

**Unagi, Cheetham Hill,
Manchester**

TRANSPORT STATEMENT

Report prepared for
Unagi Manchester Ltd

May 2022

Report Reference 1800/1/B



ASHLEY HELME
ASSOCIATES



Transport Statement

Unagi, Cheetham Hill, Manchester

Client: Unagi Manchester Ltd

Report Ref: 1800/1/B

Status: Final

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Transport Statement

Unagi, Cheetham Hill, Manchester

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Drg No 1800/SP/01/A: Swept Path Tracking

1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Unagi Manchester Ltd to prepare a Transport Statement (TS) to support the planning application for the proposed development at Park Place, Cheetham Hill, Manchester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.
- 1.2 The Site currently forms part of an existing pay and display car park at the end of Park Place, Cheetham Hill, Manchester. The development comprises the construction of an 242sm 'Dark Kitchen' an ancillary external seating area. The development will predominately produce pan Asian meals for delivery around the Manchester area.
- 1.3 The issues addressed within this TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact on the operational performance of the local highway network.
- 1.4 The local highway network is described in Chapter 2. The Site access arrangements and parking proposals are outlined in Chapter 3.
- 1.5 The accessibility of the Site by choice of mode is considered in Chapter 4.
- 1.6 The traffic impact of the proposed development is assessed in Chapter 5.
- 1.7 The summary and conclusions of the TS are presented in Chapter 6.

2 Highway Network

- 2.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network. The Site is located on land off Park Place, Cheetham Hill, Manchester.

2.2 Existing Conditions

2.2.1 Park Place

- 2.2.1.1 Park Place is a single carriageway road and circa 6.5m wide, with footways on both side of the road. There is on-street parking on the south side of the road.
- 2.2.1.2 Park Place provides direct access to a number of commercial properties. The properties on the north side of the road have parking areas between the buildings and the back of footway.
- 2.2.1.3 There is a pay and display car park at the western end of Park Place. Access to the car park is available from Park Place and also Cowburn Street.
- 2.2.1.4 There are existing parking bays on the south side of Park Place. On Mondays to Fridays waiting is restricted to a maximum of 2 hours with no return in 2 hours, between 8am to 6pm. The same waiting restrictions apply on Saturdays, but only between 8am and 1230pm.
- 2.2.1.5 There are waiting restrictions on the north side of Park Place and on the south side of the road near the junction with the A665. Waiting is prohibited Mondays to Fridays between 8am and 6pm and on Saturdays between 8am and 1230pm.
- 2.2.1.6 Park Place forms a priority-controlled junction with the A665 Cheetham Hill Road at its eastern end.

2.2.2 A665 Cheetham Hill Road

- 2.2.2.1 The A665 Cheetham Hill Road is a single carriageway road, with two lanes in each direction in the vicinity of the Park Place junction.
- 2.2.2.2 There is footway on both sides of Buckshaw Avenue and a segregated cycleway on the north side of the road. The A665 is one of the principal routes into the city centre from the north and provides a link to the A56 at Whitefield, just north of the M60 motorway.
- 2.2.2.3 There is footway on both sides of the A665 Cheetham Hill Road. There are assisted pedestrian crossing facilities on the A665 circa 110m south of Park Place at the A665/A6042 traffic signal junction. There are also assisted crossing facilities on the A665 circa 150m north of Park Place at the A665/Lord Street traffic signal junction.

- 2.2.2.4 The A665 is a bus route and there are bus stops on both sides of the road close to the junction with Park Place.

2.3 Collision History

- 2.3.1 The Crashmap website has been reviewed for the latest available five-year collision data for the A665 in the vicinity of the Site. The accident data covers the 5-year period from 2017 to 2021.

- 2.3.2 The Crashmap accident data shows that there were a total of 12 recorded collisions in the latest 5 year period on the A665 between (and including) the A665/A6042 and the A665/Lord Street junctions. These are summarised below:

Collision	Date	Severity	Vehicles	Location
1	19/03/2017	Slight	3	A665/A6042,
2	16/05/2017	Slight	2	A665/A6042,
3	18/02/2018	Slight	2	A665/Park Street,
4	20/08/2018	Slight	2	A665/A6042,
5	31/08/2018	Slight	1	A665 (north of Park Place),
6	09/02/2019	Slight	2	A665/Lord Street,
7	11/07/2019	Slight	2	A665/A6042,
8	21/07/2019	Serious	1	A665/A6042,
9	17/08/2019	Slight	2	A665 (south of Park Place),
10	11/10/2019	Slight	1	A665/A6042,
11	22/06/2020	Slight	2	A665/A6042,
12	15/12/2020	Slight	2	A665/Carnarvon Street.

- 2.3.3 Review of the above shows that seven of the 12 recorded collisions occurred at the A665/A6042 traffic signal junction. The A665/A6042 junction forms part of the Manchester City Centre ring road and is a busy junction.

- 2.3.4 The remaining five accidents occurred at various locations within the search area. There are no recorded collisions at the A665/Park Place priority-controlled junction.

- 2.3.5 The collision data indicates that there is no evidence of a recurring accident problem at the Park Place/A665 junction.

3 Site Access Arrangements

3.1 Site Access

- 3.1.1 The Site land currently forms part of the existing public car park at the end of Park Place. The development will be separated from the car park by a fence, with a delivery access point located between the Site and the adjacent building.
- 3.1.2 The proposed layout is indicated on ADA Drg No 2248-13 Rev B, which is included in Appendix A.
- 3.1.3 Vehicle access to the development will be via a service access point. Pedestrian and cycle access to the Site will be provided to the right of the existing pay and display car park entrance.

3.2 Parking

- 3.2.1 The development proposes the following staff parking:
- 7No cycle parking spaces,
 - 3No moped parking spaces.
- 3.2.2 The cycle parking comprises 2 staff spaces and 5 spaces for delivery cycles. It is not proposed to provide any staff or customer car parking. It is not unusual for employment locations in or close to the city centre to have zero car parking provision. There is an existing 24hr public car park immediately next to the development that will offer staff an opportunity to park their vehicles if they need to, though AHA understands from the developer that it is likely that the majority of staff will be local and will travel to/from the Site by non-car modes. The development is also located in a very accessible location with very good access to public transport (refer Chapter 4).
- 3.2.3 There are existing parking bays on the south side of Park Place. On Mondays to Fridays waiting is restricted to a maximum of 2 hours with no return in 2 hours. However, this restriction is only in place between the hours of 8am to 6pm. The same waiting restrictions apply on Saturdays, but only between 8am and 1230pm. Therefore, these waiting restrictions do not apply when the kitchen will be at its busiest. It is also the case that most of the businesses on Park Place are of the type that are likely to operate within the typical working day hours of around 0900-1700. Therefore, demand for parking associated with these businesses are likely to be outside of the busiest period for the kitchen.
- 3.2.4 The kitchen delivery drivers that use cars to transport meals across the city will have an opportunity to use the on-street parking facilities to briefly wait whilst they pick up the meals before making their deliveries.

3.3 Servicing

- 3.3.1 Food deliveries to the kitchen will be predominantly made by van. Fresh food deliveries will be made in the morning so that the food can be prepared during the day for the meals ordered in the evening. The development proposals include an area off-road that can be used to receive and unload deliveries for the kitchen.
- 3.3.2 Swept path tracking is undertaken of the service arrangements and the results are presented on Drg No 1800/SP/01/A. The swept path tracking demonstrates that a transit type van can reverse into the deliver space and then drive out in forward gear. The tracking shows the delivery vehicle reversing over the moped spaces. These spaces will be used in the evening when the meals are being delivered around the city. The fresh food deliveries will be made in the morning, so there should be no conflict between parked mopeds and the fresh food deliveries.
- 3.3.3 The development will also generate refuse collections. These will be made on Mondays, Wednesdays and Fridays between 7 and 8am, before most of the businesses on Park Place are likely to be open. The bins will be collected from the service area and emptied by the refuse vehicle on Park Place. This is the same arrange used by the existing businesses on Park Place.

4 Accessibility By Non-Car Modes

- 4.1 It must be acknowledged that by the very nature of the business, some of the meals prepared at the development will have to be delivered off-site by motor vehicle due to the distances involved and the need to deliver the meals whilst they remain at serving temperature, though bicycles will also be used for shorter trips. Employees of the development and some customers choosing to eat at the outdoor area will also have the opportunity to travel to/from the Site by non-car mode.

4.2 Walk

- 4.2.1 It is established and acknowledged that 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.
- 4.2.2 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).
- 4.2.3 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 80% of journeys are carried out on foot.
- 4.2.4 The NTS establishes that:
- (i) 80% of all trips under 1 mile (1.6km) are made by foot,
 - (ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
 - (iii) Walking accounts for 26% of all trips and 3% of distance travelled,
 - (iv) Education and Shopping trips account for 39% of all walk trips,
 - (v) 71% of people undertake a walk of 20 minutes or more at least once a week,
 - (vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.
- 4.2.5 Figure 4.1 presents the 400m, 800m, 1200m, 1600m and 2000m walk isochrones for the Site. Review of Figure 4.1 shows that there is a significant residential area within a practical walk of the Site. Cheetham Hill, Lower Broughton and parts of the city centre and Ancoats are within a practical walk of the Site.
- 4.2.6 The location of the Site provides opportunity for customers and employees of the Site that live within the surrounding residential areas to walk to the Site.

4.2.7 Beeway Network

- 4.2.7.1 There are Beeway Network improvements proposed along Lord Street to the north of the Site. The improvements will provide an improved walking and cycling route from the A665 to the A62 Oldham Road and then on through Ancoats to New Islington. The scheme includes an number of crossings and junction improvements along the route. The works are due to be completed by February 2023.

4.3 Cycle

- 4.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

- 4.3.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

- 4.3.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 4.2 highlights that the majority of Manchester City Centre is within a 2km cycle ride, along with Cheetham Hill and Lower Broughton. Crumpsall, Blackley, Gorton, Rusholme, Pendleton and Kersal are accessible within a 5km cycle ride. This represents a large residential population and provides opportunity for employees to travel to/from the Site.

- 4.3.4 Some of the meals prepared by the development will be delivered by bicycle. These will be the meals being delivered to locations relatively close to the Site. This will reduce the motor vehicle traffic generated by the development. Cycle parking will be provided within the Site for these vehicles.

4.4 Bus

- 4.4.1 There are existing bus stops on both sides of the A665 that are located within a short walk of the Site as follows:

- (i) Northbound stop: 115m,
- (ii) Southbound stop: 110m.

- 4.4.2 The 41 and the 135 bus services calls at these stops.

- 4.4.3 The 41 bus service operates between Middleton and Sale and passes through Manchester City Centre. The service operates Mondays to Saturdays with a 20 minute frequency and with a 30min frequency on Sundays and Bank Holidays.
- 4.4.4 The 135 bus service operates between Bury and Piccadilly Gardens in the City Centre. The service operates with a 10 minute frequency during the day on Monday to Fridays, with a 20 minute frequency in the evenings. The service operates with the same frequency at the weekend and on bank holidays.
- 4.4.5 Shudehill Bus Station is located within an 800m walk of the Site. There are numerous bus services that call at this Bus Station, providing further opportunity for employees of the development to travel to/from the Site by bus.

4.5 Metrolink & Rail

- 4.5.1 The closest Metrolink stop is Victoria Station, which is located within a circa 630m walk of the Site. The Bury, Oldham and Rochdale, Airport and Altrincham services pass through Victoria Station, providing very good opportunity for employees of the Site to travel to/from the development by Metrolink tram.
- 4.5.2 Victoria Station also provides opportunity for journeys by train. It should be recognised that it is unlikely that many employees would travel to/from the Site by train as they are unlikely to live significant distances from the development. Nevertheless, Victoria Station does provide opportunity to travel to/from the Site by train.
- 4.5.3 The Station is served by two train operating companies, Northern and TransPennine Express. Services are available to destinations including Blackburn, Bolton, Chester, Huddersfield, Leeds, Liverpool, Rochdale and Wigan.
- 4.5.4 Review of the above shows that there is opportunity to travel to/from Site from a range of destinations by Metrolink and Train.

4.6 Summary

- 4.6.1 It must be acknowledged that by the very nature of the business, some of the meals prepared at the development will have to be delivered off-site by motor vehicle due to the distances involved and the need to deliver the meals whilst they remain at serving temperature. Nevertheless, bicycles employees will be used to deliver meals to nearby locations and employees of the development and some customers choosing to eat at the outdoor area will have the opportunity to travel to/from the Site by non-car mode.

- 4.6.2 The location of the Site and the existing infrastructure provides good opportunity for journeys to and from the Site to be undertaken by walk, cycle and public transport. This is in accordance with local and national policies.

5 Generated Traffic

5.1 Development Operation

- 5.1.1 The development comprises the construction of an 242sm 'Dark Kitchen' an ancillary external seating area. The development will predominately produce Asian meals on Site for delivery around the Manchester area.
- 5.1.2 The Site is expected to employ around 17 people in total. Around half of these will be employed in the kitchen preparing the meals, with the others delivering the meals to customers. Work at the Site will commence at around 10am with staff preparing food for orders later in the day. There will be a maximum of around 12-14 staff employed at the busiest times on Friday and Saturday evenings.
- 5.1.3 The meals will be delivered by bicycle, moped and car. It is difficult at this stage to know the exact composition of the vehicles used to deliver the meals as this will depend on the locations within the city where the orders are going to and the distance from the Site. At this stage, it is assumed that the kitchen will use at total of 10 drivers/riders which will be made up of 5 bicycles, 3 mopeds and 2 cars. However, this composition could change slightly if more orders are received outside of the effective range of the bicycles and/or the mopeds.
- 5.1.4 On Friday and Saturday evenings, which are the busiest times, it is anticipated that there will be no more than 8 drivers used to deliver meals around the city. On the other evenings during the week, it is anticipated that there will be around 4-5 drivers/riders used to deliver meals. During the daytime, the kitchen is likely to only need 1-2 drivers/riders. Drivers/riders are likely to take more than one meal per delivery, probably 2-3 at the busiest times, though this again depends on the order locations and whether these are close enough to make multiple trips with one vehicle.
- 5.1.5 The development will include an outdoor seating area with a capacity for 60 people. However, the seating will be uncovered and will only likely be used during the summer months. Customers using these facilities will be able to order and collect food from a hatch and then use the seating and tables to eat their meals. The kitchen will not provide a restaurant style waiter service.

5.2 Peak Periods

- 5.2.1 The busiest times for the development will be 6-10pm. People generally order takeaway food in the evenings and this will be reflected in the busiest periods for the development. It is also the case that people tend to order more takeaway food at the weekend, particularly Friday and Saturday evenings.

- 5.2.2 Given the above, it is likely that the busiest times for the development will be outside of the traditional AM and PM peak hours, which are usually around 0800-0900 and 1700-1800. These are the times when a highway network is typically experiencing peak demand. The working day at the kitchen will not commence until 10am, which is later than the typical AM peak hour and the busiest period for the kitchen will be around 6-10pm in the evening which commences at the end of the typical PM peak hour for a highway network.

5.3 Generated Traffic

- 5.3.1 The traffic generated by the development will be mainly associated by the delivery of the meals, food deliveries to the kitchen, refuse collection and possibly a few staff movements. As set out above, the busiest time for the Kitchen will likely be 6-10pm on Friday and Saturday evenings. At this time, the traffic associated with the Kitchen will be the delivery of meals.
- 5.3.2 The Kitchen is anticipated to make around 50 deliveries during the period 6-10pm on most evenings, rising to 100 deliveries on Friday and Saturday nights. The kitchen will employ 8 drivers/riders during the busiest period on Friday and Saturday evenings. Therefore, on average each driver will be expected to make around 12-13 deliveries. In practice, it is likely that the bicycles and mopeds will undertake more deliveries than the cars as the latter will undertake longer trips.
- 5.3.3 If on average each driver makes 13 deliveries over the four-hour period (6-10pm) that equates to just over 3 deliveries per hour. On this basis, the kitchen might be expected to make around 25 deliveries per hour which is likely to equate to around 50 two-way movements. The movements will be made by bicycles, mopeds and cars. Based on the current anticipated vehicle composition, around half of these vehicles will be made by bicycle, with the rest made by mopeds and cars.
- 5.3.4 It is unlikely that there will be any other movements associated with the kitchen at this time. Food deliveries to the kitchen will be made earlier in the day as will weekly refuse collections. It is possible that some customers could choose to collect their food and could potentially drive to pick up their meals, but it seems unlikely that there would be many people choosing this option when the meal can be delivered to them at low cost.
- 5.3.5 As set out previously, the development will include an uncovered outdoor eating area that will allow customers to order their food from the kitchen and eat their meal at the Site. It is possible that some customers could drive to the kitchen for this purpose, but it seems unlikely that many would drive specifically to do this. It is anticipated that the seating area will mainly be used in the summer months and will cater for local residents and people whom might already be in the vicinity for other purposes such as shopping and leisure.

- 5.3.5 Given the above, it is estimated that at the busiest period for the kitchen (Friday and Saturday evenings between 6-10pm), when the development may generate around 25 arrivals and 25 departures per hour.

5.4 Net Impact of the Development

- 5.4.1 The development is located on the existing car park at the end of Park Place and will result in the loss of around 22 spaces. Therefore, the net impact of the traffic generated by the proposed development is likely to be off-set somewhat by a reduction in the car park capacity, as the latter is likely to generate slightly fewer movements than at present.
- 5.4.2 It is difficult to estimate the reduction in traffic movements that will result from a reduction in the size of the car park as this will likely vary considerably. The busiest time for the kitchen will be 6-10pm. The busiest time for the car park is probably during the main commuting periods, unless there is an event on at the nearby arena. Nevertheless, it is likely that the reduction in car park capacity will off-set some of the additional movements generated by the proposed development. If for example, a third of the 22 spaces usually turnover each hour during the busiest period of the proposed kitchen, this equates to around 7 arrivals and 7 departures. On that basis, the net impact of the kitchen would be 18 arrivals and 18 departures per hour during the period 6-10pm.

5.5 Summary & Conclusions

- 5.5.1 The development comprises the construction of an 242sm 'Dark Kitchen' an ancillary external seating area. The development will predominately produce Asian meals on site for delivery around the Manchester area.
- 5.5.2 The busiest times for the development will be 6-10pm and Friday and Saturday nights are expected to be the busiest days of the week.
- 5.5.3 The Kitchen is anticipated to make around 50 deliveries during the period 6-10pm on most evenings, rising to 100 deliveries on Friday and Saturday nights. The kitchen will employ around 8 drivers during the busiest period on Friday and Saturday evenings. If on average each driver makes 13 deliveries over the four-hour period (6-10pm) that equates to just over 3 deliveries per hour. On this basis, the kitchen might be expected to make about 25 deliveries per hour which is likely to equate to around 50 two-way movements. However, based on the anticipated composition of vehicles half of the movements will be made by bicycle rather than motor vehicles.
- 5.5.4 The development is located on the existing car park at the end of Park Place and will result in the loss of around 22 spaces. Therefore, the net impact of the traffic generated by the proposed development is likely to be off-set to some extent by a reduction in the car park capacity.

- 5.5.5 It is difficult to estimate the reduction in traffic movements that will result from a reduction in the size of the car park as this will likely vary, but if for example, a third of the 22 spaces usually turnover each hour during the busiest period of the proposed kitchen, this equates to around 7 arrivals and 7 departures. On that basis, the net impact of the kitchen would be 18 arrivals and 18 departures per hour during the period 6-10pm.
- 5.5.6 It is considered that the impact of the proposed development will not have detrimental impact on the local highway network. The busiest time for the proposed kitchen will be outside of the typical peak hours and there is likely to be some reduction in traffic associated with the lost spaces from the existing public car park. It is also estimated that around half of the movements generated by the development will be made by bicycle.

6 Summary & Conclusions

- 6.1 Ashley Helme Associates Limited (AHA) are appointed by AWMC Restaurants Ltd to prepare a Transport Statement (TS) to support the planning application for the proposed development at Park Place, Cheetham Hill, Manchester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.

6.2 Site Access & Parking

- 6.2.1 The Site land currently forms part of the existing public car park at the end of Park Place. The development will be separated from the car park by a fence, with a delivery access point located between the Site and the adjacent building.
- 6.2.2 The proposed layout is indicated on ADA Drg No 2248-13/B, which is included in Appendix A.
- 6.2.3 Vehicle access to the development will be via a service access point. Pedestrian and cycle access to the Site will be provided to the right of the existing pay and display car park entrance.
- 6.2.4 The development does not propose to provide any staff or customer parking. There is an existing 24hr public car park immediately next to the development that will offer staff an opportunity to park their vehicles if they need to. The development is also located in a very accessible location with very good access to public transport.
- 6.2.5 The delivery drivers used by the kitchen to transport meals across the city will have an opportunity to use the existing on-street parking facilities to briefly wait whilst they pick up the meals before making their deliveries, as these are at times when there is likely to be less demand for on-street parking on Park Place and the parking bays are not subject to the no return restrictions.

6.3 Servicing

- 6.3.1 Food deliveries to the kitchen will be predominantly made by van. Fresh food deliveries will be made in the morning so that the food can be prepared during the day for the meals ordered in the evening. The development proposals include an area off-road that can be used to receive and unload deliveries for the kitchen.
- 6.3.2 The development will also generate refuse collections on Mondays, Wednesdays and Fridays. The bins will be collected from the service area and emptied by the refuse vehicle on Park Place between 7 and 8am. This is the same arrange used by the existing businesses on Park Place.

6.4 Accessibility

- 6.4.1 It must be acknowledged that by the very nature of the business, some of the meals prepared at the Site will be delivered by motor vehicle due to the distances being beyond the range of the bicycle delivery riders. Nevertheless, employees of the development and some customers choosing to eat at the outdoor area will have the opportunity to travel to/from the Site by non-car mode.
- 6.4.2 It is established that there are significant residential areas within a practical walk and cycle ride of the Site.
- 6.4.3 There are bus stops on the A665 that are just over a 100m walk from the Site, which are served by frequent bus services. Shudehill Bus Station is located within an 800m walk of the Site. There are numerous bus services that call at this Bus Station, providing further opportunity for employees of the development to travel to/from the Site by bus.
- 6.4.4 The closest Metrolink stop is Victoria Station, which is located within a circa 630m walk of the Site. The Bury, Oldham and Rochdale, Airport and Altrincham services pass through Victoria Station, providing very good opportunity for employees of the Site to travel to/from the development by Metrolink tram.
- 6.4.5 Victoria Station also provides opportunity for journeys by train. The Station is served by two train operating companies, Northern and TransPennine Express. Services are available to destinations including Blackburn, Bolton, Chester, Huddersfield, Leeds, Liverpool, Rochdale and Wigan.
- 6.4.6 The location of the Site and the existing infrastructure provides good opportunity for journeys to and from the Site to be undertaken by walk, cycle and public transport. This is in accordance with local and national policies.

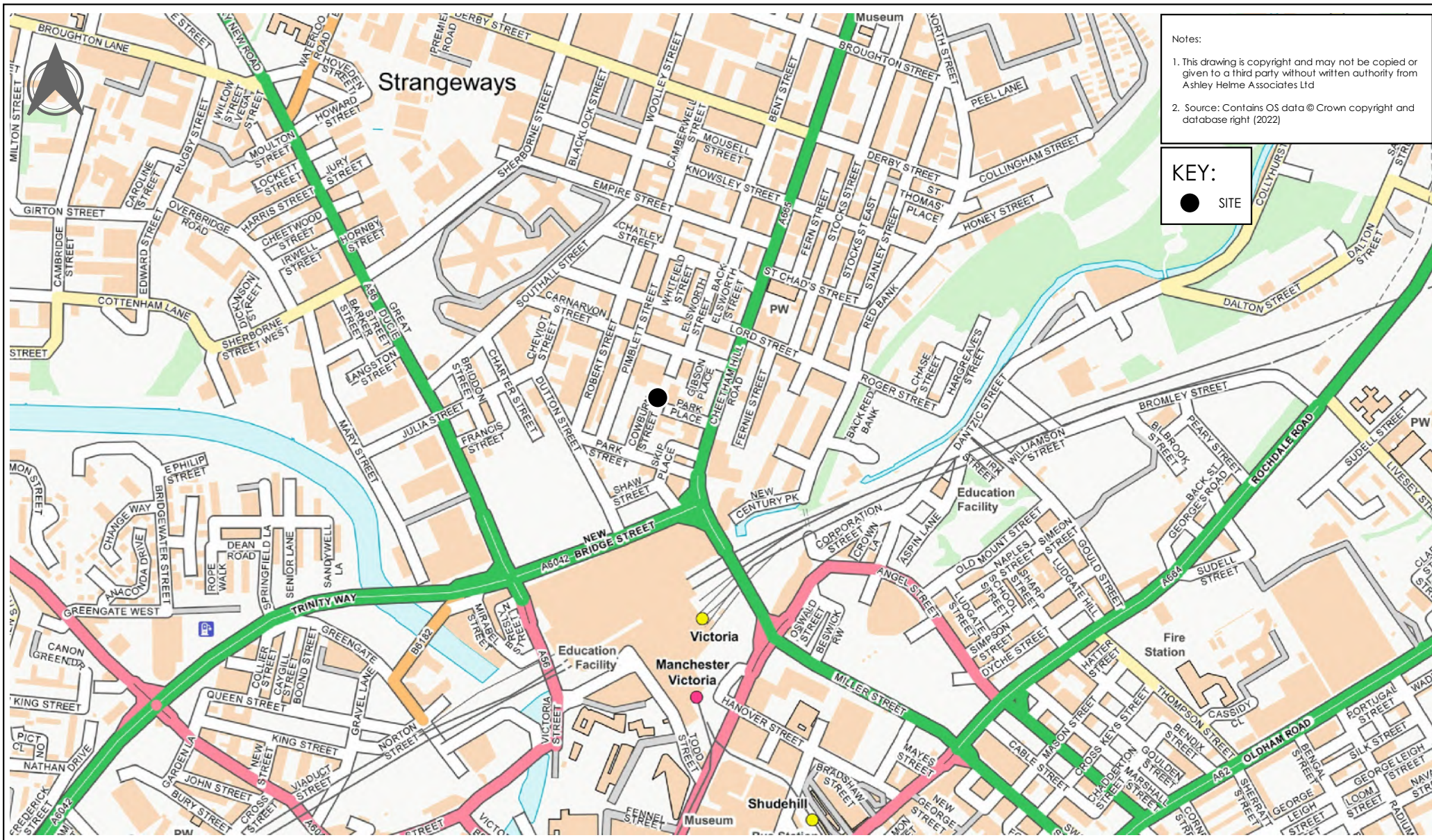
6.5 Generated Traffic

- 6.5.1 The development comprises the construction of an 242sm 'Dark Kitchen' an ancillary external seating area. The development will predominately produce pan Asian meals on site for delivery around the Manchester area.
- 6.5.2 The busiest times for the development will be 6-10pm and Friday and Saturday nights are expected to be the busiest days of the week.
- 6.5.3 The Kitchen is anticipated to make around 50 deliveries during the period 6-10pm on most evenings, rising to 100 deliveries on Friday and Saturday nights. The kitchen will employ around 8 drivers during the busiest period on Friday and Saturday evenings. If on average each driver makes 13 deliveries over the four-hour period (6-10pm) that equates to just over 3 deliveries per

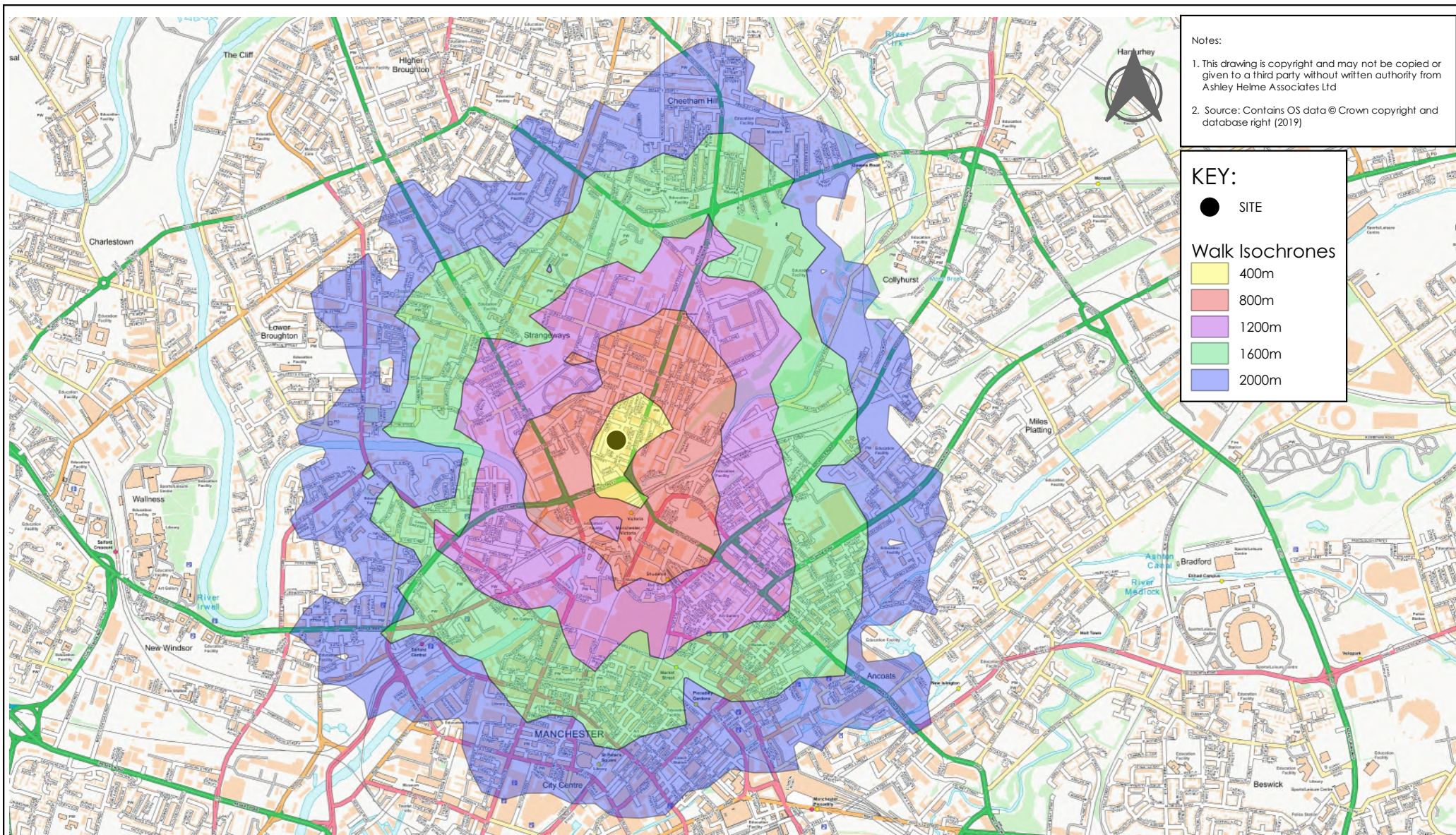
hour. On this basis, the kitchen might be expected to make around 25 deliveries per hour which is likely to equate to around 50 two-way movements. Based on the anticipated composition of vehicles half of the movements will be made by bicycle rather than motor vehicles.

- 6.5.4 However, the development is located on the existing car park at the end of Park Place and will result in the loss of around 22 spaces. Therefore, the net impact of the traffic generated by the proposed development is likely to be off-set somewhat by a reduction in the car park capacity.
- 6.5.5 It is difficult to estimate the reduction in traffic movements that will result from a reduction in the size of the car park as this will likely vary, but if for example, a third of the 22 spaces usually turnover each hour during the busiest period of the proposed kitchen, this equates to around 7 arrivals and 7 departures. On that basis, the net impact of the kitchen would be 18 arrivals and 18 departures per hour during the period 6-10pm.
- 6.5.6 It is considered that the impact of the proposed development will not have detrimental impact on the local highway network. The busiest time for the proposed kitchen will be outside of the typical peak hours and there is likely to be some reduction in traffic associated with the lost spaces from the existing public car park.

Figures



Project: PARK PLACE, MANCHESTER	Title: LOCATION PLAN	FIGURE 1.1		
Client: AWMC RESTAURANTS		Date: MARCH 2022	Scale: NTS	



Project:
PARK PLACE, MANCHESTER

Client:
AWMC RESTAURANTS

Title:
WALK ISOCHRONES

FIGURE 4.1

Date:
MARCH 2022

Scale:
NTS



Notes:

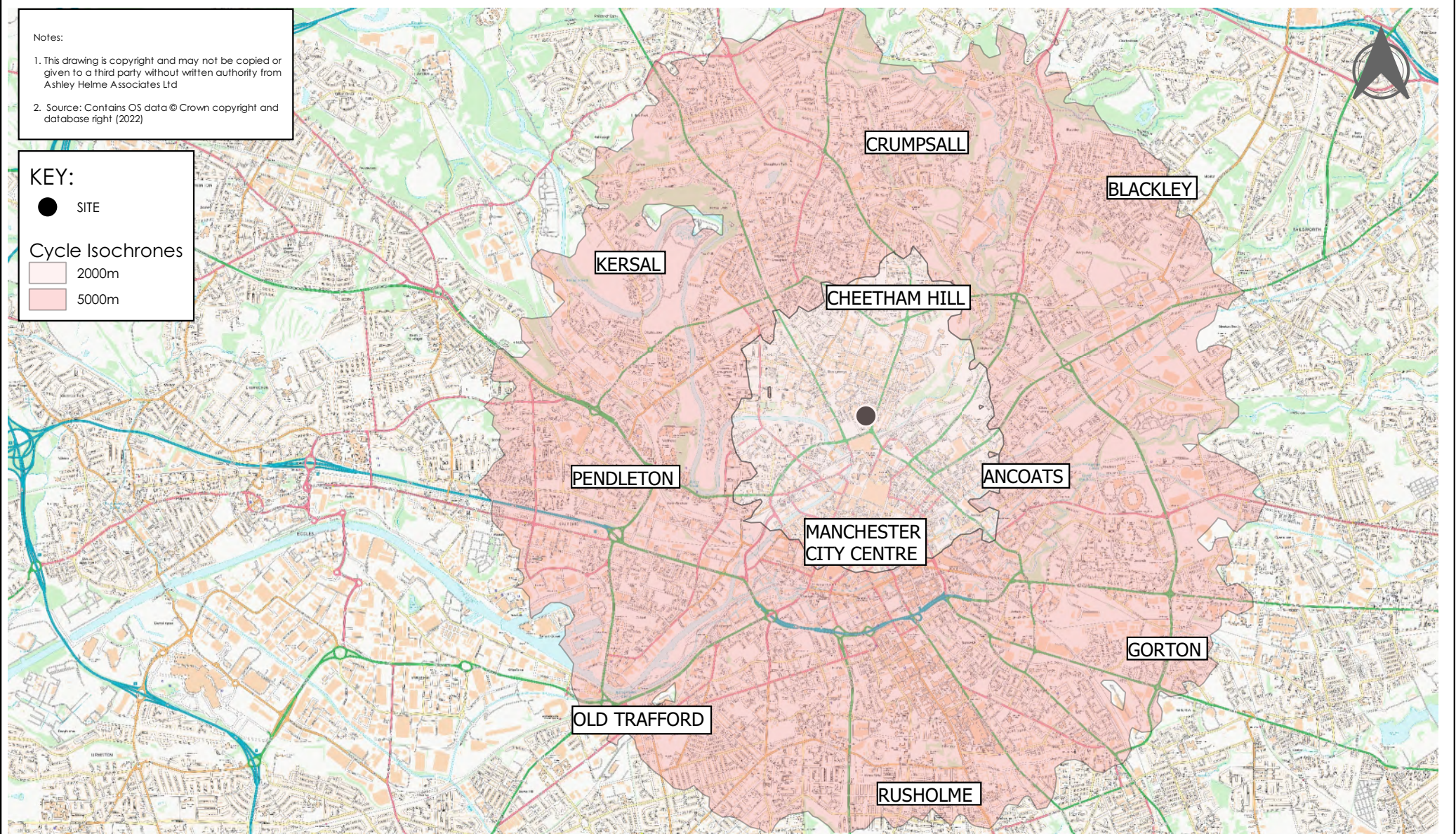
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KEY:

● SITE

Cycle Isochrones

2000m
5000m



Project:
PARK PLACE, MANCHESTER

Client:
AWMC RESTAURANTS

Title:
CYCLE ISOCHRONES

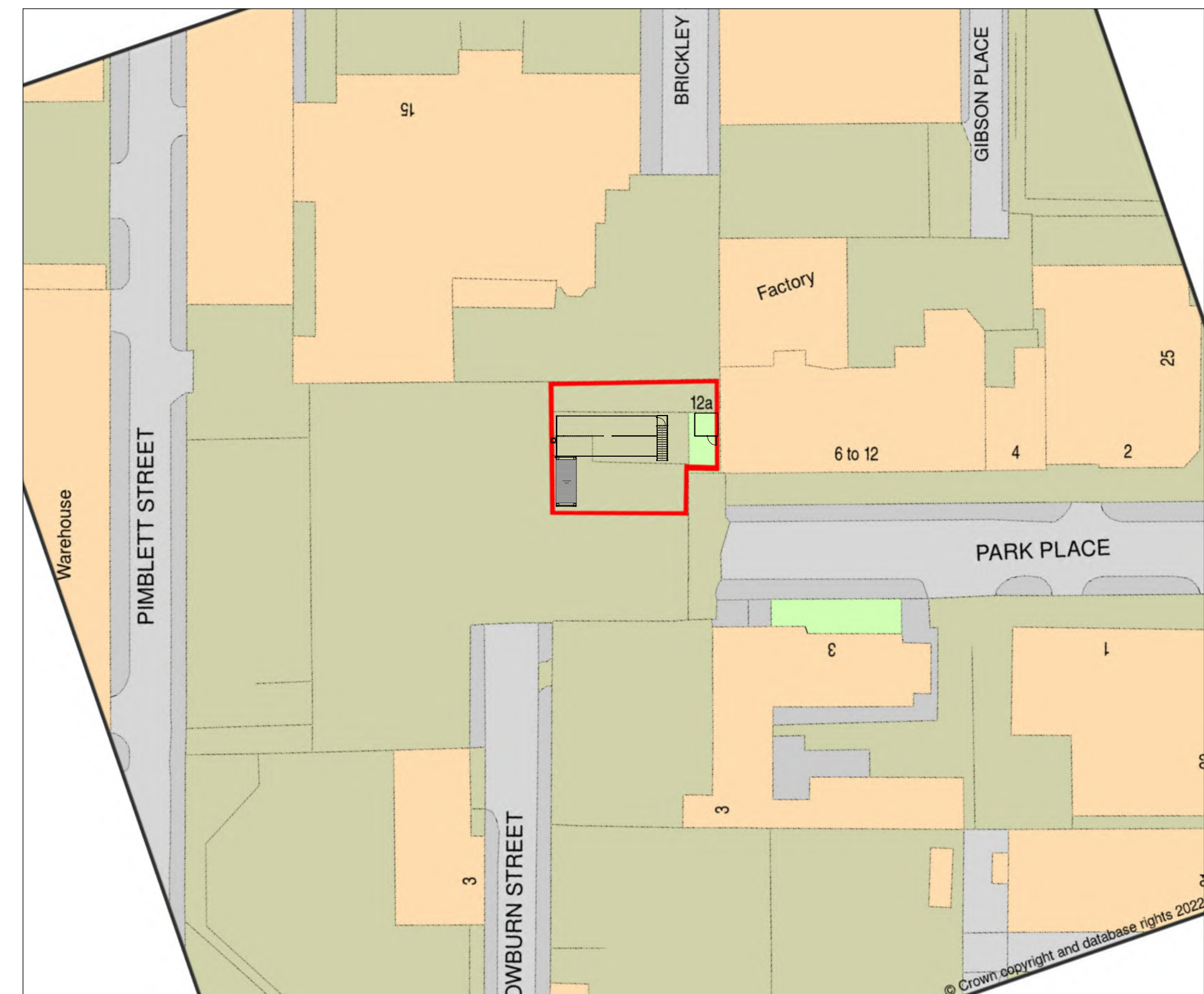
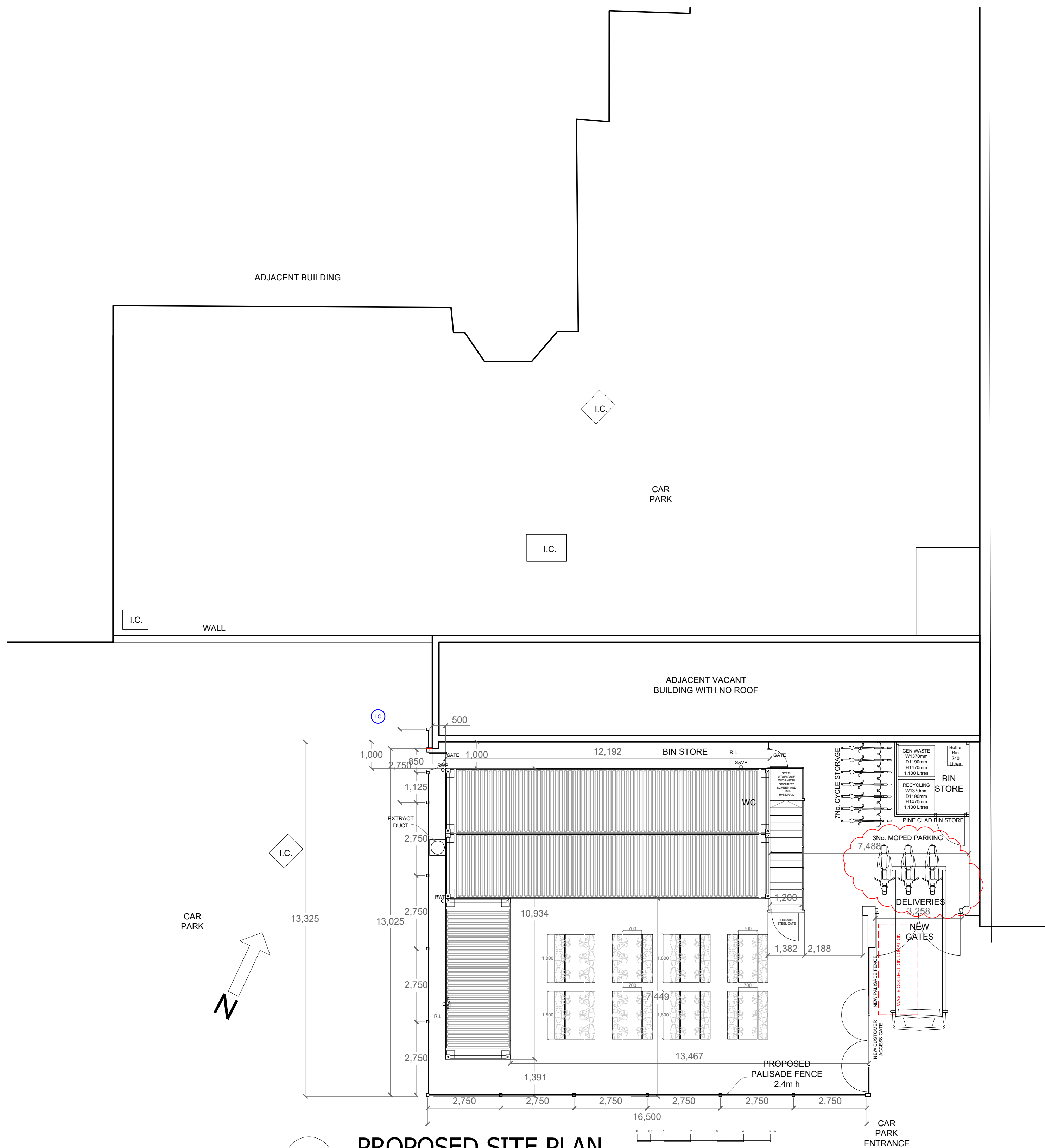
FIGURE 4.2

Date:
MARCH 2022

Scale:
NTS



A Site Layout Plan



DATE	SCALE	DRG TITLE
OCT 21	as shown	PROPOSED SITE AND BLOCK PLAN
JOB NO 2248	DRG NO 13	PROJECT 2304

Drawings
