

PROPOSED RESIDENTIAL REDEVELOPMENT
PHOENIX WORKS, CASTLEFIELD, MANCHESTER

Highways Technical Note 01

Prepared on behalf of:

DeTRAFFORD
ESTATES GROUP

DeTrafford Estates Group



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been instructed by DeTrafford Estates Group to provide highways advice in relation to a full planning application for the redevelopment of a site known as Phoenix Works at Cawdor Street / Ellesmere Street, Castlefield, Manchester.
- 1.1.2 The proposals comprise a residential-led mixed-use development comprising 237 dwellings and ancillary commercial floorspace, along with associated access and parking arrangements and new areas of public realm.
- 1.1.3 The planning application (MCC ref. 129127/FO/2021) was accompanied by an Axis Transport Statement (TS), Framework Travel Plan (FTP) and Waste Management Strategy (WMS), all dated November 2020.
- 1.1.4 Recently, the Local Highway Authority (LHA) at Manchester City Council (MCC) has provided a consultation response to the planning application covering highway and transport-related matters.
- 1.1.5 The highway-related comments are summarised in this Highways Technical Note 01 (HTN01) and a copy of the full consultation response from the LHA at MCC, dated 26th February 2021, is contained in **Appendix 1** to rear of this report.
- 1.1.6 This HTN01 has been prepared to address the comments raised by the LHA at MCC.

1.2 Report Structure

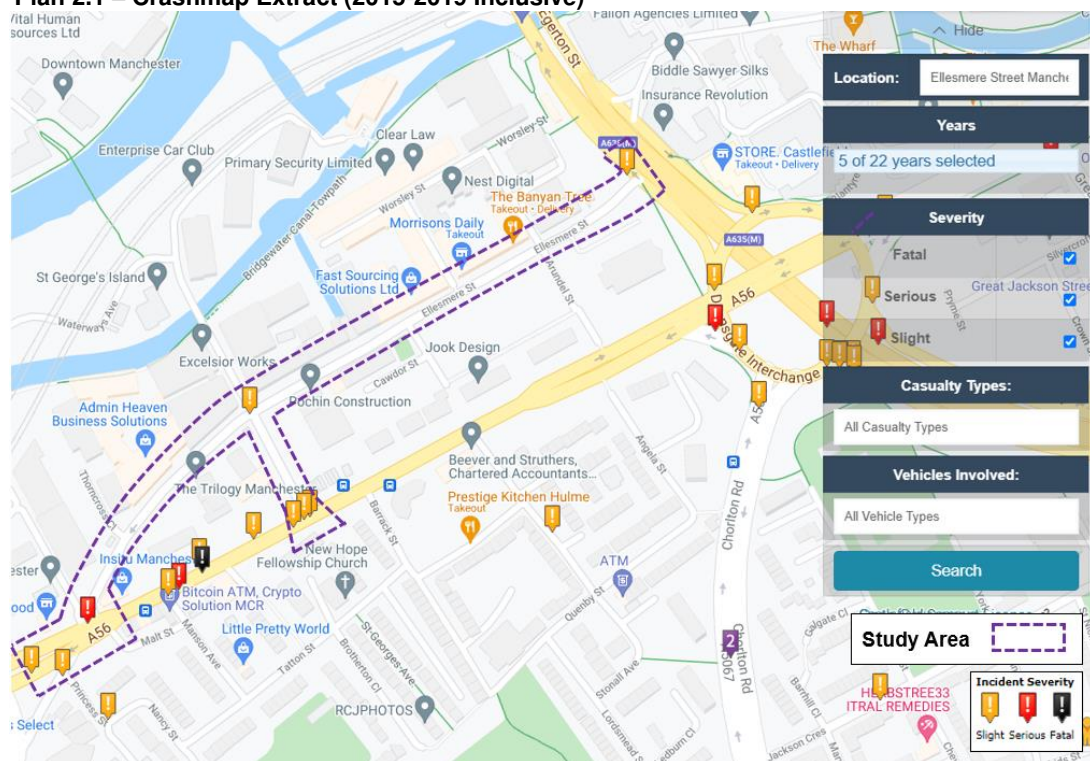
- 1.2.1 This HTN01 is structured as follows:
- **Chapter 2** sets out the highway safety record on the local highway network for the most recently available full 5-year period;
 - **Chapter 3** addresses the LHA's comments in relation to the car parking provision, including the dimensions of the car parking spaces and aisle width, and provides a response in relation to the LHA's recommendations to review the opportunity for off-site parking provision and the funding of an additional Car Club bay;
 - **Chapter 4** sets out the proposed operation of vehicles associated with deliveries and resident pick-ups;

- **Chapter 5** justifies the proposed access arrangements in terms of the level of junction visibility that is available from the site access off Spinners Way;
- **Chapter 6** summarises the Applicant's intention towards the development, submission, implementation and monitoring of a full Travel Plan;
- **Chapter 7** details the number of and type of visitor cycle parking that is proposed on site;
- **Chapter 8** addresses the LHA's recommendation to upgrade the Puffin crossing on Chester Road to a Toucan crossing;
- **Chapter 9** sets out how indiscriminate parking will be controlled along Spinners Way to ensure that refuse collection vehicles are not obstructed when accessing the site;
- **Chapter 10** addresses the LHA's comments in relation to structure oversailing the adopted highway;
- **Chapter 11** summarises the Applicant's intention towards the S247 and S278 agreements and also summarises the results of the Stage 1 RSA;
- **Chapter 12** summarises the Applicant's intention towards the council's request to undertake dilapidation surveys; and
- **Chapter 13** concludes the report.

2.0 HIGHWAY SAFETY

- 2.1.1 The Axis TS (November 2020) that has been submitted alongside the planning application (129127/FO/2021) includes a review of Personal Injury Accident (PIA) data on the local highway network for the most recently available complete 3-year period (i.e. between 2017 and 2019 inclusive).
- 2.1.2 Within the consultation response, the LHA at MCC have requested that PIA data on the local highway network is provided for the last 5-year period. At the time of writing this HTN01, the most recently available full 5-year period is between 2015 and 2019 (inclusive).
- 2.1.3 The online Crashmap resource (www.crashmap.co.uk) has been used to obtain this data, as shown on **Plan 2.1** and is based on the same study area as that presented in the TS.

Plan 2.1 – Crashmap Extract (2015-2019 Inclusive)



- 2.1.4 **Plan 2.1** demonstrates that the following accidents have been recorded within the identified study area between 2015 and 2019 inclusive:
- 1 'slight' accident at the Ellesmere Street / Hulme Hall Road junction;
 - 3 'slight' accidents at the A56 Chester Road / Hulme Hall Road junction;
 - 1 'slight' accident at the Ellesmere Street / A57M Mancunian Way junction; and
 - 2 'slight' and 1 'serious' accident within the vicinity of the A56 Chester Road / Ellesmere Street junction.
- 2.1.5 The evidence presented above therefore indicates that a total of 8 accidents have been recorded within the vicinity of the application site within the most recently available five-year period, of which 7 accidents were classified as 'slight' in severity, and 1 which was classified as 'serious'.
- 2.1.6 Volumetrically, this equates to 1-2 accidents per year, on average. This is not considered to represent a cause for concern in the context of the proposed development and also in view of the volumes of traffic that the A56 and the A57M normally (pre-covid) carry at this location (i.e., circa 23,823 and 48,221 two-way traffic movements per day on the A56 and M57M respectively).
- 2.1.7 Highway safety is not therefore considered to present a material concern in the context of the proposed development and should not be a ground for refusal.

3.0 CAR PARKING PROVISION

3.1 Car Park Layout and Geometry of the Parking Bays

3.1.1 The LHA have requested confirmation that the proposed car parking bays are 2.4m x 4.8m, and that the accessible bay is 3.6m x 6m. Within the response, the LHA also state that the aisle should be a minimum of 6m wide.

3.1.2 The dimensions of the car parking bays and the aisle width are shown on **Drawing Number 2904-01-D02**, contained in **Appendix 2**. This demonstrates the following:

- The aisle width is 5.85m wide;
- The accessible car parking bay is 3.7m x 6m; and
- All other, standard car parking bays are 2.4m x 4.8m. It is, however, noted that three of the parking bays have pinch points as a result of their proximity to wall structures or structural columns. In these instances, the width of the parking bays reduces to a minimum of 2.3m for some parking spaces, albeit only for a short length (1.5m).

3.1.3 Whilst it is acknowledged that the aisle width is marginally below the minimum width identified by MCC (i.e. by 0.15m), **Drawing Number 2904-01-ATR01B (Appendix 3)** demonstrates the ability of a large car to safely and satisfactorily access all of the car parking spaces located within the car park, without encroaching onto nearby bays. This therefore demonstrates that all car parking bays would be accessible at any one time and so the dimensions of the proposed car park are therefore considered to be acceptable in their current form.

3.2 Proposed Level of Car Parking Provision

3.2.1 Whilst the LHA acknowledge that the submitted TS justifies the proposed level of car parking provision, the LHA recommend that nearby car park operators are contacted to explore the potential for residents to lease parking spaces, should the demand ever arise.

- 3.2.2 At present, the nearest public car parks are located to the southeast of the application site, on the opposite side of the A57M. It should however be noted that these existing public surface car parks along Great Jackson Street, Owen Street and Crown Street, are in the process of or are planned to be replaced as part of the residential and commercial redevelopment of the area under the Great Jackson Street Framework.
- 3.2.3 Whilst a car parking strategy is being developed as part of the development framework to meet the local need from residents, commuters and leisure users, any such parking provision would nonetheless be located at least 600m to/from the application site.
- 3.2.4 This is considered to be an unreasonable distance for residents to walk between their cars and dwellings, and an option which residents of the proposed development are, on balance, unlikely to utilise to any significant degree.

3.3 Enterprise Car Club Bays

- 3.3.1 The LHA recognise that two car club spaces are located on Ellesmere Street and a further two car club spaces will also be implemented, as approved as part of the Sky Gardens scheme (application ref. 115211/FO/2017).
- 3.3.2 With the addition of the proposed 237 dwellings as part of the proposed development, the LHA have recommended that a further car club bay could be located nearby and funded by the applicant.
- 3.3.3 It is considered onerous at this stage to commit to and fund an additional car club bay/s unless it can be demonstrated that there is sufficient demand from residents, and that this would therefore be a cost-effective and sustainable measure, if implemented.
- 3.3.4 With regards to the above, it is proposed that the demand for an additional car club bay would be determined by undertaking resident travel surveys as part of the operation of the site Travel Plan (see **Chapter 6**).

4.0 PROPOSED LOADING BAY

- 4.1.1 The LHA at MCC have requested further information regarding the operation of vehicles associated with ad-hoc deliveries and short-term resident pick-ups.
- 4.1.2 It is proposed to relocate the two car club bays which were planned on Bentinck Street (as part of the approved Sky Gardens scheme) to the southern side of Spinners Way, adjacent to the vehicle ramp, with a new loading bay proposed to be implemented in their place.
- 4.1.3 The proposed loading bay would be implemented to accommodate ad-hoc deliveries and resident pick-ups and would be subject to a No Waiting Traffic Regulation Order (TRO) regime to prevent parking for any extended period by taxis or other vehicles. This would ensure unrestricted access to the loading bay without causing obstruction or inconvenience to users of Spinners Way and/or Bentinck Street.
- 4.1.4 The proposed loading bay would be 12m long, and would be partially inset into the footway, whilst maintaining a minimum 1.5m wide clearance around the bay on the footway.
- 4.1.5 The loading bay would be flush with the carriageway along Bentinck Street, and would feature a 25mm kerb to delineate the loading bay from the footway.
- 4.1.6 The above proposals have been incorporated into the wider landscape masterplan and are currently being progressed with MCC as part of a separate condition discharge application.
- 4.1.7 **Drawing Number 2904-01-ATR03 (Appendix 4)** illustrates the proposals, and includes swept path analysis of a 7.5T box van, which is anticipated to be the largest vehicle to regularly utilise the loading bay.

5.0 PROPOSED SITE ACCESS ARRANGEMENTS

5.1 Visibility

- 5.1.1 The proposed development will be accessed via a priority-controlled access off Spinners Way, a new privately maintained road which runs in an east / west alignment between Hulme Hall Road to the west and Bentinck Street and Arundel Street to the east. The vehicular access will lead into the proposed basement car park.
- 5.1.2 Within the consultation response from the LHA at MCC, confirmation is requested regarding the achievability of appropriate visibility splays for vehicles exiting the site. The LHA also state that protection TROs should be in place at either end of the access to ensure the appropriate visibility splays are maintained.
- 5.1.3 **Drawing Number 2904-01-D03 (Appendix 5)** demonstrates that the following levels of junction visibility will be achievable from the proposed site access:
- 2.0m x 22m to the east, as measured 1m from the edge of the carriageway in accordance with the anticipated design speed of the road of 20mph or less; and
 - 2.0m x 18m maximum achievable visibility to the west, as measured 1m from the edge of the carriageway.
- 5.1.4 The extent of visibility that is achievable to the west, from a 2.0m set back, is affected by the on-street parking bays that are located along this section of Spinners Way.
- 5.1.5 To the east, the visibility splay is partially obscured by the landscaping fronting the adjacent dwelling. For information, the southeast building elevation is contained in **Appendix 6** which illustrates in detail the low-level landscaping planter bed and steps to the east of the site access.
- 5.1.6 This shows that the adjacent properties are bound by a 600mm planter (significantly below typical driver eye height of 1.05m for car drivers) with see-through railings above.

- 5.1.7 Given the height of the proposed planters and the railings above, the visibility to the east will therefore only be partially obscured, and this is not considered to represent a cause for concern when viewed in the context of guidance contained in paragraph 7.8.6 of MfS, which states that *‘occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety’*. Fundamentally, this will not materially obscure the view of an oncoming vehicle, cyclist or pedestrian.
- 5.1.8 Without prejudice to the above, it is acknowledged in MfS that in the absence of long visibility splays at minor accesses, drivers are more likely to emerge more cautiously to take account of people using the adjacent footways.
- 5.1.9 Given the nature of Spinners Way, it is considered that vehicles would take particular care when egressing the site. Specifically, this private access road will be a largely shared surface environment, with important public realm functions which extend beyond the singular purpose of a road designed to cater solely for the movement of vehicular traffic. The shared surface nature of Spinners Way will be reinforced by the constrained geometry of the carriageway, the heavy surveillance by adjoining apartments, the sense of enclosure from the tall apartment blocks and moreover in terms of its width and alignment. These features will combine to encourage low vehicle speeds and create an environment which is not primarily characterised by or catered specifically for motor vehicle traffic. The opposite is true insofar that the environment is designed with pedestrians and cyclists at the top of the travel mode hierarchy.
- 5.1.10 Spinners Way is therefore likely to be a very slow speed route, with a design speed of less than 20mph (in most cases, vehicles along Spinners Way would be anticipated to travel at speeds of between 10-15mph – see page 89 of MfS). Furthermore, when having regard to the scale and nature of development that is served by this route, it is also likely to be very lightly trafficked.
- 5.1.11 This very lightly trafficked and slow speed nature of Spinners Way will mean that vehicles could safely emerge and edge out of the access until they can see oncoming traffic, and vice versa. This is supported in MfS2 which states that *“drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out”*.

- 5.1.12 In addition to the above, account should also be taken for the very low level of traffic forecast to be generated by the proposed development from the car park access. As set out in the submitted TS, this is forecast to be some 28 two-way daily vehicle trips (13 arrivals and 15 departures). The frequency of vehicle movements emerging from the access per day (i.e. 15 vehicles) is therefore considered to be negligible.
- 5.1.13 Based on the information presented above, the junction visibility from the proposed site access is therefore considered to be appropriate given the scale and nature of the proposed development and the shared-surface nature of Spinners Way, and does not present a cause for concern with regards to the safety of other road users at this location.

6.0 TRAVEL PLAN

- 6.1.1 The planning application was accompanied by a Framework Travel Plan (dated November 2020), as prepared by Axis. The LHA at MCC have confirmed that the submitted FTP is supported in principle and recommend that a full Travel Plan is developed, prior to occupation, in order to encourage the use of sustainable transport modes at the site.
- 6.1.2 With respect to the above, it is suggested that the full Travel Plan can be secured by means of a suitably-worded planning condition attached to the any grant of any future planning permission. The development, submission, implementation and monitoring of the full Travel Plan will therefore be submitted to and agreed with MCC at the post-decision stage of the proposed scheme.
- 6.1.3 As discussed earlier, it is proposed that the full Travel Plan should include a mechanism to determine what latent demand might exist amongst prospective residents, if any, for a further car club bay to be implemented on the local network. In the same way, the Travel Plan could also determine any demand that could arise for additional visitor cycle parking facilities.

7.0 VISITOR CYCLE PARKING

- 7.1.1 Whilst the proposed development incorporates 237 secure cycle parking spaces for residents, the LHA at MCC recommend that further visitor cycle parking spaces are provided within the site.
- 7.1.2 With respect to the above, 2 'Sheffield' loop style stands will be provided in the landscaped area, adjacent to the pedestrian entrance / foyer. These spaces could be utilised by visitors to the proposed dwellings or commercial premises.
- 7.1.3 It should be noted that demand for extra cycle parking provision will be determined through resident travel questionnaires which will be undertaken as part of the operation of the development's Travel Plan (see **Chapter 6**). Any additional cycle parking demand that is identified through the resident travel surveys will be catered for within the landscaped area adjacent to the foyer (for visitors) or potentially by exchanging one or more car parking spaces located within the development (for residents).

8.0 UPGRADE OF CHESTER ROAD PEDESTRIAN CROSSING

8.1.1 The LHA have recommended that the existing Puffin crossing over the A56 Chester Road is upgraded to a Toucan crossing to better encourage and accommodate sustainable travel.

8.1.2 It is considered that any requirement to upgrade the existing Puffin crossing to a Toucan crossing would be unnecessary and would fail the key tests of either a planning condition or planning obligation for the following, although not exclusive, reasons:

- Using the daily trip rates set out in the TS, it is forecast that the development would only give rise to around 23 two-way cycle movements per day. Even if this figure were to double as a result of the operation of the site Travel Plan (see **Chapter 6**), this would still be a negligible uplift and would not warrant the need for the suggested upgrade of the crossing to a 'Toucan' facility;
- In terms of route choice for prospective cyclists residing in or working at the site, there is the Bridgewater Canal tow path which provides an east/west route to the north of the site, the shared foot/cycle way on the north-western side of the A56 (towards Manchester City Centre, which links to newly-installed MSIRR dedicated cycle crossing facilities at the A56 / Mancunian Way roundabout), and the shared foot/cycleway along the southwest of the A56 (towards Stretford). The limited number of 23 cycle trips generated by the proposed development would therefore be distributed and quickly dispersed by this availability of route choice;
- Notwithstanding the above, it is considered unlikely that any material numbers of development-related cycle trips would want to cross the A56 at the location of the existing Puffin crossing because it does not lie on a natural desire route for cyclists travelling to / from the proposed development;
- As indicated above, there is already a recently installed dedicated cycle crossing only some 260m to the northwest on the A56 which directs cyclists routing along the unsegregated foot/cycle way on the northern side to the dedicated traffic free cycle infrastructure on the southern side. This is a more natural location and desire line for any cyclists routing via this direction to cross the A56;
- The stud markings at the existing Puffin crossing are already around 2.8m wide, and therefore only marginally below the 3m that might otherwise be provided at an upgraded Toucan crossing; and

- The upgrade of the existing crossing facility is therefore not necessary in planning terms and would fail the key test of both a planning condition or planning obligation to be 'necessary' and 'reasonable'.

9.0 SERVICING AND REFUSE COLLECTION

- 9.1.1 As set out in the submitted TS and WMS (November 2020) prepared by Axis, refuse collection vehicles would access the site from an on-street location along Spinners Way for the purpose of servicing the site.
- 9.1.2 Whilst this is acknowledged by the LHA, further detail is requested in relation to how parking will be restricted on Spinners Way to ensure that servicing vehicles are not obstructed.
- 9.1.3 It is considered that the extensive landscaping and public realm works that are proposed along Spinners Way, including an array of street furniture and planting, will naturally deter and, in some instances, physically prevent, unauthorised parking outside of the defined on-street parking bays.
- 9.1.4 Without prejudice to the above, private parking enforcement measures will nonetheless be implemented, and will be administered by the residential management company in order to further prevent and deter indiscriminate parking along Spinners Way. Such private enforcement measures would include the employment of members of the management company to patrol the area and distribute Parking Charge Notices (PCNs), where necessary.

10.0 OVERSAILING OF STRUCTURES OVER THE PUBLIC HIGHWAY

- 10.1.1 With regards to the oversailing of structures over the public highway, the LHA make the following comments:

“It is recommended that structural drawings and calculations for the temporary and permanent support works be submitted for checking (for a fee) to MCC Bridges/Structures Section in order to obtain an approval in principal.

Should any structure project over the adopted highway more than 30mm, an oversail license will be required.”

- 10.1.2 The above comments appear to have been made on the assumption that part of the structure would oversail the adopted highway. However, it can be confirmed that this is not the case and, as such, an Approval in Principle (AiP) would not be required for the permanent structure.
- 10.1.3 If any temporary structures (e.g. scaffolding) are required to oversail the highway during the construction phase, then this would be formally agreed between MCC and the appointed contractors through the appropriate TTRO / hoarding license consenting regimes, and is not therefore relevant to the determination of this planning application.

11.0 OFF-SITE HIGHWAY WORKS

11.1 Section 247 Stopping Up Order

- 11.1.1 It is acknowledged by the LHA at MCC that the proposed development involves the requirement to formally stop-up Cawdor Street via Section 247 (S247) of the Town and Country Planning Act 1990. The LHA have stated that the stopping up order should be discussed with and agreed with the relevant engineer at MCC.
- 11.1.2 The S247 process falls outside of the planning process and would be managed by the Department for Transport (DfT). It is not considered necessary for the stopping up order to be secured by any planning condition as it is again a separate consenting regime that the applicant must follow to allow the development to proceed.
- 11.1.3 The applicant will ensure that any services are diverted outside of the affected area, and any objections lifted, so that the extinguishment order can be made in full before any work on the affected area of public highway begins.

11.2 Section 278 Proposed Works to the Public Highway

- 11.2.1 The LHA have set out that a Section 278 (S278) agreement is required for the works to the adopted highway.
- 11.2.2 The S278 process falls outside of the planning process and would be progressed following the grant of any future planning permission for the proposed scheme to again allow the proposed development to proceed.
- 11.2.3 Prior to the commencement of the S278 process, the LHA will be contacted to agree the scope of the submission and to confirm their requirements for the S278 Agreement works.
- 11.2.4 It is also acknowledged that, following completion of the detailed design, an independent Stage 2 Road Safety Audit (RSA) will be required which may necessitate design changes, the costs of which will be attributable to the developer.

11.3 Stage 1 Road Safety Audit

- 11.3.1 Prior to the above, the LHA have stated that a Stage 1 RSA should be completed during the planning stage, with a copy of the report (with Designer's Response) to be made available to the Statutory Approvals Team upon request.

- 11.3.2 With respect to the above, an independent stage 1 RSA has been undertaken for the site access arrangements along Spinners Way and the proposed new loading bay on Bentinck Street. The RSA has been commissioned from Highways Associates, a qualified firm who specialises in RSAs.
- 11.3.3 The RSA is contained in **Appendix 7**. The RSA raises only two problems / recommendations, as follows:
- Concern is expressed that due to the close proximity of the junction with Bentinck Street and relatively limited intervisibility between the two roads that traffic could turn from Bentinck Street into Spinners Way and fail to sufficiently appreciate approaching traffic travelling along Spinners Way potentially resulting in head-on conflict or force hazardous reversing manoeuvres; and
 - it is noted that proposed trees/planters fall within the visibility envelope and as such could reduce visibility for drivers attempting to turn out of the junction increasing the risk of failure to give-way conflicts.
- 11.3.4 Axis' design team response is contained in **Appendix 8**.
- 11.3.5 Due to the shared-surface, lightly-trafficked and slow speed nature of Spinners Way, and the sufficient levels of intervisibility with vehicles emerging from Bentinck Street, the layout and geometry of the carriageway in its current arrangement is not considered to present a material highway safety concern. On this basis, the recommendation to widen the carriageway to accommodate two-way vehicle movements has not been accepted. It is considered that any such widening would run contrary to the design intentions of this private access route, of which large parts (including its junction with Spinners Way) have already been approved as part of the neighbouring development schemes (e.g. Sky Gardens).
- 11.3.6 With regards to the second identified problem, the recommendation to ensure that visibility is maintained and clear of obstruction has been accepted. Further information on the level of achievable visibility from the proposed site access is also set out in **Chapter 5** of this report.

12.0 DILAPIDATION SURVEYS

- 12.1.1 Dilapidation surveys are requested by the LHA which should include photographs and commentary on the condition of the carriageway / footways on construction vehicle routes surrounding the site.
- 12.1.2 It is suggested a suitably worded planning condition could be applied to any grant of planning permission which sets out the requirement to undertake pre / post construction surveys of the highways to check if any damage is caused by the construction activity.
- 12.1.3 Prior to construction, such surveys will be undertaken by carrying out a detailed site visit to take photographic and video evidence of the roads and footways surrounding and on approach to the site, taking particular note of any existing defects. The findings of the site visit would be submitted in a report to MCC to discharge the first part of any such condition that is attached to the grant of planning permission.
- 12.1.4 Following completion of the construction works, the same survey would be repeated and compared against the results of the pre-construction survey to identify any defects that may have been caused by construction activity, alongside remediation action (if necessary).

13.0 CONCLUSION

- 13.1.1 Based on the information set out in this HTN01, it is concluded that the comments contained within the LHA's consultation response have been satisfactorily addressed.

APPENDIX 1 – MCC LHA CONSULTATION RESPONSE FROM

From: Carolyn Parry [<mailto:carolyn.parry@manchester.gov.uk>]
Sent: Friday, February 26, 2021 10:50 AM
To: Tom Flanagan
Subject: App. 129127 - Phoenix House

Hi Tom,

Please find below the comments that have been received from our Highways team regarding the above application:

CONTEXT:

Application is for demolition of the existing building with erection of part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses and 338 sq. m. of commercial floorspace and associated works.

The site is bounded by Ellesmere Street, Spinners Way and Bentinck Street, Castlefield within Manchester City Centre and benefits from access to excellent public transport via rail, Metrolink and bus services. The nearest bus services are on Chester Road.

There is a very high level of on-street car parking around the site with many vehicles parked with 2 wheels on the footway.

Existing Traffic Regulation Order's (TROs) permit unrestricted on-street parking on one side of Ellesmere Street, with the south side protected via double yellow lines. There are no Waiting Mon-Fri 8am-6pm on both Bentinck Street and Cawdor Street. The area is subject to a 20mph speed limit.

TRIP GENERATION AND JUNCTION CAPACITY:

The proposed residential portion of the development is forecast to generate 6 two-way vehicle movements in the AM peak hour and 5 two-way vehicle movements in the PM peak.

The impacts of the development on the surrounding highway are expected to be minimal and therefore able to be accommodated within the existing highway network without further intervention.

ACCIDENT DATA:

Information has been provided for the most recent 3 years. MCC Highways request that data on accidents for the last 5 years is provided - the TS should be suitably amended.

PARKING:

The proposed development is to provide car parking located on the ground floor which provides space for 11 cars to park (circa 5% allocation), including 1 accessible bay and 2 Electric Vehicle Charging bays. Confirmation is sought that the bays are 2.4m x 4.8m and the accessible bay is 3.6m x 6m, the aisle should be a minimum 6m width.

Given the low level of on-site car parking the applicant has provided some justification for the low level of provision, however it is strongly recommended that the applicant liaise with nearby car park operators regarding the leasing of parking spaces for residents should there be a demand for this.

Two car club spaces are located on Ellesmere Street and a further two car club spaces will also be implemented along Bentinck Street. With the addition of these 237 dwellings it is recommended that a further car club bay is located nearby and funded by the applicant.

The applicant should provide further information regarding the operation of vehicles associated with ad-hoc resident deliveries / house move events and short term resident pick-up / drop-off.

VEHICULAR ACCESS:

The proposed development is to be accessed / egressed via a new entrance from the new, private road Spinners Way which runs from Hulme Hall Road to Bentinck Street.

The applicant should confirm that appropriate visibility splays can be achieved when vehicles are exiting the site, junction protection TROs should be in place at either end of the access to ensure the appropriate sight distances are maintained.

TRAVEL PLAN:

The development includes a Framework Travel Plan and this is supported in-principle. Prior to occupation it is recommended that that applicant develops a Full Travel Plan in order to encourage sustainable modes of travel at the site. This should include measures and initiatives to encourage active travel and a clear monitoring regime with agreed targets. It is recommended that the development, submission, implementation and monitoring of a full travel plan within 6 months of occupation be attached as a condition of any planning consent. Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

CYCLE PARKING/FACILITIES:

237 no. secure cycle parking spaces are proposed within the development which equates to 1 per apartment. The cycle spaces are to be located within a ground floor secure storage area. It is recommended that further visitor cycle parking spaces are provided in the site.

To better encourage sustainable travel it is recommended that the developer funds the upgrade of the existing pedestrian crossing on Chester Road to a Toucan crossing. This will require discussion/agreement via a S278 agreement with MCC Highways and further discussion with TfGM.

SERVICING AND REFUSE COLLECTION:

It is proposed that deliveries and servicing vehicles will access the site from an on-street location located along Spinners Way, it is unclear how parking will be restricted on Spinners Way to ensure that servicing vehicles are not obstructed - this should be detailed further.

STRUCTURES/OVERSAIL:

It is recommended that structural drawings and calculations for the temporary and permanent support works be submitted for checking (for a fee) to MCC Bridges/Structures Section in order to obtain an approval in principal.

Should any structure project over the adopted highway more than 30mm, an oversail license will be required.

S278 OFF-SITE HIGHWAY WORKS:

It is proposed that Cawdor Street will be stopped up via a S247 agreement with the Highway Authority. This should be discussed and agreed with the MCC engineer dealing with stopping ups - cliff.bretherton@manchester.gov.uk

It is proposed that vehicular access to the proposed development will be undertaken via a newly-created, privately-maintained road which will run in a west-east alignment along the southern boundary of the site, from Hulme Hall Road to the west, and linking to Bentinck Street and Arundel Street to the east.

On completion of the construction, the Applicant should reinstate any redundant accesses to footway and resurface to footway around the perimeter of the site, providing dropped kerbs and tactile paving across the new access and at nearby junctions - the extent of this is to be agreed with MCC Highways.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The 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; this may necessitate design changes with all costs attributable to the Developer.

Note: A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request. The S278 agreement should incorporate, but is not limited to the following:

PUBLIC REALM / MATERIALS:

It is recommended that all public realm designs and materials are agreed, any nonstandard materials and street trees on the adopted highway will attract commuted sums payable for future maintenance.

There are planters on the footway - the applicant should clarify what will happen to these both during and after the development.

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.

It is also recommended that the applicant liaises with MCC's Flood Risk Management and Street Lighting teams to discuss lighting and drainage associated with the site public realm.

CONSTRUCTION:

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning. It is recommended that the Construction Management Plan details the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is recommended that the

above is conditioned and attached to any planning permission that may be granted.

Contractor parking and construction vehicle access is an ongoing issue within this area. A Contractor Engagement Group has been established, the applicant will be required to liaise / participate within the group to minimise impact on local residents throughout the construction process.

Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Please can you respond to these comments asap.

Regards

Carolyn

Carolyn Parry
Planner
Development Management - City Centre
Planning
Growth and Development Directorate
Manchester City Council
Level 6, Town Hall Extension
Currently working from home

Email - carolyn.parry@manchester.gov.uk

Postal address - Planning, Growth and Neighbourhoods Directorate, Manchester City Council, PO Box 532, Manchester, M60 2LA

<http://www.manchester.gov.uk>

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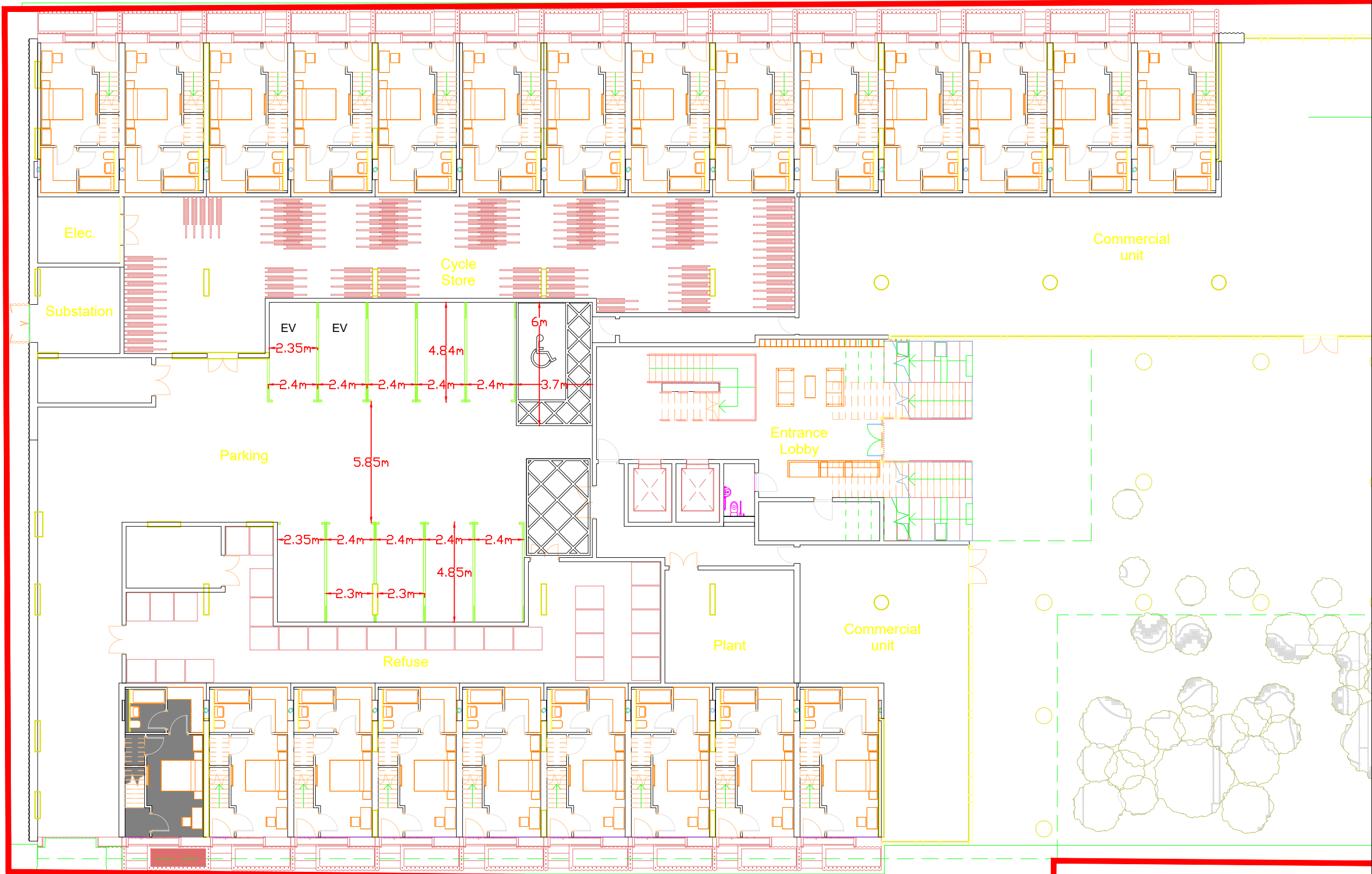
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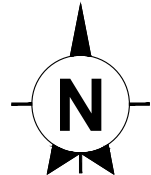
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APPENDIX 2 – DWG NO. 2904-01-D02 (CAR PARK DIMENSIONS)



SPINNERS WAY



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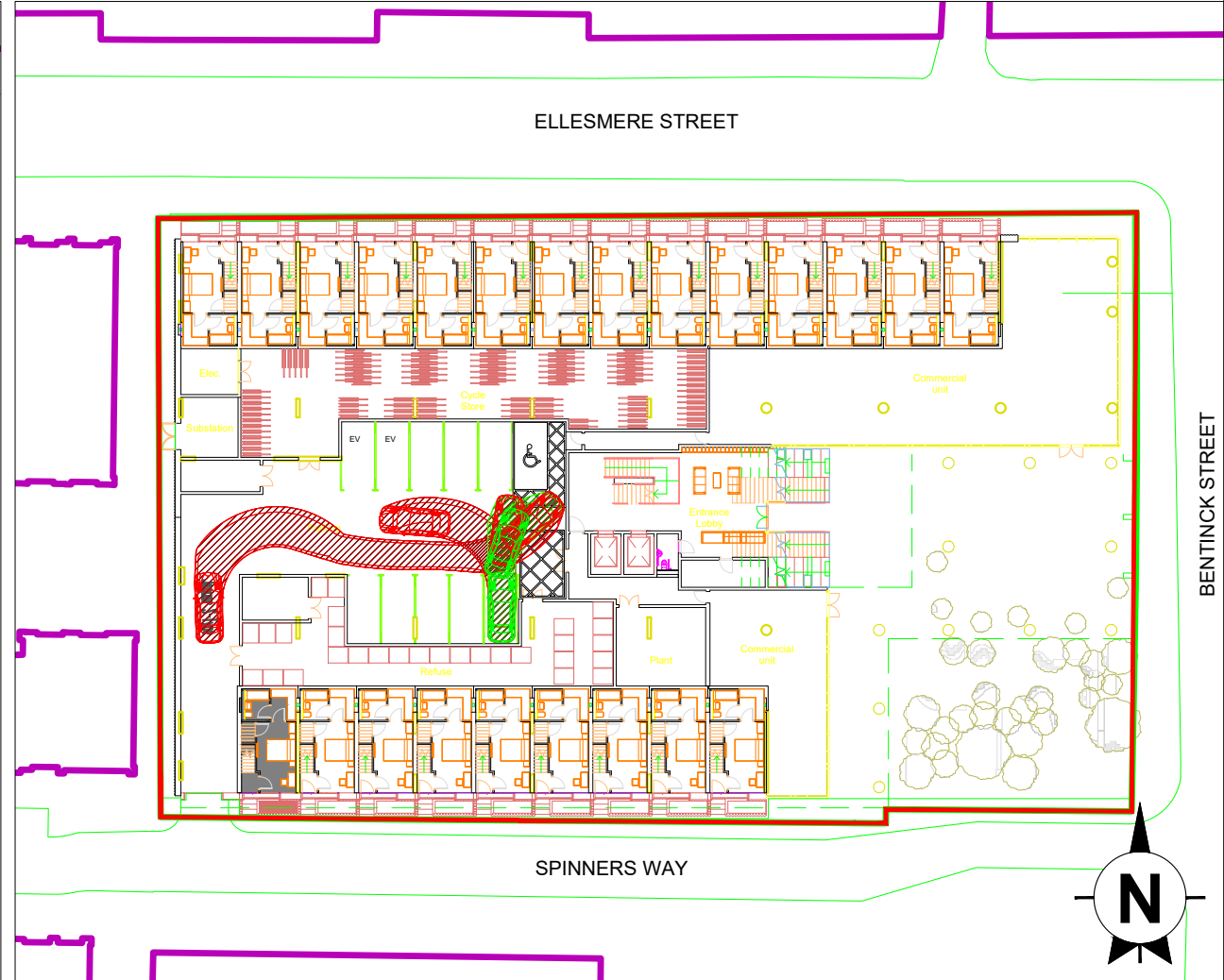
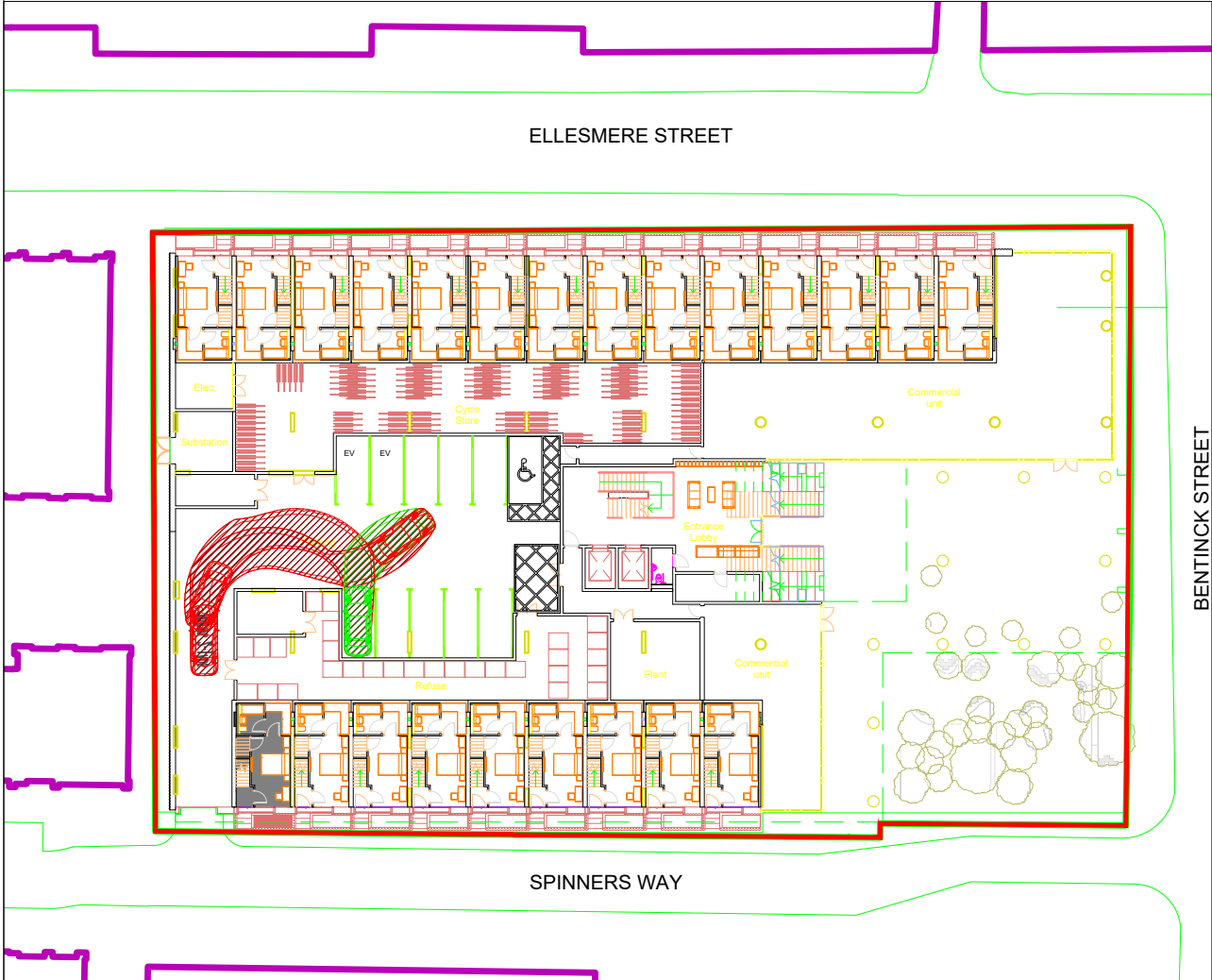
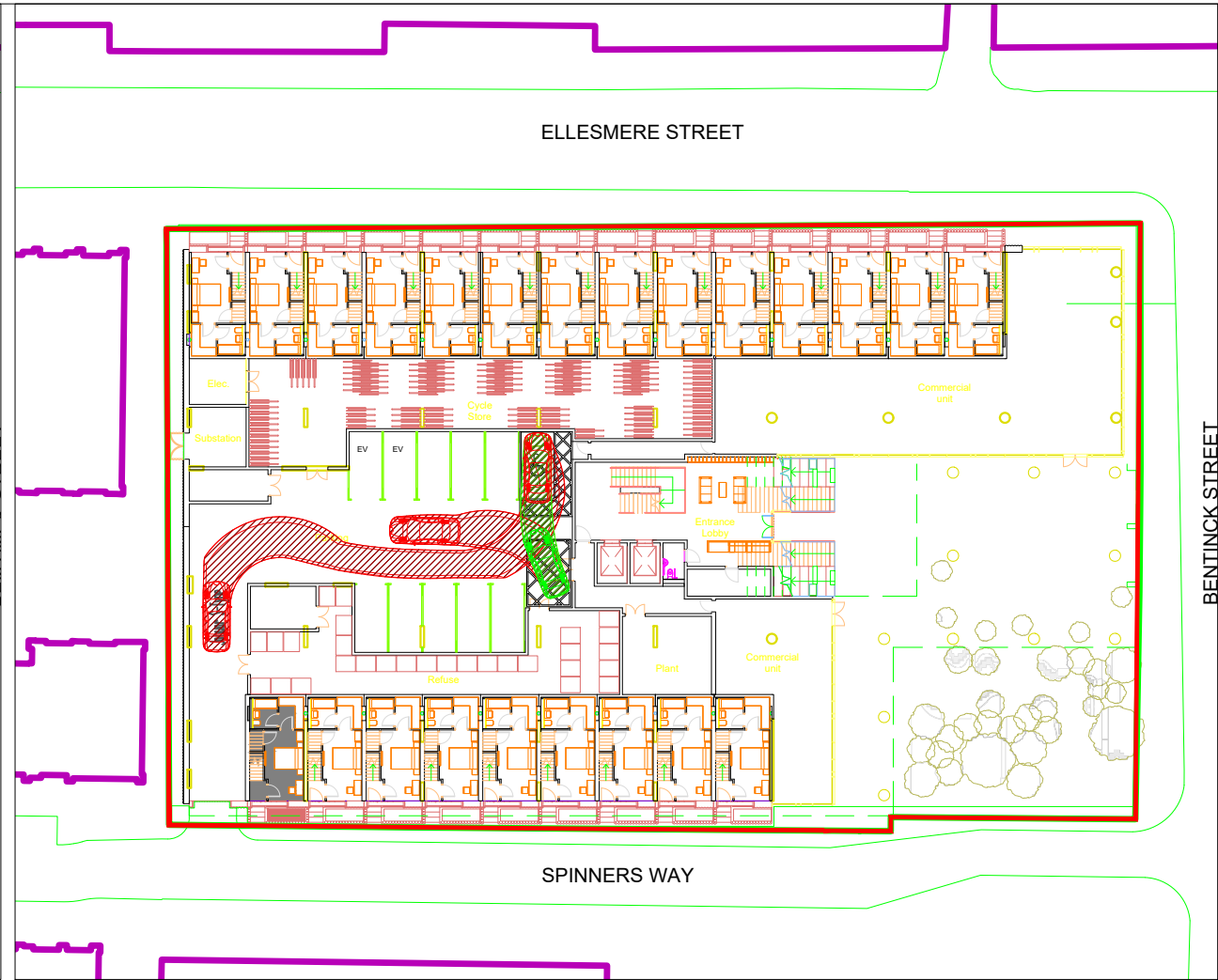
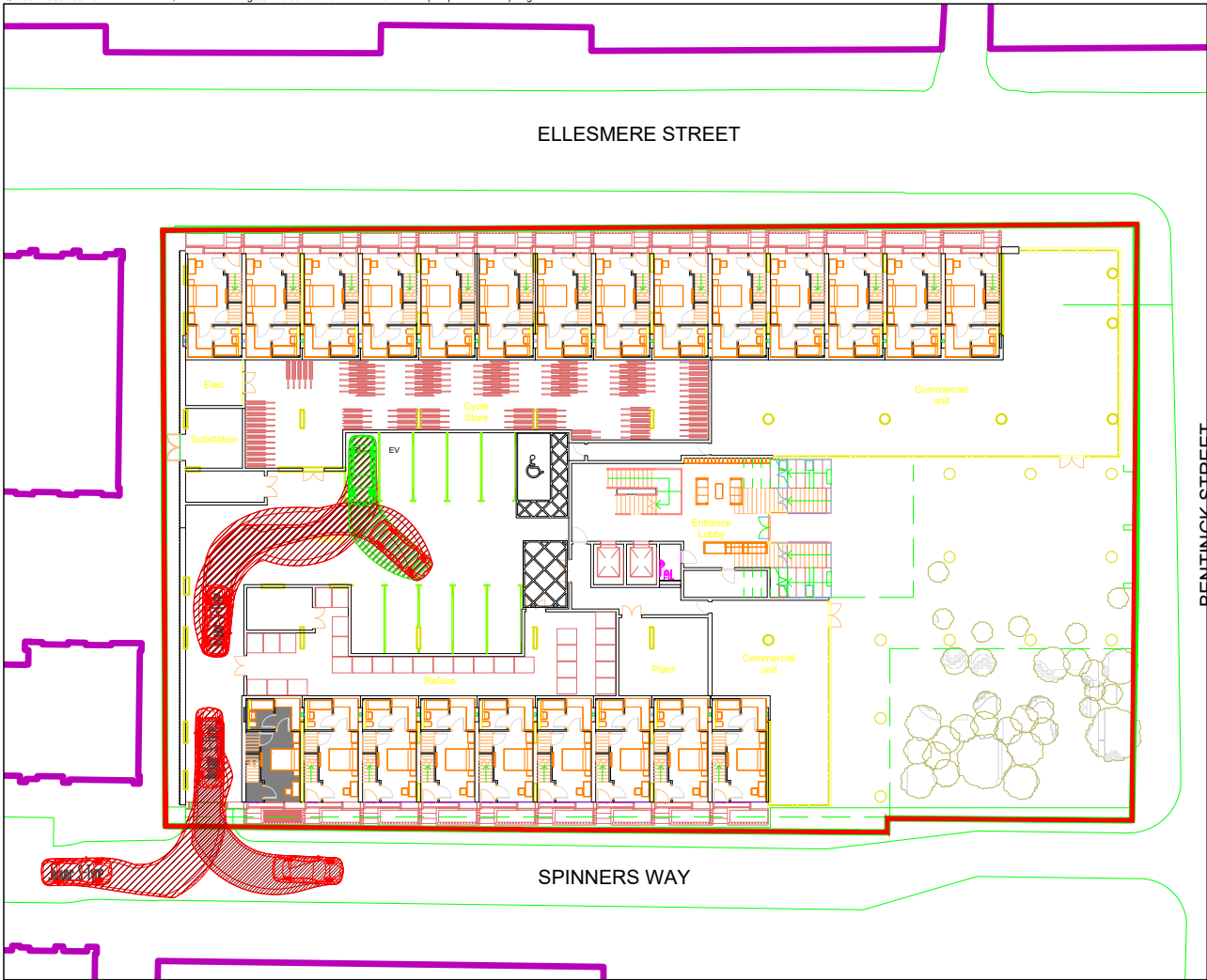
• Revision History • Date

BASED ON C&W ARCHITECTS DWG NO. 2009B-CWA-B1-ZZ-DR-A-2000	
--	--

APPLICATION BOUNDARY

Cheshire Office: Well House Barns Bretton CH4 9DH		South Manchester Office: Canella House 76 Water Lane Wilmslow SK9 5BB		axis	
0844 8700 007		www.axisped.co.uk			
client:		DE TRAFFORD ESTATES GROUP			
project:		PHOENIX WORKS, CASTLEFIELD, MANCHESTER			
drawing title:		PROPOSED CAR PARK - DIMENSIONS			
date: JUNE 2021		drawn by:		checked:	
drawing number:		AB		LK	
2904-01-D02		status:		PRELIM	
scale(s): 1:200@A3		rev:		A	
planning environment design					

**APPENDIX 3 – DWG NO. 2904-01-ATR01B (CAR PARK SWEPT PATH
ANALYSIS)**



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• Revision History • Date

BASED ON: C.W ARCHITECTS DWG NO. 2009B-CWA-B1-ZZ-DR-A-2000	
---	--

APPLICATION BOUNDARY

VEHICLE USED IN TRACKING

	Jaguar S-Type Overall Length 4.939m Overall Width 1.878m Overall Body Height 1.474m Min Body Ground Clearance 0.659m Max Track Width 1.54m Lock to lock time 4.00s Kerb to Kerb Turning Radius 6.000m
--	--

Cheshire Office: Well House Barns Barton Cheshire SK9 6DH	South Manchester Office: Cannock House 76 Water Lane Wilmslow SK9 5BB	axis
0844 8700 007	www.axisped.co.uk	
client:	DE TRAFFORD ESTATES GROUP	
project:	PHOENIX WORKS, CASTLEFIELD, MANCHESTER	
drawing title:	SWEEP PATH ANALYSIS - ACCESS AND CAR PARKING ARRANGEMENTS	
date: JUNE 2021	drawing number:	2904-01-ATRO1
status: PRELIM	rev: B	
scale(s): 1:500@A3		
planning environment design		

**APPENDIX 4 – DWG NO. 2904-01-ATR03 (LOADING BAY SWEPT PATH
ANALYSIS)**



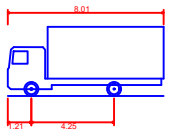
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• Revision History	• Date

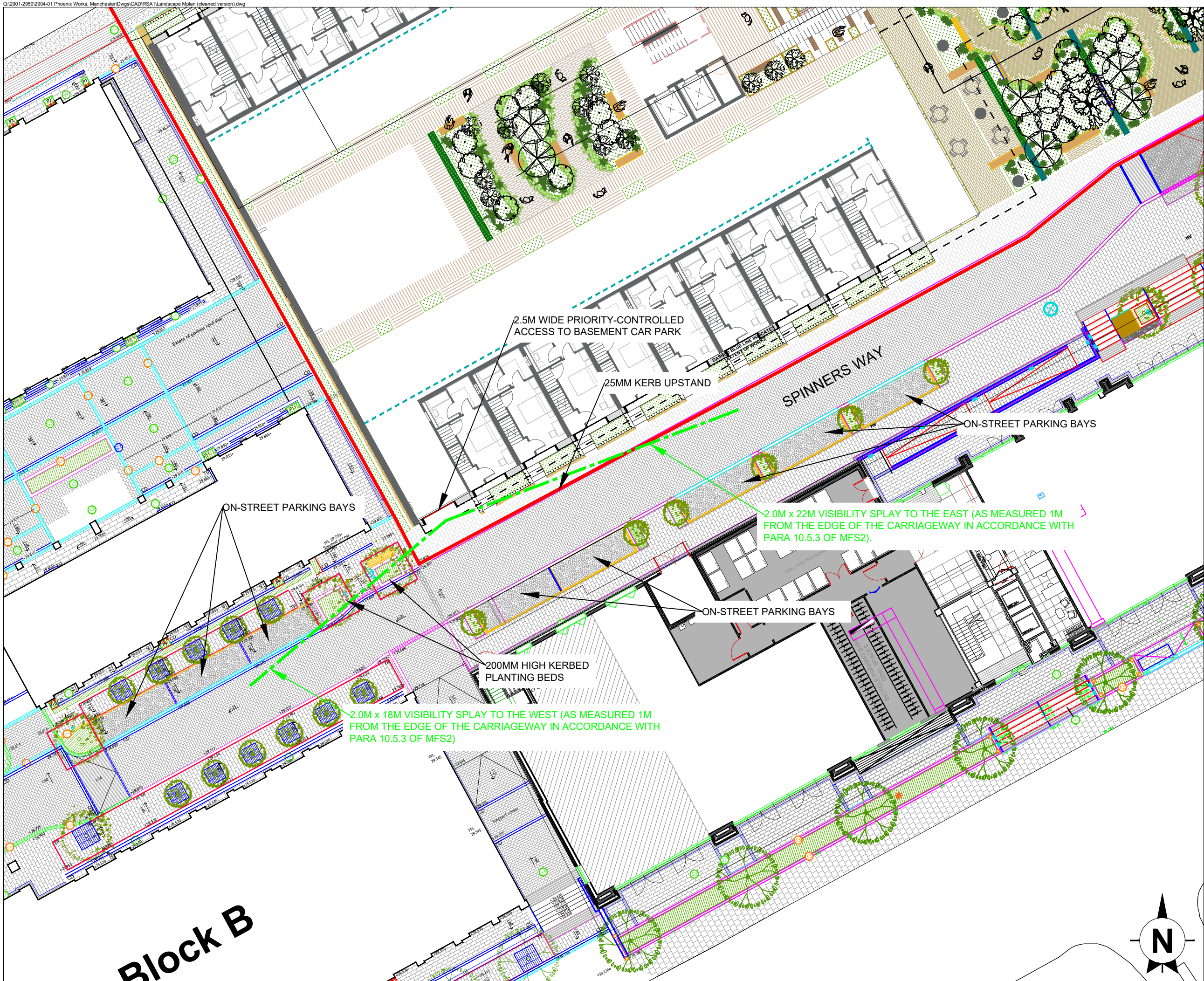
 APPLICATION BOUNDARY

VEHICLE USED IN TRACKING



7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

**APPENDIX 5 – DWG NO. 2904-01-D03 (SITE ACCESS JUNCTION VISIBILITY
SPLAYS)**



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Revision History		Date

KEY

SITE BOUNDARY

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client: DE TRAFFORD ESTATES GROUP		
project: PHOENIX WORKS, CASTLEFIELD, MANCHESTER		
drawing title: SITE ACCESS JUNCTION VISIBILITY SPLAYS		
date: JUNE 2021 drawing number: 2904-01-D03 scale(s): 1:250@A3	drawn by: AB status: Prelim rev: A	checked: LK
planning environment design		

APPENDIX 6 – SOUTH EAST ELEVATION DRAWING

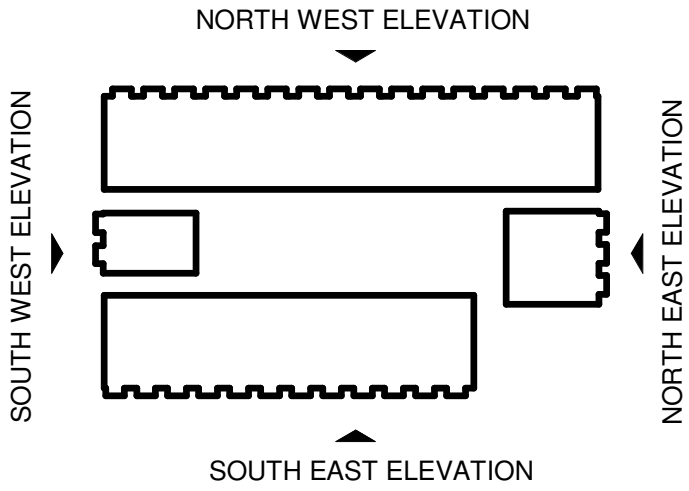
Elevation Key

1. Pleated concrete cladding, colour: red sandstone.
2. Bronze coloured cladding.
3. Bronze coloured cladding: perforated.
4. Pleated bronze coloured cladding: perforated.
5. Projecting working from home bay window module, mullions and transoms: bronze coloured.
6. Pleated terracotta cladding, colour: white.
7. Metal balustrade, colour: white.
8. Metal fins, colour: white.
9. Vertical Circulation core. Concrete, colour: red sandstone.
10. Entrance steps. Concrete, colour: red sandstone.
11. Planter. Ceramic tile clad, colour: buff.
12. Walkway. Ceramic floor tile, colour: buff.
13. Apartment entrance door. Timber, stable door. Terracotta frame, colour: white. Metal handle, colour white. Integrated timber 'Stoop' seat.
14. Apartment entrance door. Metal, colour: bronze.
15. Soffit above walkways. Perforated metal, colour: buff.
16. Windows, metal frames, colour: white.
17. Curtain wall glazing, transom and mullions colour: bronze. Mullions deeper than transoms.
18. Balustrade, colour: Bronze.
19. Window module, mullions and transoms: bronze coloured.
20. Metal Frame to Penthouse curtain wall glazing, colour: Bronze.
21. Vertical Circulation core. Vertical metal fins, colour: white.
22. Commercial Signage to appear behind the glazing line, internally within the unit.
23. Glass to glass, frameless return.
24. Pre-cast pleated concrete columns, colour: red sandstone.
25. Pleated concrete, colour: red sandstone, incorporating red sandstone through-coloured concrete steps.
26. Expressed portal frame to townhouse entrances, colour: Bronze.
27. Metal threshold channel between pleated concrete and window modules, colour: bronze.

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Figured dimensions only to be taken from this drawing. DO NOT SCALE. All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the architect of any discrepancies prior to any manufacture or construction work.

NOTES:



1 South East Elevation
1 : 200

P06	Issued for Planning	03.12.20	DM	SW
P05	Issued for Planning	01.12.20	JH	MD
P04	Issued for Planning	27.11.20	DM	MD
P03	Elevations Updated. Notes Updated	19.11.20	JH	SW
P02	Notes Updated	22.10.20	MD	MD
P01	First Issue	08.10.20	MD	MD
Rev	Description	Date	Dr by	App by

Project Stage

PLANNING

Client:

DE TRAFFORD

Project:

PHOENIX WORKS

Drawing Title:

GA Elevation - South East

Drawn	Checked	Paper Size	Scale	Date
MD	MB	A1	As indicated	08/07/20
Drawing No.				Revision
20098-CWA-B1-ZZ-DR-A-2030				P06
Drawing BIM Name:				
20098-CW-B1-ZZ-M3-A-BUIL-S1.RVT				
CDE Area:		Suitability Code:	BIM Revision:	
			P01.01	

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APPENDIX 7 – ROAD SAFETY AUDIT

Proposed Access Works - Phoenix House, Manchester Stage 1 Road Safety Audit

Prepared by



Distribution List

1. Alex Bannister - Axis
2. File Copy

REPORT NUMBER 2021/AP/1380

CONTACT

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Aviation Park
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CH4 0GZ

Tel: 07715109788

Email: Naresh@HighwayAssociates.co.uk

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	08/06/21	N Madhavan	R Sawczyn	L Madhavan	For Issue

CONTENTS

1	INTRODUCTION	1
2	ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS.....	3
3	ITEMS RAISED BY THIS AUDIT	4
4	AUDIT TEAM STATEMENT.....	6

Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out relating to providing a new private shared use access road including parking bays and site access. The audit was carried out during June 2021.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Alex Bannister of Axis. The Road Safety Audit comprised an examination of the documents provided and these are listed in Appendix A.

The site was visited at the following times/conditions:

Day/Date	Time	Weather Con	Traffic Flow
Mon 7 th Jun 2021	09:20 – 10:00hrs	Dry Fine	N/A

1.4 The terms of reference for this audit are as given in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people

with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.

- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible Departure from Standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists 'Problems' identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Spinners Way close to junction with Bentinck Street

SUMMARY: Insufficient carriageway width to allow two-way traffic

The proposed carriageway narrows to around 3.3 metres wide with an additional small over-run area. It is considered insufficiently wide to allow two-way traffic flow. Concern is expressed that due to the close proximity of the junction with Bentinck Street and relatively limited intervisibility between the two roads that traffic could turn from Bentinck Street into Spinners Way and fail to sufficiently appreciate approaching traffic travelling along Spinners Way potentially resulting in head-on conflict or force hazardous reversing manoeuvres.

RECOMMENDATION

The carriageway should be suitably widened to allow two-way traffic flow to be maintained.

3.1.2 PROBLEM

LOCATION: Spinners Way – Junction with basement car park

SUMMARY: Reduced visibility due to planting

Whilst a west side visibility splay of 2 x 18 metres has been annotated, it is noted that proposed trees/planters fall within the visibility envelope and as such could reduce visibility for drivers attempting to turn out of the junction increasing the risk of failure to give way conflicts.

RECOMMENDATION

Ensure that the visibility splay is kept clear and maintained of all obstructions.

3.2 Non Motorised Road User Provision

No comments at this stage

3.3 Road Signs and Markings

No comments at this stage

3.4 Lighting and Signals

No comments at this stage

3.5 **Landscaping**

No comments at this stage

3.6 **Protective Aids**

No comments at this stage

3.7 **Surface Characteristics and Drainage**

No comments at this stage

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date:

08/06/21

AUDIT TEAM MEMBER

Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date:

08/06/21

APPENDIX A

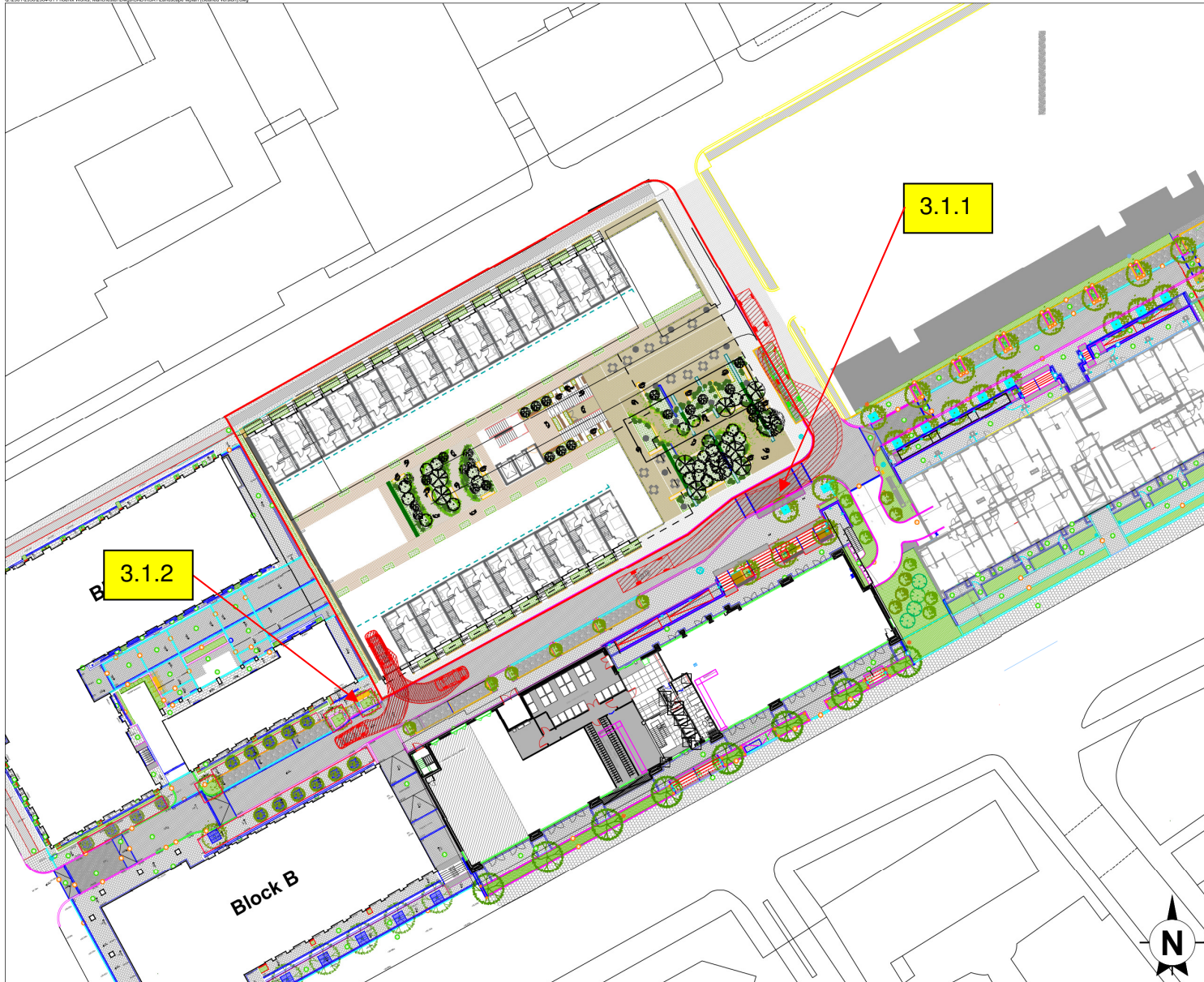
DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
	RSA1 Brief	01/06/21
2904-01-D01 A	Proposed Site Access Arrangements & Loading Bay	June 2021
2904-01-ATR01 B	Proposed Site Access Arrangements & Loading Bay – Swept Path Analysis	June 2021

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT

C:\2001\2904\01 Phoenix Works, Manchester\Drawings\CAD\SIAT\Landscapc Mplan (cleaned version).dwg



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Revision History	Date

KEY

SITE BOUNDARY

VEHICLES USED IN TRACKING:

 Jaguar S-Type
Overall Length 4.930m
Overall Width 1.875m
Overall Body Height 1.424m
Min Body Ground Clearance 0.259m
Track Width 1.544m
Lock to lock time 4.50s
Kerb to Kerb Turning Radius 6.000m

 7.5t Box Van
Overall Length 6.910m
Overall Width 2.100m
Overall Body Height 3.200m
Min Body Ground Clearance 0.259m
Track Width 2.000m
Lock to lock time 5.20s
Kerb to Kerb Turning Radius 7.400m

Client	Project
Phoenix Works, Manchester	DE TRAFFORD ESTATES GROUP

Client: PHOENIX WORKS, CASTLEFIELD, MANCHESTER

Project: PHOENIX WORKS, CASTLEFIELD, MANCHESTER

Drawing title: PROPOSED SITE ACCESS ARRANGEMENTS & LOADING BAY - SWEEP PATH ANALYSIS

Date	Drawn by	Checked
JUNE 2021	AS	LS

Drawing number: 2904-01-ATRO1

Scale: 1:500 @ A3

axis

planning environment design

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APPENDIX 8 – RSA DESIGNERS RESPONSE

RSA Ref No : 2021/AP/1380

RSA Stage : 1

RSA Auditors : Highway Associates

Response By: Alex Bannister (Senior Transport Planner, AXIS)

Paragraph No. in RSA Report	Brief Description of Problem	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Design Team Response
3.1.1	Insufficient carriageway width to allow two-way traffic	Yes	No	As detailed in the RSA, concern is expressed that due to the close proximity of the junction with Bentinck Street, and the relatively limited intervisibility between the two roads, that traffic could turn from Bentinck Street into Spinners Way whilst failing to appreciate approaching traffic travelling along Spinners Way and potentially resulting in head-on conflict or force hazardous reversing manoeuvres. In this regard, it is recommended that the carriageway should be suitably widened to allow two-way traffic to be maintained. However, the geometry of Spinners Way, in terms of its alignment and carriageway width, has been specifically designed to promote a largely shared-surface, slow speed and lightly-trafficked route. This is reinforced by the significant public realm / landscaping details which have been incorporated along Spinners Way in order to create an environment which is not primarily characterised by motor vehicle traffic. In light of this, vehicles routing via Spinners Way are likely to do so at speeds of between 10-15mph. Without prejudice to the above, it should be noted that the area of public realm at the Spinners Way / Bentinck Street junction has already been approved as part of the neighbouring Sky Gardens scheme (ref. 115211/FO/2017). The public realm in this area nonetheless provides sufficient intervisibility between vehicles on Bentinck Street and Spinners Way, with drivers being able to see across the open landscaped areas, from both directions, over a distance which exceeds the stopping sight distance (SSD) recommended in Manual for Streets for 20mph roads (i.e. 22m). Drivers emerging from Bentinck Street and Spinners Way will therefore be able to see each other over a reasonable distance, and would be able to make an informed decision as to whether to give way to any oncoming vehicles. On this basis, it is therefore considered that the geometry of Spinners Way, in its current arrangement, does not present a material highway concern and that any widening would fall contrary to the design intentions for this private access route, large parts of which have already been approved as part of the neighbouring schemes.
3.1.2	Reduced visibility due to planting	Yes	Yes	As detailed in the RSA recommendation, visibility splays from the proposed site access junction should be kept clear and maintained of all obstructions. Specific regard is made to the planters which fall within the visibility envelope to the west, as wider landscaping proposals along Spinners Way. It should be noted that the identified planters would comprise a kerbed planter with an upstand of 200mm and would not therefore impede on the visibility achievable to the west of the site access. Notwithstanding the above, it is noted that there is the potential for the trees / vegetation within these planters to partially obstruct visibility, if overgrown. To address this problem, members of the site management team will be responsible for maintaining the vegetation to ensure that it does not overgrow to the extent that it would obstruct visibility. Similarly, the site management team will also be responsible for ensuring that indiscriminate parking does not occur along Spinners Way which could also cause an obstruction to visibility for drivers attempting to turn out of the junction.

axis

Stage 1 Road Safety Audit - Design Team Response Form

June 2021

Axis Project Ref 2904-01

Phoenix Works, Castlefield, Manchester