
RE: Chorlton Precinct - 142652/FO/2025 - Transport and Highways Information

From [REDACTED]

Date Thu 2025-09-25 12:05

To Robert Griffin [REDACTED]
[REDACTED]

Hi Rob,

Thanks for the call earlier. Please see Highways response below. I believe this covers everything and there should not be anything outstanding, but please let me know and I'll look into it asap.

FURTHER HIGHWAY COMMENTS 25TH SEPTEMBER 2025:

TRANSPORT ASSESSMENT ADDENDUM:

A 'Transport Assessment Addendum v1.0 September 2025' report has been provided. Please find Highways response in relation to this below.

Collision Data:

- Thank you for providing updated collision data.
- Crashmap data 2019-2023 has been reviewed.
 - 11 collisions noted on Wilbraham Road (10 slight and 1 serious)
 - 2 collisions on Barlow Moor Road / Wilbraham junction
 - 1 collision noted on Oswald Road / Nicolas Road junction.
- Data confirms that 4 of the collisions involved cyclists and 4 involved pedestrians.
- Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

Delivery Management:

- TA Addendum confirms that deliveries will take place via the marked loading bays on the north (existing on Nicolas Street) and south (proposed) of the site.
 - These bays will be used for deliveries for residents.
 - The northern bay can also be used for deliveries associated with retail.
- The above is acceptable in principle.
- The TA Addendum confirms that the eastern and southern plots will have access to a dedicated loading / service area that is accessed from the service road to the south.
 - A 2.8 minimum headroom space will be in place.
 - Will be utilised by LGVs loading/delivering to the retail units.
- This is acceptable in principle.
- Note Figure 2 providing details of the arrangements.
 - This is acceptable in principle.
- TRICS assessment used to estimate utilisation of the loading bays.
 - Noted that Nicolas Road loading bay can accommodate two LGVs / Taxis or one OGV.
 - Noted that the servicing area to the south-east can accommodate two LGVs.
 - Noted that overall, the maximum occupancy of the loading area is 73% (between 18:00 – 19:00)

- Noted that average hourly occupancy between 08:00 – 20:00 is 48% for Nicolas Road and 13% for the servicing area.
- The assessment demonstrates that the proposed arrangements provide sufficient capacity and should demand increase in future space capacity is in place.
- Therefore, the above is acceptable in principle.
- Noted that a Delivery Management Strategy will be conditioned. This is welcomed by Highways.

Parking:

- Noted re. Chorlton LIF discussions.
- Summary of the existing on-street parking occupancy has been provided.
 - Noted that within the vicinity of the site there are a number of on-street parking spaces available (Table 1: Parking Beat Survey Results)
 - Average of 80 parking spaces available.
 - During busiest surveyed periods (Saturday 19:30) 38 spaces still available.
- Therefore, the results demonstrate that space capacity is in place within the vicinity of the site.
- Summary of the existing off-street parking has been provided.
 - Present a 190 space car park.
 - Survey demonstrates that at the busiest period (12:00 – 15:00) 38 spaces were in use at the car park. Occupancy rate of 20%.
 - Noted that during this same time period c. 51 – 57 on-street car parking spaces were available.
- Noted that sufficient on-street parking spaces are available to accommodate the potential off-set parking from the existing car park.
- Thank you for detailing the proposed parking provision.
 - This is acceptable in principle.

STAGE 1 ROAD SAFETY AUDIT:

A “Stage 1 Road Safety Audit: Designers Response v1.0 September 2025” has been submitted. Please find Highways response in relation to this below.

- Site visit undertaken on 8th September 2025 at 17:15 – 17:45.
 - Noted weather was sunny and road surface dry.
 - Noted that traffic flow was heavy and pedestrians, e-scooters and cyclists observed.
- 5 problems noted.
 - Problem A-01:
 - Recommended that scope of changes to waiting restrictions is noted.
 - MCC Response: Designer Response confirms that changes to the TRO will be subject through the S278 agreement and detailed design appraisal. This is acceptable to Highways.
 - Problem A-02:
 - Recommended that design considers crossing need for users who rely on mobility aids.
 - MCC Response: Agree with Designers Response that existing crossing points are adequate.
 - Problem A-03:
 - Recommended that suitable provision is made on both sides of Manchester Road.
 - MCC Response: Designers Response noted and acceptable to Highways.
 - Problem A-04:
 - Recommended that an uncontrolled crossing point is in place along Nicholas Road at ‘desire line’.
 - MCC Response: Designers Response noted.
 - Problem A-05:
 - Recommended that provision is made for cyclists and other active mode users between Wilbraham Road and Barlow Moor Road.
 - MCC Response: Designers Response noted and acceptable to Highways.

A 'Response to LHA Consultee Comments on Planning Application v1.0' report has been provided. Please see MCCs Highways response to Table 1 below.

- Point 1:
 - Thank you for confirming that a contribution will be made by the applicant to fund the provision of a CCTV camera for monitoring purposed following full occupation of the development.
 - This is welcomed by Highways.
 - Agree that this will fall under a S278 condition.
- Point 2:
 - Noted. Comments above.
- Point 3:
 - Noted. S1 RSA and Designer Response provided.
- Point 4:
 - Noted. This is acceptable to MCC Highways.
- Point 5:
 - Noted. Thank you.
- Point 6:
 - As per LHA Response meeting MCC Highways will accept the 90% (per unit) cycle parking provision.
 - As noted a condition will be in place to ensure cycle parking utilisation is monitored and further cycle parking / hire can be provided in future to meet any future increase in demand.
 - Noted that TP has been updated to reflect this. Thank you.

 - Thank you for confirming the proposed retail floor space.
 - Noted that this represents a provision of 1 space per 27sqm.
 - This provision is acceptable to Highways.
 - As discussed in the LHA Response meeting staff cycle parking should be sheltered and secure.
 - Noted re. 5% of provision being for non-standard cycles.
 - This is welcomed and acceptable in principle.
- Point 7:
 - Thank you for confirming that gated access will provide inward opening gates. This is welcomed and acceptable in principle.
- Point 8:
 - Noted.
 - Thank you for confirming that the public realm areas are within the red line boundary of the site and therefore maintained privately.
 - As discussed, footways/highways works that lie within the adopted highway will be subject to a S278 agreement.
- Point 9:
 - Noted. Thank you.
- Point 10:
 - Noted that Waste Management Strategy and Service Management Strategy will be conditioned.
 - This is welcomed and acceptable in principle.
- Point 11:
 - As discussed in the LHA Response meeting an overview of the delivery strategy has been provided in the TA addendum.
 - See response above.
 - Thank you for confirming that a full Delivery Management Strategy will be conditioned. This is acceptable to Highways.
- Point 12:
 - Noted. As discussed in the LHA Response meeting this is acceptable.
- Point 13:
 - Thank you for confirming that a full CMP will be conditioned.

Many thanks,



[REDACTED]
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Phone Number: [REDACTED]

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

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Out of Office: Tuesday 30th September

Annual Leave:

From: [REDACTED]

Sent: 23 September 2025 15:34

To: Robert Griffin [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: FW: Chorlton Precinct - 142652/FO/2025 - Transport and Highways Information

Importance: High

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Hi Rob,

Please find attached a Transport Assessment Addendum which supplements Appendix 6-E of the submitted Environmental Statement. Please note the Transport Assessment Addendum provides additional data and clarifications to that previously submitted and does not alter any of the considerations contained within Chapter 6: Transport of the submitted Environmental Statement (i.e. there are no material changes to the sensitivity of receptors, magnitude of change, significance of effect or residual effects previously identified).

Also submitted are a Road Safety Audit and a tabular response to the LHA consultation comments for completeness.

[@robert.griffin](#) – if you require the TA Addendum to be subsumed within the existing submitted TA and effectively a replacement TA being issued then please advise. However, naturally, it is the applicant's preference that no update is required.

MCC Highways: I would be grateful if you could provide any update following the attached email which I issued to you after our recent meeting – have you managed to liaise with TfGM to confirm their position on the specific points?

I trust the attached consolidated response is appropriate. However, if you have any immediate queries then please do not hesitate to contact either myself or Civic in the first instance.

Regards

[REDACTED]
CBRE Limited | Planning & Development
10th Floor, One St Peters Square, Manchester, M2 3DE

[REDACTED] | <http://www.cbre.com>

From: [REDACTED]

Sent: 23 September 2025 10:16

To: [REDACTED] [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Chorlton Precinct - 142652/FO/2025 - Transport and Highways Information

External

Hi [REDACTED],

Please find attached additional information regarding Chorlton Precinct (142652/FO/2025), including:

- Stage 1 Road Safety Audit and Designer's Response
- Response to LHA Consultee Comments
- Transport Assessment Addendum – Note this also includes a parking summary, as requested in our meeting on 5 September 2025.

Many thanks,

[REDACTED]

[REDACTED]
Senior Transport Planner

Tel: [REDACTED]

DDI: [REDACTED]

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[REDACTED]
Senior Transport Planner

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