MANCHESTER
CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone:
[redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Angela Leckie
From	[redacted]
Date	31 July 2025
Subject	**143164/FO/2025**
	Creation of a mixed use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)) with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis) with rooftop plant and roof top amenity; a residential building up to 37 storeys (Use Class C3a) with roof top plant level, basement car and cycle parking; and a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), roof top plant level and basement cycle parking, together with landscaping and public realm, drainage, sub-station, servicing and access arrangements, car parking, highway alterations and other associated works following demolition of the existing building complex.

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

CONTEXT

The site is located adjacent to the adopted highway of St. Marys Parsonage. St. Marys Parsonage has a 20mph speed limit in place along its entirety. No Waiting at Any Time is in place along both sides of the carriageway.

The site is located within St. Marys Parsonage Conservation Area. Alberton House and Albert Bridge House were identified for redevelopment within the St. Marys Parsonage Strategic Regeneration Framework.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

EXISTING USE SURVEY:

o The site is currently occupied by Albert Bridge House and two car parks.

- There are c. 137 car parking spaces on the site.
- c. 65 spaces on MCC operated Bridge Street car park.
- c. 72 spaces on privately operated St Marys Parsonage car park.

EXISTING TRIP GENERATION:

Office:

- Site currently occupied by Albert Bridge House and two car parks.
- Car park has capacity for c. 137 vehicles
- Albert Bridge House has a GEA of c. 19,000 - 20,000sqm.
- TRICS database used to estimate the multi-modal peak hour trip rates.
- 458 two-way person trips in AM peak.
- 405 two-way person trips in PM peak.
- 49 two-way vehicle trips in AM peak
- 30 two-way vehicle trips in PM peak.

Public Car Park:

- MCC-operated car park off Bridge Street contains c. 65 spaces.
- Site visit observations found that typically all spaces were occupied.
- Anticipate 65 two-way trips in the AM and PM peak.

PROPOSED TRIP GENERATION:

Office:

- 29,902sqm GIA of offices within Block C.
- TRICS database used to estimate the multi-modal peak hour trip rates.
- 831 two-way person trips in AM peak
- 725 two-way person trips in PM peak
- 40 two-way trips in AM peak
- 22 two-way trips in PM peak.

Residential:

- TRICS database used to estimate the anticipated multi-modal trip rates:
- 478 two-way person trips in AM peak
- 251 two-way person trips in PM peak
- 42 two-way vehicle trips in AM peak
- 54 two-way vehicle trips in PM peak

NET TRIP GENERATION:

- Proposed development could result in a decrease of 33 two-way vehicle trip in the AM peak and 20 two-way vehicle trips in PM peak.

- TfGM note the search criteria used in the TRICs database only provides one survey of a much smaller development than the proposed as the sample and therefore the trip generation work may not be robust. However, TfGM agree that taking into consideration the existing trip generation, the net site impact is not likely to be excessive and junction modelling is not necessary.

- Overall anticipated trips are not considered to be significant and therefore the development is not considered to have a detrimental impact on the highway network.

HIGHWAY SAFETY:

o TfGM data obtained for 2016 - 2020.
o The road safety data should be updated to the latest available data which should include 2024.

SITE ACCESSIBILITY:

o The site is well accessed by sustainable modes.
o Regular bus services, Metrolink services and railway services are available within walking distance of the site.
o The site has a GMAL rating of 8 (excellent).

PARKING AND ACCESS:

VEHICULAR ACCESS:

Proposed Residential Car Park:

o A new access will be installed on Bridge Street to provide access to the proposed parking spaces (for residents).
o The TA confirms that the access will 4.8m wide.
o Drawing '86313-CUR-XX-00-D-TP-75001-P04 / Proposed Access Arrangement' provide swept path analysis.
o Demonstrates that a car can access, manoeuvre and egress in forward gear.
o As noted on the drawings all designs are subject to a S278 agreement and appraisal.
o As per Highways pre-application comments a S1 RSA is requested.
o Noted that the proposed access's will be linked and design to sit alongside MCCs proposals to Bridge Street.

Proposed Service Road Access & Egress:

o An internal access road is proposed within the red line boundary of the site.
o The existing access on Bridge Street (to the east of the signalised junction) will be widened to allow large refuse vehicles and emergency vehicles to turn into the site
o Drawing '86313-CUR-XX-00-D-TP-75001-P04 / Proposed Access Arrangement' demonstrates that a waste vehicle can access from the proposed widened access on Bridge Street, manoeuvre within the site and egress via St Marys Parsonage in forward gear.
o Acceptable in principle to Highways.
o As above, the designs are subject to a S278 agreement and appraisal.
o The existing egress from the site on Bridge Street will be closed and reinstated to footway.
o This will form part of the S278 agreement.

o The existing traffic signals will need to be amended to remove this arm from the junction.
o Applicant should engage with TfGM.

o A Pre-application discussion between Curtins and MCC agreed how the amendments would tie in with MCCs proposals for Bridge Street.
o As per Highways pre-application discussions a Stage 1 RSA is required.

o The S1 RSA should assess the proposed changes on the local highway network and the internal layout.

Pedestrian and Cycle Access:

o The TA confirms that the site will be highly permeable for pedestrians and cyclists.

VEHICULAR PARKING:

On-Site Parking:

o 7 disabled parking spaces will be provided for residents.
o Due to the city centre location and sustainable nature of the site this provision is acceptable in principle.

o TA confirms that the parking spaces will have EV Charging.
o Welcomed and acceptable to Highways.

o TA notes the numerous of public car parks are available within walking distance of the site.

o TA notes the on-street parking provision within walking distance of the site

CYCLE PARKING:

o Building C (office tower) will provide 229 spaces
o Public Realm: 14 spaces
o This is acceptable to Highways.
o Consideration should be given to location and/or provision of cycle parking for delivery riders.

o Residential cycle parking provided at 1:1 provision
o This is acceptable to Highways.

o 24 showers and 228 changing lockers will be provided in Building C (office).
o This is welcomed and acceptable to Highways.
o TfGM request that the cycle parking should benefit from security measures such as CCTV and lighting with plenty of natural surveillance. Cycle maintenance tools should also be provided.

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.

ACTIVE TRAVEL:

o TfGM have provided the following comments in relation to Active Travel:
o In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.
o To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to

support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future users of the site, as follows:

o A more formal process of determining the active travel provision should be determined by using the Streets for All Design Check.
o Footway resurfacing and renewal undertaken as appropriate.
o Ensure the provision of tactile paving and dropped kerbs across both sides of all the site access points and at junctions within the vicinity of the site.
o Provision of continuous 2-metre-wide footways within and surrounding the development i.e., any footways in the vicinity of the proposed development should be widened to the minimum standard of 2.0 metres (where possible).
o Walking and cycling directional signage to the City Centre should be provided within the site.

TRAFFIC REGULATION ORDERS:

o TfGM would suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

MITIGATION:

o TfGM's response to the scoping proposal for the development suggested that the TA should review the potential for an upgrade to the signals at Bridge Street / Gartside Street to provide an all-round green indicator stage. This has not been included in the TA.
o TfGM UTC therefore recommend that the applicant should fund an upgrade to the signals at the junction of Bridge Street / Gartside Street to provide an all-round pedestrian green indicator stage. This should be secured by way of planning condition. This will benefit future users of the site, by providing improved crossing facilities at the junction close to the site.

REFUSE AND SERVICING:

o One-way traffic route will be provided through the site for refuse vehicles and emergency vehicles.
o Waste vehicles will access from Bridge Street and egress via St Marys Parsonage.
o 'Drawing 86313-CUR-XX-00-D-TP-75001 / Proposed Access Arrangement' demonstrates that refuse vehicle safely access, manoeuvre and egress the route in forward gear.
o A loading / drop-off bay will be provided along the western side of St Mary's Parsonage.
o Noted that a 2m footway will be retained to the rear of the bay.
o Request that swept path analysis is undertaken.

o A Waste Management Strategy has been developed. This should be conditioned.
o Highways welcome and are acceptable to internal servicing and waste collection.

PUBLIC REALM:

o It is understood that the public realm is within the red line boundary of the site and will not impact the adopted highway.

o If the public realm does impact the adopted highway it is recommended that all public realm designs and materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The MCC Flood Risk Management and Street Lighting teams will need to be consulted to discuss lighting and drainage associated with the site public realm.
o For the avoidance of doubt, all non-standard materials to be used on the adopted highway will be subject to applicable commuted sums, likewise for the implementation of street trees on the highway.

STAGE 1 ROAD AFETY AUDIT:

o Request that an Independent Stage 1 Road Safety Audit is undertaken for the proposals.
o The S1 RSA should be submitted prior to determination.

OPERATIONAL MANAGEMENT PLAN:

o An Operational Management Plan has been produced by CBRE that details the proposed management strategies to be adopted for the residential development at Albert Bridge House.
o This is welcomed by Highways.
o It is recommended that the Operational Management Plan is conditioned and attached to any planning permission that may be granted.

TRAVEL PLAN:

o An Interim Travel Plan has been provided as part of the application.
o TfGM state that the Interim Travel Plan is welcomed. In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.
o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

A 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:

Parking
EVC
Cycling
Off-Site Highways Works

- New access point to car park from Bridge Street
- Closure of existing access at signalised junction and reinstatement to footway.
- Removal of the access/egress movement from the existing signalised junction.
- Widening of existing access to the proposed internal service road.
- Installation of egress to St Mary's Parsonage
- Installation of loading bay on St Marys Parsonage.

Operational Management Strategy
Waste Management Plan
Travel Plan
CMP

Highways Reference: 17294/FO/2025