

424 Stockport Road, Longsight

TN01 – MCC Highways Consultation Response

Client: Mediscan Properties Ltd

Date: 10 November 2021

Prepared by: MA

Job No J325483

Approved by: ME

1. Introduction

1.1 Background

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Mediscan Properties Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a planning application at the former Ducie Arms Public House site at 424 Stockport Road in Longsight, Manchester.
- 1.1.2 The development proposals comprise the demolition of the existing public house and the construction of a new purpose-built private medical centre (217 sqm) and 8 residential apartments, with associated on-site parking (14 spaces).
- 1.1.3 The planning application (Ref: 128987) was submitted to Manchester City Council (MCC) in October 2021 and was accompanied by a Transport Statement (TS) (dated 12th August 2021) produced by Mode.
- 1.1.4 Following submission of the planning application, a consultation response (dated 28th October 2021) has been received from the MCC Highways. The consultation response from MCC Highways is attached in [Appendix A](#).
- 1.1.5 This Technical Note (TN) has been prepared by Mode to address MCC Highways' consultation response. This TN should be read in conjunction with the TS and other supporting documents previously submitted to accompany the planning application.
- 1.1.6 The evidence in this TN has been presented to address the comments raised by MCC Highways, and it is therefore respectfully requested that any potential objection on highways grounds can be removed.

2. MCC Highways Consultation Response

2.1 Proposed Parking Provision

- 2.1.1 MCC Highways commented that: *“Given the proposed number of medical centre staff (6 FTE) coupled with the proposal for five consulting rooms, justification is required for the low level of provision for the medical centre. Please advise.”*
- 2.1.2 The proposed development will operate as a private medical clinic on an appointment only basis, with patients staggered throughout the day. As a result, patient numbers and resulting vehicular demand will be significantly lower compared to a typical NHS facility.
- 2.1.3 The expected staff and patient data has been obtained from the site operator, as summarised below:
- A total of 7 staff members will work at the clinic (6 FTE), with some staff members expected to use the on-site apartments as residence.
 - 12 patients are expected throughout the day, with most patients that live locally travelling on foot or public transport; with some travelling by car or taxi.
- 2.1.4 As this is a private medical clinic, this first-principles approach provides an accurate and site-specific estimate of trips based on the operators experience at other existing private clinics.
- 2.1.5 As patients will be staggered throughout the day, if it was robustly assumed that all 12 patients decided to travel by car and park at the site, this would equate to approximately 2 patients per hour on average throughout the working day. As the majority of patients will live locally and travel on foot, in reality, the number of patient car trips will be below this figure.
- 2.1.6 The six tandem parking spaces will be allocated to the private medical clinic, with three spaces (spaces 3,4 and 5) reserved for staff use and three spaces (spaces 1,2 and 7) reserved for staff and patient use.
- 2.1.7 Patients will have access to 3 dedicated on-site parking spaces, as patients parking will have priority over staff parking. Based on the robust patient car trip generation and staggered patient arrival throughout the day, the 3 patient parking spaces are considered adequate to satisfy patient parking demand.
- 2.1.8 Furthermore, as advised by the operator, the majority of patients will live locally and travel on foot, public transport or taxi, and on this basis, the patient parking demand is likely to be reduced which provides further reassurance that the level of parking provision for patients is adequate.

2.1.9 To provide further evidence to support the proposed staff parking provision, travel to work model split data has been derived from the 2011 Census data for the people working in the Manchester 022 Middle Super Output Area (MSOA). The census data is summarised in [Table 2.1](#).

Table 2.1 : Travel to Work - Model Split Data (source: 2011 census)

Model of Travel	Percentage
Metrolink	1%
Train	4%
Bus	20%
Taxi	0%
Motorcycle	0%
Car (driving)	59%
Car (passenger)	5%
Bicycle	4%
On Foot	7%

2.1.10 Based on the census data is summarised in [Table 2.1](#), a total of 41% of people working in the area travel by sustainable (non-car modes) or car passenger, and 59% travel by car (driving).

2.1.11 When applied to the 6 FTE employed at the proposed development, this is equivalent to approximately 2.5 staff traveling by sustainable (non-car modes) or car passenger, and 3.5 staff travelling by car (driving).

2.1.12 As advised by the operator, some staff are expected to live on-site, which would reduce the number of staff driving to the site, and therefore it can be reasonably concluded that the 3 dedicated staff parking spaces will be adequate to accommodate expected staff parking demand.

2.2 Proposed Parking Provision

2.2.1 MCC Highways requested *“an explanation of how the tandem parking places will operate (bays 3, 4 and 5) to avoid a parked vehicle from being blocked in by others.”*

2.2.2 Parking bays 3, 4 and 5 will be dedicated staff parking spaces, with staff expected to arrive before the first patient arrives and departing after the last patient has departed. The use of the tandem parking spaces will be managed by the medical clinic’s on-site staff.

2.2.3 On this basis, and considering the expected patient/ staff numbers, there is not expected to any conflict between staff and patient parking, or vehicles being blocked in by others.

2.3 Car Park Clearance Height

- 2.3.1 MCC Highways commented that *“confirmation is also required that sufficient clearance is being provided to the underside of the building to avoid a vehicle strike from cars attempting to use parking spaces 6, 13 and 14.”*
- 2.3.2 There is a clearance height of 3.28m from the underside of the building above parking spaces 6, 13 and 14, as indicated on section drawing produced by Howard & Seddon Architects, attached in [Appendix B](#).

2.4 Electric Vehicles (EV) Charging

- 2.4.1 MCC Highways commented that *“20% of bays should be configured for electric vehicle (EV) charging equating to three bays with the remaining bays provided with the infrastructure (ducting/cabling) to allow for future EV conversion. A condition will be attached to any approval in this regard.”*
- 2.4.2 The development proposals include an EV charging point which will serve three spaces (spaces 3, 5 and 6). As requested, ducting/ cabling will be installed at the spaces to allow for future EV conversion.

2.5 Accessible Kerb Height

- 2.5.1 MCC Highways requested *“confirmation is required that the kerb to the adjacent footpath is at an accessible height.”*
- 2.5.2 It is assumed that this comment refers to the footpath adjacent to the disabled space (space 6). This section of footway will be flush with the parking space to allow convenient access for disabled users.

2.6 Footway Improvements

- 2.6.1 MCC commented that *“vehicle access is to be retained from Plymouth Grove which has acceptable visibility. It is required that tactile paving is provided across this access to assist pedestrians and that the footway immediately adjacent to the development is resurfaced on all sides (Plymouth Grove, Stockport Road and Hayley Street). Should the planning application be approved, then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. Again, a relevant condition attached to any approval is proposed to be included in this regard.”*

- 2.6.2 As requested by MCC, tactile paving will be provided at the access junction on Plymouth Grove, and the footways resurfaced immediately adjacent to the development site (Plymouth Grove, Stockport Road and Hayley Street).
- 2.6.3 The proposed highway works will be undertaken through a S278 agreement and technical approval from MCC Highways.

APPENDIX A

MCC Highways Consultation Response

Subject: FW: Job No. 14,273 - FW: 424 Stockport Road - 128987/FO/2020 - Highways Queries
Date: Wednesday, 10 November 2021 at 13:07:03 Greenwich Mean Time
From: Michael Anthony
To: Michael Anthony

From: Steven Mccoombe <steven.mccoombe@manchester.gov.uk>
Sent: 28 October 2021 11:44
To: Admin <Admin@howardandseddon.co.uk>
Subject: 424 Stockport Road - 128987/FO/2020

Dear Sir/Madam

**Erection of a three storey mixed use development comprising a medical centre (Class E) on the ground floor and 8 x residential apartments (Class C3) above, together with associated car parking and landscaping following demolition of existing building
424 Stockport Road
128987/FO/2020**

With reference to the above application, I have now received the consultation response from Highways. They raise a number of points and seek clarification surrounding a number of issues. Namely:

- a. Given the proposed number of medical centre staff (6 FTE) coupled with the proposal for five consulting rooms, justification is required for the low level of provision for the medical centre. Please advise.
- b. An explanation of how the tandem parking places will operate (bays 3, 4 and 5) to avoid a parked vehicle from being blocked in by others.
- c. Confirmation is also required that sufficient clearance is being provided to the underside of the building to avoid a vehicle strike from cars attempting to use parking spaces 6, 13 and 14.
- d. 20% of bays should be configured for electric vehicle (EV) charging equating to three bays with the remaining bays provided with the infrastructure (ducting/cabling) to allow for future EV conversion. A condition will be attached to any approval in this regard.
- e. Confirmation is required that the kerb to the adjacent footpath is at an accessible height.
- f. Vehicle access is to be retained from Plymouth Grove which has acceptable visibility. It is required that tactile paving is provided across this access to assist pedestrians and that the footway immediately adjacent to the development is resurfaced on all sides (Plymouth Grove, Stockport Road and Hayley Street). Should the planning application be approved, then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. Again, a relevant condition attached to any approval is proposed to be included in this regard.

I would be grateful for your comments in relation to the matters raised within 10 working days from the date of this e-mail.

Regards

Steve McCoombe
Senior Planner
Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

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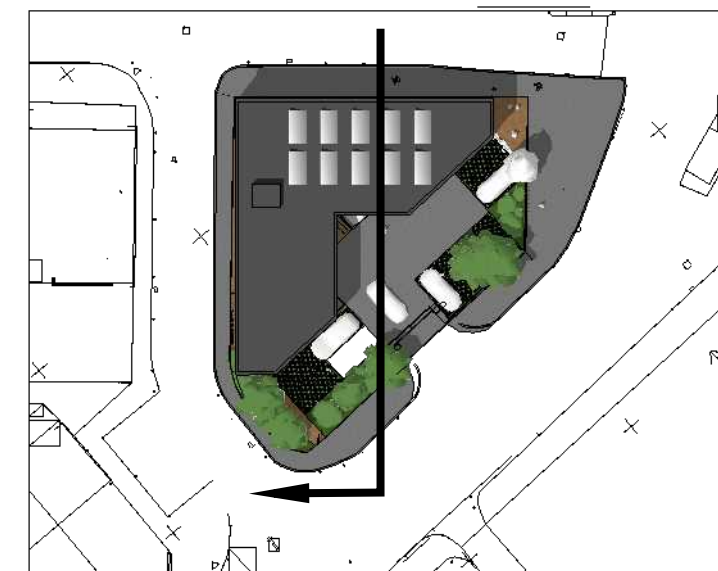
This footnote also confirms that this email message has been swept for the presence of computer viruses.

APPENDIX B

Section Drawing – Car Park Clearance Height

PROGRESS DRAWING

This drawing is not intended to be used for contract pricing or fabrication purposes. All content is subject to change



Solar Panels



Section as proposed Scale 1:100

I	FIRST ISSUE	Second Issue	Third Issue	fourth	EJG/II	27/07/21	09/08/21	10/08/21	20/10/21	02/11/21
H	FIRST ISSUE				EJG/II	07/06/21				
G	FIRST ISSUE				EJG/II	24/03/21				

E	FIRST ISSUE	EJG/VK	10/02/21
D	FIRST ISSUE	EJG/VK	3 Nov 20
C	FIRST ISSUE	EJG	3 Sept 20
B	FIRST ISSUE	EJG	30 Jul 20
A	FIRST ISSUE	EJG	2 Jul 20
Rev	DESCRIPTION	By	Date



HOWARD & SEDDON A.R.I.B.A.
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Project
 Proposed development
 DUCIE ARMS 424 STOCKPORT ROAD
 MANCHESTER M12 4EX

Client
 Dr Noman Ehsan

Title
 Section as proposed

Drawn EJG/II	DRG no. 14,273
Date 02/11/21	123
Scale 1:100(A3)	Amendment L

