



Memorandum

To Jennifer Connor

From [REDACTED]

Date 23 September 2025

Subject 143777/FO/2025

Erection of six residential blocks, following demolition of existing buildings and structures, to provide a total of 212 dwellings (Use Class C3) comprising: one 10-storey building accommodating 86 apartments; four buildings of 5 to 6 storeys (including attic storeys) accommodating a total of 119 apartments; and 7 three-storey townhouses; together with ancillary communal facilities, associated access, car and cycle parking, refuse storage, landscaping, amenity space, signage, and other associated works

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

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Surveyed Traffic Counts:

- o Surveys undertaken on Thursday 29th June 2023.
- o Suggests weekday AM peak of 07:30 - 08:30 and PM peak of 16:30 - 17:30.
- o The surveys are considered representative in comparison to similar counts in the vicinity of the proposed development.

- o Trips growthed to 2028 and 2030 via TEMPO.
- o Acceptable in principle.

Proposed Trip Generation:

- o TRICS database used to predict trip generation of the proposed development.
- o TA has broken this down into each residential use.
- o Methodology acceptable in principle.

- o The proposed trip generation for the apartments is anticipated to be 47 two-way in the AM peak and 50 two-way trips in the PM peak.

- o The proposed trip generation for the houses is anticipated to be 3 two-way trips in the AM and PM peak.
- o Therefore, the total anticipated trips are 51 two-way trips in the AM peak and 53 two-way trips in the PM peak.
- o This is a net increase of 24 two-way trips in the AM peak and 13 two-way trips in the PM peak.
- o Whilst the submitted vehicle trips rates are acceptable to Highways it is requested that a multi-modal assessment is undertaken which details the anticipated multi modal trips. This should include pedestrians trip rates (peak times and daily totals).

Trip Distribution and Assignment:

- o Trip distribution has been assigned using existing surveys which is considered a robust approach and therefore acceptable in principle.

Capacity Assessments:

- o The Moss Lane East / Barnhill Street Junction is shown to be operating well within capacity with no queuing.
- o The methodology and outputs are acceptable in principle.
- o Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

HIGHWAYS SAFETY:

- o It is requested that the Transport Assessment undertakes accident analysis for the most recent 5 years.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes
- o Regular bus services and Metrolink services are available within walking distance of the site.

STOPPING UP:

- o MCC Highways record shows that an area of adopted highway is in place at the rear of the existing properties.
- o This will require Stopping Up.

OFF-SITE HIGHWAYS WORKS:

- o Plan '1215-MCAU / 02-11 / Rev P2 / Proposed Wider Context Site Plan' notes reinstatement of footway at existing gated access on Raby Street.
- o This will form part of a S278 agreement.
- o Request H-Bars across the proposed driveway points on Bramhill Street.
- o Request that footways bounding the site are resurfaced.
- o Request that TROs are installed across the site access points to mitigate against inconsiderate parking and keep visibility clear.
- o Request dropped kerbs and tactile paving at Bramhill Street / Raby Street junction.

- o MCC Highways and TfGM request that the development funds the implementation of controlled pedestrian crossing facilities across the eastern arm of Moss Lane East. This would facilitate access to and from site by sustainable modes and provide safe access for the increase in pedestrian footfall resulting from the development
- o TfGM has bus stop SB3139 Princess Road/Raby Street (Stop D) adjacent the site. The proposals do not affect the stop/shelter.
- o There may be a requirement to temporarily suspend the bus stop and/or temporarily remove the shelter during construction. The developer will need to contact stop.closures@tfgm.com and clair.leeming@tfgm.com to discuss any temporary arrangements.
- o It is requested that the development should fund the upgrade of the bus stop, as per TfGM's updated bus stop design, given the likely increase in the use of the bus stop from future residents. This should be discussed with clair.leeming@tfgm.com

PARKING AND ACCESS:

PARKING:

Access:

- o Two vehicular access points provided along Barnhill Street to proposed car park.
- o Access points gated and set back from the access to provide waiting space.
- o This is acceptable in principle.
- o Pedestrian access will be provided along Barnhill Street adjacent to the vehicular access.
- o Additional pedestrian access provided along Princess Road and Raby Street.
- o Plan demonstrates an internal footpath will be available within the site. This is acceptable and welcomed to Highways. .

Apartment:

- o 56 spaces proposed for the apartments.
- o Include 4 spaces for accessible.
- o Parking provision of 27%.
- o Whilst the Census Data is noted the development will result in c.16 vehicles needing a parking space and being off-set into the highway. No information has been provided on how this will be mitigated.
- o On street parking is prevalent in this area and Highways have concerns that the off-set vehicles will make the situation worse.
- o It is requested that a parking survey is undertaken along Bramhall Street and Raby Street.
- o Request that a Car Park Management Strategy is in place.
- o Operation Plan suggests that parking will be allocated to specific units.
- o Plan '1215-MCAU / 02-11 / Rev P2 / Proposed Wider Context Site Plan' demonstrates that standard and disabled parking spaces meet MCCs minimum standard. Plan also demonstrates that a 6m aisle width is in place.

Houses:

- o 1 space per dwelling (total of 7).
- o Provision acceptable in principle.

- o Plan '1215-MCAU / 02-11 / Rev P2 / Proposed Wider Context Site Plan' provides details of the proposed driveways.
- o Driveway spaces should be a minimum of 6m x 3m.
- o Request H-Bars across the driveways to mitigate against inconsiderate parking along Barnhill Street.
- o Driveways will require dropped kerbs. This should be done via a S278 agreement.
- o Understood that footway will be in place between each driveway access. Please note Highways would have concerns with anything greater than a double dropped kerb.

EV CHARGING:

- o 20% of apartment spaces will be EVC.
- o Welcome and acceptable to Highways.
- o Ducting should be in place for future EV charging and usage should be monitored via the Travel Plan.
- o Each dwelling will be provided an EV charger on the driveway.
- o This is welcome and acceptable to Highways.

CYCLE PARKING:

- o 150% cycle parking provision.
- o Noted that this provision will be made up of internal cycle stores and apartment hooks.
- o Request commentary on the split of these cycle parking - i.e. will every apartment have a cycle hook?
- o Request internal routing of cycles throughout the apartment complex to demonstrate they can be easily and safely manoeuvred to apartments.
- o Cycle stores should be well lit, secured and have CCTV.
- o Plan '1215-MCAU / 02-11 / Rev P2 / Proposed Wider Context Site Plan' suggests that 4 Sheffield stands will be in place. This is welcomed by Highways.
- o Each dwelling will have an external cycle store. This is welcomed and acceptable in principle.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING:

- o The Transport Assessment provides limited details on the proposed waste store and collection.
- o Plan '1215-MCAU / 02-11 / Rev P2 / Proposed Wider Context Site Plan' does demonstrate that Blocks A - E will have their own bin stores.
- o The plan demonstrates that bins will be taken to a holding area adjacent to the adopted highway on collection day.
- o The Transport Assessment should provide details of the bin collection. Confirmation is requested on whether bins will be collected internally within the car park (as per the swept path analysis) or whether bins will be collected from Barnhill Street.
- o The bins must not be left on the adopted highway. Requested that management return them after collection.

- o Request that a Waste Management Strategy is in place.
- o The Transport Assessment should provide details on the anticipated service vehicles.
- o This should include commentary on anticipated deliveries for food / parcels and take-aways (by vehicle and cycle).
- o Whether vehicles will access the site - internally (as per the swept path analysis) or from Barnhill Street.

TRAVEL PLAN:

- o An Interim Travel Plan has been provided as part of the application.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

Demolition:

- o A Demolition Method Statement (DMS) has been provided.
- o The DMS confirms that vehicles will load/unload within the site access and vehicles accessing and egressing the site will be escorted by a banksman.
- o Waste Management, Dust Management and Noise Management will be in place.
- o It is requested that the applicant engage with MCCs Event and Network Management Team to discuss the detailed traffic management, pedestrian and cycle management, hoarding and licensing works. The submitted information does not provide sufficient detail to satisfy highways that appropriate mitigation will be in place.
- o Please note that where there are any proposed works which impact on the highway, the applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience.

Construction Management Plan:

A Construction Phase Plan has been provided.

A Full Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o Include a detailed Traffic Management Plan.
- o A 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 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) Email -highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS:

EVC

Cycling

Off-Site Highways Works:

- o Reinstatement of footway at existing gated access on Raby Street.
- o H-Bars across the proposed driveway points on Bramhill Street.
- o Footways bounding the site resurfaced.
- o TROs installed across the site access points.
- o Dropped kerbs and tactile paving at Bramhill Street / Raby Street junction.
- o Implementation of controlled pedestrian crossing facilities across the eastern arm of Moss Lane East.
- o Upgrade of the bus stop (SB3139 Princess Road/Raby Street (Stop D)), as per TfGM's updated bus stop design

Stopping Up of adopted highway

Waste Management Strategy

Service Management Strategy

Delivery Management Strategy

Travel Plan

CMP

Highways Reference: 17476/FO/2025