170728/SK21679/TN02(-03)

102 MANCHESTER ROAD, CHORLTON

TECHNICAL NOTE

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21679	TN02	-02	-	L Speers	LGS	12.07.17
SK21679	TN02	-03	-	L Speers	LGS	28.07.17

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1 INTRODUCTION

1.1 In April 2017 consent was granted to convert the ground floor of the office building at 102 Manchester Road in Chorlton to two A3 restaurant units. The consented ground floor A3 units have a combined floor area of 473.37sqm.

1.2 As part of the planning submission a Transport Statement was produced that examined the traffic, transport and parking impact of the A3 proposal. This assessment concluded that, due to the highly accessible location of the site in Chorlton district centre, the majority of trips to the site will be undertaken on foot or by public transport (including taxis). It was also shown that the parking demand associated with the proposal will be low.

1.3 The Transport Statement included a parking survey that showed that, although well used, there is space on the surrounding highway network.

1.4 The findings of the Transport Statement were agreed with highway officers during consideration of the application and planning conditions relating to parking management (12), service management (13) and construction management (14) were set by the officers.

1.5 At the planning committee, an additional planning condition (16) was set by the members to restrict sale of goods for consumption off-site. This was a condition that was not considered necessary by the highway officers when reviewing the impact of the proposal.

1.6 This note has been prepared to examine the impact of varying condition 16 imposed by the members at the planning committee as a high-end operator has been found for one of the units. This operator's standard offer includes the production of food for consumption off-site.

2 IMPACT

Development Trip Forecast

2.1 The Core Strategy states that Chorlton District Centre is the largest shopping centre in Manchester outside of the city centre and retains a high level of expenditure from local residents. The District Centre is also highly accessible by non-car modes, with a GMAL of 7 (the same level as found at city centre sites).

2.2 The proposal will provide two A3 restaurants/cafes to serve the local community. As with other recently consented A3 uses in Chorlton and Didsbury it is considered that the majority of staff and customer movements will be undertaken on foot or by public transport, and that the units will not generate a significant level of parking demand. This was agreed with MCC during consideration of the consented application.

2.3 The TRICS database was used to forecast the total trips and vehicle trips that would be generated by the future proposal. The agreed trip rates are replicated in table 2.1.

	Trip Rate (per 100sqm)			Person Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0	0	0	0	0	0
PM	3.511	2.519	6.03	17	12	29
Daily	44.24	45.333	89.573	210	215	425

Table 2.1: A3 Person Trip Generation

	Trip Rate (per 100sqm)			Traffic Flows		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0	0	0	0	0	0
PM	0.42	0.382	0.802	2	2	4
Daily	5.791	5.721	11.512	27	27	55

Table 2.2: A3 Vehicle Trip Generation

Take-away Services

2.4 The agreed TRICS trip rates are based on surveys of comparable A3 restaurants across the UK. A total of five TRICS survey sites were used in the forecast. Four of these survey sites provide takeaway facilities and so trip activity associated with the consumption of food off-site is already inherent in trip forecasts presented to MCC. These trip forecasts have been found to have insignificant impact on the highway and transport network when tested against the requirements of NPPF. This conclusion is agreed with MCC.

2.5 The future operator of the unit has advised that 5% of custom is typically takeaway services (split 50:50 between collection by customers in person and Deliveroo type collection on bikes/motorbikes).

2.6 Given the location of the site in the District Centre close to existing bar facilities and residential areas, most personal collection trips would be undertaken by foot. These trips would either take the form of a local resident walking to collect food or as part of linked pedestrian trip with surrounding bars. Any car trips associated with this activity is already included in the vehicle forecast for the site.

2.7 The Deliveroo trips will be undertaken by bike or motorbike. There is sufficient space both on-site and surrounding the site for these vehicles to park while the food is loaded.

2.8 As above, the activity associated with take-away service is already inherent in the consented trip generation for the A3 uses, so technically no further assessment is required to demonstrate that there will be no impact from varying condition 16.

3 CONCLUSIONS

3.1 Consent was granted in April 2017 for the conversion of the ground floor of 102 Manchester Road to provide two A3 restaurant units.

3.2 A Transport Statement was prepared to assess the impact of the proposals. This assessment fully considered the impact of the proposals in terms of highway capacity, parking and accessibility. The Transport Statement also included a parking survey of local on-street activity and found, that although well used, space is present during the peak evening periods associated with restaurant activity.

3.3 As part of the consented assessment, a trip forecast was undertaken that examined the total person and vehicle trip generation associated with the development. The TRICS forecast used comparable survey sites held in the database. Four out of five of the sites from the TRICS database include take-away services and by this the movements associated with this activity are also agreed with MCC.

3.4 The impact of the proposal, based on the submitted TRICS data, was agreed with MCC during consideration of the application. It was agreed that the development would not constitute a severe impact when tested against NPPF.

3.5 MCC officers included planning conditions to ensure that the transport effects of the proposal would be as outlined in the Transport Statement. This includes conditions relating to parking management, service access, and construction access.

3.6 At the planning committee a further planning condition was attached to the consent to restrict the sale of food to be consumed off-site. This condition was not considered necessary by MCC

officers when reviewing the impact of the proposal, in part as take-away movements had already been assessed in the submission documents.

3.7 It is now the intention to vary the condition to allow the sale of food to be consumed off-site. The operator has confirmed that only 5% of customers will collect food from the site. 50% of this activity will relate to customers collecting in person. It is considered, due to the site's location that these will largely be undertaken on foot. Any car trips associated with this activity have already been captured in the vehicle forecast agreed for the development.

3.8 Deliveroo collections will be undertaken on bike/motorbike. There is sufficient space on site and surrounding streets to accommodate this activity for the short period of time it will take to load the food. Again, the motorbike trip has already been captured in the vehicle forecast agreed for the development.

3.9 It is concluded, that this note demonstrates that due consideration has already been given to the impact of take-away activity at the development. As with the agreed impact relating to the rest of the trips associated with the proposal this activity does not represent a severe impact when tested against the requirements of NPPF.