

Transport Note

35 Garratt Way, Gorton

Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park'

Introduction

This Transport Note has been prepared in support of a planning application for change of use of an existing building at Garratt Way, Gorton, Manchester. The description of development as set out on the application form and Planning Statement is '*Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park*'.

The proposed development, by its nature, is dependent on highways movements. Although the site is considered to benefit from good highways access, has an established use with an appropriate level of highways use associated with it and is adjacent to other highway-dependant uses, it is acknowledged that due consideration should be given to highways issues.

Site Description

The site is located at 35 Garratt Way, Gorton and is also known as the former Crawshaw's Butchers unit.

The application site consists of a single-storey commercial unit (use class A1), car parking, servicing area and landscaping. The site lies to the north of Hyde Road, to the south of Garratt Way and between commercial and roadside operators to the east and west.

The adjacent sites are occupied by a Texaco Petrol Filling Station with convenience store, a hand car wash and Aldi store to the west and a drive-thru KFC and police station to the east. The south of Hyde Road is dominated by retail and town centre uses including bulky goods retail and services such as estate agents. Residential development is located to the north of Garratt Way. The wider area is dominated by commercial development, such as a large format Tesco store to the east of the site, office development, a former public house and other retail uses benefitting from the key arterial route into Manchester City Centre (Hyde Road), railway infrastructure including Belle Vue station, leisure uses to the south-west such as Belle Vue Stadium and Cinema and residential uses.

The application site was last used as a butchers and factory shop selling retail and bulk meat products however this site has been unoccupied since 2018 and has been actively marketed to a wide range of users, as outlined later in this document.

Proposal

The proposal seeks a flexible use which would allow a future tenant to use the building as a shop (use class A1) without the need to seek further planning permission to revert back to use class A1 if required.

The proposal also seeks to permit the occupation of the site for use class B2 to allow the operation of MOT/car servicing and maintenance as described above for operator Quick Lane, part of the Ford Group.

Quick Lane also requires external building alterations to the former retail unit including openings with shutters on the south and east elevations of the building which will allow vehicles to be brought into the building and a window to the north elevation. Some reconfiguration of the car park is required to create two holding areas fronting the proposed openings for vehicles to enter and leave the building.

The proposal will also include an electric charge point connection from the building's front (eastern) elevation for staff vehicles. In addition, 2no. Sheffield cycle stands (providing secure parking for four cycles) will be provided along with 2no. accessible parking spaces. No further alterations to existing parking provision is proposed.

A financial contribution of £5,000.00 is proposed for the Council to spend on tree planting/landscaping as a positive air quality improvement measure along Hyde Road. This will be secured by way of a S106 Unilateral Undertaking. There are no changes to landscaping or site access which are largely outside the application site. No boundary treatment is required as no storage whatsoever will be left outside of the building.

Pre-Application Advice

Extensive pre-application advice by way of conversations have been undertaken with both Officers and Members of Manchester City Council. It was agreed with officers that a 'light touch' transport note be provided in support of the planning application to cover the following: parking provision, staff numbers, anticipated customers numbers, deliveries and servicing and waste collection.

Planning Policy

The Development Plan for Manchester comprises of the Manchester Core Strategy (2012) and extant policies of the Unitary Development Plan (1995) supported by a proposals map.

The policy map shows the site to lie within Gorton District Centre, in a mixed-use area (Policy GO6), within East Manchester (Policy EC5) and within the Inner Area of Manchester (Policy SP1). In addition, Hyde Road/A57 which runs to the south of the site is subject to UDP Policy E3.3 relating to the upgrading of key road and rail routes into the City.

Unitary Development Plan Policies

Policy E3.3 states that '*The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems*'.

Policy GO6 states that '*Sites on the Hyde Road frontage, as shown on the Proposals Map, are allocated for industrial, commercial or retail development*'.

Policy GO10 states that '*Along Hyde Road, the Council will improve pedestrian facilities and, where appropriate, provide traffic calming measures in neighbouring residential areas, improve and maintain public transport use and enhance the opportunities for economic regeneration in the area*'.

Core Strategy.

Policy CC5 provides the strategic policy goal of the Core Strategy regarding transport. The policy requires developers to consider public transport, pedestrians and parking in all development.

Policy T1 covers Sustainable Transport and seeks to promote sustainable modes of transport, improve public transport, promote non-motorised modes of transport and improve air quality and reduce pollution.

Existing Conditions

The application site benefits from good access to the highway network by way of an existing access to Garratt Way which connects to Hyde Road via Whitwell Way to the east of the site. Users accessing the site will predominantly be drawn from Hyde Road as an arterial route into Manchester. Such customers will leave Hyde Road and travel approx. 140m, making two turning manoeuvres; one left turn from Whitwell Road and a second left turn from Garratt Way into the site. Having left the public highway, an additional right turn would be made into the application site off an existing estate road.

The Hyde Road junction is signal controlled with stopping zones for cycles, pedestrian crossings, traffic islands, box marking and filter lanes from the east and west. Knutsford Road forms the fourth entry to the junction and is

also signal controlled. Pedestrian access is taken from the Garratt Way via an existing footpath directly into the site from the north or via the shared access to east of the site.

Proposed Development Access Arrangements

No alterations are proposed to the existing site access arrangements. The site has operated as a retail premises for a considerable period of time and benefits from good vehicular access.

Parking

As a former retail site, the application site benefits from good parking provision, offering 20 standard parking spaces. The proposed development will result in a small reconfiguration of the parking layout in order that two accessible spaces are added along with a dedicated electric vehicle charge point location for the use of staff. The reconfiguration of the car park will lead to the loss of two parking spaces but in doing so will provide three additional spaces, resulting in a net reduction of two standard parking spaces but a net increase of one parking space in total. Two Sheffield cycle stands, offering secure storage for up to four bicycles will be provided to the north of the building in clear view of the main office and waiting room, offering good natural surveillance.

Trip Generation

The proposed development will employ up to seven staff including one Prince's Trust apprentice. Shift patterns and flexible working will result in the average number of staff being lower, assumed to be between three and five staff at any one time.

The maximum number of customer vehicles serviced per day would be 25 based on all customers arriving regularly throughout the day and requiring only minor works such as a replacement tyre. In reality, it is difficult to estimate the number of customers on a day-to-day basis as some work requires significantly longer than others (e.g. fitting new engine parts or oil changes). A reasonable estimate for the daily throughput of customer vehicles is 15 per day, based on existing Quick Lane sites in the UK. This will result in a significantly lower level of vehicular activity than the former, permitted retail use at the site, therefore is not expected to result in negative impact on the highway network.

Deliveries will take place regularly throughout the day and week on an 'as required basis'. Small goods vehicles (vans and LGVs) will deliver parts as work is booked in or for regularly consumed items such as engine oil, fuses and bulbs, thus will replenish stocks as used up to three times per day. A larger long wheelbase van will deliver tyres once per day.

Waste will be segregated by type and will be collected by specialist contractors including waste oil, used tyres, scrap metal, recycling and general waste. Collections will be made depending on the schedules of third parties but it is assumed that at most, two collections per day or on average one collection per day will be made.

The following tables provide an overview of estimated vehicle movement on any given day.

	Daily Maximum	Daily Average	Weekly Maximum	Weekly Average
Staff	7	5	49	35
Customers	25	15	175	105
Deliveries	4	3	28	21
Waste	2	1	14	7
Total	38	24	266	168

Based on the above, a maximum of 38 vehicles per day is expected to access the site, an average of 3.8 per hour across an 8am-6pm working day. Alternatively, on an 'average' working day, an average of 2.4 vehicles will access the site.

The existing lawful use of the site for retail use has resulted in a historically intensive highways use by customers, most recently as a butchers/meat retailer and previously as carpet retailer and video rental store. Such uses would have considerably higher intensity of use by customers, staff and servicing vehicles. The proposed use is anticipated to have a substantially lower intensity of use of 24 vehicles per day on average with a maximum of 38 vehicles per day. The proposed use would therefore have a lower impact on highways and would not result in a detrimental impact on the local highways network or on the amenity of neighbouring uses and highways users. Furthermore, the proposed use is considered to be appropriate in the context of the mixed use nature of the surrounding area which incorporates a petrol filling station, drive-thru fast food restaurants and a range of A1 retail uses along Hyde Road.

As a key arterial route into the city centre, Hyde Road already accommodates substantial traffic volumes from which the majority of trade for the proposed occupier will be drawn. As such it is not anticipated that significant new trips to the application site will arise as a result of the proposed development and the short distance from the Hyde Road/Whitwell Way junction. The number of trips to the site is expected to be low in both absolute terms and in relation to the existing baseline as a retail site.

Sustainability

The applicant FPC (Gorton) Limited and the incoming leaseholder, Quick Lane, are committed to achieving sustainable development. The UK road vehicle fleet remains largely petrol and diesel powered however hybrid and electric vehicles are increasingly available and affordable. The proposed development will service both conventionally powered vehicles as well as hybrid and electric vehicles. In addition, the proper and regular maintenance of conventionally powered vehicles is imperative to the efficient operation of vehicles. Regular oil changes, replacement air filters, well maintained tyres and general maintenance improve efficiency, reduce fuel consumption and reduce emissions in addition to saving motorists money.

In addition to the reduction of emissions by enabling vehicle maintenance, the application site is located adjacent to a key arterial access route into Manchester, resulting in a detour of approx. 140m from Hyde Road, reducing specific trips made by motorists for vehicle repairs.

The applicant has sought to provide incentives to employees to use alternative methods of transport including ensuring good pedestrian access, sufficient cycle storage and electric vehicle charge points as part of the proposals. Furthermore, the applicant is proposing the adoption of a Section 106 agreement to contribute £5,000 to the local community to plant trees in the local area. The proposed planting will allow the community to divert the fund to an appropriate area in order that the air quality benefits of the planting can be combined with other benefits such as habitat creation, landscaping/screening or the improvement to public open space.

Need to add a section in that staff can travel by bus- summarise the location of bus stops, bus services and frequency please.

Conclusion

The proposed development relates to the change of use of a former retail site to B2 industrial use for the purposes of vehicle servicing. The proposal will also include various external works and reconfiguration of the car park.

The applicant has considered a range of transport related matters including parking, highways access and non-motorised users. As an existing retail site, the application site benefits from good access for vehicles and pedestrians and currently provides 20 parking spaces. The applicant proposes reconfiguring the parking layout to provide two

accessible spaces and one electric vehicle charge point space at the cost of one parking space; a net increase in one space.

An average working day would result in 38 vehicles accessing the site or 3.8 per hour. A more realistic estimate would be of 24 vehicles per day or 2.4 per hour. The projected highways movements are considered to be low, particularly in comparison to the baseline historic use of the site as retail.

The applicant has sought to encourage access by sustainable means and includes an electric vehicle charge point, cycle storage and pedestrian access in the scheme. In addition to helping to ensure the conventionally powered vehicle fleet on the road remains as efficient as possible, the applicant is also proposing offering £5,000 to the local community for tree planting to mitigate the impact of conventional vehicles on air quality.

The proposed development is not anticipated to have a detrimental impact on the local highways network and will provide a range of measures to contribute to sustainable development; moreover activity on the network resulting from the proposal is expected to be equal to (if A1 retail use was to continue) or less (if the proposed B2 use was implemented) than the permitted use class A1 use, therefore should be acceptable in highway terms.