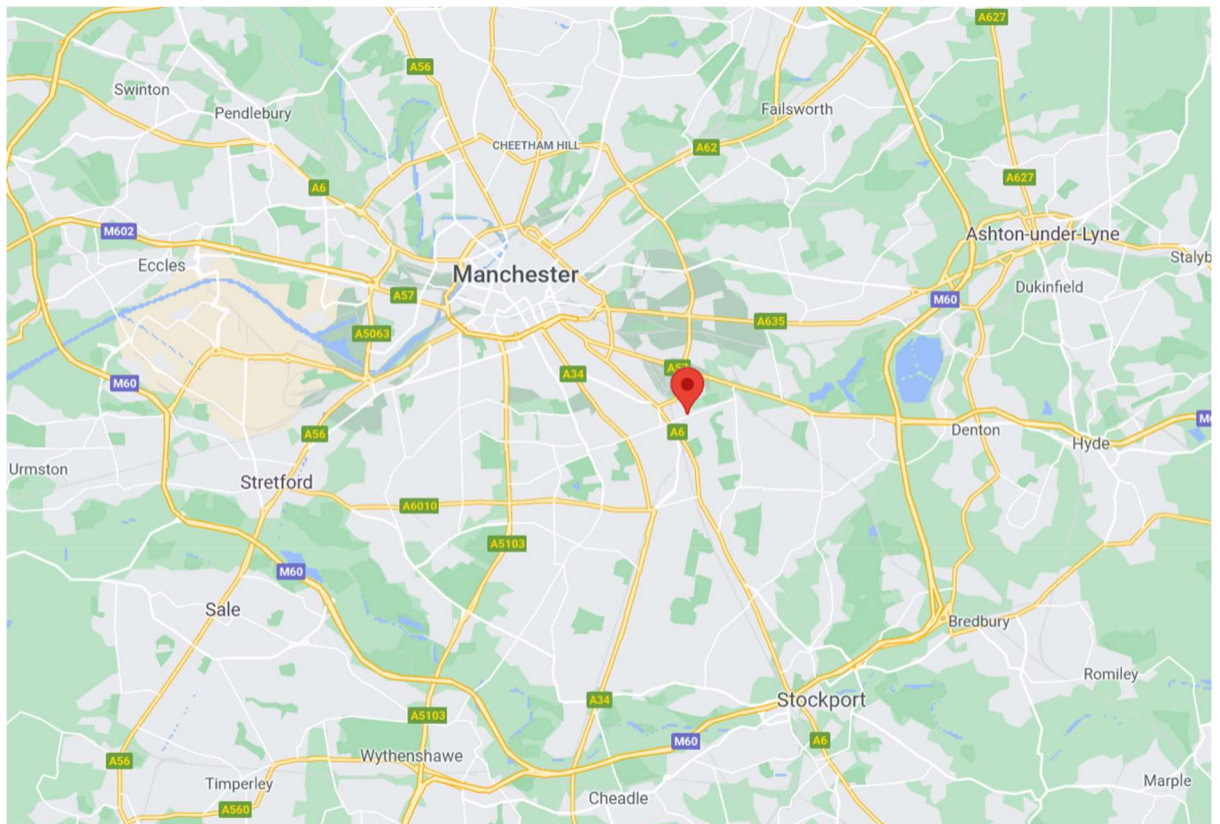


FIGURE 2 SHOWING THE SITE AND THE WIDER HIGHWAY NETWORK

5.3 As can be seen from Figure 1 the application site fronts on to Northmoor Road with a side boundary along Stanley Grove on the northern-eastern side and along Queen's Grove on the south-western boundary. The junction between Northmoor Road and Stanley Grove is Traffic Light controlled.

5.4 As can be seen from Figure 2 above, 400m to the west Stanley Road connects to the A6 which is the main artery connecting Stockport to the city centre and where there is a District Shopping Centre. From here the A6 connects to the M56

5.5 To the north of the site Northmoor Road connects with Kirkmanshulme Lane which links it to the A6010 which runs as a ring road round the eastern side of Manchester linking the area with Hyde Road, A57, which connects to the south with the M60

which forms the Outer Ring Road around Manchester . Whilst further on it connects to Ashton Old Road, A635, which links with Ashton under Lyme and Stalybridge to the south and the city centre to the north.

5.6 Northmoor Road is approximately 7.2m wide with 2m wide footways on both sides of the road and it is equipped with highway standard lighting and it is subject to a 20mph limit; speed restrictions cushions are provided along its length to assist in restricting motorists to the speed limit.

5.7 There are no parking restrictions in Northmoor Road except in the vicinity of the Traffic Lights.

5.8 Accidents

5.9 The frequency and nature of road traffic accidents occurring in the vicinity of the application site have been researched and data from Crashmap.co.uk, which was last updated in June 2020, has been used to comment on the frequency and severity of accidents in the vicinity of the application site.

5.9 The map at Figure 3 below, which has been taken Crashmap.UK Ltd the website, shows that there were three minor accidents on Northmoor Road (defined as slight on the Crashmap map) which occurred close to the application site with others further away down Northmoor Road away from the application site.

5.10 An analysis of these accidents showed that the first occurred on 23rd January 2021 close to its junction with Giles Road and involved one vehicle and it resulted in one casualty. The second occurred further south on Northmoor Road close to its junction with Parry Road on 16th February 2018 when two vehicles were involved in an accident which resulted in one casualty.

5.11 Yet further south on Northmoor Road two further minor accidents occurred close to the junction of Northmoor Road and Elgar Street/Stainer Road. The first on 31st July 2018 involved

one vehicle which resulted in one casualty and the second occurred on 6th June 2019 when two vehicles were involved in an incident which resulted in three casualties.

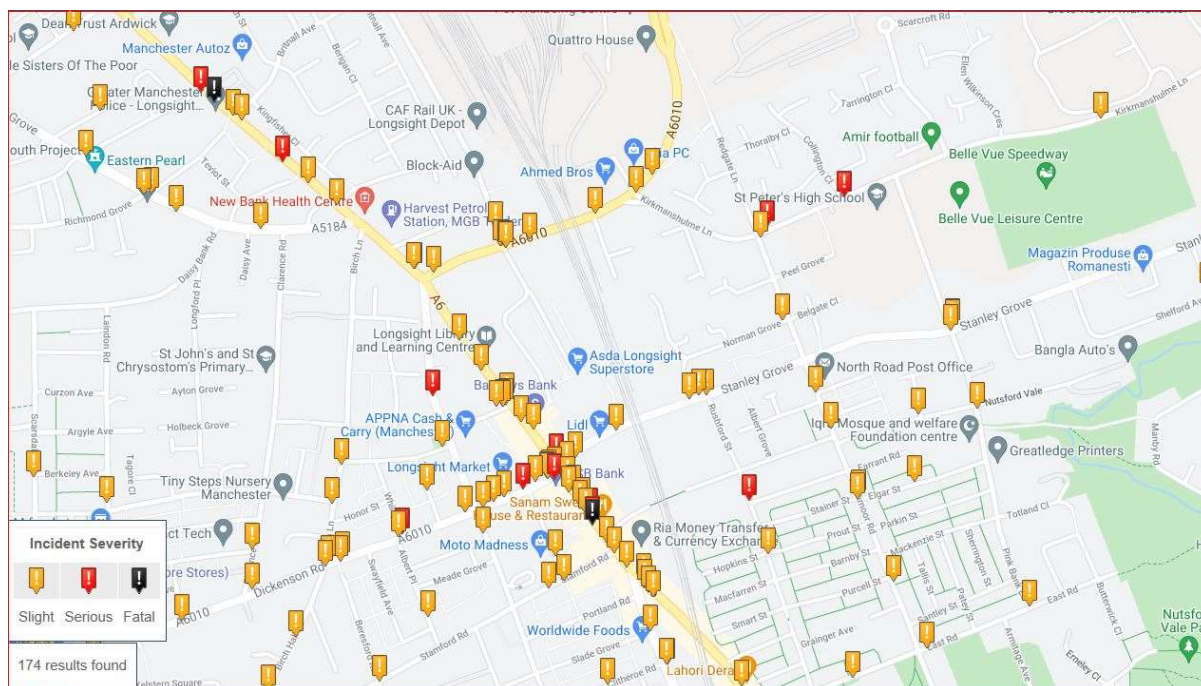


FIGURE 3 SHOWING ACCIDENT OCCURRENCES CLOSE TO THE APPLICATION SITE

- 5.12 It will be seen from the map above that whilst three accidents also occurred on Stanley Grove they were all close to its junction with Rushford Road and well beyond the boundary of the application site.
- 5.13 The first of these three accidents occurred on 9th May 2018 and involved two vehicles and one casualty; the second occurred on 20th May 2018 when 6 vehicles were involved in an accident which again resulted in one casualty whilst the third on 22nd July 2018 occurred 10m further along Stanley Grove from the Rushford Road junction when one vehicle was involved in an accident which resulted in one casualty.
- 5.14 It would appear that these accidents are isolated incidents and therefore there do not appear to be any inherent highway safety issues in the vicinity of the Application Site which need to be addressed as part of this Transport Statement.

6.0 TRAFFIC DATA

6.1 Following discussions with the Planning Department of Manchester City Council it was agreed that traffic data supplied by TRICS (Trip Rate Information Computer Systems), which is the industry Standard and which relates to traffic generated similar developments located on the edge of a conurbation would be appropriate.

6.2 The likely traffic generated by the development has been assessed using data and computer modeling provided by TRICS. This is in line with the advice provided by the Department of Transport in their now withdrawn 'Guidance on Transport Statements' issued in 2007, but now withdrawn, which stated in paragraph 4.61 that:

Typically, trip generation assessments are based on the identification of suitable (person or vehicle) trip rates, having regard to industry standard databases such as TRICS, GENERATE and TRAVL. These trip rates should be derived on the basis of site specific details of the proposed development – for example gross floor area, number of dwelling units, number of hotel rooms, availability and accessibility of non-car modes of travel provision and nature of travel plans."

6.3 TRICS is an independent company specializing in the collection and analysis of data from all types of development, which was established and owned by a consortium of Local Authorities.

6.4 The TRICS data provides a prediction of the traffic movements into and out of the site per apartment of the proposed development area. The output differentiates between All vehicles, Taxis, Public Service Vehicles, Other Goods Vehicles and Cyclists.

6.5 The Other Goods Vehicles includes all vehicles above the size of a passenger car or car derived van – in this assessment all such vehicles are described as HGV's.

6.6 The TRICS database contains surveys of vehicle movements in and out of a wide variety of sites which are classified according to a number of parameters including land use.

6.7 In order to narrow down the database search, results for Land use 06/B – Hotel Food & Drink Restaurants with a secondary filter of Suburban, edge of Town. The results were then

assessed, and six sites met the search criteria for Mondays-Fridays but only two sites for the weekend. The available data does not include for pedestrians or diners arriving by public transport.

- 6.8 The output from the computer modeling of this data is attached as Appendix 2 to this Transport Statement which shows the number of vehicle movements per 100 square metre of restaurant space.
- 6.9 The modelled data indicates that the peak flow for all types of vehicle into the development, on weekdays, will be between 12.00noon and 1.00pm when, as can be seen in Figure 1, which is an extract from the TRICS Data, 7 vehicles of all types will enter the development whilst 3 vehicles will leave the development during this time.

TRICS 7.8.1 020621 B20.17 Database right of TRICS Consortium Limited, 2021. All rights reserved			Wednesday 16/06/21
210616JohnDaviesAssociates06/B_VO			Page 5
BUREAU SERVICE	TRICS CONSORTIUM	BUREAU SERVICE	Licence No: 700101

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.000	0.000	0.000
1700-1800	1.538	0.592	2.130

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	4	250	0.700	4	250	0.600	4	250	1.300
11:00 - 12:00	5	264	1.212	5	264	0.606	5	264	1.818
12:00 - 13:00	5	264	2.955	5	264	1.364	5	264	4.319
13:00 - 14:00	5	264	1.212	5	264	2.273	5	264	3.485
14:00 - 15:00	5	264	0.606	5	264	0.985	5	264	1.591
15:00 - 16:00	6	282	0.592	6	282	0.651	6	282	1.243
16:00 - 17:00	6	282	0.828	6	282	0.592	6	282	1.420
17:00 - 18:00	6	282	1.538	6	282	0.592	6	282	2.130
18:00 - 19:00	6	282	2.012	6	282	1.420	6	282	3.432
19:00 - 20:00	6	282	1.953	6	282	1.124	6	282	3.077
20:00 - 21:00	6	282	1.538	6	282	2.308	6	282	3.846
21:00 - 22:00	6	282	1.183	6	282	1.479	6	282	2.662
22:00 - 23:00	6	282	0.473	6	282	1.420	6	282	1.893
23:00 - 24:00	6	282	0.059	6	282	1.065	6	282	1.124
Total Rates:			17.432			17.050			34.482

FIGURE 3 SHOWING PREDICTED WEEKDAY TOTAL TRAFFIC FLOWS PER SQUARE METRE

- 6.10 Further analysis of the figures shows that during the following hour 3 vehicles of all types will enter the development and 5 will leave.

- 6.11 Between 5.00pm-6.00pm 4 vehicles of all types are predicted to enter the site and 1 to leave the site – further analysis shows 3 of the vehicles entering the site and the one 1 leaving will be cars.
- 6.12 An hour later between 6.00-7.00pm 5 vehicles of all types are predicted to enter the site and 3 to leave the site – further analysis shows 4 of the vehicles entering the site and 2 of those leaving are cars. Whilst between 7.00-8.00pm the traffic movements are almost identical at 5 vehicles of all types entering the site and 3 leaving the site of which 4 vehicles entering the site and 2 leaving the site are cars.
- 6.13 Between 8.00-9.00pm 4 vehicles are predicted to enter the site and 5 leave it of which 3 of those entering and 5 of those leaving are cars.
- 6.14 During the morning peak hour for traffic in the area, taken as being between 8.00am and 9.00am no vehicles are predicted to enter or leave the site. So, the site will not contribute additional traffic to the local road network during the morning ‘rush hour’.
- 6.15 During the afternoon/early evening peak hour from 5.00-6.00pm, as noted above the venue will attract 4 vehicles of all types into it and 1 will leave the site; this equates to one vehicle movement in or out of the site every twelve minutes which it is considered is unlikely to impact adversely on the existing traffic flows on Northmoor Road and Stanley Grove.
- 6.16 The week-end pattern of traffic movements is very different with vehicles predicted to arrive at and leave from the restaurant from before 9.00am until after 10.00pm.
- 6.17 The modelled data for the week-end traffic flows, which is shown in Figure 4, shows a steady flow of traffic into and out of the venue from before 9.00am until after 10.00pm at night with peak flows into and out of the restaurant area between 11.00am-12.00 noon when 6 vehicles of all types enter the facility, and 4 vehicles leave it. Whilst between 1.00pm-2.00pm a further 6 vehicles arrive, and 6 vehicles depart the restaurant. Whilst between 2.00pm and 3.00pm 5 vehicles arrive and 6 leave the site.
- 6.18 From 3.00pm-7.00pm the traffic in and out of the proposed facility is constant with 7 to 8 vehicles in total moving in and out of it.
- 6.19 By 8.00pm the traffic movements in and out of the site will have tailed off with 1 vehicle predicted to enter the site between 8.00pm -9.00pm and 3 to leave it and only 1 vehicle predicted to enter the site after 9.00pm and 3 to leave it before 10.00pm.

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	1.000	0.750	1.750
1700-1800	1.529	1.765	3.294

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	2	425	1.412	2	425	0.471	2	425	1.883
10:00 - 11:00	2	425	1.647	2	425	0.941	2	425	2.588
11:00 - 12:00	2	425	2.706	2	425	1.765	2	425	4.471
12:00 - 13:00	2	425	2.118	2	425	1.412	2	425	3.530
13:00 - 14:00	2	425	2.706	2	425	2.588	2	425	5.294
14:00 - 15:00	2	425	2.118	2	425	2.471	2	425	4.589
15:00 - 16:00	2	425	1.647	2	425	1.529	2	425	3.176
16:00 - 17:00	2	425	1.294	2	425	2.235	2	425	3.529
17:00 - 18:00	2	425	1.529	2	425	1.765	2	425	3.294
18:00 - 19:00	2	425	1.294	2	425	1.529	2	425	2.823
19:00 - 20:00	2	425	1.176	2	425	0.706	2	425	1.882
20:00 - 21:00	2	425	0.471	2	425	1.412	2	425	1.883
21:00 - 22:00	2	425	0.235	2	425	1.294	2	425	1.529
22:00 - 23:00	2	425	0.000	2	425	0.353	2	425	0.353
23:00 - 24:00									
Total Rates:			21.353			21.221			42.574

FIGURE 3 SHOWING PREDICTED WEEKEND TOTAL TRAFFIC FLOWS PER SQUARE METRE

- 6.20 It is contended that the lunch-time peak flow with a total of 12 vehicles in and out of the site which equates to an average of one vehicle movement every five minutes will not exacerbate the existing traffic flows on Northmoor Road or Stanley Grove.

7 ALTERNATIVES TO CAR TRANSPORT

- 7.1 As the proposed development is predicted to generate some small traffic flows it is appropriate to consider the alternative means of accessing it by means other than the use of a car.

7.2 Pedestrian and Cycling Facilities and Route

- 7.3 Walking and cycling trips are influenced by the trip length and the availability of safe and attractive routes with cycling additionally influenced by the availability of secure and covered cycle parking.

7.4 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' states that walking accounts for over a quarter of all journeys and eighty per cent of all journeys of less than 1 mile (1.6km).

7.5 The CIHT also suggests the following walking distances which are relevant to this application:

Walking Distance from Location	Town Centres (m)	Commuting/School Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

FIGURE 5 SHOWING CIHT WALKING DISTANCES

7.6 Figure 5 shows the areas of the application site accessible within different walking distances from it.

7.7 It will be seen from this map that there is a very considerable population within easy walking distance of the application site (less than 500m) which should make an attractive venue without the need to use a car.

7.8 Extending the range out to a kilometre from the site shows a very considerable increase in the population who would be within a 15 minute walk of the application site.

- 7.9 In addition, local public transport services including the main bus services are all within easy walking distance of the site with a bus stop situated right outside of the Application Site.

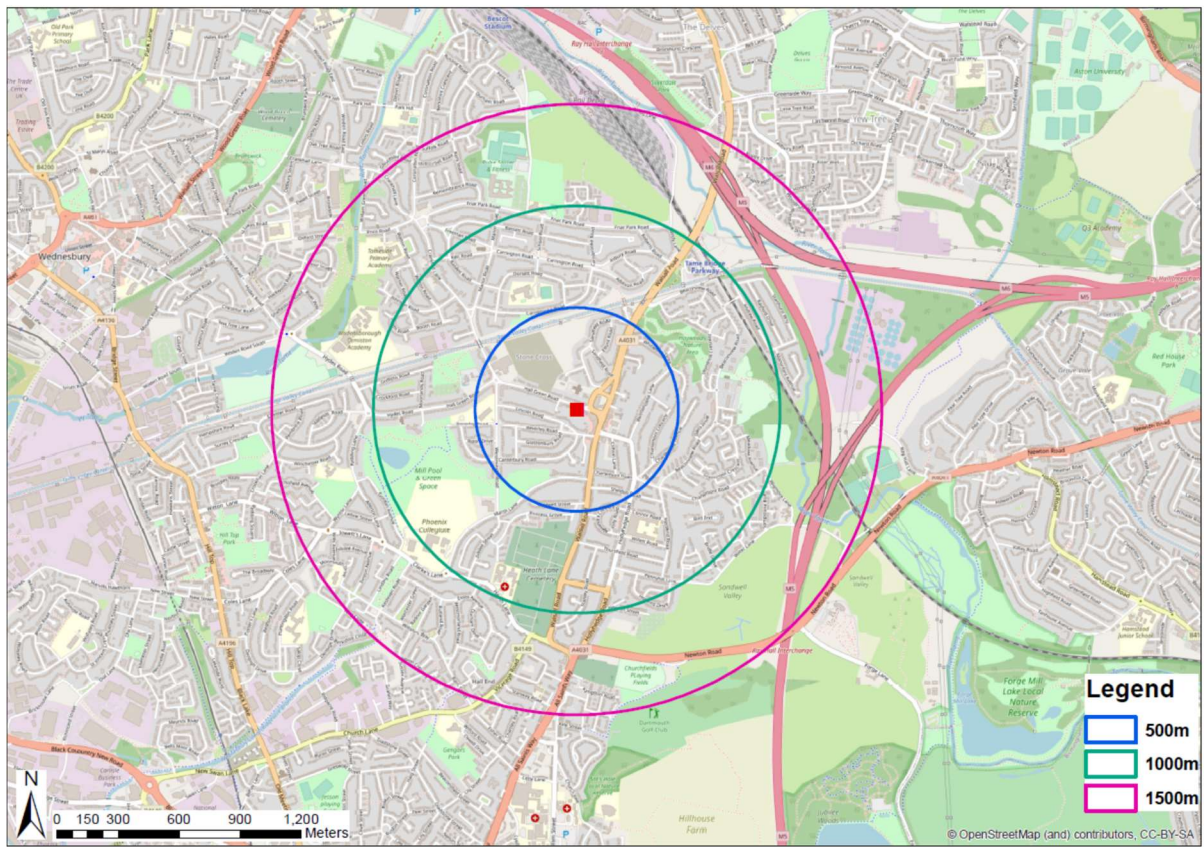


FIGURE 6 SHOWING WALKING DISTANCES FROM THE APPLICATION SITE

- 7.10 Pedestrians can cross Northmoor Road/Stanley Grove easily from the Application Site at the signalized junction outside of the application site, whilst Northmoor Road itself is subject to a 20mph speed limit and has speed cushions provided along its length to aid adherence to this lower speed limit.

- 7.11 The footways on Northmoor Road link into a wide network of footways within the vicinity of the site. These provide direct and safe pedestrian routes to anyone visiting the site from both the housing close to the application site and from further afield.

7.12 Cycling

- 7.13 The Department for Transport publication Local Walking & Cycling Infrastructure Plans Technical Guidance for Local Authorities dated April 2017 notes in paragraph

3.4 that “... Cycling has the potential to replace trips made by other modes, particularly car trips, typically up to 10km, although some people will cycle greater distances.” That cycling has an important role to play in reducing car trips is acknowledged by the developer who has provided six covered cycle racks.

- 7.19 The development is conveniently located in terms of cycle accessibility with a number of local facilities and amenities accessible by cycle using the network of cycle routes in the vicinity of the site although there is no dedicated cycle lane on either Northmoor Road or Stanley Grove. The interactive cycle map for Greater Manchester shows that from Piccadilly Gardens in the centre of Manchester to the application site is a 21 minute or 2.75mile journey by the fastest cycle route which is shown in Figure 7.

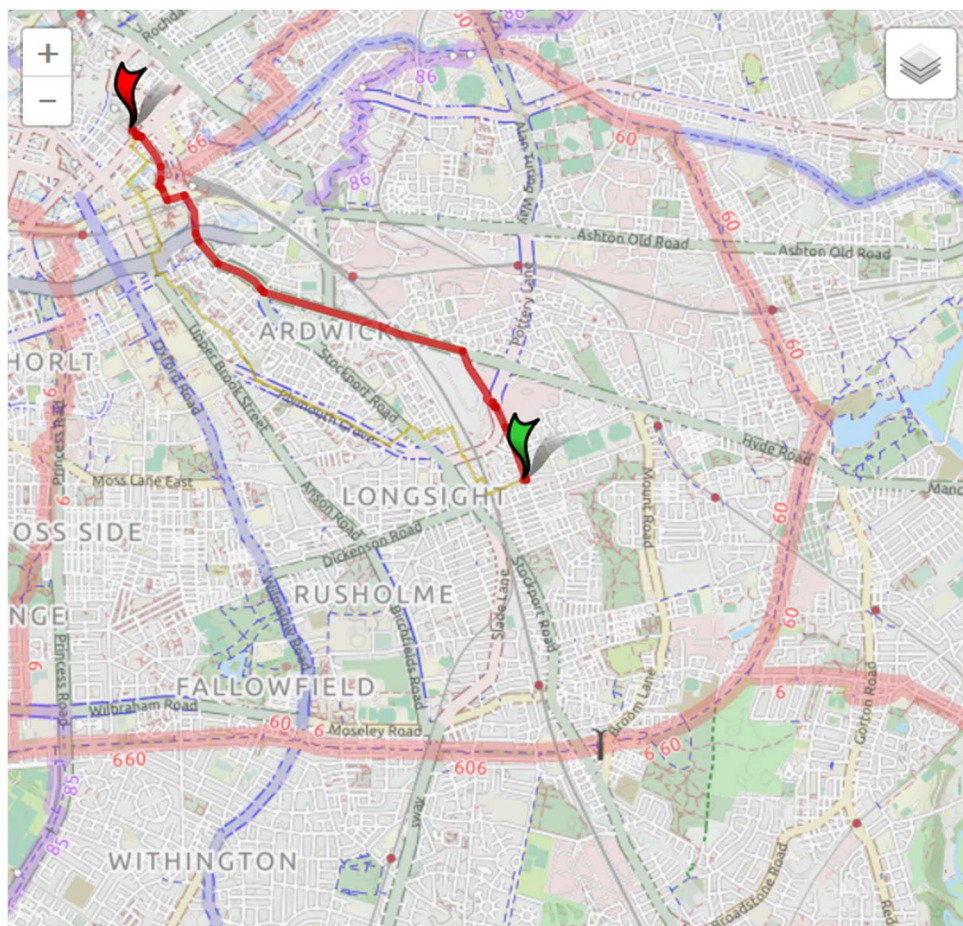


FIGURE 7 SHOWING FASTEST CYCLE ROUTE TO THE APPLICATION SITE FROM THE CITY CENTRE

- 7.20 The nearest dedicated cycle route is the Fallowfield Loop which lies approximately 1.85 km to the south of the application site and is shown in blue on Figure 8 below.

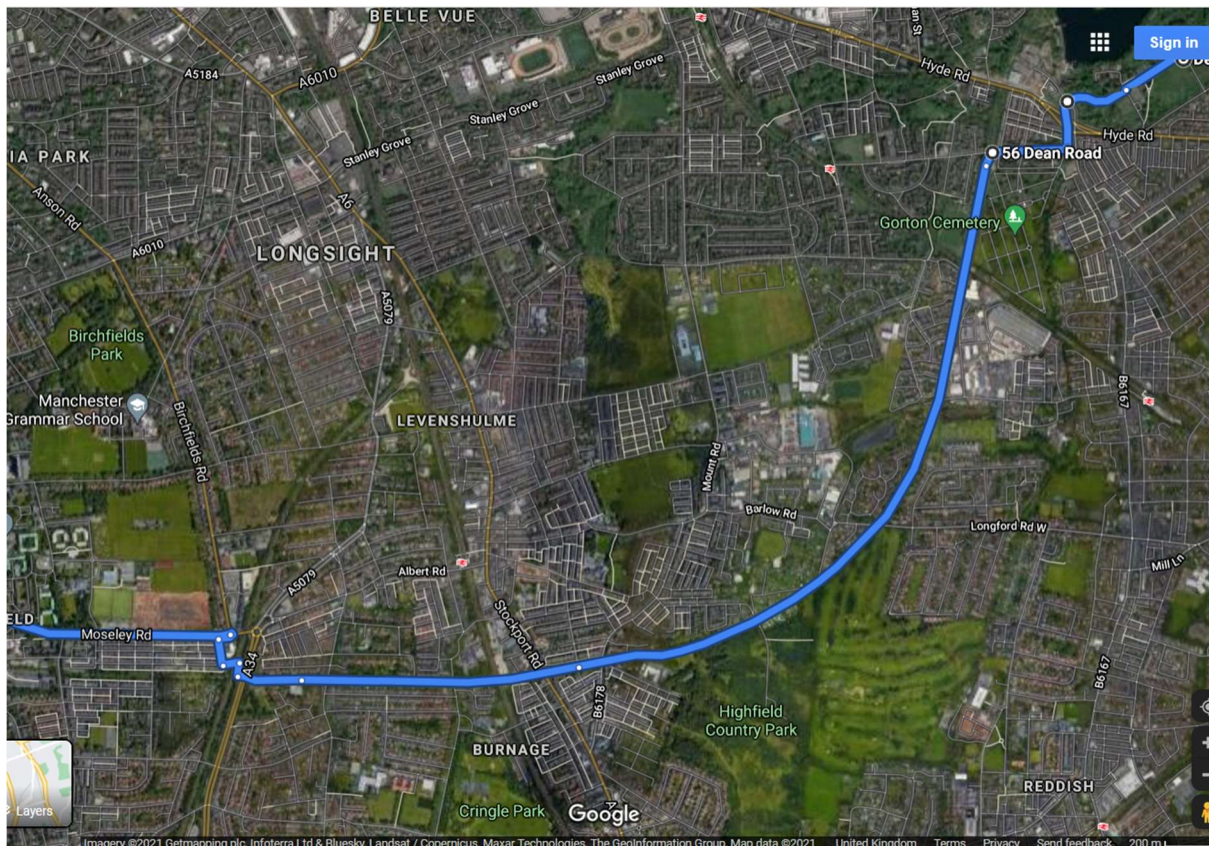


FIGURE 8 SHOWING THE NEAREST DEDICATED CYCLE ROUTE TO THE APPLICATION SITE

- 7.21 National Cycle Route 55 which runs from Salford Quays to Chorlton-cum-Hardy where it links with National Cycle Route 6 to run Fallowfield, North Reddish and Reddish Vale runs just to the south of the Fallowfield Loop which is shown in blue on Figure 8.
- 7.22 The population with a 10minute cycling distance (2km) as can be seen from Figure 6 is very considerable.

8. Public Transport Accessibility

- 8.1 The Chartered Institute of Highways and Transportation Guidelines for Public Transport in Developments (1999) state that bus stops should generally be within 300m with a maximum of 400m walking distance of any new developments. There is a bus stop right outside of the application site at its boundary with Queen's Grove from which the 150 bus service runs to Levenshulme, Chorlton-cum-Hardy, Stretford, Trafford Park and the Trafford Centre in one direction and to Cowcroft, Belle Vue and Gorton Shopping Centre in the opposite direction.

- 8.2 These buses currently run from 05.30 - 23.37 Monday-Fridays, from 06.58-23.42 on a Saturday and from 08.56- 23.42 on a Sunday. The service currently operates approximately every 30minutes until 18.42 when the service interval decreases until there is an hour between the last two buses.

9.0 Train Transport

- 9.1 The application site is located approximately 500m from Belle Vue Station which lies on the Northern Railways line from Manchester Piccadilly to New Mills and Sheffield via the Hope Valley. The journey from Manchester Piccadilly to Belle Vue takes approximately 6 minutes.
- 9.2 From Mondays – Saturdays trains on this service stop at Belle Vue at approximately 2hourly intervals from 06.42 until 22.42.
- 9.3 There are no trains from this station on a Sunday.
- 9.4 It is also located approximately 2.3km from Levenshulme Railway Station from which there is 1 train per hour at off peak time during the weekdays and all day on Saturdays which run northwards to Piccadilly Station in central Manchester which is the main intercity terminus in Manchester.
- 9.5 In the opposite direction trains run southwards to Alderley Edge, Hazel Grove and on to Crewe with an approximate frequency of one train per hour from early morning until 23.30.
- 9.6 None of the trains on these lines stop at Levenshulme Station on a Sunday.

10.0 The Greater Manchester Tram System- Metrolink

- 10.1 The Metrolink service is an on-ground Tram System which connects the centre of Manchester with Eccles, the Trafford Centre, Altrincham, and Manchester Airport in the west and with Bury, Rochdale and Ashton-under-Lyne in the east.

- 10.2 The nearest Metro Station is a considerable distance from the application site, and it is not a viable option.

11.0 PARKING PROVISION

- 11.1 The developer intends to provide within the development 30 car parking spaces of which 3 will be for disabled drivers together with 18 covered cycling spaces as shown on the Layout Plan attached as Appendix 1.

- 11.2 Whilst this is less than the number required by the Manchester City Council Parking Standards Guide it is contended that given the very considerable population within easy walking distance of the site, the proximity of the nearest bus stop and the predicted traffic movements into and out of the site that it is sufficient for the development.

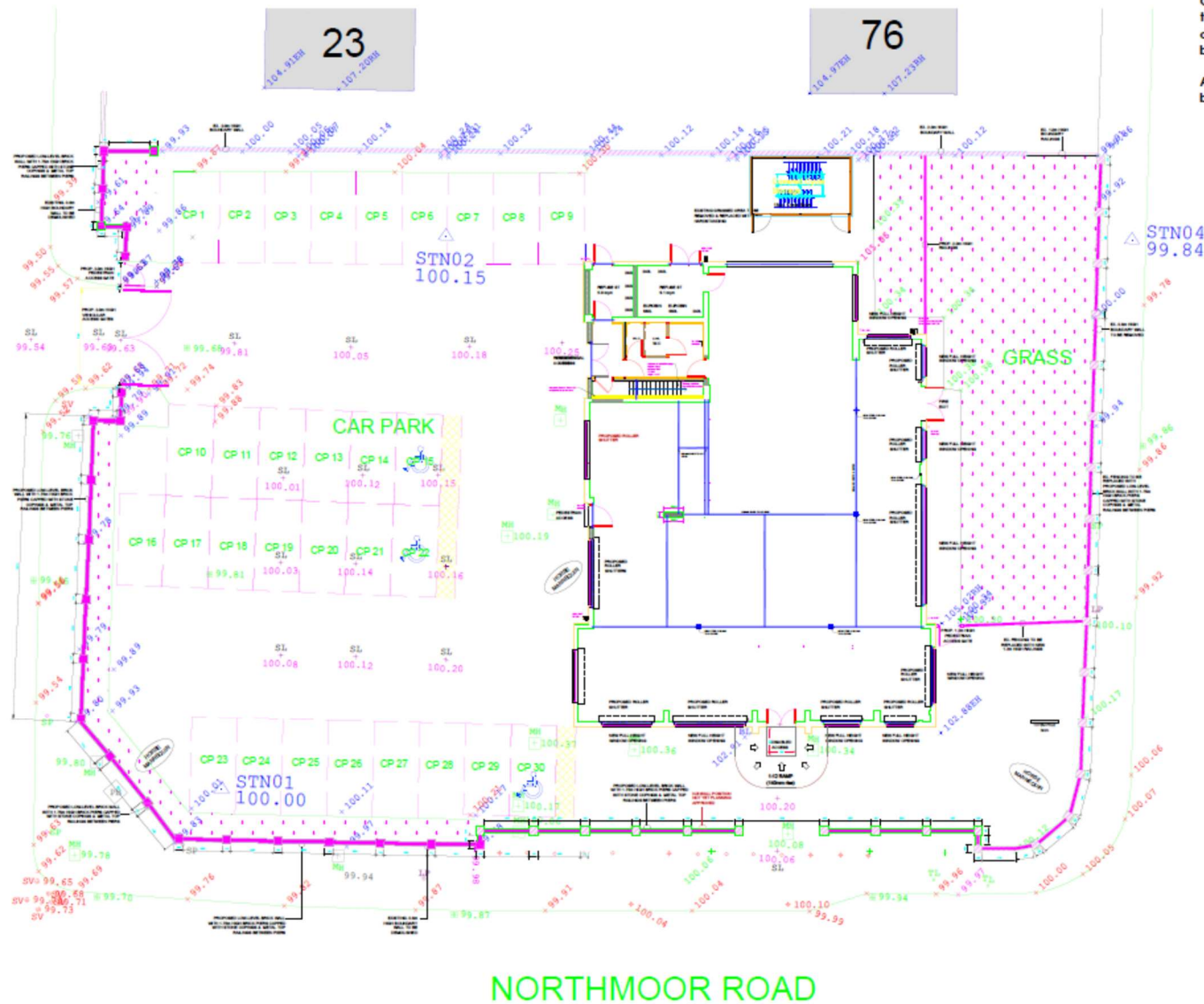
12.0 SUMMARY AND CONCLUSIONS

- 12.1 The proposed conversion of the former Huntington Public House at Northmoor Road, Manchester M12 4HP to a Restaurant with an ancillary takeaway service has been reviewed in the light of current Local and Central Government Policies and it has been assessed for access by a range of modes of travel.
- 12.2 The site is located on the northern side of Longmoor Road between Queen's Grove and Stanley Grove; it lies within an established residential and commercial area with excellent public transport facilities within easy walking distance and it offers walking, cycling and public transport as realistic alternatives to travel by car to it from both the city centre and surrounding districts.
- 12.3 The application site is well served by buses which run from very early morning until late at night from Bus Stops outside of or very close to the application site.
- 12.4 The site provides a sustainable location for the proposed use with a large population close to hand close at hand thereby promoting walking and cycling.

- 12.5 The traffic predictions indicate that at peak periods the development will generate a negligible amount of traffic which will impact little or on to the local highway network.
- 12.6 Peak times for traffic predicted to be generated by the development will be at times of low traffic flows on Stanley Grove and Northmoor Road.
- 12.7 It has also been demonstrated that there are no material or over-riding highway or transportation reasons why the proposed development should not be granted planning permission and therefore the tests set out in Paragraph 109 of the National Planning Policy Framework which is reproduced in paragraph 4.2 et seq have been met.

APPENDIX 1

ARCHITECTS LAYOUT PLANS



Contractor and furniture manufacturers to take on site measurements before commencing any work, architect will not be held responsible for any mis-fits on site

Any internal layout changes will need to be approved by head office prior.

STANLEY GROVE

NORTHMOOR ROAD

Drawing no. 1.0	
SIGN OFF	
DATE:	
CLIENT:	
HEAD OFFICE:	
NAME:	MANAGER/DESIGNER
LOCATION OF SITE:	PLANNING
PROJECT:	HOWDY'S - MANCHESTER
DRAWING:	PROPOSED SITE PLAN
DATE:	2020-280
SCALE:	1:200@A3
DATE:	28.04.2021

