



## Memorandum

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**To** Jennifer Atkinson

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**From** Andrew Connell

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**Date** 30 June 2021

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**Subject** **130627/FO/2021**

**Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures**

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We have reviewed the above application in relation to highways and our comments are as follows:

### Accessibility and traffic impact:

Given its central location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

With regard to the impact of the development on the highway network, the following comments have been received by Transport for Greater Manchester (TfGM).

There are errors in the Linsig modelling provided. Pedestrian phase minimums have been assumed to be 6 seconds which is too low in the majority of cases. This means that the modelling is optimistic. The above errors should be corrected and the modelling resubmitted for review. Please reference full TfGM comments for details.

It is clear from the modelling that the junction of Rochdale Road/Livesey Street will be oversaturated and the addition of development traffic will worsen the situation resulting in increased congestion. It is therefore required that a SCOOT revalidation is undertaken for this junction and this should be at the expense of the developer. In addition, TfGM also request that the developer provides a contribution for the installation of a traffic camera at this junction. A traffic camera will allow TfGM UTC to monitor the network in the vicinity of the site and make manual signal interventions in the event of extreme congestion on the network.

### Car parking provision:

A total of 408 parking spaces are proposed which comprise of:

24 accessible bays;  
20 car club spaces;  
10 rideshare spaces;  
25% of spaces (102 total) have electric vehicle (EV) charging of which 95 have 7kW charging access with seven visitor spaces having rapid (50kW) charging;

Initially, the majority of the spaces provided will be offered for public parking, but this proportion will decrease year on year between 2023 and 2029 as and when local developments are completed and the parking uptake will then be through residential allocation with a right to park leasing option. It is estimated that by 2029, 330 spaces will be taken for local residential use with the remainder being utilised for car club/rideshare/visitor spaces.

The proportion of car club, accessible bay and EV charging provision is acceptable from a highway perspective.

Cycle parking:

150 secure cycle hub spaces are being provided (including changing and shower facilities) and this amount has been set by reviewing the demand for other cycle hub models in the locality.

External cycle hire stands are proposed to the front of the development adjacent to Poland Street and this space (including power supply) will be offered to TfGM for their city-wide cycle hire scheme.

Access to the cycle hub is provided via the new cycle/pedestrian route created to the south of the development.

The cycle facilities are considered acceptable from a highway perspective.

Pedestrian/vehicle access and other highway infrastructure:

Pedestrian access to the parking area is provided at each end of the building via two stair cores. A separate pedestrian and cycle route is being created to the south providing connectivity between Poland Street, the development and onwards to Ancoats Green. Whilst this proposal is supported the pedestrian/cycle route would not be adopted as public highway and would therefore need to be maintained privately.

Separate vehicle access/egress is being provided to the delivery hub and to the parking area from Poland Street. It is noted that give-way markings are provided to the exit points and we would recommend that upright signs are provided to distinguish between the two entrance points.

Entry barriers provided to the access points allow a vehicle to await entry away from Poland Street and not impede traffic flow.

We note the proposal to provide a junction plateau at the new development access which also covers George Leigh Street opposite. In addition, another plateau is provided at the Poland Street/Silk Street junction. Whilst these traffic calming proposals are acceptable in principle, we require that double yellow lines are also provided in the vicinity of the development to ensure that vehicles parked on-street do not adversely impact the development access.

We require tactile paving to be provided at the plateaus for all pedestrian movements and require that the footway adjacent to the development is resurfaced and tactile paving provided as appropriate.

Therefore, 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. The following link can be used:

[https://www.manchester.gov.uk/directory\\_record/287709/permission\\_to\\_work\\_on\\_the\\_highways\\_-\\_section\\_278\\_agreements/category/355/highways\\_and\\_pavements](https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements)

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

#### Lighting:

It is assumed that the external lighting to the public realm area will be privately maintained and, whilst the proposals are acceptable in principle, it will need to be checked at S278 stage that this arrangement is compatible with the adjacent public street lighting scheme on the existing street network.

#### Waste

In terms of waste management, bins will be stored internally and at collection times will be taken by building management to a temporary collection point on the private forecourt adjacent to Poland Street. The waste vehicle will then load the waste from Poland Street. This arrangement is acceptable from a highway perspective.

#### Ground floor facilities:

A cycle café/workshop is being provided on the ground floor which has 54 internal seats and which is accessed via the new pedestrian route.

On the ground floor there will also be a delivery counter and parcel pick-up lockers.

It is understood that parcels will be delivered to the hub, and then delivered onwards to local developments/households by a development operator as part of a last mile coordinated local parcel delivery arrangement.

Whilst this ground floor provision/layout is acceptable to Highways we would recommend that no doors (other than those designated as fire exits) open outwards onto adjacent pedestrian routes.

#### Demolition and construction:

It is noted that a framework Construction Management Plan has been included as part of the planning submission. Should the planning application be approved it is recommended that a full Demolition and Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

#### SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Demolition and Construction Management Plan.

Highways Reference: 11981/FO/2021

**Re: 130627/FO/2021 - mobility hub**

Andy Connell &lt;[REDACTED]&gt;

Mon 12/07/2021 10:59

To: Jennifer Atkinson &lt;[REDACTED]&gt;

Hi Jen, yes Highways consider that both are required.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)

CURRENTLY WORKING FROM HOME

Traffic Engineer

Highways Service, Neighbourhoods Directorate

5th Floor Bridgewater House

Whitworth Street

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Tel Internal: [REDACTED]

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---

**From:** Jennifer Atkinson <[REDACTED]>**Sent:** 12 July 2021 10:57 AM**To:** Andy Connell <[REDACTED]>**Subject:** Re: 130627/FO/2021 - mobility hub

Andy

Not sure if I sent you an email about this last week. I have spoken to the applicant about the SCOOT and the camera. Can you confirm to me that both are required and I will seek to agree this.

Thanks Jen

---

Jennifer Atkinson

Principal Planner

Development Management North

Planning Building Control and Licensing - Growth and Development

Manchester City Council

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Email: [REDACTED]

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---

**From:** Andy Connell <[REDACTED]>  
**Sent:** 07 July 2021 06:46  
**To:** Jennifer Atkinson <[REDACTED]>  
**Subject:** Re: 130627/FO/2021 - mobility hub

Yes please Jen.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)  
CURRENTLY WORKING FROM HOME  
Traffic Engineer  
Highways Service, Neighbourhoods Directorate  
5th Floor Bridgewater House  
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**From:** Jennifer Atkinson <[REDACTED]>  
**Sent:** 07 July 2021 6:45 AM  
**To:** Andy Connell <[REDACTED]>  
**Subject:** Re: 130627/FO/2021 - mobility hub

Thanks, I will be in the office at 7.45, shall I call you then?

Jennifer Atkinson  
Principal planner

[REDACTED]

---

**From:** Andy Connell <[REDACTED]>  
**Sent:** Wednesday, July 7, 2021 6:41:41 AM  
**To:** Jennifer Atkinson <[REDACTED]>  
**Subject:** Re: 130627/FO/2021 - mobility hub

Hi Jen, I have up to 0930. [REDACTED]  
[REDACTED]

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)  
CURRENTLY WORKING FROM HOME  
Traffic Engineer  
Highways Service, Neighbourhoods Directorate  
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---

**From:** Jennifer Atkinson <[REDACTED]>  
**Sent:** 07 July 2021 6:38 AM  
**To:** Andy Connell <[REDACTED]>  
**Subject:** Re: 130627/FO/2021 - mobility hub

Andy

Thanks for this. Have you any time this morning to discuss?  
Thanks jen

Jennifer Atkinson  
Principal planner

[REDACTED]

---

**From:** Andy Connell <[REDACTED]>  
**Sent:** Wednesday, July 7, 2021 6:19:06 AM  
**To:** Wai Ling Cheung [REDACTED] Jennifer Atkinson <[REDACTED]>  
**Cc:** Richard Dolphin [REDACTED]  
**Subject:** Re: 130627/FO/2021 - mobility hub

Thanks Wai Ling.

Jen, please can we update the developer with the latest modelling conclusions and can we have a separate internal discussion on the Scoot and camera requirements.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)  
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Traffic Engineer  
Highways Service, Neighbourhoods Directorate  
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**From:** Wai Ling Cheung [REDACTED]  
**Sent:** 06 July 2021 5:26 PM  
**To:** Andy Connell <[REDACTED]>  
**Cc:** Richard Dolphin <[REDACTED]>; Claire Smallman <[REDACTED]>; Landuse <[REDACTED]>  
**Subject:** RE: 130627/FO/2021 - mobility hub

Hi Andy

Hydrock sent over the amended modelling and updated Technical Note yesterday. Please see our comments below:

In general, the models have only been amended to include the correct pedestrian minimums. They have not been amended to use controller minimums rather than street minimums. In addition, the errors with right turning give way parameters, (e.g non blocking storage, max right turns in intergreen etc.) in the models have not been rectified.

Oldham Road/Great Ancoats Street

The cycle time has not been corrected  
Arm 10 has not been removed

Collyhurst Road/Oldham Road

Right turn give way parameters have not been corrected.

Oldham Road/Livesey Street

Right turn give way parameters have not been corrected.  
As mentioned previously, street minimums have been used instead of controller minimums. This means that the length of the pedestrian stage used in the model is too short.

Given that the above junctions are predicted to operate with spare capacity, the above errors are unlikely to make a significant difference to the results. We therefore do not require a third submission of the corrected models.

Livesey Street/ Rochdale Road

The modelling shows that the junction will exceed theoretical capacity in the base situation. The addition of development traffic will cause further delay and congestion.

I have used the consultant's modelling to calculate the monetised cost of delay at the junction due to the addition of development traffic.

Using the results of the LINSIG model assuming 'pedestrians every other cycle', and comparing the 'base + committed' with the 'base +committed+ dev' scenarios, the monetised costs of delay are shown below:

AM peak monetised cost of delay due to development = £142 k

PM peak monetised cost of delay due to development = £123.5 k

These monetised costs are based on values of time and are consistent with government WebTAG. These costs only consider the morning and evening peak periods. They do not include costs of delay in the shoulders of the peaks, inter-peaks, overnight and during the weekend.

From our perspective, we would prefer to have the full contributions for both the SCOOT revalidation and the camera. We are not aware of any other funding sources available for the camera. However, we are not involved in the discussions and there may be other factors that we may not be aware of. Ultimately it is up to the Local Authority to decide how much mitigation to ask for and the above may help in justifying the costs.

A traffic camera will allow UTC monitor the network in the vicinity of the site and make manual signal interventions in the event of extreme congestion on the network. The modelling undertaken by the consultant indicates that this is likely to happen more frequently.

Kind regards

Wai Ling

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**From:** Andy Connell <[REDACTED]>  
**Sent:** 06 July 2021 07:22  
**To:** Richard Dolphin <[REDACTED]>  
**Cc:** Wai Ling Cheung <[REDACTED]>  
**Subject:** Re: 130627/FO/2021 - mobility hub

Thanks Richard, got the Scoot costs (which I think we can justifiably ask for) but no indication of "contribution" to the camera only a final figure of 45k.

Might be a step too far to ask for full 45k, would a contribution be any good (where would the remainder come from)?

Minded to ask for just Scoot figure - would that displease TfGM?

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)  
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**From:** Richard Dolphin <[REDACTED]>  
**Sent:** 06 July 2021 7:14 AM  
**To:** Andy Connell <[REDACTED]> Landuse <[REDACTED]>; Riccardo Boncinelli <[REDACTED]>  
**Cc:** Jennifer Atkinson <[REDACTED]> Wai Ling Cheung [REDACTED]  
**Subject:** RE: 130627/FO/2021 - mobility hub

Hi Andy,

We had a very brief chat with Sam Denby yesterday about the application – just to clarify a couple of modelling points – hence his new note. We will review the amended comments and will be updating our comments to you.

He mentioned the potential mitigation and he asked for costs – but we said that would be best coming through yourselves.

We provided the likely costs before but if you need some more justification let us know.

Yours,

Richard

UTC Unit  
Transport for Greater Manchester  
2 Piccadilly Place,  
Manchester  
M1 3BG  
Direct Line: [REDACTED]  
Mobile: [REDACTED]  
[www.tfgm.com](http://www.tfgm.com)

---

**From:** Andy Connell <[REDACTED]>  
**Sent:** 06 July 2021 06:26  
**To:** Landuse <[REDACTED]>; Riccardo Boncinelli <[REDACTED]>; Richard Dolphin <[REDACTED]>  
**Cc:** Jennifer Atkinson <[REDACTED]>  
**Subject:** Fw: 130627/FO/2021 - mobility hub

Dear TfGM colleagues, please find attached a response to our original Mobility Hub comments.

Please could you provide your further comments on this.

Richard, please could we discuss a way forward for the request for Scoot validation funding as well as a contribution for new camera.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)

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---

**From:** Jennifer Atkinson <[REDACTED]>

**Sent:** 05 July 2021 7:07 PM

**To:** Andy Connell <[REDACTED]>

**Subject:** Fw: 130627/FO/2021 - mobility hub

Andy

Please could you share the attached noted with TfGM for comment?

Thanks Jen

---

Jennifer Atkinson

Principal Planner

Development Management North

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---

**From:** Hampson, Frances <[fh](#)>

**Sent:** 05 July 2021 16:41

**To:** Jennifer Atkinson <[REDACTED]>

**Cc:** Wray, Katie <[REDACTED]>; Graham, Hannah X <[REDACTED]>  
**Subject:** RE:130627/FO/2021 - mobility hub

Hi Jen,

Attached is our technical note to be issued to TfGM in response to their queries. I believe they should be expecting it.

We were also hoping TfGM could provide some more guidance/parameters around the CCTV and SCOOT re-evaluations in order to understand the full ask?

Kind regards,

Fran

**Frances Hampson**

Pronouns: she / her / hers

Senior Planner | FA - Real Assets Advisory | Deloitte LLP

D: [REDACTED]

fh [REDACTED] | [www.deloitte.co.uk/realestate](http://www.deloitte.co.uk/realestate)

---

**From:** Jennifer Atkinson <[REDACTED]>

**Sent:** 30 June 2021 09:12

**To:** Hampson, Frances <fh [REDACTED]>; Wray, Katie <[REDACTED]>

**Subject:** [EXT] 130627/FO/2021 - mobility hub

Frances/Katie

Comments on the mobility hub for your information and where appropriate comment. Please note I don't have the comments yet from Environmental Health. These have been chased.

Thanks Jen

### Historic England

Historic England has no objection to the proposed redevelopment of the site, which currently makes a limited, negative, contribution to the character and appearance of the conservation area. We also recognise the potential for new development to enhance this section of the conservation area, which currently has an ill-defined character, and would not raise concerns with the principal of this site accommodating a larger building.

However, we would note that in terms of its appearance, design, materiality and orientation to the street, the building will be a visually juxtaposing element, that does not follow the pervading characteristics that harmonise a large number of the buildings across the conservation area. It will therefore result in harm to its character and appearance.

However, we note that the applicant has stated that the building provides a number of strong public benefits, and that the incongruity referenced above is identified to be intrinsically linked to the ability to deliver these. We would defer to the decision maker to assess the weight to place on them. We would, however, accept that there would be heritage benefits if the proposals allowed for the less encumbered, and more sensitive, regeneration of the rest of Poland Street.

### Highways

There are errors in the Linsig modelling provided. Pedestrian phase minimums have been assumed to be 6 seconds which is too low in the majority of cases. This means that the modelling is optimistic. The above errors should be corrected and the modelling resubmitted for review.

It is clear from the modelling that the junction of Rochdale Road/Livesey Street will be oversaturated and the addition of development traffic will worsen the situation resulting in increased congestion. It is therefore required that a SCOOT revalidation is undertaken for this junction and this should be at the expense of the developer. In addition, TfGM also request that the developer provides a contribution for the installation of a traffic camera at this junction. A traffic camera will allow TfGM UTC to monitor the network in the vicinity of the site and make manual signal interventions in the event of extreme congestion on the network.

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We note the proposal to provide a junction plateau at the new development access which also covers George Leigh Street opposite. In addition, another plateau is provided at the Poland Street/Silk Street junction. Whilst these traffic calming proposals are acceptable in principle, we require that double yellow lines are also provided in the vicinity of the development to ensure that vehicles parked on-street do not adversely impact the development access.

We require tactile paving to be provided at the plateaus for all pedestrian movements and require that the footway adjacent to the development is resurfaced and tactile paving provided as appropriate.

Whilst this ground floor provision/layout is acceptable to Highways we would recommend that no doors (other than those designated as fire exits) open outwards onto adjacent pedestrian routes.

---

Jennifer Atkinson  
Principal Planner

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