



WILLIAM
MORRIS

**Travel Plan for Virtual Kitchen Startup at 5 Johnsons Square,
Manchester, M40 7PS**

**For
Mr Muneeb Lokasher
ML Design**

William Morris Project No. 11-0863.07

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EXECUTIVE SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements. The site has a sustainable location and the layout accords with good practice. Traffic flows have no capacity issues based on a robust view of the flows and no issues are expected to arise with the neighbouring roads to the site.

The proposed car parking has been increased to accommodate the retail needs of the development. As such the scheme would have little or no impact on the local network and it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

INTRODUCTION

This report will help to provide transport and highway advice for the traffic, travel and transportation implications associated with the proposed development on the vacant site at 5 Johnsons Square in order to examine the highway, travel and transportation issues associated with the proposal.

The development involves a refurbishment change of use on an existing brownfield site, with associated parking and servicing areas accessed via Collyhurst Street Street. This report provides information on the scope of travel, traffic and transport planning aspects of the development proposals, and will help form supplementary information to assist in the determination of the application. It deals solely with the proposals for the area within the red line plan. This statement will discuss the following issues:

- Development Proposals
- Government Planning and Transportation Policy
- Access Considerations
 - How the proposed development will reduce the need to travel, especially by car;
 - How the proposed development would promote accessibility by all modes of travel, in particular public transport, cycling and walking and examines measures that would be used to influence travel behaviour; and
- Summary & Conclusions

NATIONAL POLICY

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy alongside addressing climate change and reducing CO2 emissions. Recent national guidance outlines the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations.

The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans. National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as work towards achieving the government’s emissions targets.

FUTURE OF TRANSPORT

Department for Transport (DfT) published a long-term strategy (Future of Transport White Paper) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and **improvements in the management of the network to make the most of existing capacity.**

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF sets out the policy framework for sustainable development, and supersedes previous advice set out in PPG13. Abstracts are provided for reference, the **bold italics** are added to emphasis the key policies related to the development

ACHIEVING SUSTAINABLE DEVELOPMENT

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- 1) An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- 2) A social role – supporting strong, vibrant and healthy communities with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- 3) An environmental role – contributing to protecting and enhancing our natural, built and historic environment whilst minimising waste and pollution and adapting to climate change including moving to a low carbon economy.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as very important when going through both the plan making and decision-taking. For decision-taking this means:

- 1) Approving development proposals that accord with the development plan.
- 2) Where the development plan is absent, silent or relevant policies are out of date, granting permission unless: i) any adverse impacts of doing so would significantly and **demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole**; or (ii) specific policies in this Framework indicate development should be restricted

CORE PLANNING PRINCIPLES

Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- 1) encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;**
- 2) actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling,** and focus significant development in locations which are or can be made sustainable; and
- 3) take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

PROMOTING SUSTAINABLE TRANSPORT

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions which will vary from urban to rural areas.

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: (i) **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;** (ii) **safe and suitable access to the site can be achieved for all people;** and (iii) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- consider the needs of people with disabilities by all modes of transport.

DECISION-TAKING

Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Local planning authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible. **Local planning authorities should work proactively**

with applicants to secure developments that improve the economic, social and environmental conditions of the area.

SUMMARY

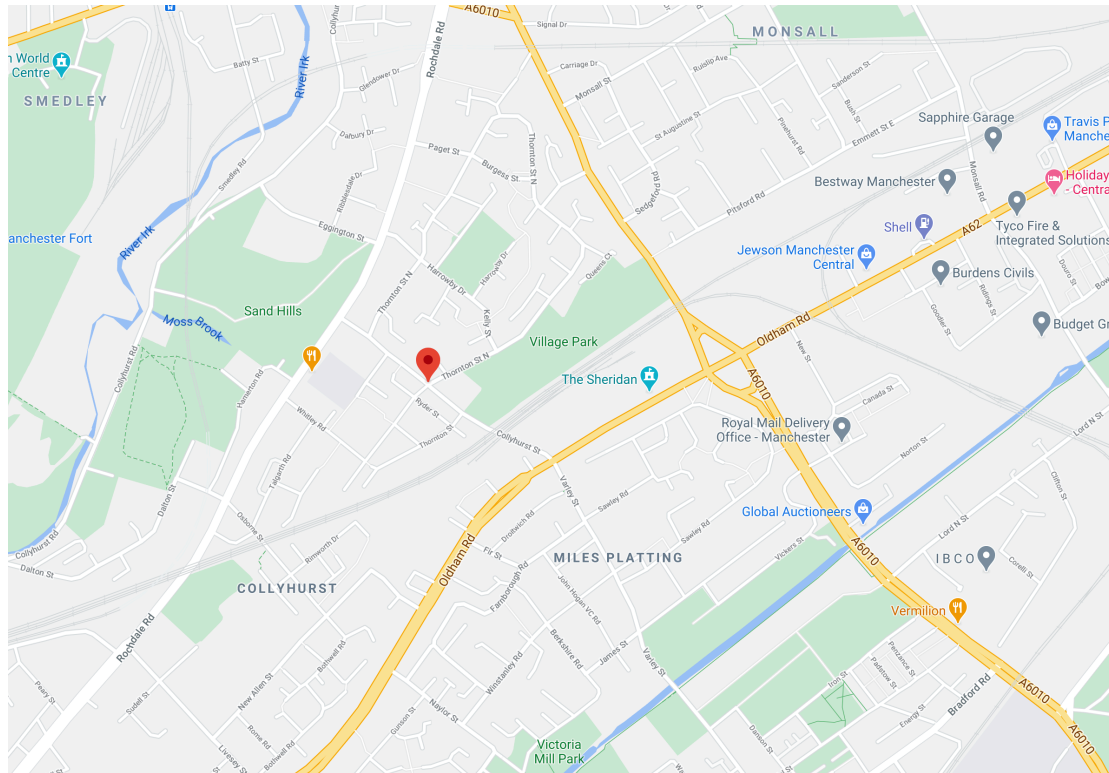
The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. The proposed development is in the urban environment which makes it a sustainable re-use of land as well improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

SITE DESCRIPTION

5 Johnsons Square, Manchester, M40 7PS

SITE LOCATION & SURROUNDING AREA

The diagram below highlights the location of the site in relation to the local highway network is illustrated below.



Site Location Plan

The site is in Collyhurst near Miles Platting with the River Irk to the West, the A62 Oldham Road to the East (linking the M60) and the A6010 to the west. The area around the site comprises a mix of retail, commercial, religious and leisure uses. The site is situated at the traffic signal controlled junction of Oldham Road and Collyhurst Street within Miles Platting District Centre. The core of the District Centre is anchored by the relatively recent developments of the indoor market and the adjoining Tesco Extra supermarket.

In addition to the site access, the study area includes the junction of Hyde Road. The controlled junction of Oldham Road and Collyhurst Street is a four arm signal controlled junction. The approach arms at the junction are all one lane plus a flare. Footways are provided on all arms connecting to the site and beyond. The junction and surrounding streets are subject to a 30 mph speed limit. Traffic counts on the local highway network have been obtained from an independent traffic count undertaken on Friday 04 and Saturday 05 March 2021 within the study area.

The district Centre is surrounded by a predominantly residential area, characterised by older two storey terraced dwellings within which pockets of more recent housing infill and apartment development has occurred. The application site was previously

occupied by another business from which it has been vacant for many years. This property was left vacant some time ago and the site has since remained vacant. In spite of efforts to enclose the land with security fencing the site has an unkempt appearance which is accentuated by its prominent corner location.

LOCAL HIGHWAY PROVISION

All the roads in the area are of a standard carriageway width appropriate for their usage and locally are all 30 mph. From observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. A photographic record of the local setting is provided below for future reference.



image 1: Entrance into Johnson's Square off Oldham Road



Image 2: Coming onto Oldham Road from Collyhurst Street

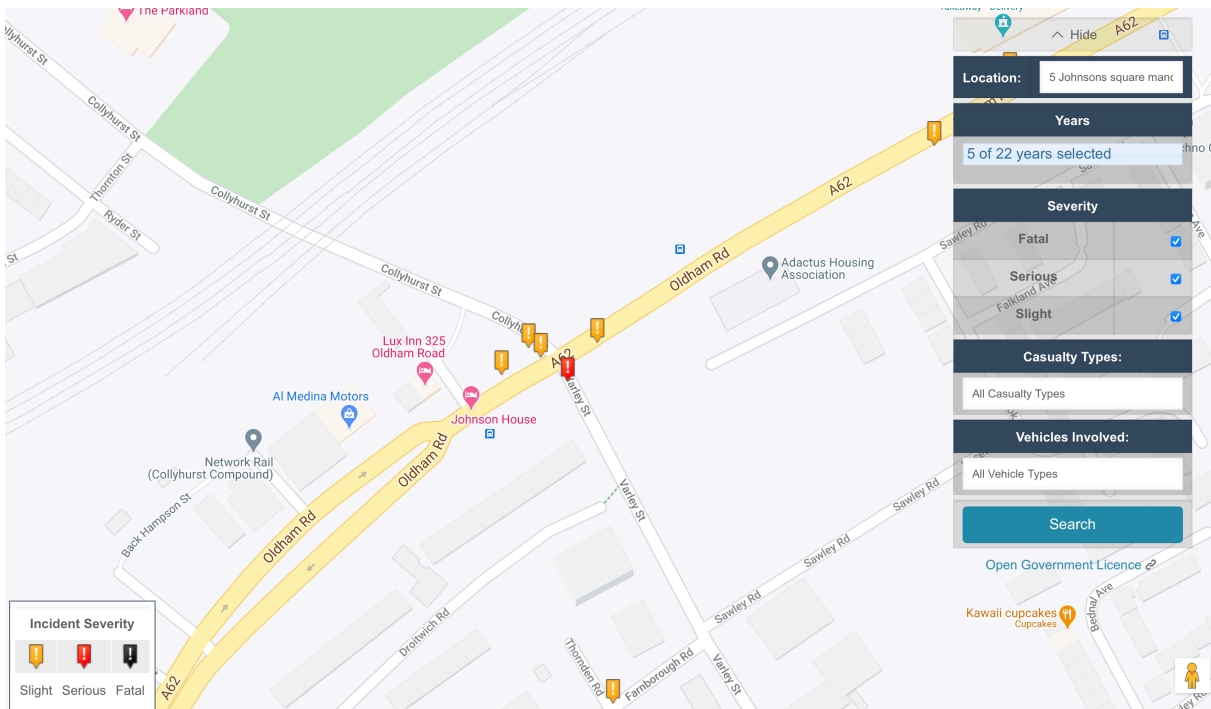


image 3: Coming onto Oldham Road from Varley Street, facing opposite Collyhurst Street

SAFETY REVIEW

The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.



1999 - 2019 (verified) - 2020 Provisional data to June

In the past 3 recorded full years the local network has 5 incidents recorded along the area shown. These equate to some 2.5 incidents per year over the route, none of which are serious in nature other than one in 2017. The level recorded reflects the urban nature of the area and that the area is one amongst many major transport corridors for the area. Whilst any accident is regrettable the level of events along the route would not be seen at a level where safety would give rise to concerns and mitigation needed.

FALLBACK AND CARPARKING

The site is currently vacant with dedicated parking & servicing off the highway. The current vacant site also has on street parking.

SUMMARY

The local area has a good standard of carriageway and footway provision, no capacity or significant safety issues that would impact on a scheme coming forward.

EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips particularly under 2 kilometres'.

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy. The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot by staff;
2. accessibility by cycle deliveries;
3. accessibility by public transport by staff;

The proposed site is highly accessible by a number of non-car modes, providing real potential to reduce private car use. This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site.

WALKING

An acceptable walking distance is generally considered to be 2km. The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area. This is supported by the now superseded Guidance Note 13 on Transport (PPG13) and states:

‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips particularly under 2 kilometres’.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 0.8 km walk catchment also extends to cover the residential area. There are, therefore, significant opportunities for staff to travel on foot. Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services. There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians. In conclusion, the proposed application site can be considered as being accessible on foot. The site is located within a 2km walking distance of much of Miles Platting & Collyhurst district to the south of the development site which enhances the sites connectivity with the district centre. Pedestrian access points to the proposed development would be provided via the main site access off Oldham Road. Footways are present along the length of Oldham Road, Collyhurst Street and Johnsons Square providing links between the Site and the existing footway infrastructure beyond.

CYCLING

The Manchester Cycle Network Map contains information on the existing cycle facilities in the vicinity of the site. The map illustrates that the proposal is surrounded by 2 main cycle routes. Alan Turing way to the west of the proposal has one main cycle way and the other to the east of the proposal is the main Manchester cycleway with access points frequenting the strip, one main one being at Gorton railway station.

An acceptable cycle distance is considered to be up to 5km. PPG13 notes that:

‘Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.’

Within a 5km radius of the site, the majority of the built up area of Miles Platting & Collyhurst is accessible leading all the way into the city of Manchester. Thus the location of the proposed development would provide the opportunity for shoppers to access the development by bicycle.

The National Travel Survey NTS (undertaken by the Dft) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography.

As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area.

As part of the travel planning process for the development, cycle parking for up to 3 bicycles will be provided within the development site close to the proposed entrances and changing and locker facilities will be provided for staff. Such measures will increase the attractiveness of cycling as a mode of transport by employees and customers of the site.

The plans and OS map show that a significant residential area is within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site. Therefore, there are good opportunities for staff to travel by cycle.

PUBLIC TRANSPORT (Buses)

Access to the site by public transport is excellent. Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

The development site is located to the east of Manchester City Centre and benefits from a number of bus routes that operate in the vicinity of the site. There is 1 bus stop just outside of the proposal site which is located on Oldham Road itself, Just adjacent to the proposed development. From this stop service numbers 83, 84, 114, 181, 182, 722 & 726 all going to Picadilly Gardens coming from neighbouring towns such as Ashton Under Lyne, Newton Heath, Oldham, Middleton and Stockport are accessible. The frequency of all these services is 3 minutes each.

Public Transport (Heavy & Light Rail Network)

Victoria Railway Station is also located within an acceptable walking distance of the proposed site (c. 2 kilometres). Via the rail network frequent services operate to Manchester Victoria, from both the North West and Yorkshire. In addition to the connections with rail, there is also the terminus of Metrolink's Oldham and Rochdale Line at Victoria Station also.

Victoria Railway Station & Tram stop has on street parking for both cycles & cars for rail users with the provision of multiple cycle stands at the proposal. The Travel Plan for the proposal would include measures to encourage staff delivery drivers to use public transport.

Summary

Overall it is evident that the site is accessible to pedestrians, cyclists and users of public transport. The proposed development will include measures to promote the use of such sustainable modes of transport, all of which will be promoted through the developments Travel Plan all in accordance with cycling in accordance with planning policy guidance.

THE DEVELOPMENT PROPOSALS AND LAYOUT

DEVELOPMENT PROPOSALS

The application site is situated at the traffic signal controlled junction of Oldham Road, Collyhurst Street & Valley Street within the Miles Platting Centre. The core of the District Centre is anchored by the relatively large events halls nearby namely the Sheridan and Usmania Banqueting. Other uses clustered alongside Oldham Road, Collyhurst Street & Varley Street include Adactus Homes, St Cuthberts Church & community centre, dental surgery, medical centre and various retail outlets.

The district centre is surrounded by a predominantly residential area, characterised by older two storey terraced dwellings within which pockets of more recent housing infill and apartment development has occurred.

LAYOUT

The site ground floor layout is illustrated at the end of this document (see full plans for extra details) and shows the primary vehicular access to the development and internal layout.

PROPOSED MEANS OF ACCESS

It is proposed that access for customers will be provided via access from Oldham Road. Access for service vehicles will be provided via the same Johnsons Square. This access will also provide access to proposed staff parking spaces. The general access arrangement is illustrated in the full plans as submitted to Manchester City Council.

A swept path analysis of the largest vehicle that would use the proposed service/staff access off Johnsons square, a 16.5 metre articulated vehicle, is illustrated in the proposed plans. It is demonstrated that the site access junction can suitably accommodate this size of vehicle. Pedestrian access points to the proposed development would be provided via Oldham Road/Collyhurst Street.

ACCESSIBILITY APPRAISAL

As discussed earlier in the report, the proposed site is highly accessible by sustainable modes of transport, namely by walking, cycling, and public transport; for instance:

- The redevelopment would provide a massive job opportunity within walking distance of local shops, services and residential areas of Gorton with good, well-lit footways and pedestrian crossings in the vicinity of the site;
- Bus services stop within a very short walk of the proposed site access, and
- The proposed scheme would incorporate facilities to encourage sustainable trip movements, including on site cycle parking and changing and locker facilities for staff

PARKING

Car parking provision will be provided in accordance with Greater Manchester Parking Standards, which states that for a food retail greater than 900 sqm, a maximum of one car parking space per 16 sqm should be provided (i.e. 108 spaces) and for a non-food retail unit, a maximum of one car parking space per 30 sqm should be provided (i.e. 10 spaces). In addition a minimum of three bays or 6% of total provision should be allocated for disabled use.

The proposed development would be supported by the provision of 5 onsite car parking spaces. Furthermore, the proposed development is supported by an Interim Travel Plan, which is detailed in this report. The Interim Travel Plan draws on features of the site, which encourage sustainable travel and supplements these with a range of measures and initiatives to be considered in the development of the Travel Plan that would further promote the use of sustainable methods of travel by users of the site.

The Interim Travel Plan describes the strategy through which initiatives will be adopted in order to encourage modal shift as well as detailing how these will be monitored. It is stated in the Department for Transport document The Essential Guide to Travel Planning (March 2008), that:

‘Good travel plans have typically succeeded in cutting the number of people driving to work by 15%. This modest sounding percentage translates into a lot of car miles and congestion avoided..... The difference to congestion is proportionally more because the difference between a jammed road and a free-flowing one can be just a small amount of traffic that tips it over capacity. Travel Plans reduce traffic most during the key periods – the rush hour peaks’.

Although this 15% discount has not been applied to the vehicular trip attraction of the proposed site, it is clear that thorough travel planning initiatives will have a significant effect on minimising the traffic associated with the development. In this regard the assessments undertaken for this report represent a robust case.

CYCLE PARKING

Cycle parking standards for Greater Manchester have been considered for this development site. There is a requirement for a minimum cycle parking provision of:

- Food/ Non-Food Retail – one cycle parking space per 200 sqm gross floor area.
- The minimum cycle parking requirements, based on this guidance results in 10 cycle parking spaces.

Covered cycle parking for up to 3 bicycles, in the form of “Sheffield” type

bicycle stands will also be provided at the redevelopment site. It is anticipated that this will increase the attractiveness of cycling as a mode of transport & delivery by customers and employees of the site. Secure staff lockers will also be provided. The level of cycle parking proposed is therefore in line with Greater Manchester cycle parking standards.

SERVICING

Service vehicles would use the proposed service vehicle access/ egress via Johnsons Square. On average three 16.5m articulated service vehicle would access the site per day. A track plot analysis of a 16.5m refrigerated articulated vehicle has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments. The swept path of these vehicles to and from the site service ramp is satisfactory, as demonstrated in the proposed waste management drawing.

PROPOSED USE TRIP RATES AND TRIP ATTRACTION

An estimate of the vehicular trip attraction of the proposed use of the site has been generated based on two methods. In order to calculate the trip generation of the proposal; trip rates have been derived from the TRICS database for a Weekday PM and Saturday peak hours. The potential trip generation of the proposal have been based on trip rates derived from a survey at the site for the Weekday PM and Saturday peak hours. The survey results and associated trip rate calculations are included in the table below:

Peak Period	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	7.62	7.75	15.37
Saturday Peak (1130 – 1230)	9.21	8.39	17.60

Table 1

Based on these trip rates, the quantum of traffic attracted by the proposal based on these trip rates is summarised in the table below:

Peak Period	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	132	134	266
Saturday Peak (1130 – 1230)	159	145	304

Table 2

The trip attraction of the proposal is anticipated to be 266 two-way trips in the Weekday PM peak hour and 304 in the Saturday peak hour.

The traffic generation of the proposal has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for Hotel, Food & Drive – Restaurants has been used to assess the likely traffic attraction of the proposed development. The trip rates presented below consider the traffic generation of the proposal. The 85th percentile trip rates are summarised in the table below.

Peak Period	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	5.536	5.680	11.139
Saturday Peak (1200 – 1300*)	5.522	2.455	7.911

Table 3

Based on these trip rates, the quantum of traffic attracted by the proposal is based on the trip rates summarised below:

Peak Period	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	17	18	35
Saturday Peak (1100 – 1200)	17	8	25

Table 4

The trip attraction of the proposal is anticipated to be 35 two way trips in the Weekday PM peak hour and 25 in the Saturday peak hour.

NET INCREASE IN TRIP ATTRACTION

Having established the potential level of trip attraction associated with the proposed development, the changes in traffic that would occur compared with the consented scheme can be determined.

	Weekday PM Peak		Saturday Peak	
	Arr	Dep	Arr	Dep
Consented Trips	70	77	132	134
Proposed Trips	149	152	176	152
Net Change	+79	+75	+44	+18

Table 5

The trip attraction of the proposed development is anticipated to be an additional 154 trips in the PM peak hour and an additional 62 trips in the Saturday peak hour, compared with the consented use of the site. For robustness no account of the

extant use of the site has been taken into consideration in the operational capacity assessments.

TRIP TYPES

It is widely accepted that, the total number of trips attracted to a new retail development are not comprised wholly of new trips to the local highway network. Many of the trips may in fact already exist on the network, albeit at another location, or where a visit to the store will be incorporated into an existing pattern of travel behaviour. The following vehicular trip types have been identified in association with new retail developments (Guidance on Transport Assessment, DfT, 2007):

- ✓ New Trips: Trips that do not appear anywhere on the road network prior to the opening of the development.
- ✓ Pass-by Trips: Trips which are already present on the road network directly adjacent to the point of access to the site, which will turn into the site.
- ✓ Linked Trips: Trips that will have multiple destinations either within the proposed development site, between both the development site and existing adjacent sites, or between the development site and an established town centre.
- ✓ Diverted Trips: Trips which are already present on the local road network but not the road from which the site access is taken and will divert from their existing use to access the site.
- ✓ Transferred Trips: Trips which are already present on the local road network, accessing similar sites in close proximity to the proposed development. Slightly different from diverted trips, these wholly transfer from using an existing development to a new one, i.e. shoppers switching to a new food store that is more conveniently located for them.

The importance of non-primary trips, i.e. Pass-by, Linked, Diverted and Transferred trips are emphasised by retailers who suggest that they rely heavily on these trip types in order to survive.

The premise of non-primary trips is one that is particularly true in locations where the highway network experiences peak hour congestion as customers are unlikely to embark on a single purpose home based trip to undertake a shopping trip at these times. During the hours of peak traffic demand it is likely that the majority of customers to the proposal who travel by car would have already been present on the local highway network.

Given the nature of the local highway network within the study area and the fact that the network does not suffer from notable peak hour congestion; reduction in the quantum of primary trips has not been included within the

assessment. Accordingly it is considered that this assessment represents a robust analysis of the traffic volumes attracted to the proposed retail units during the peak hour periods.

TRIP DISTRIBUTION AND ASSIGNMENT

To reflect the catchment area of the proposal, the distribution pattern adopted for new trips associated with the development has been based on existing turning proportions. The distribution of trips on the local highway network based on this Distribution and the assignment of the development traffic in these proportions is illustrated tables prior.

SUMMARY AND CONCLUSION

SUMMARY

This report has examined the highway and transportation matters associated with the proposal. The report has demonstrated how the proposed development will reduce the need to travel by the general public, especially by car, by providing retail opportunity online only and within walking distance of local shops and services and residential areas of Miles Platting, Collyhurst & beyond. Pedestrian access points to the proposed development would be provided via the access off Wellington Street & Cross Lane. Safe and convenient pedestrian routes are provided between the proposed development and Gorton District Centre. This would increase the site's permeability for pedestrians.

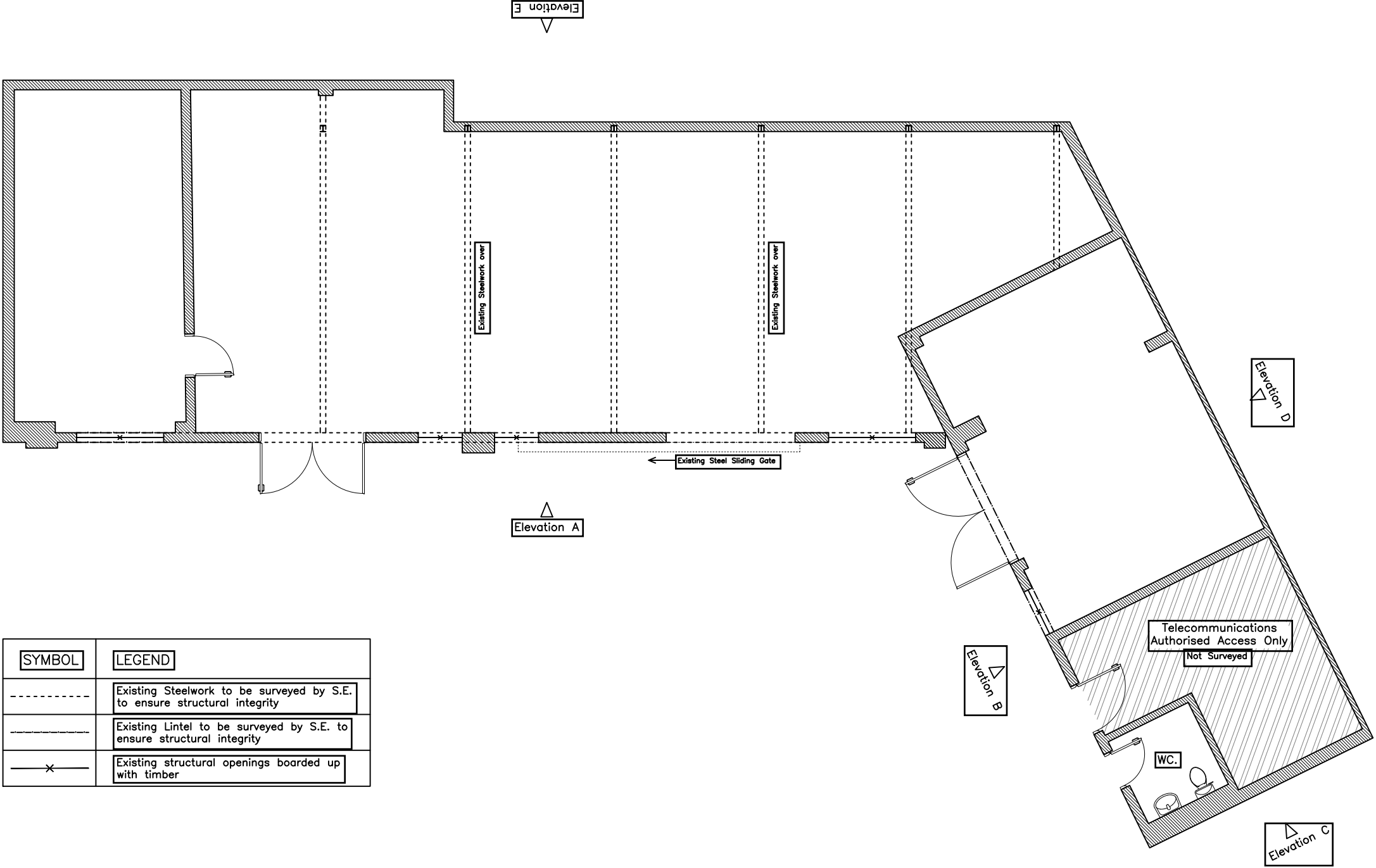
The proposed development will promote accessibility by all modes of travel, in particular public transport, cycling and walking through its location within a large residential catchment. The proposed scheme would influence travel behaviour by incorporating facilities to encourage sustainable trip movements with online sales / delivery only, including on site cycle parking for staff including online deliveries with changing and locker facilities for staff.

The majority of car trips to the food store will not be new to the network, but rather pass-by, transferred or diverted trips, there is likely to be an overall vehicle kilometre saving given the more convenient location of the store to the catchment. Such a reduction in travel distance will effectively improve upstream and downstream capacity dependent on travel direction. An assessment of the proposed parking provision has demonstrated that the anticipated parking demand associated with the development can be accommodated within the existing car park onsite and therefore there will be no overspill parking on the surrounding network. The assessments thus demonstrated that the proposed development would not have a significant impact on the local highway network.

CONCLUSIONS

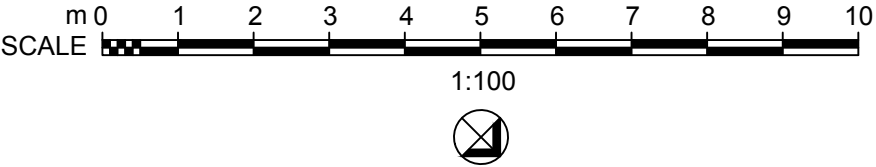
This report has demonstrated how the proposed development promotes accessibility by all modes of travel, in particular public transport, cycling and walking by virtue of its sustainable location and the physical infrastructure that would be put in place including cycle parking at the front of the proposal.

It has also been demonstrated how the development would reduce the need to travel by members of the public, especially by car with regard to the element of pass-by, diverted and transferred trips – i.e. the majority of vehicular trips to the proposed development would be for online delivery drivers only and not new trips on the network which may well be shorter given the more convenient location of the proposal to the catchment. The impacts of residual trips from the proposed development have been assessed and it is evident that these would not have a significant impact on the operational performance and safety of the local highway network. It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.



SYMBOL	LEGEND
-----	Existing Steelwork to be surveyed by S.E. to ensure structural integrity
-----x-----	Existing Lintel to be surveyed by S.E. to ensure structural integrity
-----x-----	Existing structural openings boarded up with timber

Existing Floor Plan



INSPIRE | DESIGN | BUILD

DESIGN

+44 (0) 161 818 2786
www.mldesign.uk | info@mldesign.uk

Job Ref.	Drawing No.	Revision
1153	0005	C

C	Issue for Planning Application	ML	01/02/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20

Rev	Description	By	Date
Initial Issue: 13/11/20			

CLIENT
Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE
Change of Use of Existing Workshop to Food Delivery Kitchens

DRAWING TITLE
Existing Floorplan

Drawn by: ML	Checked by: ML
Date: 13/11/20	Scale: 1:100 @A3

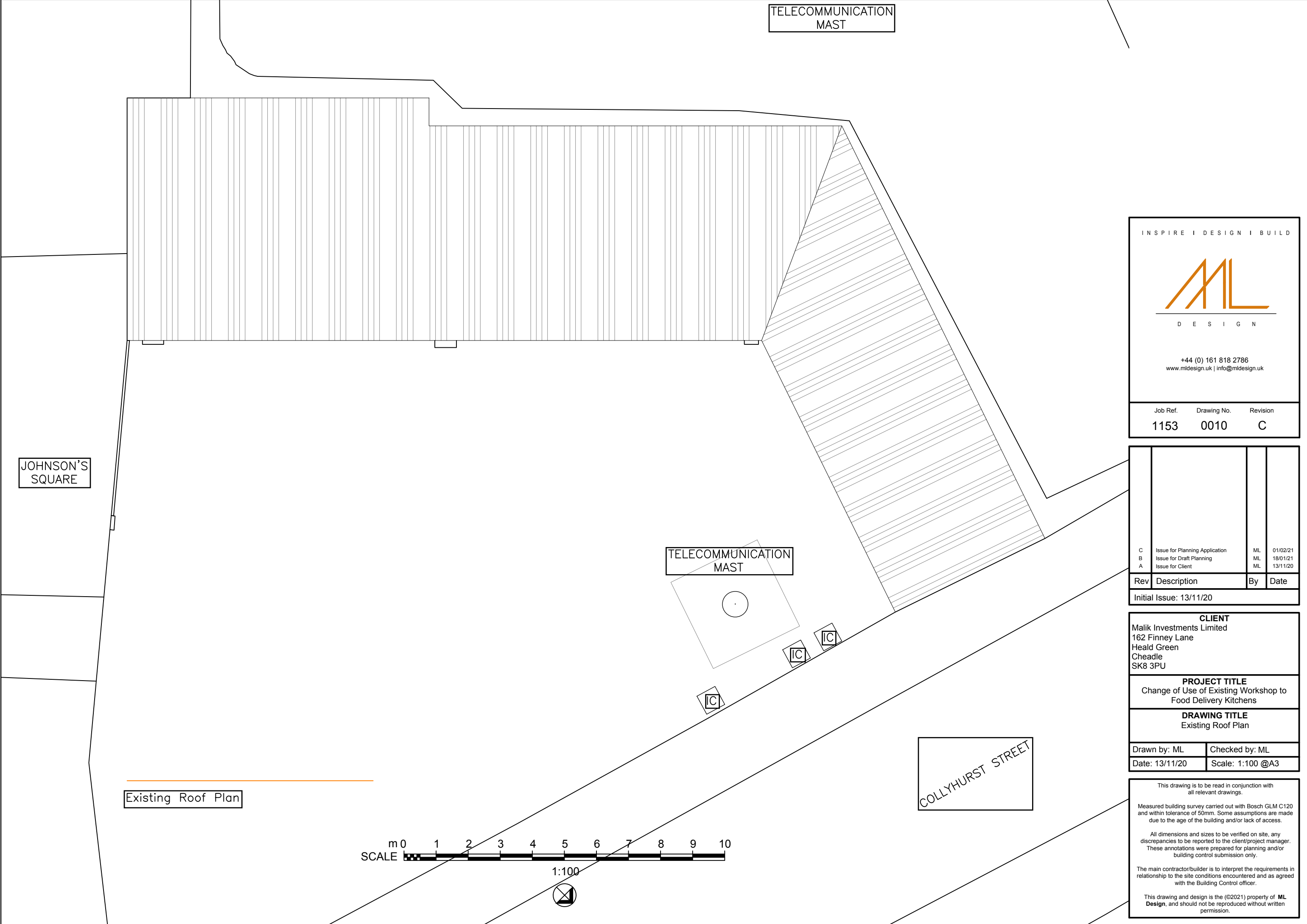
This drawing is to be read in conjunction with all relevant drawings.

Measured building survey carried out with Bosch GLM C120 and within tolerance of 50mm. Some assumptions are made due to the age of the building and/or lack of access.

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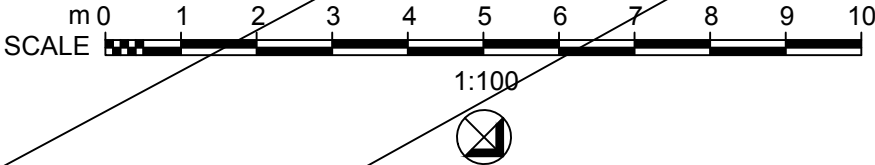
TELECOMMUNICATION
MAST

JOHNSON'S
SQUARE

TELECOMMUNICATION
MAST

COLLYHURST STREET

Existing Roof Plan



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Job Ref.	Drawing No.	Revision
1153	0010	C

C	Issue for Planning Application	ML	01/02/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20
Rev	Description	By	Date
Initial Issue: 13/11/20			

CLIENT
Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE
Change of Use of Existing Workshop to
Food Delivery Kitchens

DRAWING TITLE
Existing Roof Plan

Drawn by: ML	Checked by: ML
Date: 13/11/20	Scale: 1:100 @A3

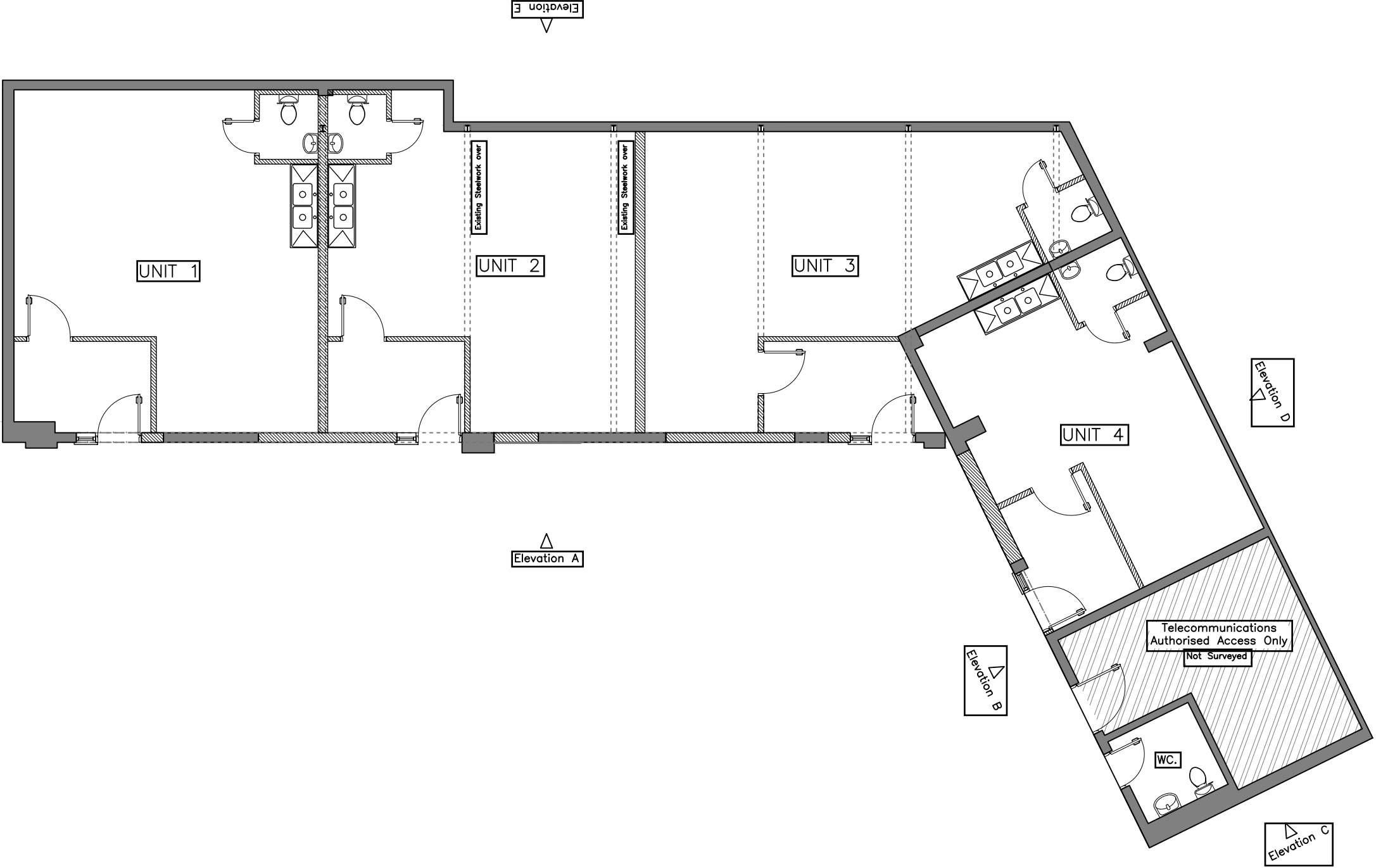
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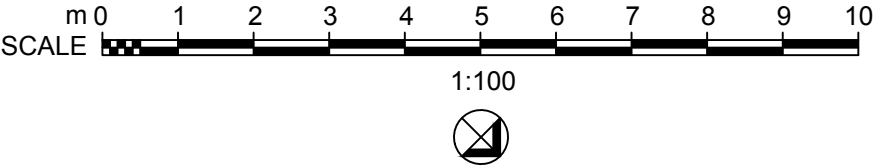
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Proposed Floor Plan



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Job Ref.	Drawing No.	Revision
1153	0200	C

C	Issue for Planning Application	ML	01/02/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20

Rev	Description	By	Date
Initial Issue: 13/11/20			

CLIENT
Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE
Change of Use of Existing Workshop to
Food Delivery Kitchens

DRAWING TITLE
Proposed Floorplan

Drawn by: ML	Checked by: ML
Date: 06/01/21	Scale: 1:100 @A3

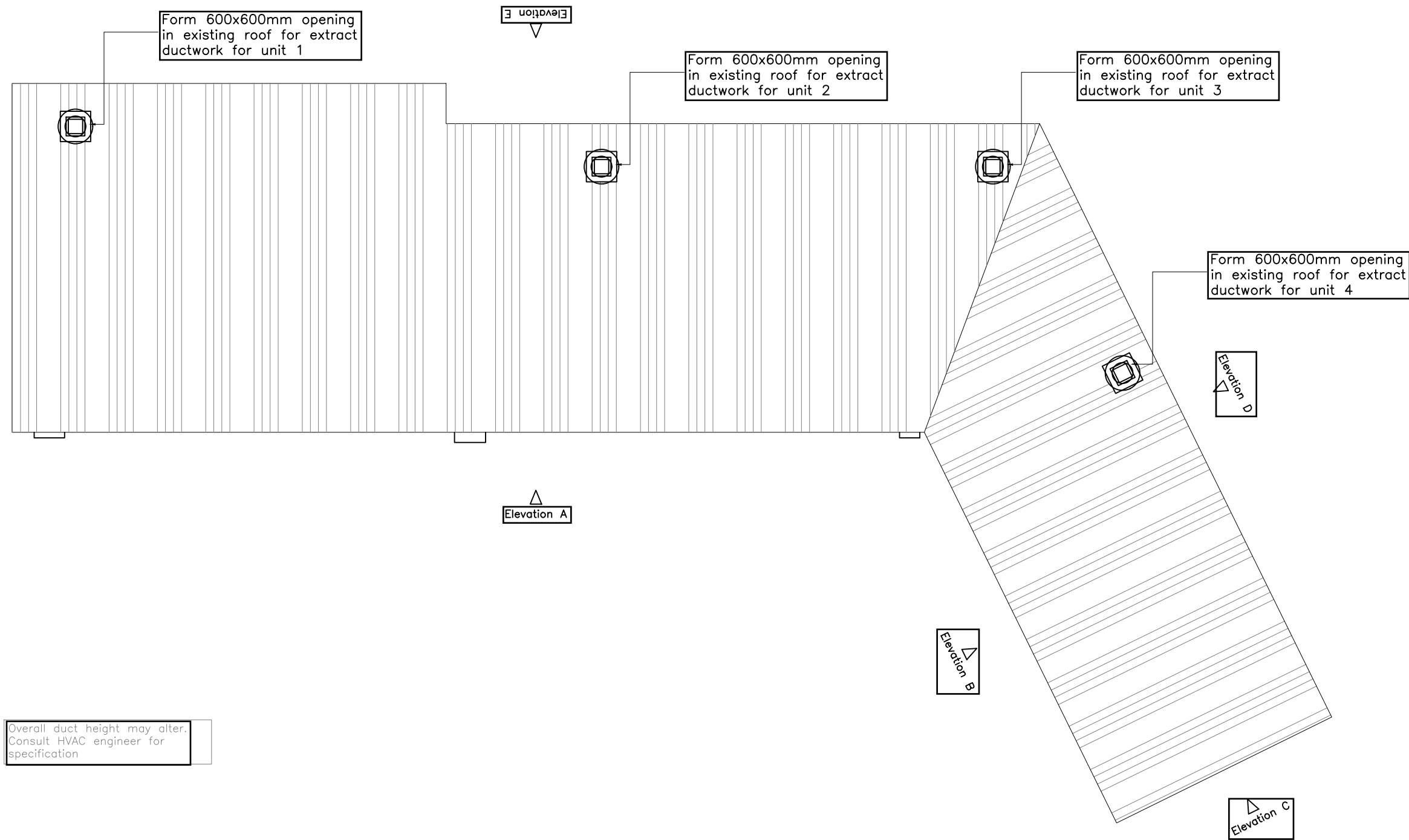
This drawing is to be read in conjunction with all relevant drawings.

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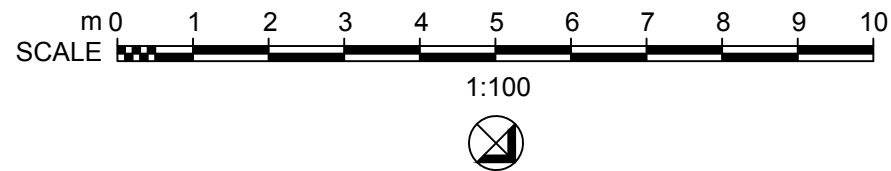
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Proposed Roof Plan



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Job Ref.	Drawing No.	Revision
1153	0205	B

B A	Issue for Planning Application	ML	01/02/21
	Issue for Draft Planning	ML	29/01/21
Rev	Description	By	Date
Initial Issue: 13/11/20			

CLIENT
Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE
Change of Use of Existing Workshop to Food Delivery Kitchens

DRAWING TITLE
Proposed Roof Plan

Drawn by: ML	Checked by: ML
Date: 29/01/21	Scale: 1:100 @A3

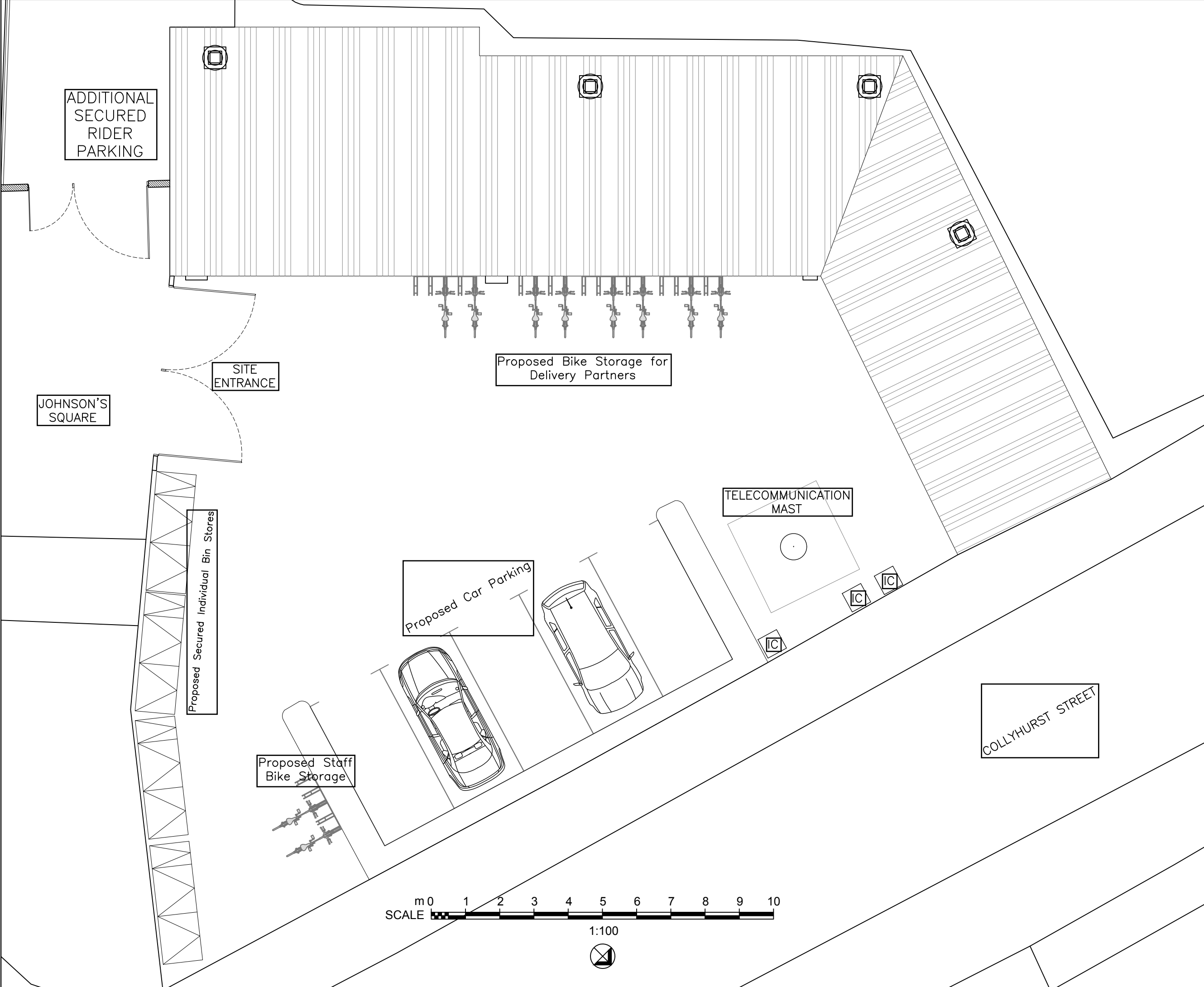
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Job Ref.	Drawing No.	Revision
1153	0211	D

Rev	Description	By	Date
D	Issue for Planning Application	ML	01/02/21
C	Issue for Draft Planning	ML	29/01/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20
Initial Issue: 13/11/20			

CLIENT Malik Investments Limited 162 Finney Lane Heald Green Cheadle SK8 3PU	
PROJECT TITLE Change of Use of Existing Workshop to Food Delivery Kitchens	
DRAWING TITLE Proposed Local Site Plan	
Drawn by: ML	Checked by: ML
Date: 06/01/21	Scale: 1:100 @A3

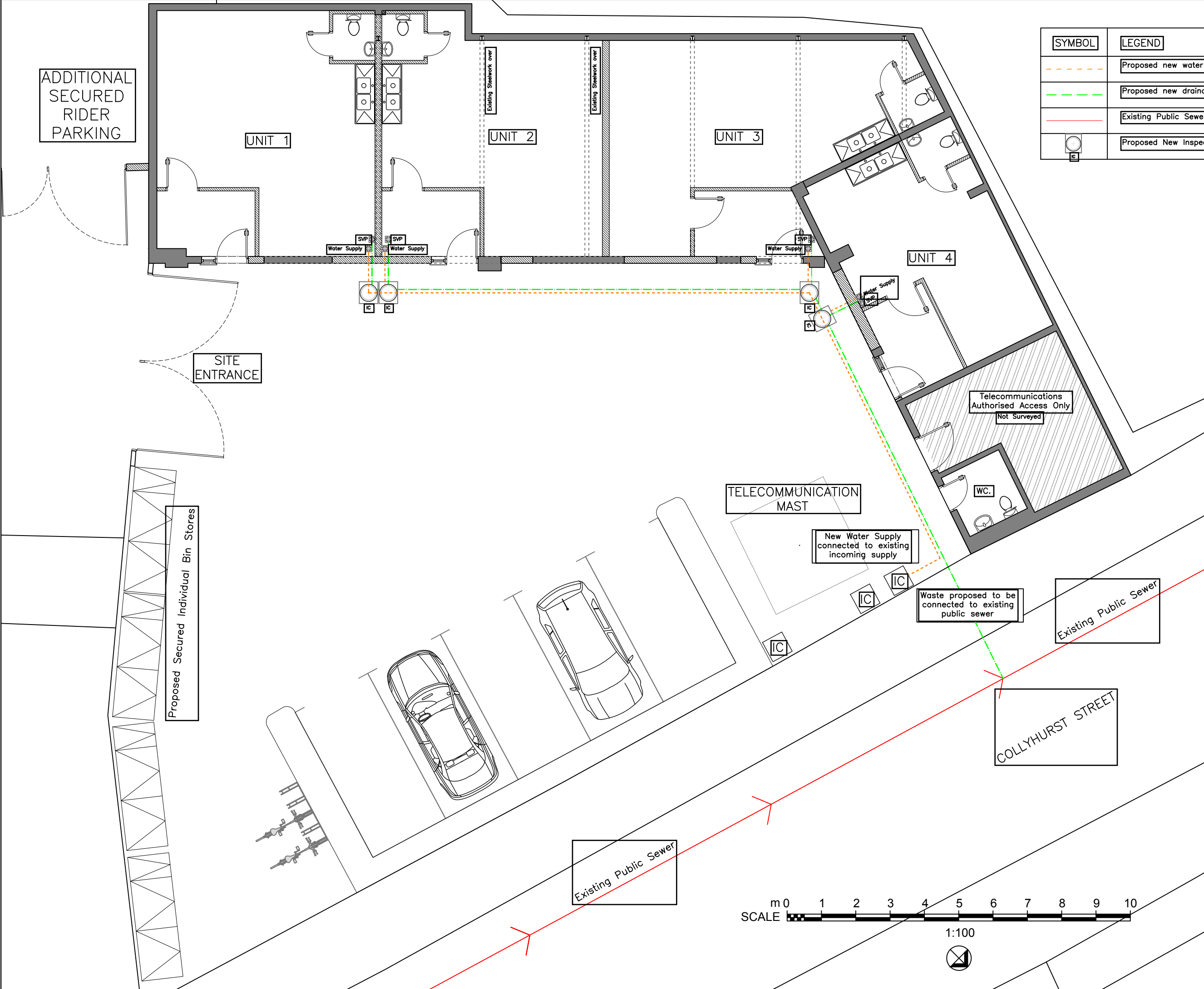
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SYMBOL	LEGEND
	Proposed new water supply
	Proposed new drainage run
	Existing Public Sewer
	Proposed New Inspection Chambers

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Job Ref.	Drawing No.	Revision
1153	0410	C

Rev	Description	By	Date
C	Issue for Planning Application	ML	01/02/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20
Initial Issue: 13/11/20			

CLIENT
Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE
Change of Use of Existing Workshop to Food Delivery Kitchens

DRAWING TITLE
Proposed Drainage Strategy

Drawn by: ML	Checked by: ML
Date: 06/01/21	Scale: 1:100 @A3

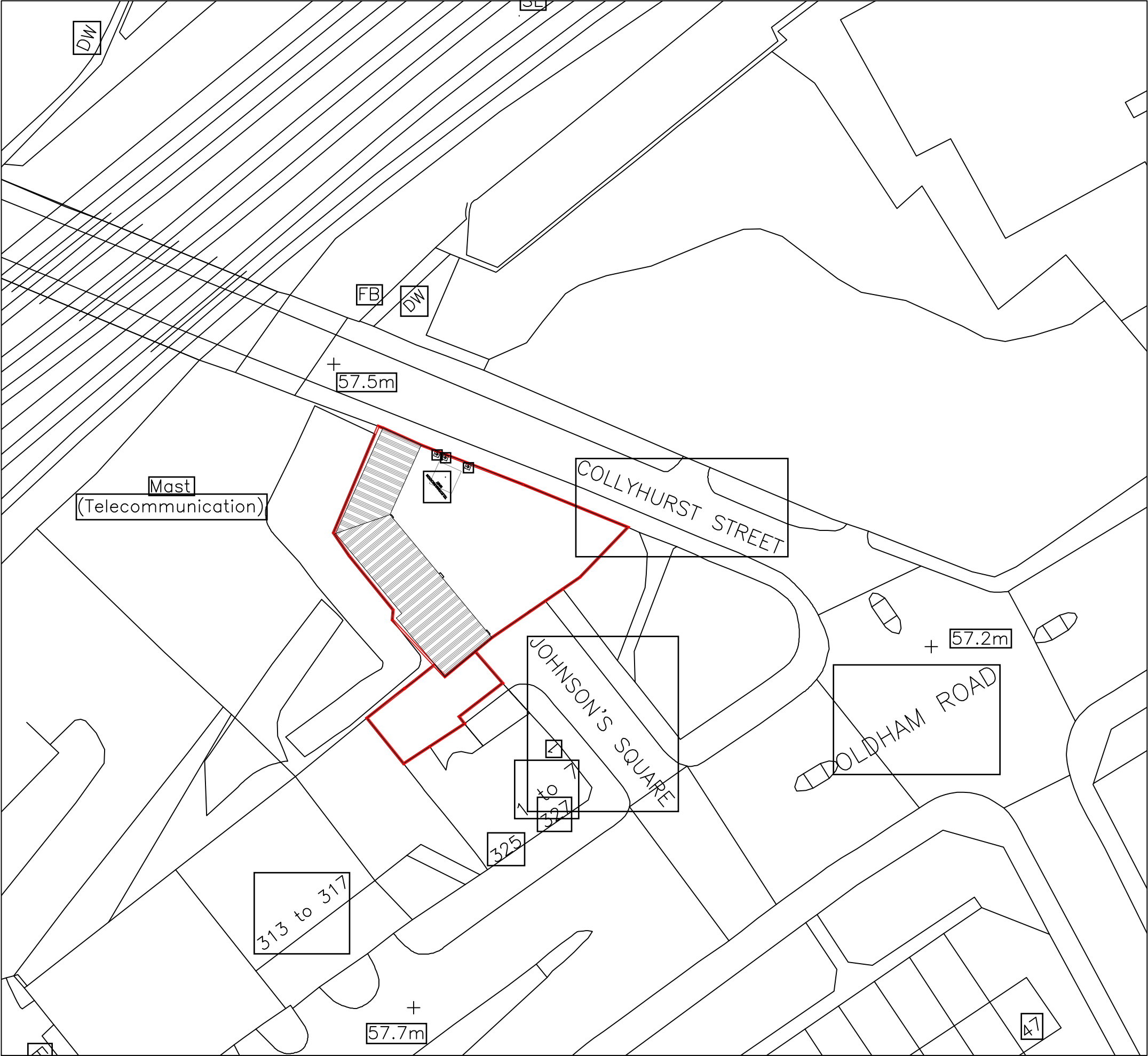
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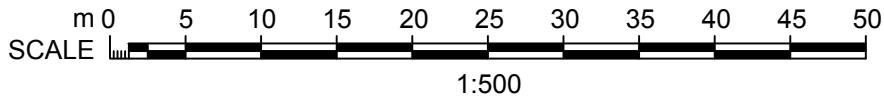
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Produced on 09 November 2020 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.
This map shows the area bounded by 385661,399668 385661,399810 385803,399810 385803,399668
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Job Ref.	Drawing No.	Revision
1153	0600	C

C	Issue for Planning Application	ML	01/02/21
B	Issue for Draft Planning	ML	18/01/21
A	Issue for Client	ML	13/11/20
Rev	Description	By	Date
Initial Issue: 13/11/20			

CLIENT

Malik Investments Limited
162 Finney Lane
Heald Green
Cheadle
SK8 3PU

PROJECT TITLE

Change of Use of Existing Workshop to Food Delivery Kitchens

DRAWING TITLE

Existing Block/Site Plan

Drawn by: ML	Checked by: ML
Date: 06/01/21	Scale: 1:500 @A3

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