Section 73 Application for a KFC Restaurant and Drive-Thru Altrincham Road, Baguley

Transport Assessment Addendum

For

Standard Corporation Ltd

motion

Document Control Sheet

Section 73 Application for a KFC Restaurant and Drive-Thru

Altrincham Road, Baguley

Standard Corporation Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
08/05/2024	V1.0	CA	LF
10/06/2024	V1.1	CA	LF

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Contents

1.0 Introduction 1
2.0 Proposed Development 2
3.0 Parking Demand Analysis 4
4.0 Summary and Conclusion 7

Appendices

A Site Plan
B Swept Path Analysis
C Parking Survey Data

1.0 Introduction

Overview

1.1 This Transport Assessment Addendum (TAA) has been prepared on behalf of Standard Corporation Ltd to support a Section 73 application related to planning permission 132835/FO/2022 for the:

"Erection of a single storey building to form mixed restaurant and hot food takeaway use (sui generis), incorporating a 'drive-thru' facility, car and cycle parking, the creation of a new pedestrian and cycle footpath link into the site from Altrincham Road and associated landscaping within part of existing supermarket car park".

1.2 Planning permission was granted in May 2022 by Manchester City Council (MCC) and this Section 73 reflects changes that have since been made to the Tesco car parking layout.

1.3 The site is located within the existing Tesco car park on Altrincham Lane, Baguley. The location of the site in the context of the local highway network is illustrated in Figure 1.1.

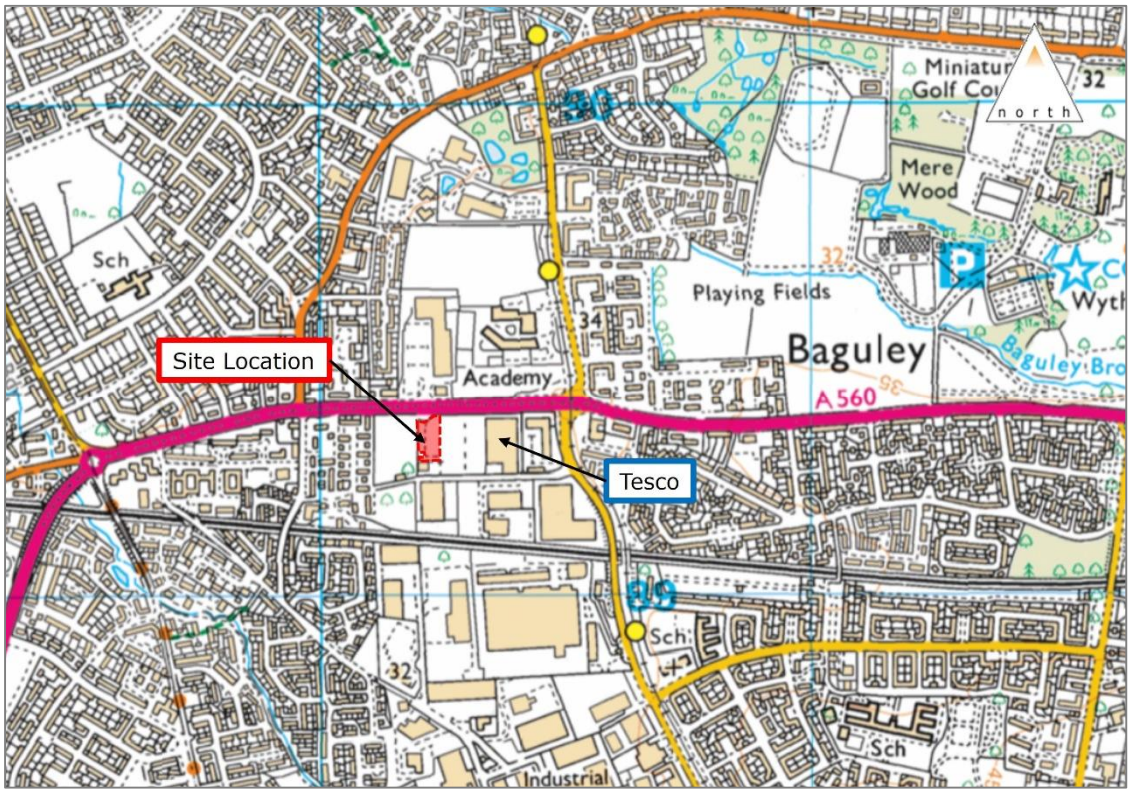


Figure 1.1 – Site Location

Scope of Report

1.4 The remaining sections of the report are as follows:

- Section 2 details the site layout, identifying the changes proposed as part of this Section 73 application and the elements of the proposal that will remain unchanged from the permitted scheme;
- Section 3 assesses the car parking demand generated by the proposed unit and the impact thereof on the reduced car parking capacity for Tesco, accounting for the recent changes to the existing Tesco car park; and
- Section 4 provides a summary and conclusion on the information presented in the TAA.

2.0 Proposed Development

Site Plan

2.1 The site plan is included at Appendix A.

2.2 The proposed unit will continue to provide a gross floor area of 250m^2 as per the permitted scheme.

2.3 Access to the proposed unit will be retained as per the permitted scheme from within the Tesco car park. No changes are proposed to the existing access arrangements to Tesco from Altrincham Road.

2.4 The internal access road within the car park will be realigned to accommodate the proposed unit, noting that the revised site plan provides a designated lane to access the proposed unit. Drivers entering the Tesco car park are provided with a separate lane for the proposed unit and right turn lanes are provided for access to the circulation aisles of the Tesco car park. The provision of a designated access lane to the proposed unit will ensure that access to the Tesco car park remains unobstructed.

2.5 The internal arrangements of the site layout will remain as per the permitted scheme whereby no changes are proposed to the drive-thru lane which will retain a queueing capacity of 14-15 vehicles, minimising any impact on the Tesco car park and the public highway, particularly given that the proposed unit will benefit from its own designated lane access.

2.6 Swept path analysis of the drive-thru lane has been undertaken to demonstrate that revised layout continues to accommodate a large van, the largest vehicle expected to utilise the drive-thru, reflecting the same vehicle dimensions as submitted as part of the Transport Assessment. The swept path analysis is included at Appendix B.

2.7 The main access to the proposed unit will continue to be located along the northern façade of the building linking to pedestrian desire lines of movement. The proposal will continue to provide designated pedestrian crossing points across the entrance to the parking area for the proposed unit and the drive-thru lane. A designated crossing point will also be provided across the main internal access road to the Tesco car park which connects with the marked pedestrian route through the Tesco car park.

2.8 It should be noted that the above follows the same principles that were agreed as part of the permitted scheme however, the pedestrian crossing across the main internal road to the Tesco car park has been relocated to connect with the revised pedestrian walkway to be implemented by Tesco as part of the revised car park arrangement.

Parking Provision

2.9 The revised layout will continue to provide the same car parking layout for the proposed unit as per the permitted scheme. The proposed unit will continue to provide 2x Blue Badge spaces and 2x home delivery bays located adjacent to the restaurant's entrance. The locations of these bays remain unchanged.

2.10 Furthermore, the revised layout will also provide 2x bays for electric vehicle (EV) charging which reflects the same provision as the permitted scheme which was acceptable to the highway authority. To note, an additional 3x spaces will be provided with ducting for future conversion as required.

2.11 Since the submission of the TA, the number of existing car parking spaces within the Tesco car park has altered due to minor layout changes. The Tesco car park currently provides a total of 525 spaces compared with 515 spaces as stated in the submitted TA. The proposed unit and reconfiguration of the Tesco car park will result in a net loss of 140 spaces, compared with 71 spaces as stated in the submitted TA.

2.12 As per the permitted scheme, the existing number of blue badge and electric vehicle charging places within the Tesco car park will be unaffected.

2.13 The revised layout will continue to provide 6 cycle parking spaces in accordance with MCC parking standards. This level of provision as per the permitted scheme which was acceptable to the highway authority.

Servicing Arrangements

2.14 The servicing and delivery arrangements will remain unchanged from the permitted scheme. Vehicles will enter from Altrincham Road and exit via the petrol station on to Timpson Road. The revised layout continues to propose a designated delivery bay located to the south of the unit which remains unchanged from the permitted scheme. Goods will then be taken across the drive-thru utilising the designated crossing facility to the delivery and refuse entrance which is retained on the southern façade of the building.

2.15 Swept path analysis has been undertaken to demonstrate that a 11.5m rigid delivery vehicle (the same vehicles dimensions as provided in the submitted TA) can access and egress the site in a forward gear. The swept path analysis is included at Appendix B.

2.16 The revised layout continues to locate the bin store to the south of the proposed unit with level access as per the permitted scheme.

Trip Generation

2.17 On the basis that the gross floor of the proposed unit is to remain unchanged from the permitted scheme and that the trip generation analysis was acceptable to the local highway authority, it is considered that the trip generation analysis undertaken as part of the TA is still appropriate.

2.18 The submitted TA concluded that the proposed unit could generate in the order of 23 new vehicle trips during the weekday PM peak period and 24 new vehicle trips during the weekend peak period, with the majority of trips already originated from Tesco or already on the local highway network. As such, as agreed with the highway authority, the vehicle trips associated with the development can be accommodated on the adjacent highway network.

3.0 Parking Demand Analysis

Overview

3.1 The assessment considers the impact of the loss of 140 spaces to the existing Tesco car park as a result of the proposed unit.

3.2 As part of the submitted TA, car parking surveys were undertaken for the Tesco car park in February 2019. New parking demand surveys have been undertaken for the Tesco car park to reflect a more up-to-date position.

3.3 As noted previously, this Section 73 application proposes no changes to the size of the proposed unit and therefore, the parking demand calculated for the proposed unit as part of the submitted TA is still applicable.

Tesco Car Parking Demand

3.4 A car parking demand survey was undertaken on Saturday 6 April 2024 between 09:00 and 19:00, capturing the parking demand profile for the existing Tesco car park across a typical Saturday period capturing the standard weekly peak. The results are included at Appendix C and summarised in Table 3.1.

3.5 As noted in Section 2, the Tesco car park provides a total of 525 parking spaces.

Time	No. Cars Parked	Spare Capacity	Spare Capacity (%)
09:00-10:00	91	434	83%
10:00-11:00	158	367	70%
11:00-12:00	213	312	59%
12:00-13:00	225	300	57%
13:00-14:00	210	315	60%
14:00-15:00	204	321	61%
15:00-16:00	206	319	61%
16:00-17:00	237	288	55%
17:00-18:00	187	338	64%
18:00-19:00	144	381	73%

Table 3.1 – Tesco Car Parking Demand

3.6 Table 3.1 identifies that the Tesco car park generates a peak parking demand of 225 spaces on a typical weekend period and a minimum spare capacity of 300 spaces, equivalent to a 41% peak occupancy rate.

Total Parking Accumulation

3.7 The survey identified that the total number of spaces within the Tesco car park is 525. The proposed unit will result in a net reduction of 140 car parking spaces, reducing the overall supply to 385 spaces.

3.8 The overall parking demand and resulting spare capacity, accounting for the proposed unit, is summarised in Table 3.2.

3.9 The results are also illustrated in Figure 3.1.

Time	Existing Tesco Demand	Proposed KFC Demand*	Total Parking Demand	Spare Capacity	Spare Capacity (%)
09:00-10:00	91	11	102	283	74%
10:00-11:00	158	10	168	217	56%
11:00-12:00	213	15	228	157	41%
12:00-13:00	225	22	247	138	36%
13:00-14:00	210	18	228	157	41%
14:00-15:00	204	18	222	163	42%
15:00-16:00	206	19	225	160	42%
16:00-17:00	237	17	254	131	34%
17:00-18:00	187	14	201	184	48%
18:00-19:00	144	14	158	227	59%
** as per the submitted TA*					

Table 3.2 – Total Parking Accumulation

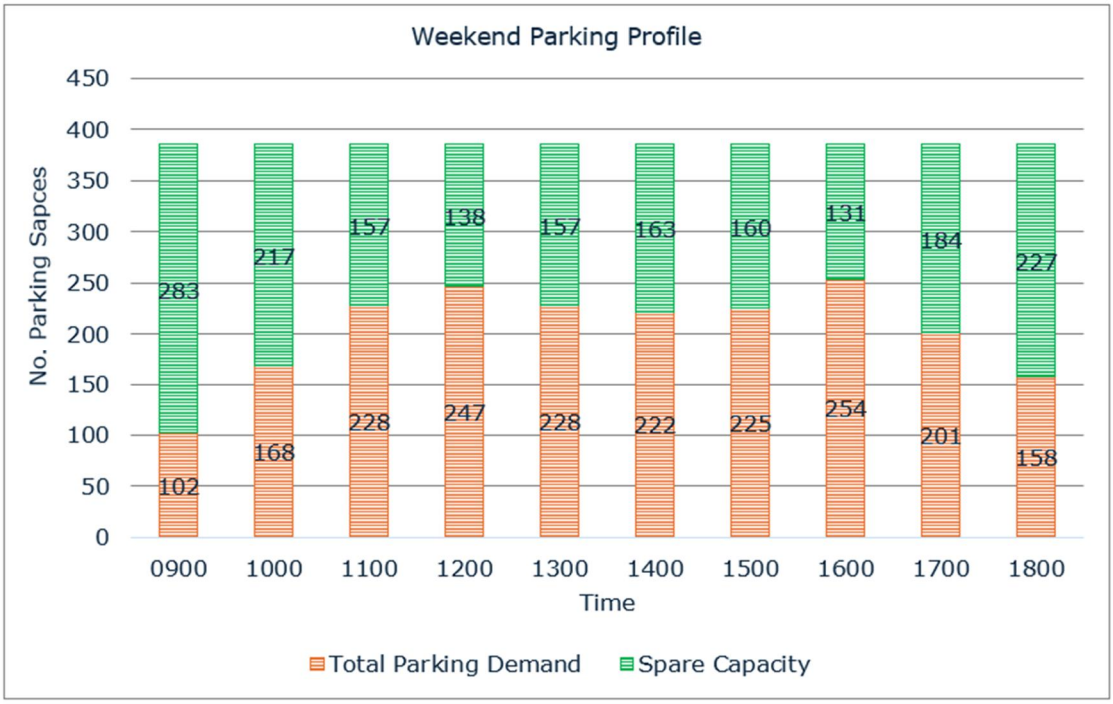


Figure 3.1 - Proposed Car Parking Demand

3.10 Table 3.2 and Figure 3.1 shows that, when accounting for the proposed unit, there will be an overall peak parking demand for 254 spaces during a typical weekend period.

3.11 On the basis that there will be 385 spaces of available car parking across the car park for the Tesco and the proposed unit, accounting for the loss of 140 spaces, the analysis demonstrates that there will be minimum spare capacity of 131 parking spaces.

3.12 Therefore, the net loss of parking as a result of the proposed unit would still retain sufficient spare capacity to cater for the demand for parking generated by the Tesco and the proposed unit.

3.13 It has been demonstrated that there is sufficient capacity within the existing Tesco car park to continue to accommodate the demand for parking generated by Tesco and the future demand of the proposed

unit. As such, the development proposal will not generate any overspill parking on to the local highway network.

4.0 Summary and Conclusion

Summary

4.1 This Transport Assessment Addendum (TAA) has been prepared on behalf of Standard Corporation Ltd to support a Section 73 application related to planning permission 132835/FO/2022 for the erection of a single storey building to form a mixed restaurant and hot food takeaway use (sui generis), incorporating a 'drive-thru' facility. In summary:

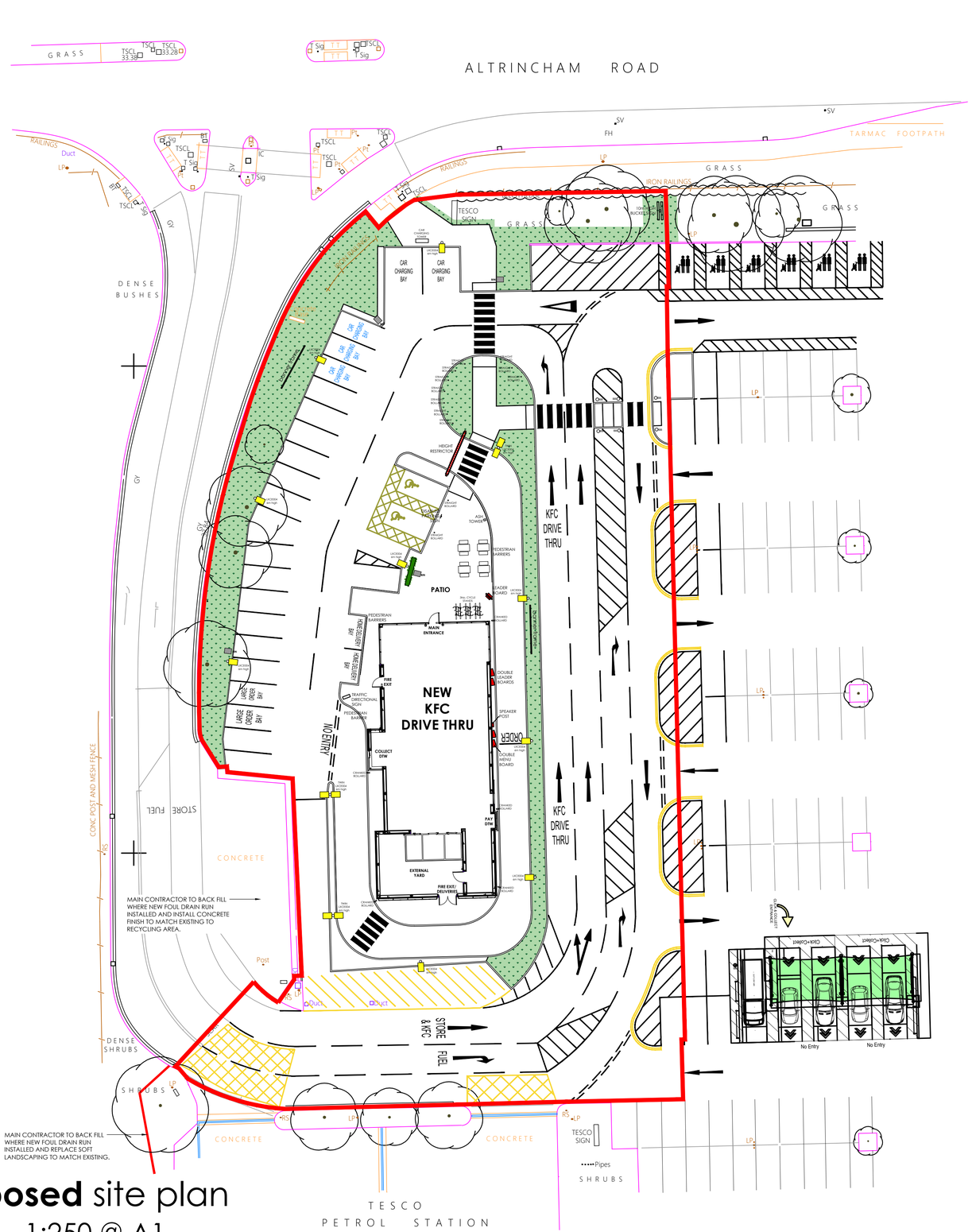
- Vehicle access to the proposed unit will be internally within the Tesco car park which remains largely unchanged from the permitted scheme. The revised layout includes a designated lane to access the proposed unit which will be beneficial to the overall operation of the car park.
- The proposed layout will continue to provide suitable pedestrian crossing facilities following desire lines of movement in line with the principles accepted for the permitted scheme.
- Servicing and delivery arrangements will remain unchanged from the accepted position for the permitted scheme.
- The gross floor area of the proposed until will remain unchanged from the permitted scheme. As such, the accepted trip generation analysis for the proposed unit is still appropriate whereby the highway authority agreed that the local highway network can accommodate the proposed volume of trips.
- The number of car and cycle parking spaces associated with the proposed unit is to remain unchanged from the permitted scheme. On the basis that the level of provision was acceptable to the highway authority at this time, it is still considered appropriate.
- Car parking for Tesco customers and customers of the proposed until will continue to be shared across the car park as per the permitted scheme.
- Parking accumulation analysis continues to demonstrate that there is sufficient spare capacity within the Tesco car park to accommodate the existing parking demand generated by Tesco and the future demand generated by the proposed unit reflecting the same conclusion as the permitted scheme. As such, demand for car parking can be accommodated within the wider site resulting in no overspill parking onto the public highway.

Conclusion

4.2 Aligning with the conclusions of the TA submitted for the permitted scheme (ref. 132835/FO/2022), there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

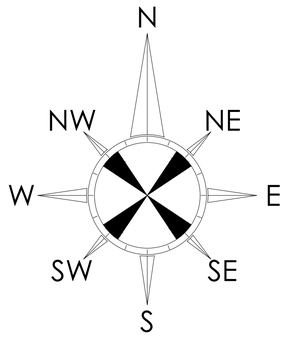
Appendix A

Site Plan



Proposed site plan

scale - 1:250 @ A1



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rev	date	description
B	09-5-24	Car park layout altered to suit latest proposed working landscaping plan ref: G910D.
A	28-1-22	Car park layout altered as instructed by planning consultant.

Frank Belshaw
Building Surveyors Limited

wheatley springs barn, wheatley lane road,
barrowford, nelson, lancashire. BB9 6QS.
tel no. (01282) 699668. fax no. (01282) 602447.

Soul Foods Group

KFC

260 MODEL DRIVE THRU

store address

BAGULEY

SECTION OF TESCO CAR PARK
ALTRINCHAM ROAD, BAGULEY,
MANCHESTER, M23 9TJ

client

CHICKEN CABINS LTD

drawing title

PROPOSED

SITE LAYOUT PLAN

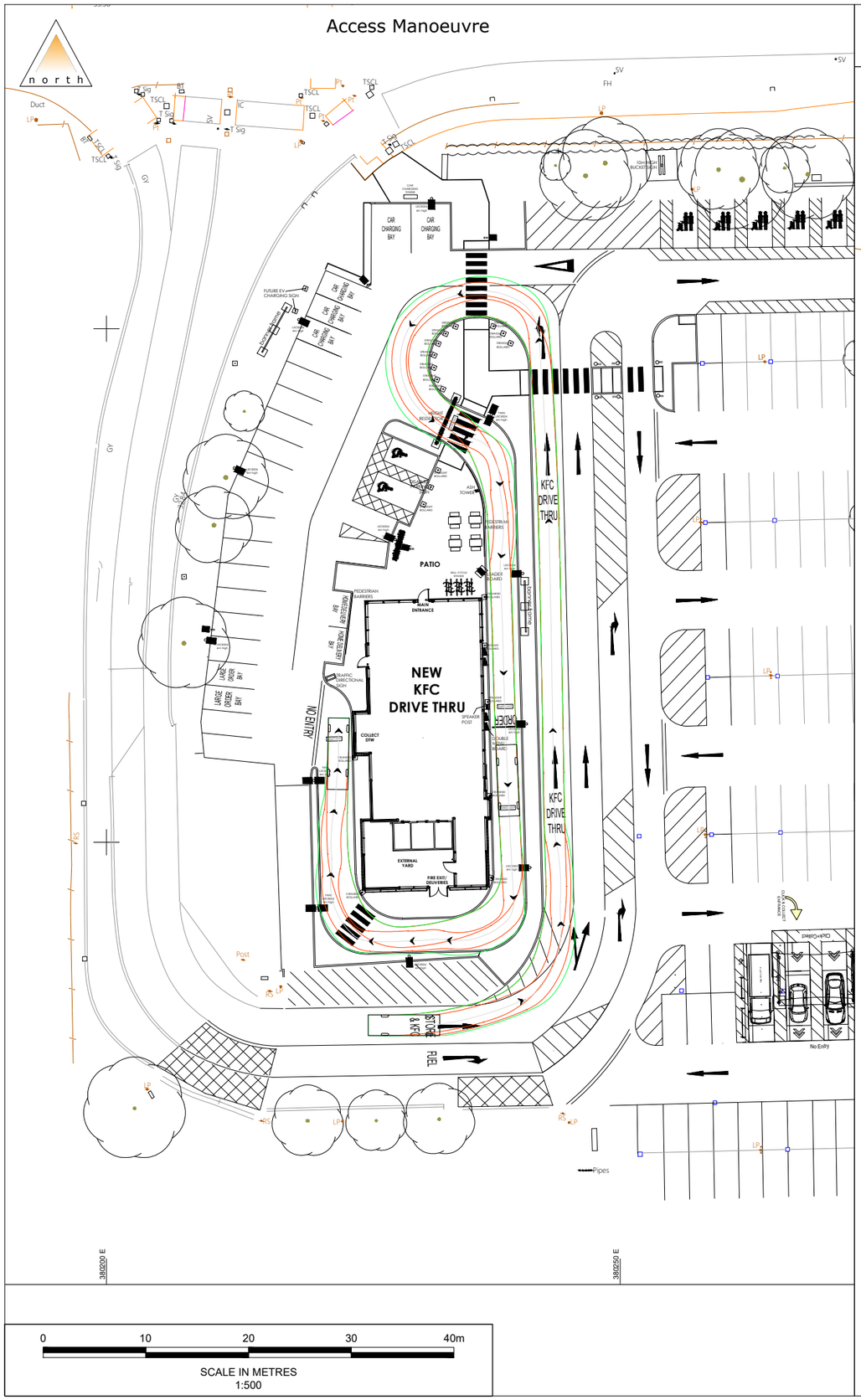
drawn by	checked	date
CAM	----	26/10/21
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KFC drawing no.	FB ref.	revision
0000/2022/P121	2020/75	B

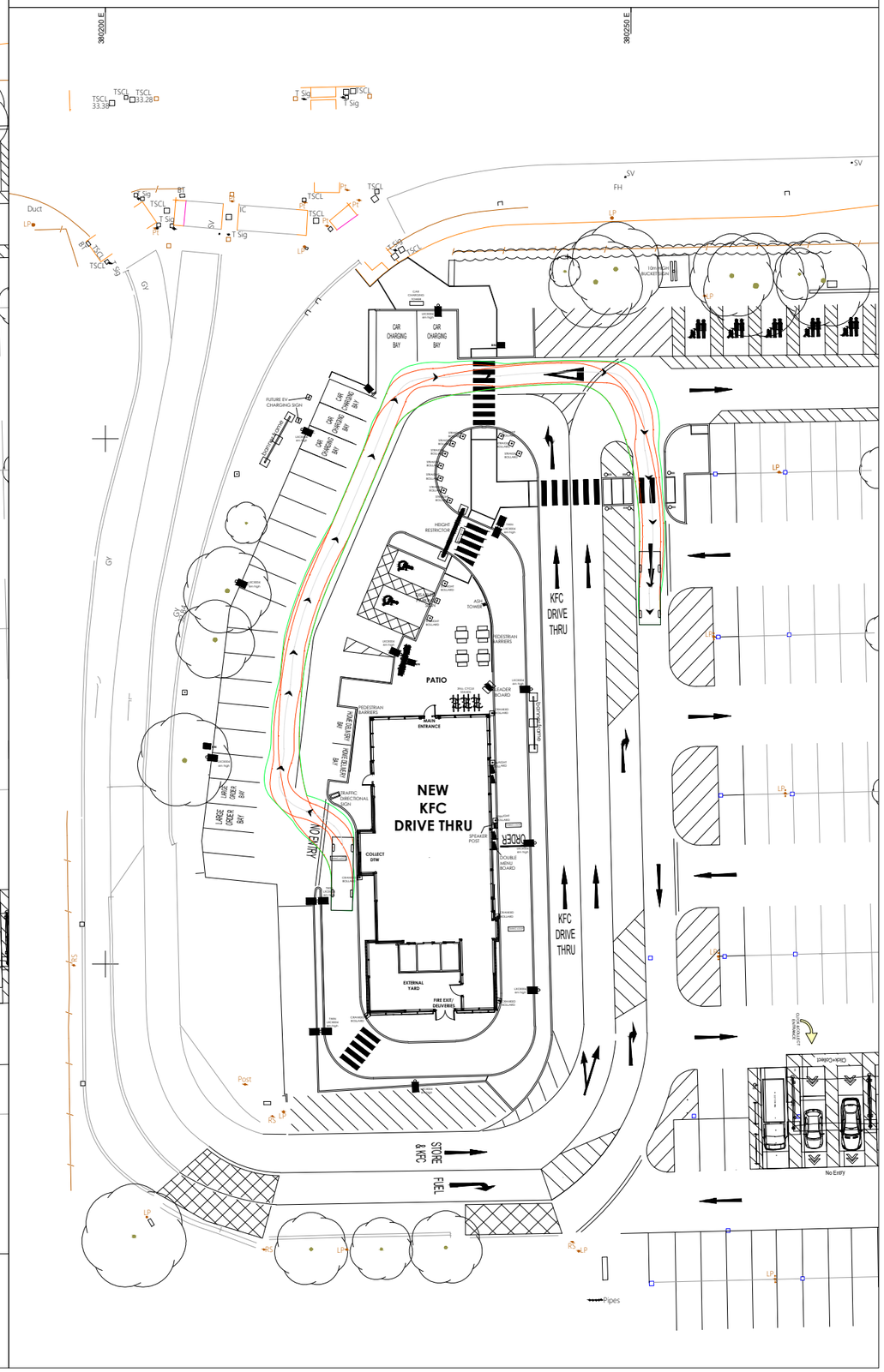
Appendix B

Swept Path Analysis

Access Manoeuvre



Exit Manoeuvre

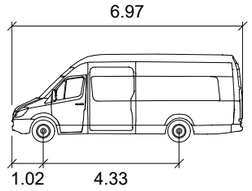


0 10 20 30 40m

SCALE IN METRES
1:500

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries.



Mercedes Sprinter L3 H2 RWD

	meters
Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 5.0
Steering Angle	: 39.5

Rev.	Description	Drn	Chk	App	Date
P01	Updated Site Plan	DR	CA	LF	10/06/2024
P0	First Issue	DR	CA	CA	03/05/2024

Drawing Status:

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Client:
Standard Corporation Ltd

Project:
Tesco Baguley

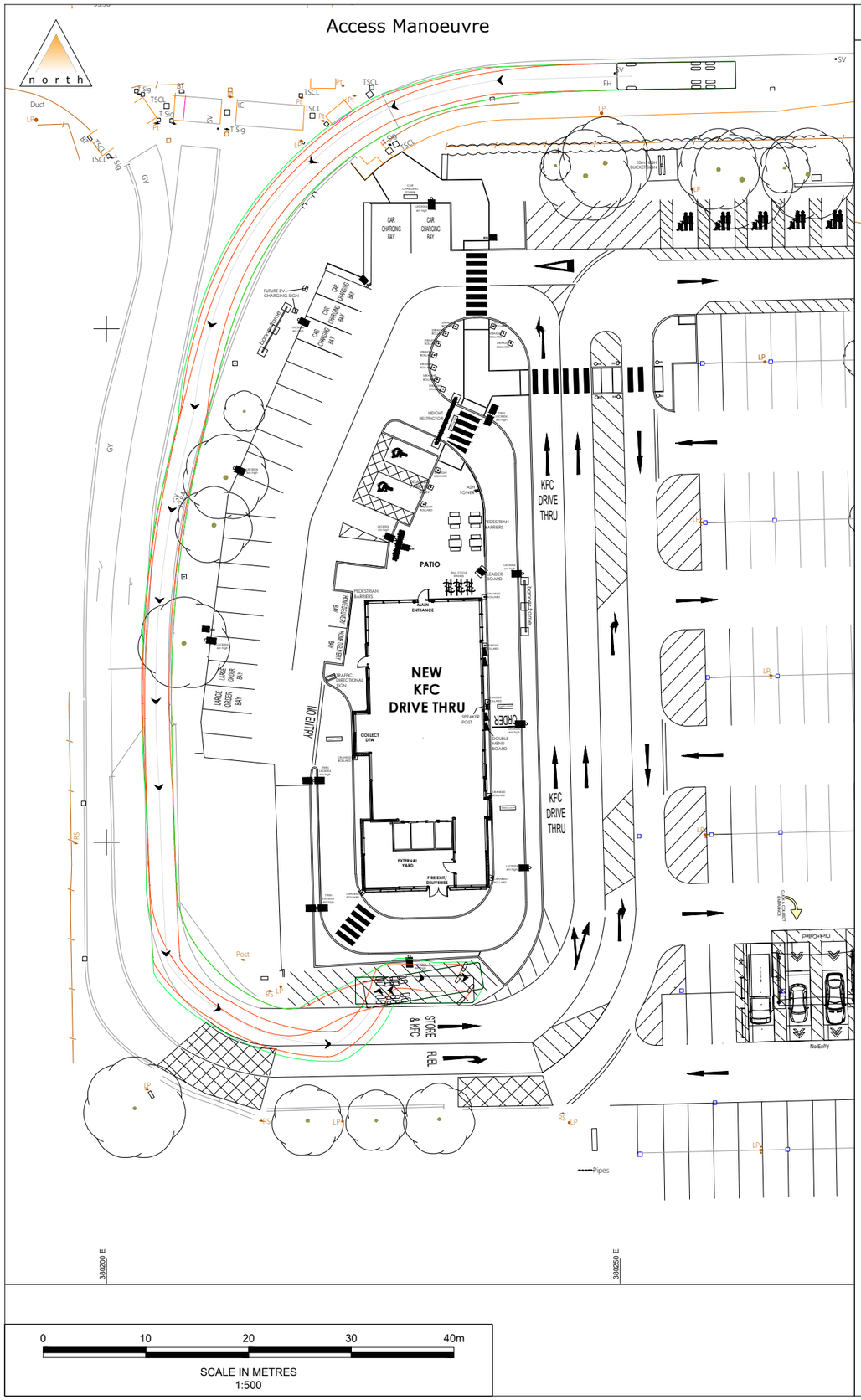
Title:
Swept Path Analysis
Drive-Thru (Sprinter Van)

Scale: 1:500 (@ A3)

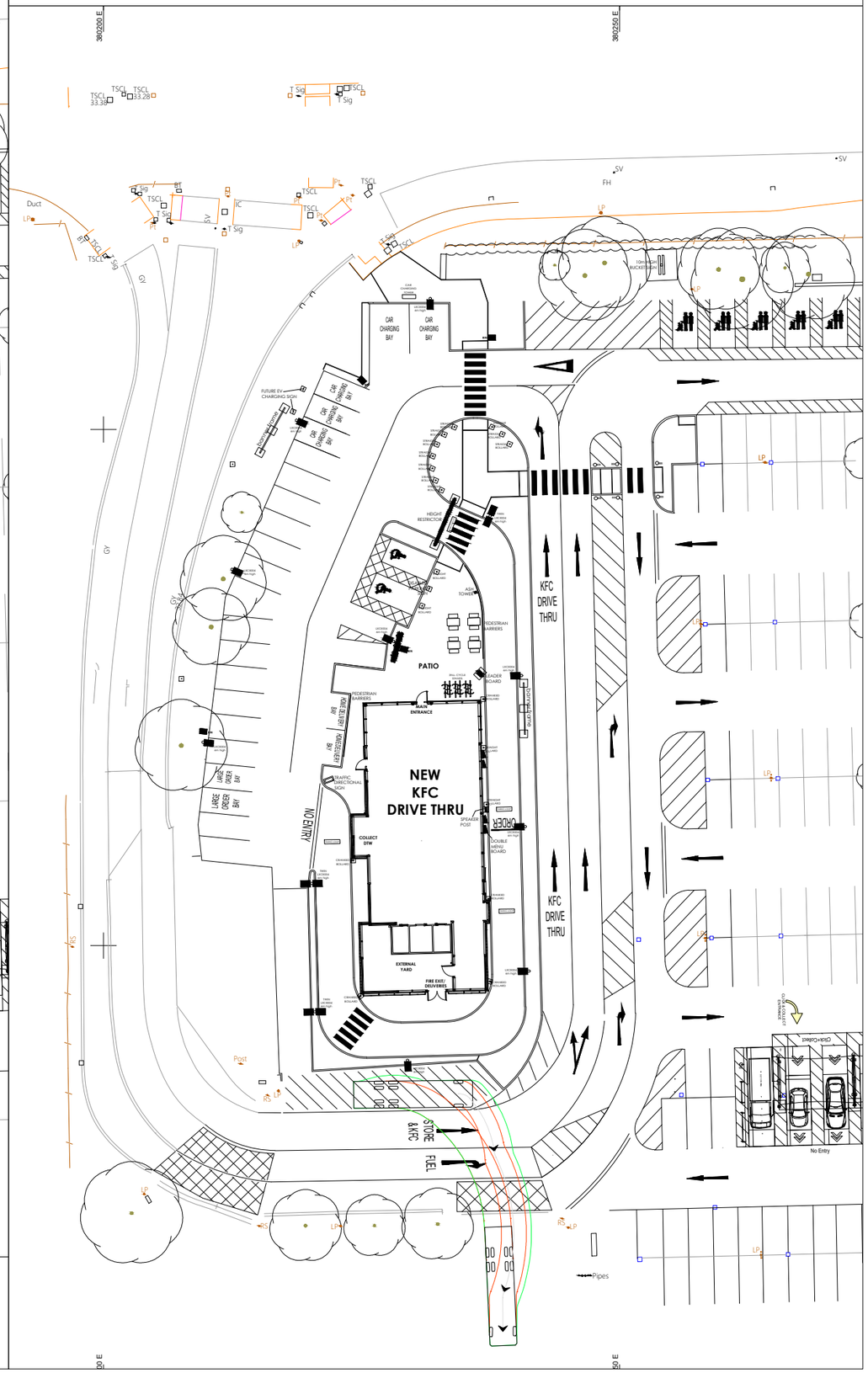
Drawing: 2404082-TK01

Revision: P1

Access Manoeuvre



Exit Manoeuvre

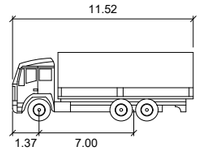


0 10 20 30 40m

SCALE IN METRES
1:500

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 4mph / reversing 4mph.



Volvo FE 26T Delivery Vehicle

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 3.0
Steering Angle	: 51.3

Rev.	Description	Drn	Chk	App	Date
P1	Updated Site Plan	DR	CA	LF	10/06/2024
P0	First Issue	DR	CA	CA	03/05/2024

Drawing Status:

FOR PLANNING
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Client:
Standard Corporation Ltd

Project:
Tesco Baguley

Title:
Swept Path Analysis
Servicing (Delivery Vehicle)

Scale: 1:500 (@ A3)

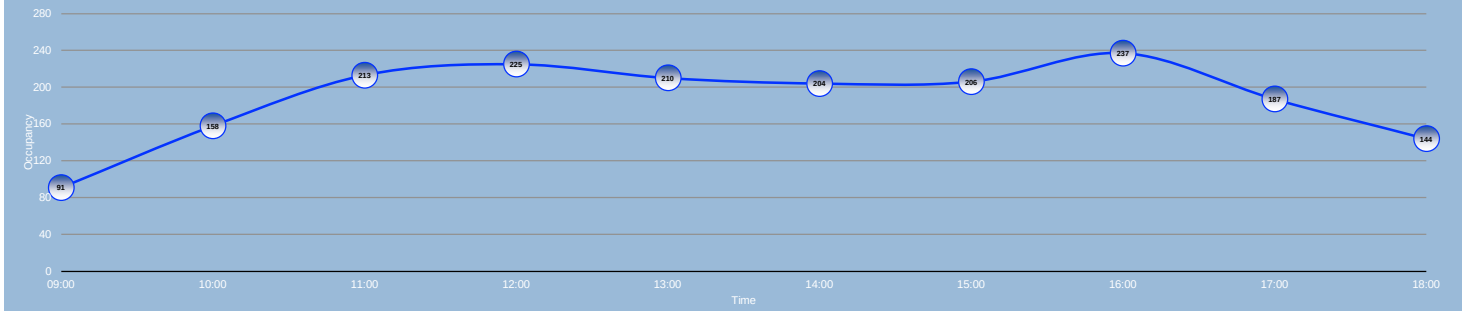
Drawing: 2404082-TK02

Revision: P1

Appendix C

Parking Survey Data

Car Park Occupancy Count Survey															
Location	Tesco Baguely Extra														
Available bays		495		15		8		3		0		4		525	
Date	Time	Standard bays		Disabled bays		Parent & Child bays		Click & Collect bays		Car Wash bays		Electric Charging Bays		Total	
Saturday, 6th April 2024	09:00	82	17%	7	47%	1	13%	1	33%	0	0%	0	0%	91	17.3%
	10:00	142	29%	10	67%	5	63%	1	33%	0	0%	0	0%	158	30.1%
	11:00	191	39%	14	93%	8	100%	0	0%	0	0%	0	0%	213	40.6%
	12:00	**202**	**41%**	**15**	**100%**	**8**	**100%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**225**	**42.9%**
	13:00	194	39%	9	60%	6	75%	1	33%	0	0%	0	0%	210	40.0%
	14:00	186	38%	9	60%	7	88%	1	33%	0	0%	1	25%	204	38.9%
	15:00	183	37%	15	100%	7	88%	0	0%	0	0%	1	25%	206	39.2%
	16:00	211	43%	15	100%	8	100%	1	33%	0	0%	2	50%	237	45.1%
	17:00	169	34%	11	73%	5	63%	2	67%	0	0%	0	0%	187	35.6%
	18:00	129	26%	8	53%	7	88%	0	0%	0	0%	0	0%	144	27.4%



Tesco Baguely Extra	
Peak Time	16:00
Occupancy Count	237
%	45.1%
No. of unoccupied bays	288