

Proposed Residential Development Queens Road, Manchester

Our reference: OP/240282/TN02

Author: Orla Proffitt

Date: 21 March 2024

Reviewed: Peter Todd

Date: 21 March 2024

Background

1. SCP have been commissioned by Bloom Property Holdings to provide transport planning advice in relation to a proposed residential development, consisting of 8 dwellings, on land north of the A6010 Queens Road, Manchester.
2. The site was formally used by the Hell Fire Club (suis generis), a hot food establishment (A3) and a 2 bed flat, but the property has remained empty for the last 8 years.
3. A previous planning application (Application Reference: 124085/FO/2019) was submitted to Manchester City Council (MCC) for the *'conversion of building to radio station and ground floor cafe (sui generis) together with the erection of a four storey rear extension including balconies, a roof extension to create additional floor and associated car parking.'*
4. The planning application was supported by a Highways Technical Note which was reviewed by MCC, as Local Highway Authority, who raised no objection to the application. The scheme was subsequently granted permission in July 2022.
5. The proposed development has been amended and now comprises 8 apartments and will be a car free development. Initial pre-application discussions have taken place with MCC who provided a number of highway comments, a copy of which is presented in **Appendix A**. In relation to the proposed car free approach, MCC stated the following:-

'The site is well accessed by sustainable modes, with Queens Road Metrolink Station located within walking distance of the site. Regular bus services also operate along Queens Road, Rochdale Road and Smedley Road.'

As the site is noted to be in a sustainable location, the lack of on-site parking provision does not raise significant concerns from Highways. However, any submission should be supported by a Highways Technical Note (TN) which assesses/identifies potential levels of car ownership and associated levels of on-street parking demand associated with the proposed change of use. It would also be useful if the TN could compare likely parking demand associated with the sites former/approved uses in order to demonstrate whether the proposals would have a significant impact on on-street parking demand and whether additional measures such as additional waiting restrictions are necessary, particularly with regard to maintaining access to the adjacent Queens Park points of access'.

6. SCP have been appointed to prepare this Technical Note to accompany the planning application and provides the information requested by MCC.

Site Location and Existing Conditions

7. The site is located approximately 3km north-east of Manchester City Centre and **Figure 1**, below shows the site location:-

Figure 1 – Site Location Plan – Wider Highway Network

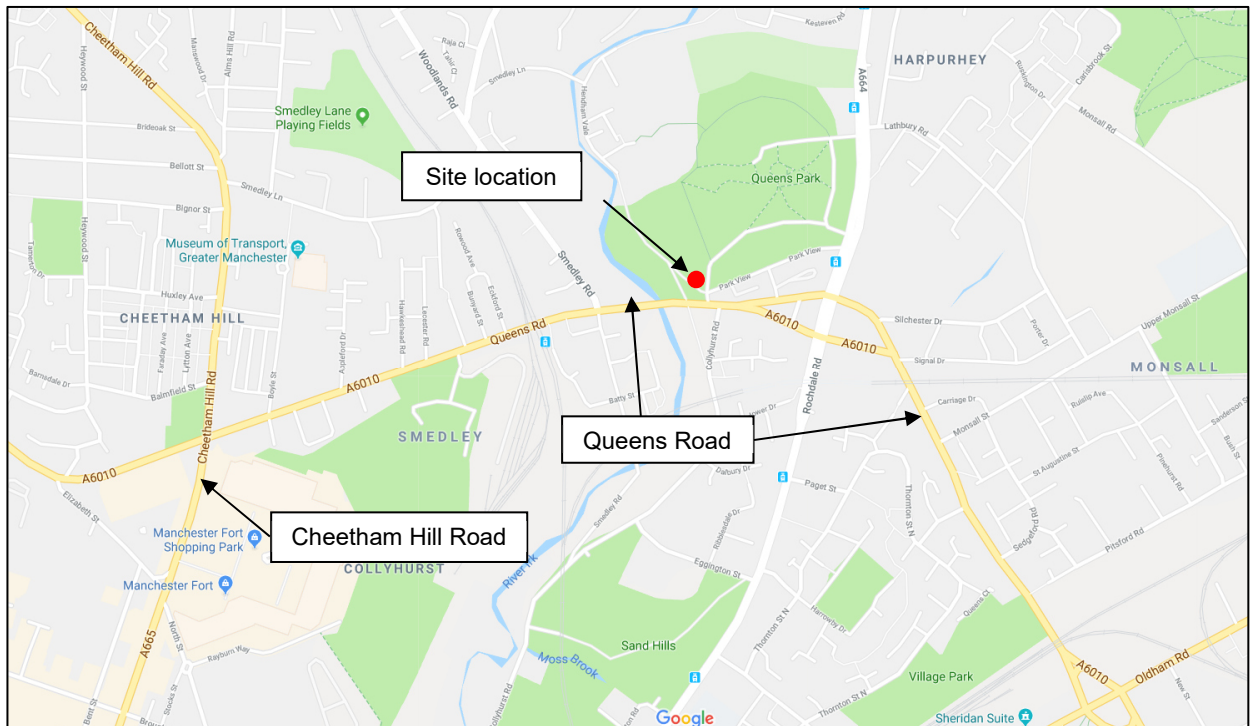


Figure 2 – Site Location – Local Highway Network



8. The site is located on the corner of the A6010 Queens Road / Park View. Park View has a carriageway width of approximately 23m with a pedestrian refuge, including dropped kerbs and tactile paving.
9. The junction of the A6010 Queens Road / Park View is protected by existing Traffic Regulation Orders (TRO). These restrictions help to ensure that parking does not occur in the immediate vicinity of the junction and result in any road safety or operational issues.
10. The site was last in use as a nightclub (Suis Generis), Hot Food establishment (A3) and 2-bed flat above (C3). There were 5 staff associated with the previous uses on site.
11. There is no existing vehicle access to the site and therefore no on-site car parking.
12. The previous uses would have generated traffic from staff at the two commercial uses, residents at the flat as well as customers travelling to the nightclub and hot food. The uses would have certainly generated vehicle traffic during the evening hours, particularly by taxi drop-off and collection. Any vehicles to the site would have parked on roads surrounding the site.

Accessibility

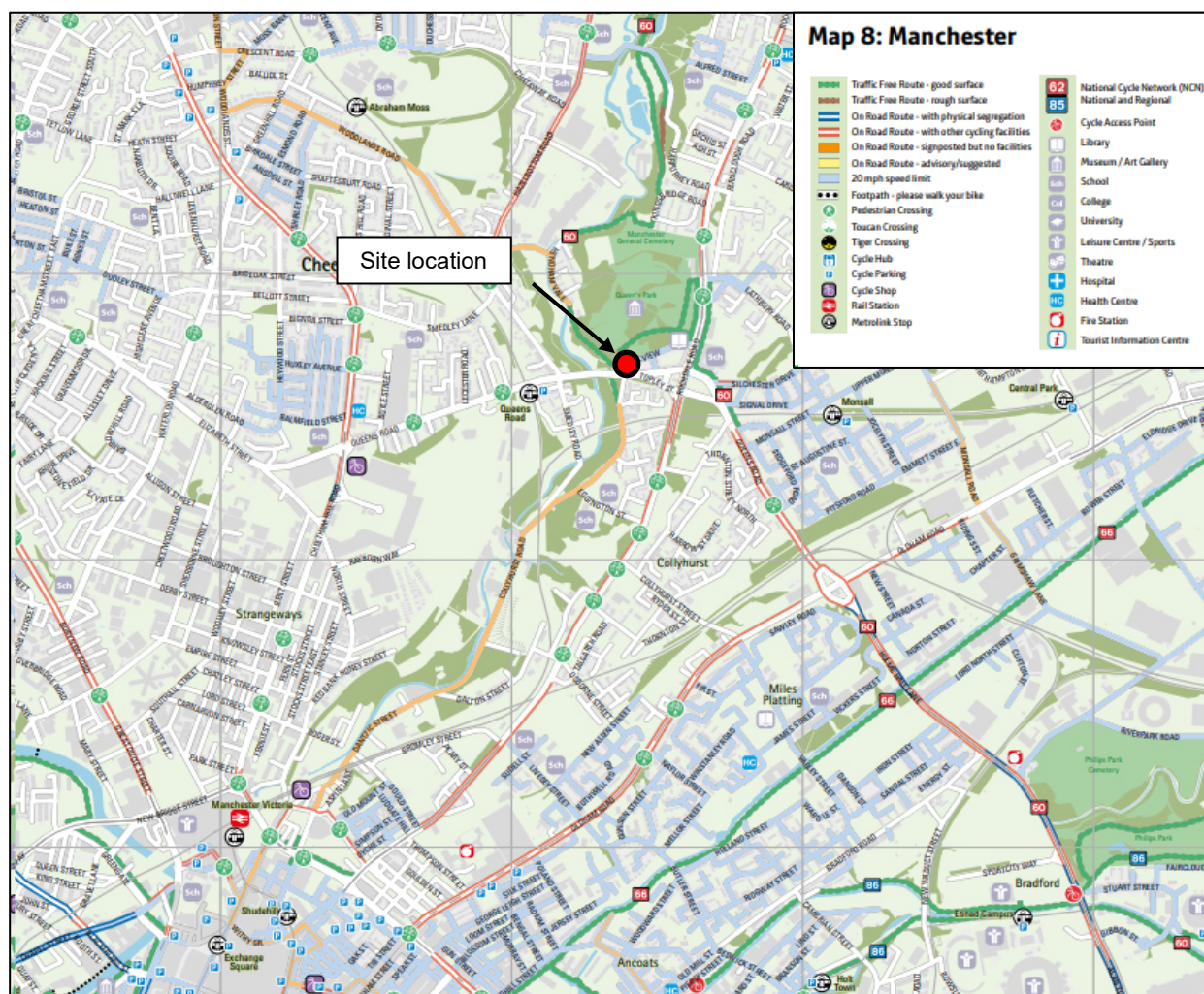
13. The site is within an acceptable walking distance of areas such as Cheetham Hill, Smedley and Harpurhey, as well as a number of local facilities surrounding the application site. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 1** below, including transport, retail, education and healthcare.

Table 1 - Local Facilities

Facility	Details	Distance from Site
Bus Stop	Rochdale Road (Stop A)	140m
Dentist	Manchester Emergency Dental Clinic, Queens Road	200m
Open Space	Queens Park, Rochdale Road	290m
Metrolink Stop	Queens Road, Cheetham Hill	350m
Secondary School	Manchester Communications Academy	350m
Convenience Store	Premier, Queens Road	450m
Primary School	St Malachy's Primary School, Eggington Street	600m
Primary School	Saviour Primary School, Eggington Street	650m
GP Surgery	Fernclough Surgery, Tavistock Square	700m
Pharmacy	Cohens Chemist, Cheetham Hill Road	1km
Retail Park	Manchester Fort, Cheetham Hill Road	1.2km
Supermarket	Lidl, Cheetham Hill Road	1.3km
Supermarket	M&S Simply Food, Cheetham Hill Road	1.4km

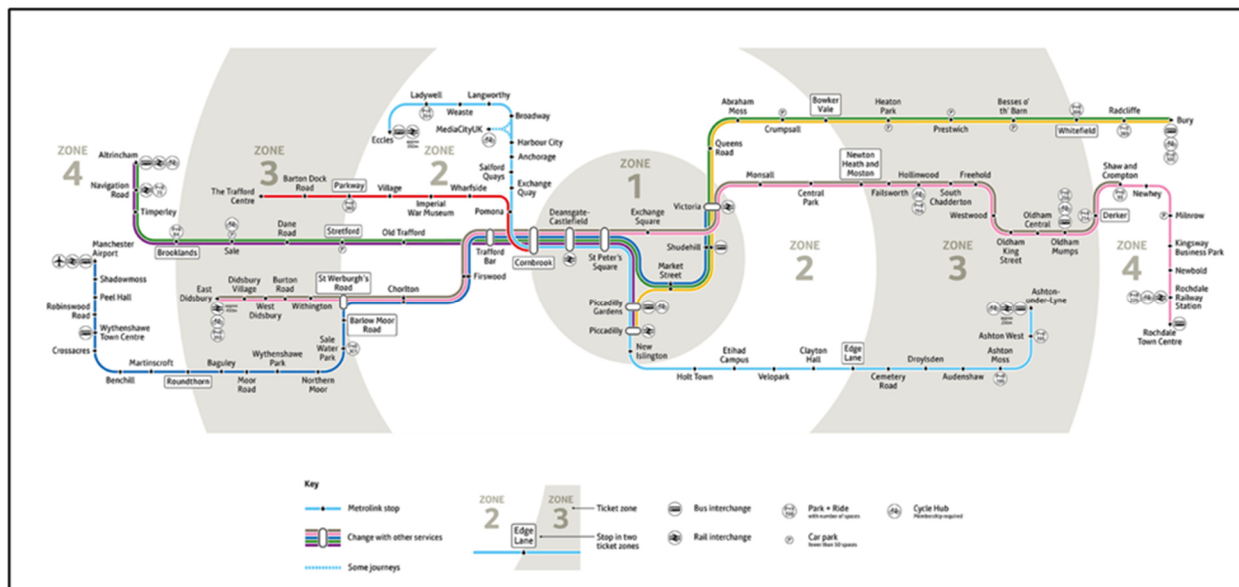
14. The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
15. In addition to this there are a number of cycle routes, which can be seen below on **Figure 3**, these routes include traffic free routes and on road routes with cycle facilities.

Figure 3 – Cycle Network Map Manchester



16. Overall, the site benefits from high levels of accessibility by foot and cycle, with numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents and employees.
17. The closest bus stop to the application site is located on Accrington Road, 140m walking distance to the east of the application site which is well within an acceptable walk distance. This stop is served by bus services 56, 151, 156 and 733, which all provide regular services to Manchester City Centre and Ashton-under-Lyne.
18. In terms of Metrolink services, Queens Road Metrolink stop is located 650m west of the application site, which is well within an acceptable walking (5 minute) and cycling (1 minute) distance. Queens Road Metrolink Stop is part of the Greater Manchester Tram Network, located on the yellow and green lines within Zone 2, as shown in **Figure 4** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Ashton-Under-Lyne, Manchester City Centre, Media City and Eccles etc. Connecting routes can be made to Bury, The Trafford Centre, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

Figure 4 – Greater Manchester Tram Network Map



19. Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has both a large range of local amenities and the city centre within walking distance. Access to the site on foot and by cycle is of a high standard and there are bus, tram and train services within close proximity providing access to a range of local destinations.
20. These findings demonstrate that prospective residents would have ample opportunity to rely on sustainable transport modes without the need to own a car.

Proposed Development

21. The development comprises of a change of use and extension to form an additional floor, providing 8 residential dwellings.
22. The proposed development is to be car free, a bike store can be seen on the site layout plan in [Appendix B](#).
23. Given the proposed scheme is car free, it is not anticipated that the proposed development will generate vehicular trips in its own right and therefore any associated highway impact will be minimal. In addition, any trips associated with the proposed use would be offset by the existing/previous retail uses of the site.

Access

24. There will be no vehicular access to the proposed development. Pedestrian and cycle access will take place from Queens Road / Park View.
25. A dropped kerb and tactile paving will be constructed between the building and the gates into Queens Park, as well as on Park View.

Servicing

26. The servicing demands generated by the proposed residential uses will be low and, in addition to refuse collection, will typically undertaken by transit / box type vans vehicles. MCC stated in their pre-application response that on road servicing from Park View is considered acceptable.
27. Bins will be stored within the dedicated storage areas located on the ground floor. On collection days building management will pull the bins out onto Park View for collection, following the existing arrangement.

Parking

28. The proposed development will be car free. As stated by MCC the lack of on-site parking provisions does not raise significant concerns given the sustainable location of the site. The car free approach is considered acceptable in this instance for the following reasons:-
 - As detailed in the previous section, the site benefits from high levels of accessibility, being within easy access local facilities, amenities and transport links;
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. As detailed in the earlier chapter, the proposed development is highly accessible, and the reduced level of parking will help to encourage travel by sustainable modes;
 - The need to reduce the use of high emission vehicles is incorporated into the proposals by way of the proposal to include 8 secure, covered and convenient cycle parking stores for the apartments, which is 100% cycle storage provision.
 - Any prospective purchaser or tenant of the apartments will be informed that the development being car free and will therefore decide whether to take up occupancy accordingly;
 - As detailed earlier the A6010 Queens Road is protected by existing TRO's including the junction with Park View. In the unlikely event that on-street parking does occur from the development, it is clear that the key junctions and critical sections of highway in the vicinity of the site are protected by parking restrictions, which helps to ensure that parking does not result in any road safety or operational issues;
 - Statistics show there is a reduction in the number of young people who are driving within the Greater Manchester Region (Presentation on Future of Travel Demand by TfGM, 4th September 2018) due to the costs associated with the maintenance of owning a private car. The use of ride-hailing apps such as Uber is growing rapidly, particularly for younger generations which is reducing the need for private car ownership and use;
 - A Travel Plan will be provided as part of the application in order to encourage the use of alternative modes by occupiers of the site. Details of which can be secured by condition.

Conclusions

29. The building was previously in use as a nightclub, hot food establishment and 2-bed flat, with no off-site car parking. The replacement of these uses by 8 residential dwellings is likely to generate significantly less traffic over the course of a day.
30. The car free element of the scheme is considered acceptable, as MCC have not raised any concerns at pre-application response, regarding the lack of car parking provision. This is due to the proposed development being located in a highly accessible location, and is well accessed by sustainable modes of transport.
31. Refuse collection can take place from Queens Road, as set out in the waste management strategy.
32. The previous uses would have generated traffic from staff at the two commercial uses, residents at the flat as well as customers travelling to the nightclub and hot food. The uses would have certainly generated vehicle traffic during the evening hours, particularly by taxi drop-off and collection. Any vehicles to the site would have parked on roads surrounding the site.
33. Given the proposed scheme is car free, it is not anticipated that the proposed development will generate vehicular trips in its own right and therefore any associated highway impact will be minimal. In addition, any trips associated with the proposed use would be offset by the existing/previous retail uses of the site.
34. It is therefore considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

Key Points (Email Breakdown)

Highways Technical Note (TN) Requirements:

- Assess potential car ownership and on-street parking demand.

Parking Provision and Transportation Alternatives:

- Robust case for lack of parking provision (e.g., Secure cycle storage).
- Inclusion of a Travel Plan.
- Access to the Metro link.
- Inclusion of a car club space.

Bin Storage and Delivery Management:

- Incorporate bin storage areas within the site.
- On-road servicing from Park View is acceptable.
- Address management of other delivery vehicles in TN.

Lighting Considerations:

- Existing lighting column near the Queens Road frontage may impact future residents.
- Applicant-funded relocation may be required.

Pedestrian Accessibility:

- Tactile dropped-kerb/tactile paving provision is essential for pedestrian movements, especially across Park View.

Highway Works and Construction Planning:

- Coordinate construction near the bridge with the MCC Highways Team.
- Construction plan submission for approval.

Email from Steve below

Gary

I have received the below pre-application comments from Highways regarding the proposed residential development on Queens Road:

The site is bound by Queens Road to the south and Park View to the east, both of which are adopted highway. 'No Waiting At Any Time' and 'No Loading' (Mon-Fri

7.30am-9.30am and 4pm-6.30pm) restrictions are present in the vicinity of the Queens Road/Park View junction. The remainder of Park View is absent of any kerbside restrictions.

The site is well accessed by sustainable modes, with Queens Road Metrolink Station located within walking distance of the site. Regular bus services also operate along Queens Road, Rochdale Road and Smedley Road.

As the site is noted to be in a sustainable location, the lack of on-site parking provision does not raise significant concerns from Highways. However, any submission should be supported by a Highways Technical Note (TN) which assesses/identifies potential levels of car ownership and associated levels of on-street parking demand associated with the proposed change of use. It would also be useful if the TN could compare likely parking demand associated with the sites former/approved uses in order to demonstrate whether the proposals would have a significant impact on on-street parking demand and whether additional measures such as additional waiting restrictions are necessary, particularly with regard to maintaining access to the adjacent Queens Park points of access.

The proposals should provide a minimum 100% safe and secure cycle parking provision.

Bin storage areas should be provided within the curtilage of the site. Given existing site constraints, on-road servicing from Park View would be considered acceptable. The TN should identify how other delivery vehicles would be managed.

It is noted that an existing lighting column is located close to the building at its Queens Road frontage. The applicant should consider the location of the lighting column as this may impact upon future residents due to its proximity to existing windows. The applicant should note that any relocation of the lighting column would need agreement from MCC with costs funded by the applicant.

It is also noted that no tactile dropped-kerb/tactile paving provision is available across Park View with such provision only available within the existing pedestrian island. Highways recommend that such provision is included as part of the proposed change of use to cater for pedestrian movements associated with the site.

Any construction works undertaken within the vicinity of the adjacent bridge should be planned in discussions with MCC Highways Structures Team. Highways would also request that a Construction Management Plan is conditioned with any approval.

I trust this is of assistance and indicate in principle support from a Highways perspective, subject to the implementation of the provisions outlined.

Regards
Steve McCoombe

S|C|P

APPENDIX B

KEY

CIRCULATION

1 BED 1 PERSON

1 BED 2 PERSON

2 BED 3 PERSON

2 BED 4 PERSON (2 storey dwellings)

SERVICES

DEMOLITION WORK

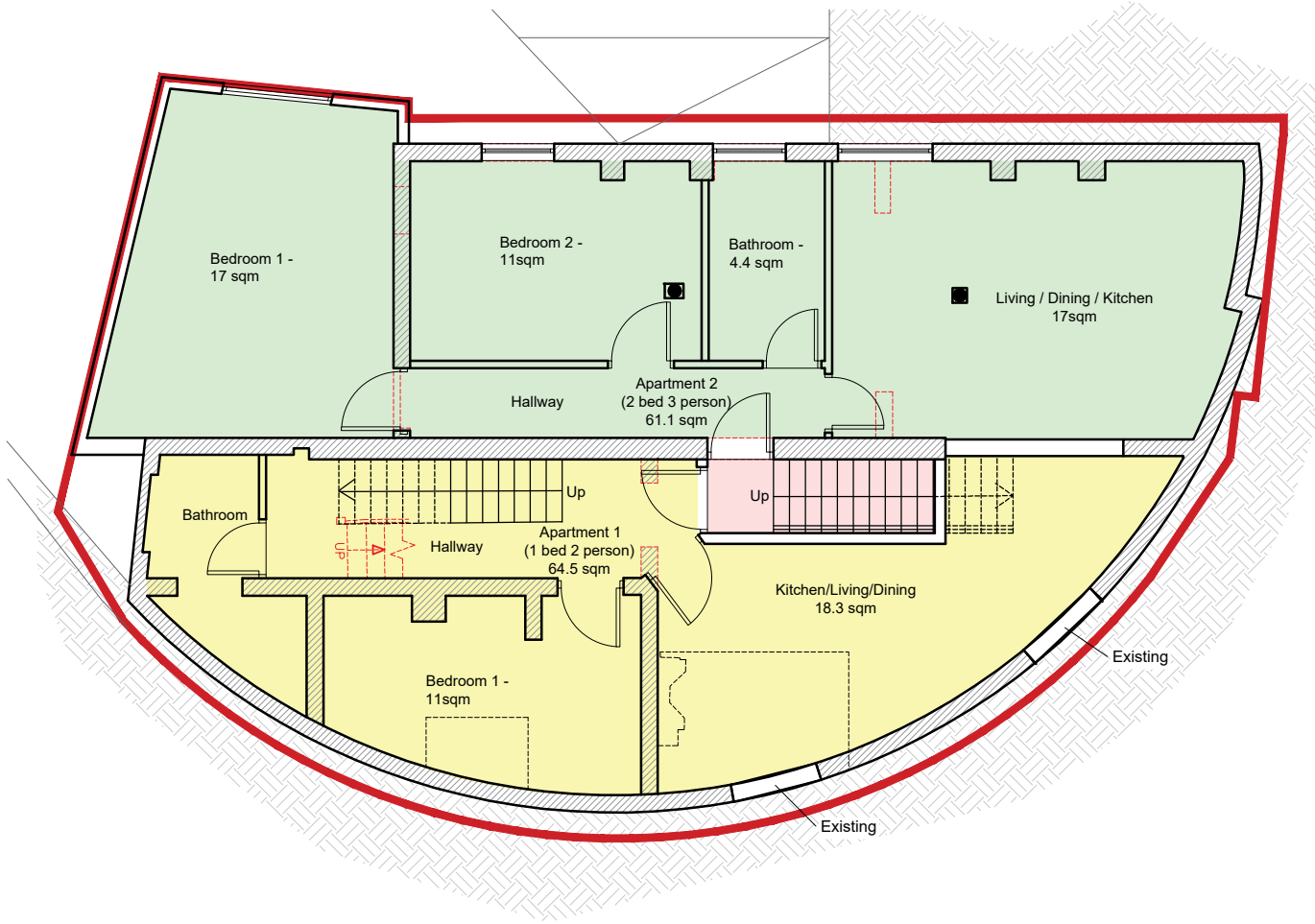
EXISTING WALLS

1 BED 1 PERSON	1	8
1 BED 2 PERSON (2 STOREY DWELLINGS)	1	
2 BED 3 PERSON	4	
2 BED 3 PERSON (2 STOREY DWELLINGS)	1	
2 BED 4 PERSON	1	

Table below is taken from Technical Housing Standards
- Nationally described space standard

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		



BASEMENT FLOOR PLAN
scale 1:100

IMPORTANT NOTES: Do Not Scale from this Drawing.
Use Figured Dimensions Only.



DRAWING STATUS:

PRELIMINARY

REVISION	DATE	DESCRIPTION
REV C	19.10.2023	General amendment
REV D	15.11.2023	General amendment
REV E	15.12.2023	General amendment
REV F	20.12.2023	Office space added
REV G	20.12.2023	SQM update
REV H	20.12.2023	Furniture update
REV I	21.12.2023	Lightwell marking update
REV J	21.12.2023	Furniture update
REV K	07.02.2024	Bathroom align
REV L	15.02.2024	Window amendment
REV M	19.02.2024	Window amendment

FOOTPRINT DESIGN

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W www.footprintdesign.net

CLIENT:	SCALE: 1:100@A1	DATE: 09.06.23
PROJECT: QUEENS ROAD, MANCHESTER		
DRAWING TITLE: PROPOSED BASEMENT FLOOR PLAN		
DRAWING NO:		

KEY

CIRCULATION

1 BED 1 PERSON

1 BED 2 PERSON

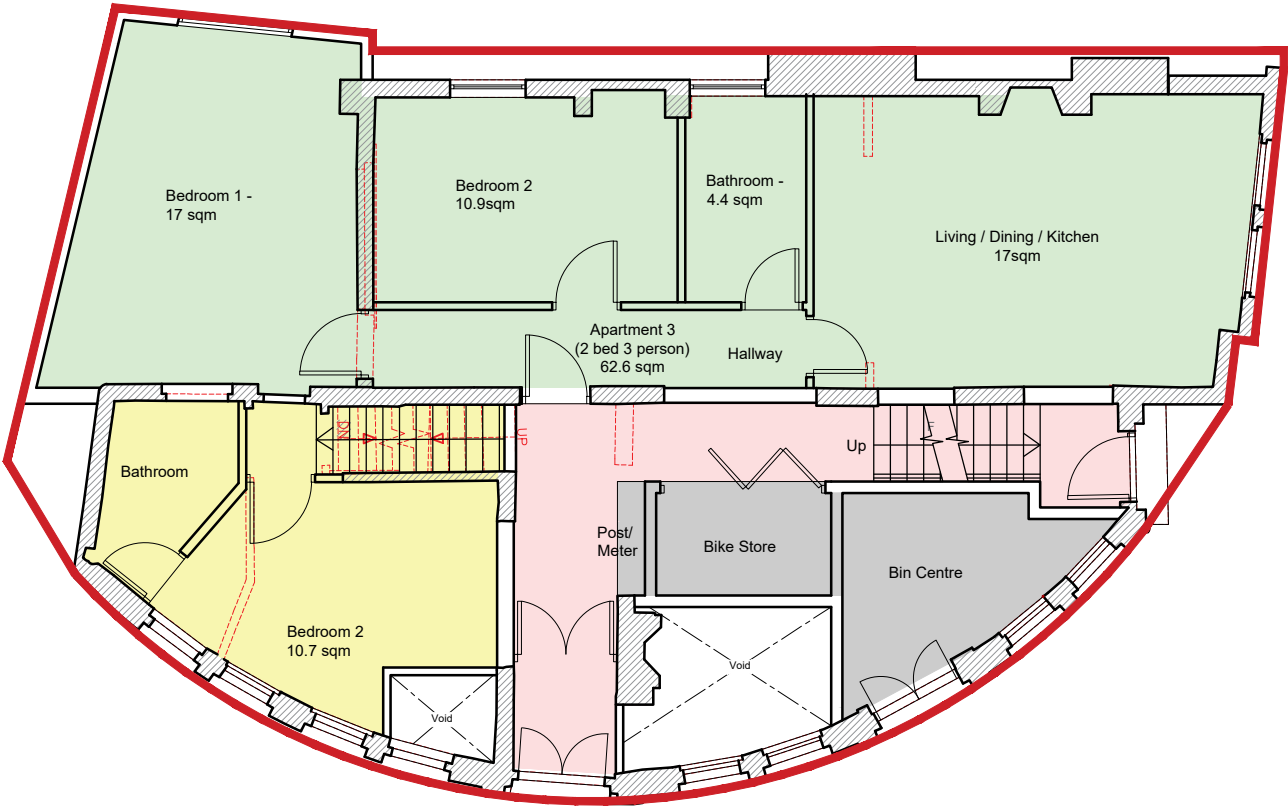
2 BED 3 PERSON

2 BED 4 PERSON (2 storey dwellings)

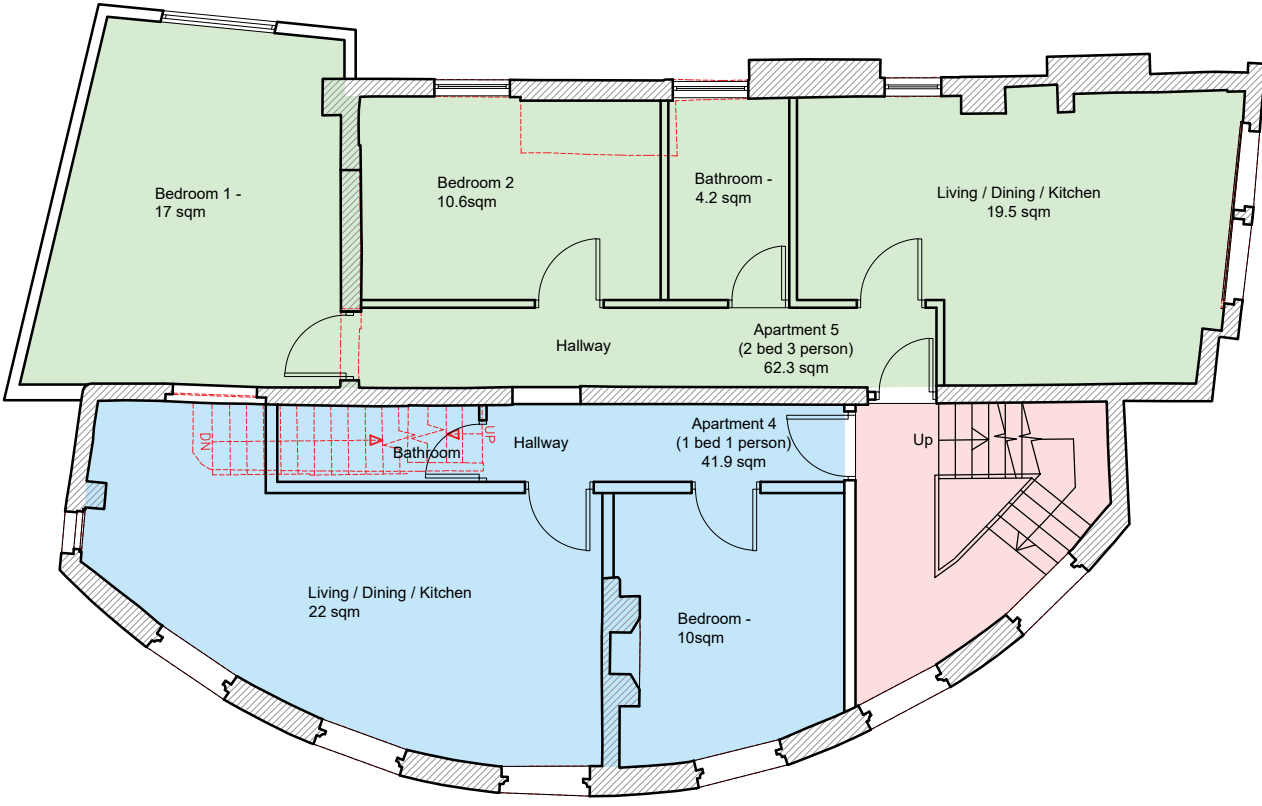
SERVICES

DEMOLITION WORK

EXISTING WALLS



GROUND FLOOR PLAN
scale 1:100

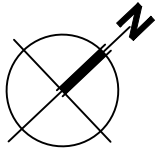


FIRST FLOOR PLAN
scale 1:100

Table below is taken from Technical Housing Standards
- Nationally described space standard

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		



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scale 1:100

05m

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DRAWING STATUS:

PRELIMINARY

REVISION	DATE	DESCRIPTION
REV B	13.10.2023	General amendment
REV C	19.10.2023	General amendment
REV D	15.11.2023	General amendment
REV E	15.12.2023	General amendment
REV F	20.12.2023	Office space added
REV G	20.12.2023	SQM update
REV H	20.12.2023	Furniture update
REV I	21.12.2023	Furniture update
REV J	07.02.2024	Bathroom align & bike store added
REV K	15.02.2024	Openings amendment
REV L	19.02.2024	Openings amendment

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SCALE: 1:100@A1

DATE: 09.06.23

PROJECT:

QUEENS ROAD, MANCHESTER

DRAWING TITLE:

PROPOSED GROUND & FIRST FLOOR PLAN

DRAWING NO:

KEY

CIRCULATION

1 BED 1 PERSON

1 BED 2 PERSON

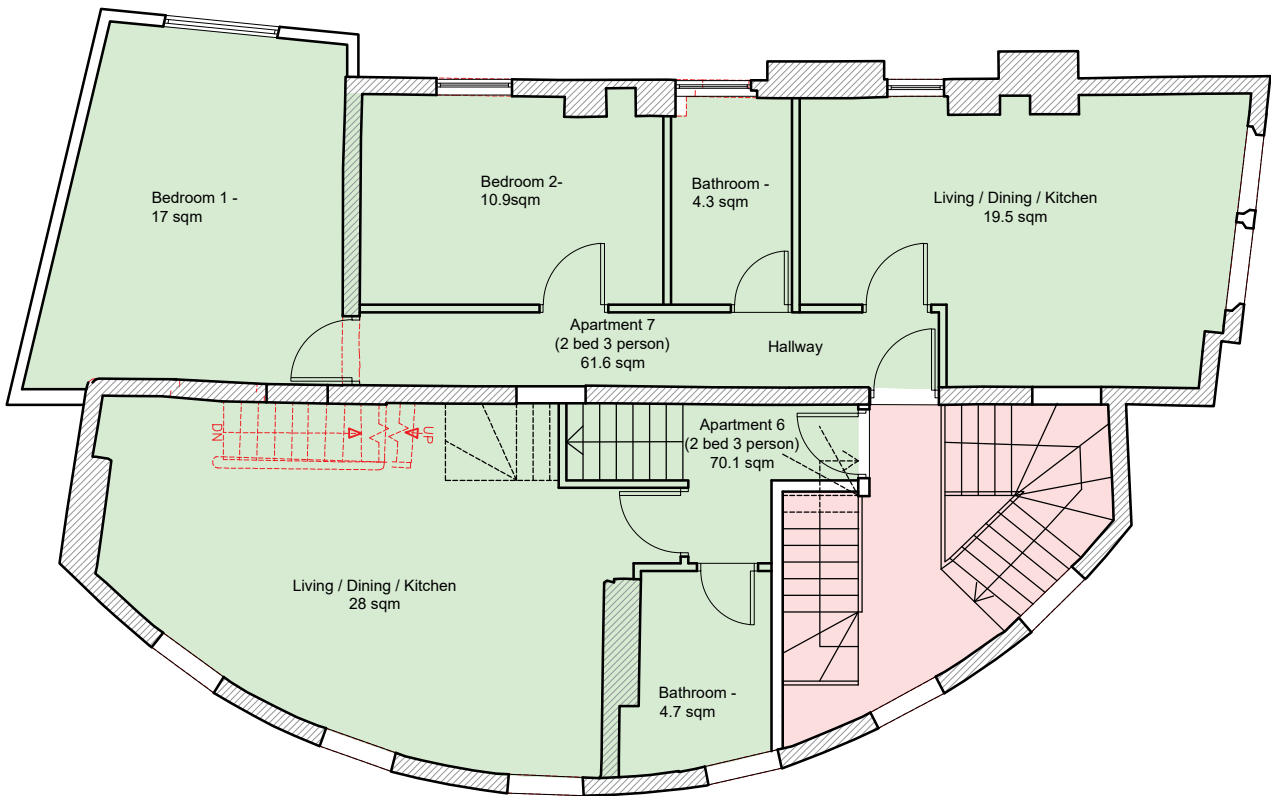
2 BED 3 PERSON

2 BED 4 PERSON (2 storey dwellings)

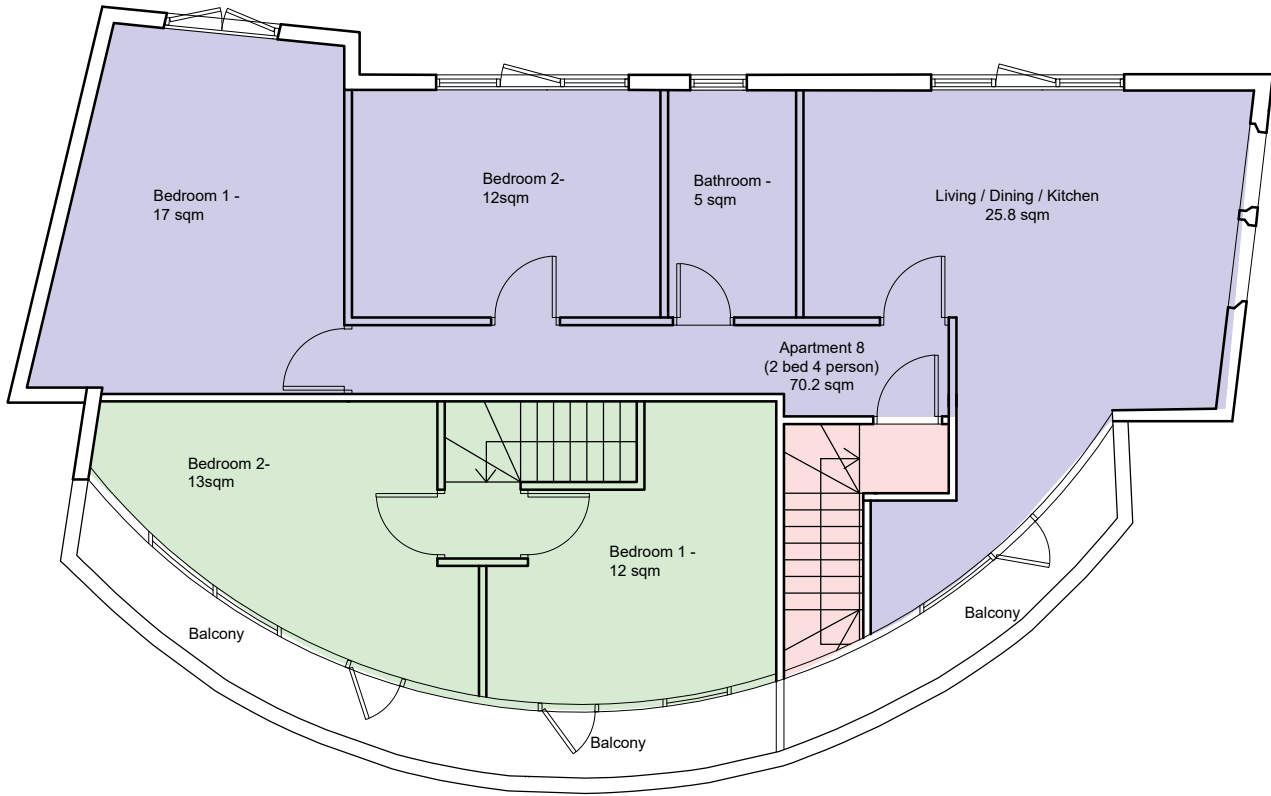
SERVICES

DEMOLITION WORK

EXISTING WALLS



SECOND FLOOR PLAN
scale 1:100

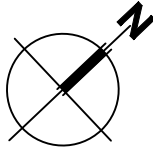


THIRD FLOOR PLAN
scale 1:100

Table below is taken from Technical Housing Standards
- Nationally described space standard

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		



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scale 1:100 0 5m

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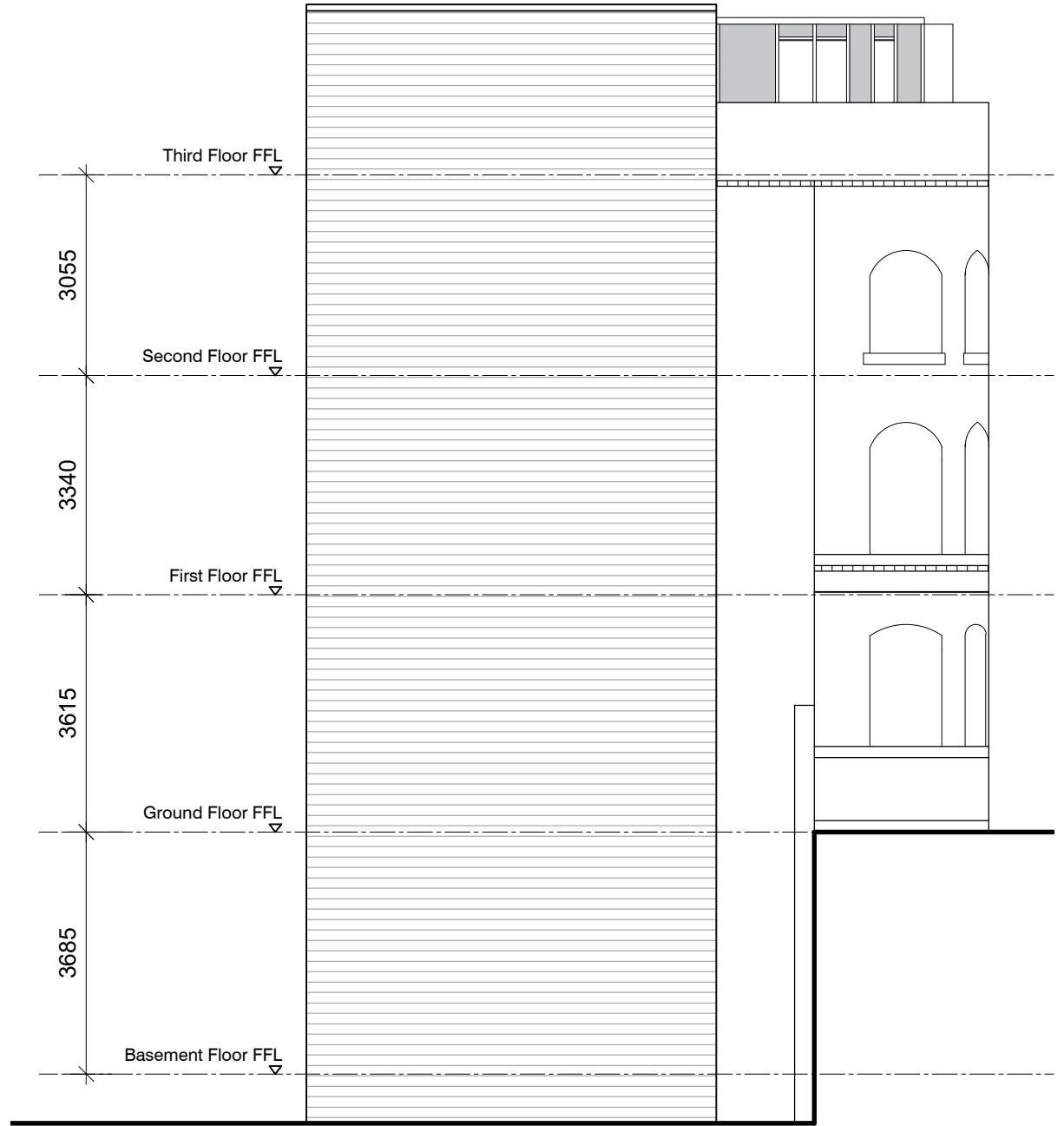
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REV E	15.11.2023	General amendment
REV F	15.12.2023	General amendment
REV G	20.12.2023	Office space added
REV H	20.12.2023	SQM update
REV I	20.12.2023	Furniture update
REV J	21.12.2023	Furniture update
REV K	07.02.2024	Bathroom align & staircase amendment
REV L	15.02.2024	Openings amendment
REV M	19.02.2024	Layout amendment
REV N	20.02.2024	Window amendment

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PROJECT: QUEENS ROAD, MANCHESTER		
DRAWING TITLE: PROPOSED SECOND & THIRD FLOOR PLAN		
DRAWING NO:		



PROPOSED NORTH ELEVATION
scale 1:100



PROPOSED WEST ELEVATION
scale 1:100

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scale 1:100 0 5m

DRAWING STATUS:

PRELIMINARY

REVISION	DATE	DESCRIPTION
REV A	07.02.2024	General amendment
REV B	15.02.2024	Openings amendment
REV C	19.02.2024	Openings amendment
REV D	20.02.2024	Window & signage amendment

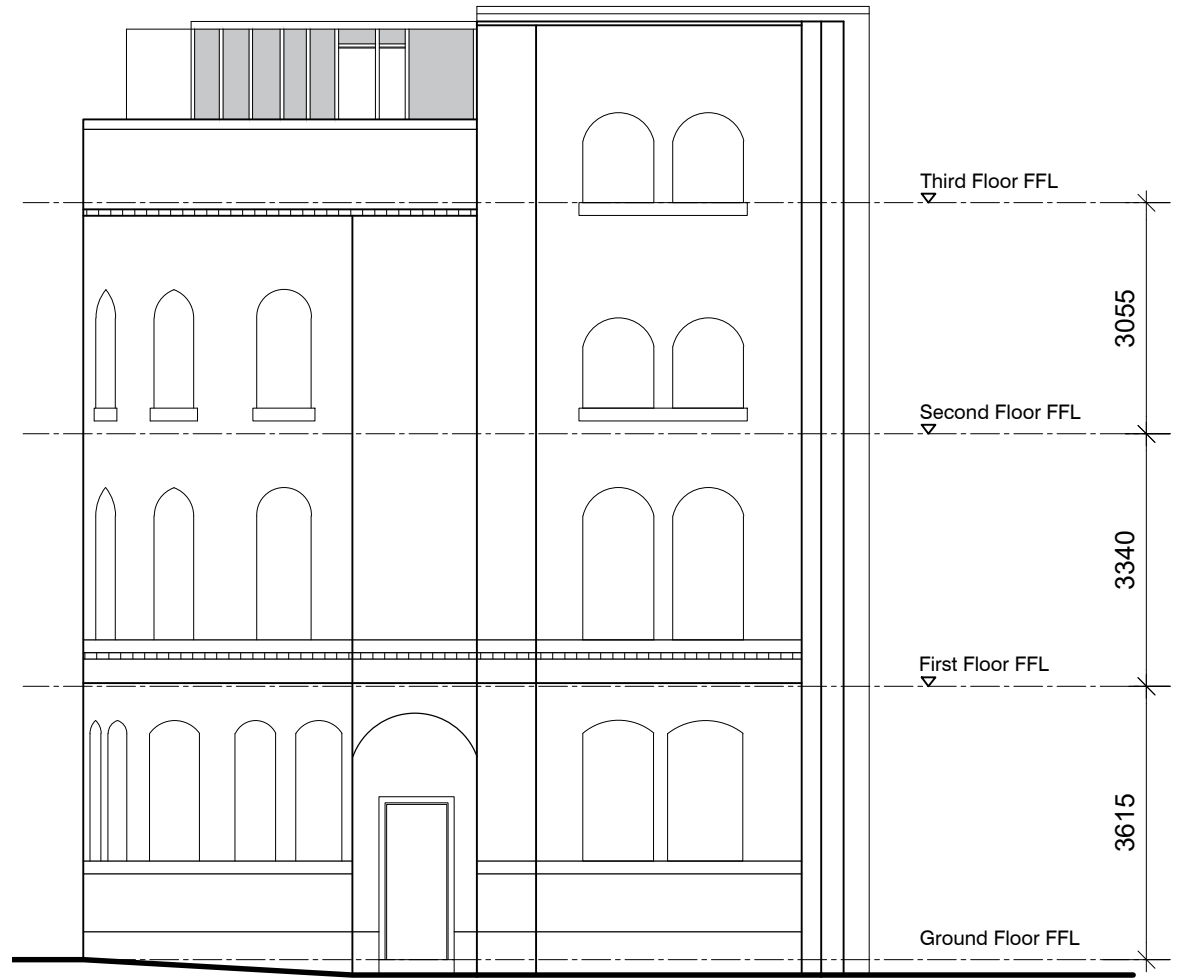
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DRAWING TITLE: PROPOSED ELEVATION		
DRAWING NO:		



PROPOSED SOUTH ELEVATION
scale 1:100



PROPOSED EAST ELEVATION
scale 1:100

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scale 1:100

05m

DRAWING STATUS:

PRELIMINARY

REVISION	DATE	DESCRIPTION
REV A	07.02.2024	General amendment
REV B	15.02.2024	Openings amendment

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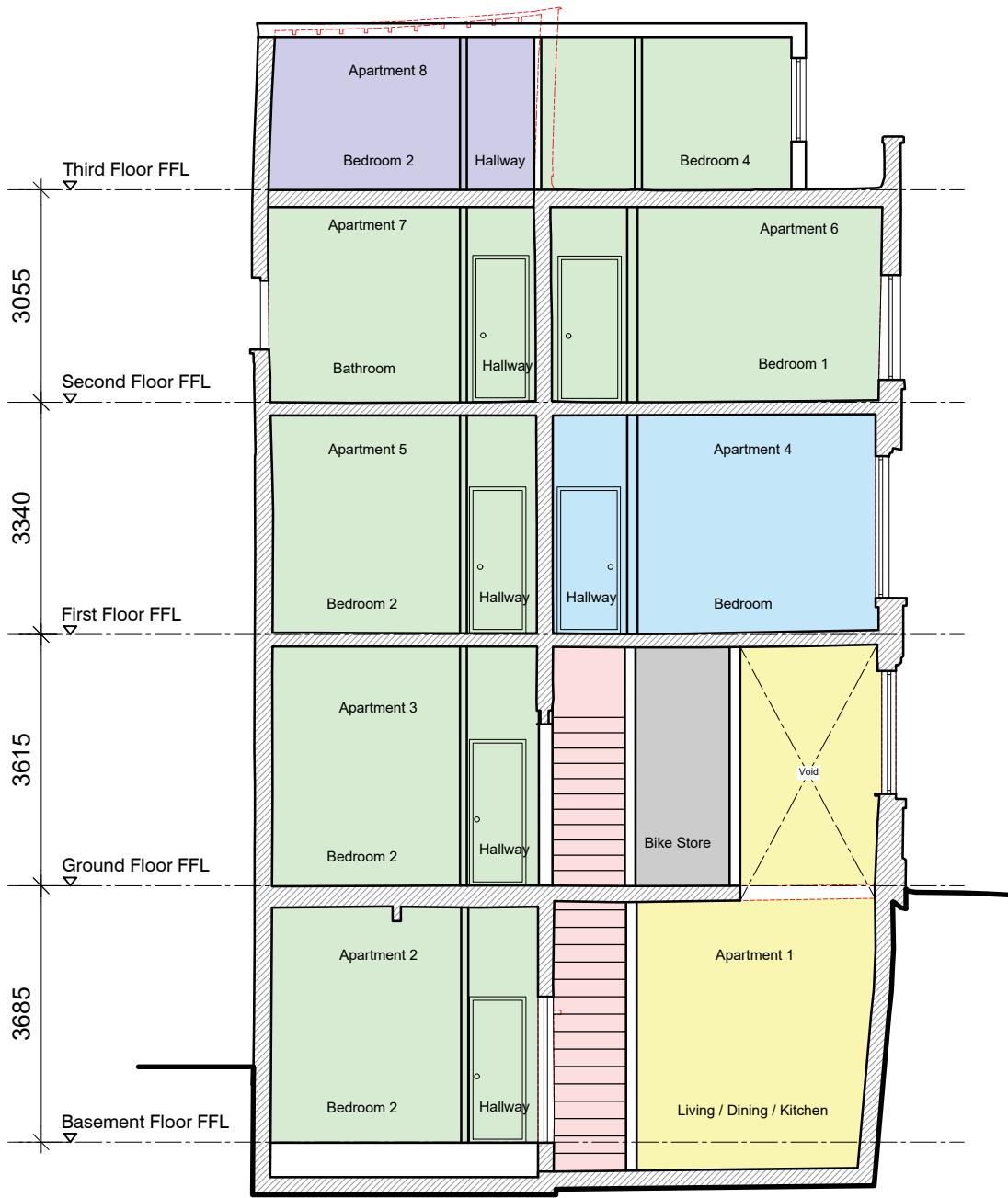
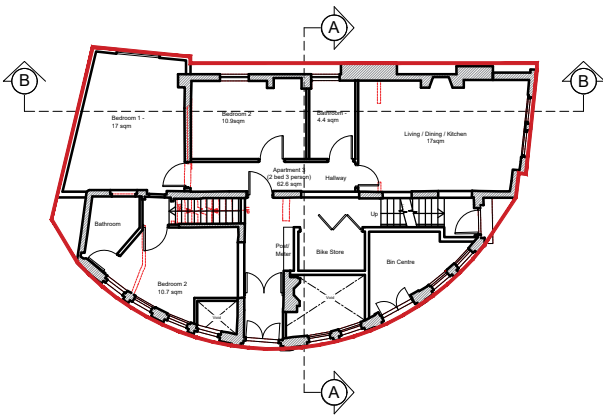
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DRAWING TITLE: PROPOSED ELEVATION		
DRAWING NO:		

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KEY

- CIRCULATION
- 1 BED 1 PERSON
- 1 BED 2 PERSON
- 2 BED 3 PERSON
- 2 BED 4 PERSON (2 storey dwellings)
- SERVICES

- DEMOLITION WORK
- EXISTING WALLS



SECTION A-A
scale 1:100



SECTION B-B
scale 1:100

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DRAWING STATUS:

PRELIMINARY

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REVISION	DATE	DESCRIPTION
REV A	15.12.2023	Top floor layout update
REV B	07.02.2024	General amendment
REV C	15.02.2024	Openings amendment
REV D	19.02.2024	Openings amendment

CLIENT:	SCALE: 1:100@A1	DATE: 23.11.23
PROJECT:	QUEENS ROAD, MANCHESTER	
DRAWING TITLE:	PROPOSED SECTION	
DRAWING NO:		

