
4 Middleton Road, Manchester, Greater Manchester, M8 5DS

Transport and Operational Statement

To support a planning application for: Conversion of former Doctors Surgery Class E(e) (Formerly D1) to Educational College Class F1(a) (Local Community and Learning).

July 2021



Introduction

This statement is intended to support a recent planning application submitted to Manchester City Council for the conversion of the existing building, formerly a Doctors Surgery (Class E(e)) into a non-residential educational college (Class F1(a)) for teenage girls between the age of 16 and 18 years of age.

The educational college intending to occupy the site is known as Shalshelles Further Education College. The college only provides daytime lectures and is not a residential institution. The Shalshelles college was established in 2016 and provides A levels, level 3 qualifications and vocational courses for 50-60 students between the ages of 16 and 18. The college is currently situated on at 458 —460 Lower Broughton Road but the existing building is not large enough to accommodate for the students going forward and not fit for purpose. The location and configuration of the application site in question is more suited to the needs of the College. All of the students attending the college live locally to the application site and aside from its larger plot size and internal building space, the site was specifically sought after for this reason.

Site and Surrounding Area

The application site is located to the north of Manchester city centre, within the Crumpsall area. The application site commonly known as Roselands, occupies a prominent site close to the junction of Leicester Road, Cheetham Hill Road, Middleton Road and Bury Old Road. The property is located on a large corner plot site at the corner of Middleton Road and Bennett Road within the Crumpsall Area. To the south, the property sits adjacent to the BT Telephone Exchange Building. To the east the site is bounded by residential housing. The subject property is of a traditional Victorian style common of its period. The property is not listed, however it is located within the Crumpsall Lane Conservation area.

The site is located along Middleton Road within a short walking distance of the nearby Prestwich, Broughton Park and Crumpsall areas. The surrounding areas are predominantly occupied by the North Manchester Jewish Community with several synagogues, schools, bakeries and local kosher shops within the immediate vicinity of the site.

Operational Statement

This application seeks planning permission for the conversion of the site and associated land to an Educational College building (non-residential). The college functions as a day time college providing an integrated curriculum of Higher Educational Jewish and Secular studies at an advanced level. The college offers its students a choice of various A levels, level 3 NVQ qualifications, diplomas and vocational courses for between 50-60 students between the ages of 16 and 18. The buildings on site will be utilised to host classes and lectures throughout the day on a weekly basis.

To facilitate the use of the building on site as an education college building, the applicants wish to alter the internal configuration of the building to create enclosed classrooms on the ground, first and second floor levels of the building. The proposal also includes the creation of a large common room at ground floor level. The smaller rooms within the building will be converted to office space for the college staff and administration. The basement will be used as a storage area. The external bungalow building to the rear of the site will be utilised as a dining room area and will also be utilised for food technology courses.

The staff comprise a total of 10 staff members. 3 of these staff members are constantly present on site. The remaining seven visit the site for short periods of time on infrequent days on a rotating schedule. The infrequent staff members will remain on site for on average 1-2 hours per day.

The college follows the standard academic year and operates from September to July (+/- a couple of weeks). The college holds classes on a weekly basis from Sunday to Friday.

The general timetable for classes held throughout the week is detailed below:

- Sunday to Thursday 9am – 9pm with a break in the middle of the day from 1pm to 2pm.
- Friday 9am – 12pm (Winter) and 9am to 1pm (Summer)
- On occasion the school hosts classes/extracurricular activities on Saturdays from 3pm – 7pm.

The outdoor areas will be used infrequently for aerobics/dance classes. The applicants do not anticipate that the garden areas will be used for sports etc.

The college does not provide regular meals to its students and minimal deliveries are expected to the site on a weekly basis. The applicants anticipate that a maximum of 3 deliveries will be required per week for basis groceries/school supplies.

Access Arrangements

The application site has two access points to the site. A vehicle entrance at the north eastern corner of the site from Bennett Road and a pedestrian entrance at the southwestern corner from Middleton Road. Both of these entrances will be retained as part of the proposal. The proposed change of use does not include the creation of any additional entrance points to the site.



Existing Site plan showing existing vehicular and pedestrian access points to the site.



Existing Pedestrian access point from Middleton Road.



Existing vehicle access point from Bennett Road.

The vehicle access point is located just off Bennett Road. Bennet Road is a quiet residential street with sufficient capacity for cars to safely make a right turn into the site from the street. The vehicle access point into the site opens on to a short driveway which leads to a large concreted area which was previously used as a car parking area by the former Doctors Surgery. The existing concreted car parking area to the rear of the site has sufficient space for 8no car parking spaces with ample circulation space allowing for cars to enter and exit the site with ease. The car parking area includes a total of 8no. car parking spaces including 1no. disabled car parking space. The proposal seeks to retain the existing inward opening gates at the existing vehicle access point from Bennett Road.



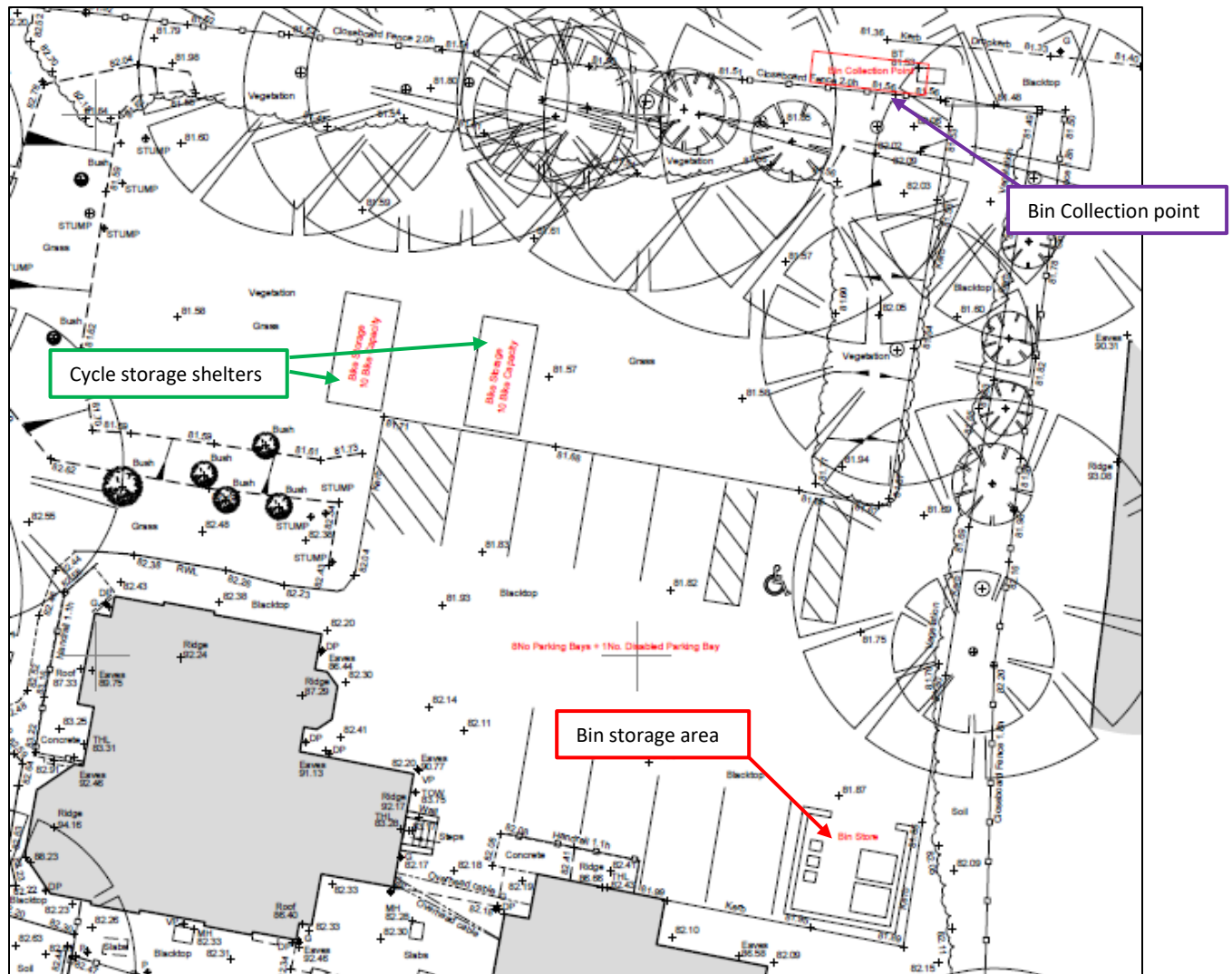
Vehicular access point at northeast corner of site from Bennet Road (view from within the site).

The pedestrian access point opens to a footpath leading to the front entrance of the main building. The main entrance of the building also has a rampway leading to the front entrance of the building allowing for wheelchair access to the building. The rampway connects to an additional pedestrian walkway leading to the front of the building from the car parking area to the rear.



West and North Elevations of the building showing rampway access to the front entrance.

The proposal will also include the provision of two cycle shelters adjacent to the car parking area as indicated on the parking site plan (see attached and below). Each of the cycle shelters will provide 10 bicycle parking spaces.



The bin storage area will be located in the south eastern corner of the car parking area a short distance from the vehicle access point along Bennett Road allowing for the bins to be wheeled to the street side on designated bin collection days and taken back in the next day. The bin storage area will have 2.0m high surrounding walls and lockable wooden or steel gates/doors. The bin collection point will be from the street side along Bennet Road adjacent to the sites northern boundary as indicated on the attached site plan (see attached and above). Please see the proposed layout plan showing the location of the proposed bin storage area and the attached waste management proforma and waste Management plan for further details.

The site is located along the A576 Middleton Road, a primary arterial route leading from the M60 Ring Road into Manchester City Centre. Middleton Road is host to several bus routes leading to/from Manchester City Centre. The closest bus stop is located a minute away from the site outside the neighbouring BT Exchange building. The site is also a short walking distance from the nearby Cheetham Hill Road High Street and Leicester Road local shopping parade both of which are host to a range of local amenities and conveniences. The site is conveniently located a nine minute walk from the nearby Bowker Vale Metrolink Station.

Notwithstanding the sites excellent public transport links and immediate access to local amenities, the pool of student which attend the college all live locally to the proposed application site. The site is within a close walking distance of the existing local Jewish Community located in the nearby Prestwich, Broughton Park, Salford and expanding Crumpsall areas. The students range between the age of 16 to 18 years of age and are not yet car owners. The applicants anticipate that girls will be for the most part arriving to the site on foot or by other sustainable forms of transport e.g. bicycle or scooter. The students will have convenient access to all local amenities at the nearby Leicester Road and Cheetham Hill Road and there is no requirement for car parking amongst the student body. As mentioned previously, the site is also located in relatively close proximity to Manchester City Centre with excellent public transport links.

The applicants have informed us that there are a total of 10 staff members which are employed at the college. Of these 10, only 3 staff members will be present on the site at any one time. The staff members employed by the college also live locally and the applicants anticipate that of the 3 constants staff, two would walk to the site on a consistent basis and only one would arrive by car. The other 7 staff members are only on the site at various rotating times of the day and not on a daily basis. Of the remaining 7 infrequent staff members, the applicants anticipate that 3 will arrive by car and 4 on foot or other sustainable form of transport. The other 7 staff members will not be present on the site at the same time. In light of the above, it is expected that the eight existing car parking spaces on the site will be more than sufficient for the required staff car parking provision.

The applicants have informed us that the expected deliveries to the site will be limited to one delivery every two days. These deliveries will be made by a large van which will park in the existing car parking

area and unload the vehicle with groceries/necessities. The college only supplies the girls with breakfast as part of their daily schedule and there is no need for large deliveries to the site.

In terms of the number and frequency of anticipated trips, it is predicted that there will not be more than 6 vehicles entering and exiting the site on any given day.

Proposed Bicycle Storage

In accordance with Manchester City Council's Core Strategy 2012 to 2027 (Appendix B Parking Standards) Adopted 11th July 2012, the minimum number of bicycle spaces required for a Higher and Further Education Facility – 1 space per 5 staff and 1 space per 3 students. Accordingly, the scheme will require a total of 19 spaces. 2 spaces for 10 staff members and 16.6g spaces for 50 students.

The scheme will include the installation of two Luton Budget Cycle Shelter storage units each of which can accommodate 10 bicycle spaces (total of 20 bicycle parking spaces) See example Luton Budget Cycle Shelter below.



1Example of Luton Bicycle Storage Shelter with Sheffield bike racks internally. Each of the shelters can accommodate up to 10 bicycles.

The storage shelters will be located on the north western corner of the car parking area short distance from the existing driveway as shown on the attached site plan. The car parking bay closest to the bicycle shelters will be painted over and not used for car parking to ensure that the use of this bay does not conflict with the bicycle storage. Bikes will be able to access the site via the level vehicle access point on Bennett Road.

Conclusion

In summary, the proposal seeks to convert the existing buildings on site into an educational college. The scheme is limited to minor internal reconfiguration works to convert the existing rooms to classrooms and offices to suit the needs of the college. The proposal does not require any alterations to the existing site layout to facilitate the proposed use. The existing access points will be retained as part of the proposal and the site benefits from its own private car parking area which provides ample parking provision for the colleges staff members and any deliveries.

The proposed change of use of the building to an education college will not greatly affect the surrounding road network or increase parking pressure on the nearby streets. The students and the majority of the staff all live locally to the application site and it is anticipated that the majority of the trips to the site will be on foot or by a sustainable form of transport. Furthermore as outlined above, the site is located in a highly accessible location with good access to public transport links and close walking distance of all local amenities and conveniences. In light of the above, it is considered that the site is an ideal location for its proposed use and will be an efficient and practical use of this vacant site.

We trust this provides you with the information you require. Should you require any further information, please do not hesitate to contact me at info@eatownplanning.co.uk or 0330 221 0449.

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Town Planner

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