



Memorandum

To Lucy Harrison

From [REDACTED]

Date 2 October 2025

Subject **142535/FO/2025**

Demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with 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:

- o TfGM HFAS consider that the trip generation work contained within the TA is acceptable.

HIGHWAYS SAFETY:

- 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 GMAL 8.

PARKING AND ACCESS:

Car Free:

- o The development will be promoted as being 'car-free' with no general car parking to be provided on site. This aligns with current city centre transport aspirations.
- o It is accepted that any users accessing the site by car would utilise local pay-and-display provision or various external car parks spread across the wider network given the existing waiting restrictions covering the highways in the vicinity of the site.
- o There are a number of public car parks within walking distance of the site.
- o Requested that the applicant provide a disabled parking space within the red line boundary of the site.

Pedestrian Access:

- o Multiple pedestrian access points in place to Block A and Block B.
- o Ramped / at-level access points from Great Ancoats Street and the service road.
- o TA confirms that pedestrian access for Block A and Block will be controlled with fobs (including main entrance, lift and lobby)
- o TA confirms that the bin and cycle store will also be accessed via fob.
- o The above is acceptable to Highways in principle.

Drop-Off & Pick-Up

- o TA confirms that access permits for resident's private cars (pick-up & drop-off) will be available.
- o Residents can book in advance online or at reception to obtain the permit.

OFF-SITE HIGHWAYS WORKS:

- o TfGM notes that there is an existing bus stop outside the site on Great Ancoats Street which appears to be unaffected by the development. Should construction works be likely to impact upon the use of the stop, the applicant will need to liaise with stop.closures@tfgm.com prior to undertaking any works.

On-Street Parking Bays:

- o TA notes that the new vehicular access points will have an impact on existing on-street parking bays on Ducie Street.
- o Three bays will be removed on Ducie Street and be relocated.
- o Potential impact on the existing bays to the east of the proposed access point.
- o Noted that no loss on on-street parking is anticipated to occur.
- o The applicant should provide an engineering drawing on where these bays will be relocated to ensure they do not impact on neighbouring access points etc. assessment should include swept path analysis and visibility splays. This assessment should be included in the S1 RSA.
- o The applicant should note that the relocation of bays does have an commuted sum, subject to confirmation and discussion with Manchester Parking Team.
- o The applicant should note that if no suitable location can be found for the bays then they will have to pay £50k - £55k per bay, subject to confirmation and discussion with Manchester Parking Team.

Pedestrian Crossing:

- o The TA notes the lack of appropriate crossing at the existing Store Street / Great Ancoats Street junction.
- o It is requested that the applicant fund the installation of a green man signal.

- o TfGM would highlight that adding pedestrians across the mouth of the junction would need an all-red stage. This would have an impact on the capacity of the junction, which will need to be modelled to understand the impact.
- o TfGM would also highlight that any costs associated with the relocation/removal/additional works would need to be funded by the development not the LA.
- o TA notes that the existing pedestrian crossing on Store Street would be within c. 16m of the proposed access point.
- o As the development is having a potential impact on the crossing and pedestrian safety MCC request that the applicant undertake a S1 RSA.

ACTIVE TRAVEL:

- o TfGM recommend the following:
- o With reference to Section 4.8 of the TA, a more formal process of determining the active travel provision should be determined by using the Streets for All Design Check.
- o Any redundant vehicle access points bordering the site should be reinstated as continuous footway to adoptable standards.
- 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.
- o The aqueduct under the Ashton Canal for Store Street is a wide bridge - this street isn't lit and lighting could be provided to make this a more attractive walking route from the site to Piccadilly station etc.
- o The streetlighting levels on Ducie Street should be assessed using an industry standard measure of ensuring the street lighting is of a good standard.

TRAFFIC REGULATION ORDERS:

- o A review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), 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.

CYCLE PARKING:

Residents:

- o 100% provision - acceptable to Highways

Office - Block B:

- o 55 cycle parking spaces on Basement Level 01
- o Acceptable to Highways.
- o Changing rooms with showers & lockers and a drying room will be provided for office users - this is welcomed and acceptable to Highways.

- o Block B office and residential cycle parking will be accessible externally via a lift from the service road.
- o TfGM would note that all cycle parking should be to LTN1/20 standard. 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.
- o The cycle parking provision uptake should be monitored and if under-utilised, residents could be provided with vouchers towards the TfGM cycle scheme as an incentive to cycle, which could form part of the Travel Plan initiatives.

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.
- o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

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.

REFUSE AND SERVICING:

- o A new one-way service road will be provided internally along the western extent of the site.
- o The service road will be for the use of authorised private cars (drop-off / pick-up), taxis, refuse lorries and other service vehicles.
- o Access to the service road will be from Store Street and egress onto Ducie Street.
- o Access road will allow for off-street deliveries of groceries, post/courier and online / bulky item deliveries.
- o Access road will also allow for off-street deliveries to the office element.
- o The above is acceptable in principle. Subject to a S1 RSA and detailed design.
- o Drawing 'VN232865-D100' demonstrates that sufficient visibility splay of the egress onto Ducie Street can be achieved.
- o Drawing 'VN232865-TR100' undertakes a swept path analysis of a refuse lorry. The drawing demonstrates that the refuse vehicle can enter and egress the service road safely.
- o Waste Management Strategy provided. Acceptable in principle and request that this is conditioned.
- o TA confirms that service vehicles will be required to notify their arrival to the site management. This is welcomed.
- o Resident management staff will be in charge of on-site marshalling and ensure no unauthorised parking is taking place. TfGM request further details of the marshalling of the

service bay are required in terms of the monitoring arrangements, for example duration period / standard of completed works etc.

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 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
Travel Plan
Waste Management Plan
Service Management Plan
Stage 1 RSA
CMP

INFORMATION:

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)

- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

FURTHER HIGHWAYS COMMENTS 9TH JUNE 2025:

SOLAR GLARE:

An Independent Daylight & Sunlight Solar Glare Assessment report has been prepared by Gia. Highways note that the assessment relates to the impact on neighbouring properties. No assessment have been undertaken on driver's direct line of site and pedestrian crossings.

It is requested that confirmation is provided on whether any sensitive locations (where the proposals would be visible within 30 degrees of a driver's direct line of site) were identified and why a driver's direct line of site assessment was not undertaken.

FURTHER HIGHWAYS COMMENTS 17TH JUNE 2025:

An Independent Daylight & Sunlight Solar Glare Assessment report has been prepared by Gia. The report undertook solar glare assessments at all sensitive locations where the proposals would be visible within 30 degrees of a driver's direct line of site.

The assessment has undertaken a worst-case scenario where it is anticipated that there is no cloud cover and the sun is shining for all days of the year for the full duration of daylight hours.

It was found that 20 junctions / pedestrian crossing would be impacted by reflections 10 degrees or below during certain times of the day and/or certain times of the year.

The assessment found that 8 locations would see no reflections within 30 degrees of a drivers line of sight:

- o HwS1 - Houldsworth Street junction with Newton Street
- o HwS2 - Houldsworth Street junction with Dean Street
- o SS1 - Store Street pedestrian crossing
- o GA4 - Great Ancoats Street junction with Store Street/Old Mill
- o GA5 - Great Ancoats Street junction with Newton Street
- o GA6 - Great Ancoats Street pedestrian crossing
- o GA7 - Great Ancoats Street pedestrian crossing
- o GA8 - Great Ancoats Street junction with Laystall Street

Seven of the remaining 13 location have at least one viewpoint which experiences solar reflection within 30 degrees of a driver line of sight, but not greater than 10 degrees:

- o BS - Bengal Street junction with Redhill Street
- o MS1 - Murray Street junction with Jersey Street
- o MS2 - Murray Street junction with Redhill Street
- o HS - Henry Street junction with Redhill Street
- o SS2 - Store Street junction with Great Ancoats Street
- o GA2 - Great Ancoats Street junction with Adair Street
- o GA3 - Great Ancoats Street junction with Pollard Street.

Of the 6 remaining locations the assessment deemed it appropriate to recommend Low Visible Light Reflectance glazing to the following locations:

- o Woodward Street (WS) North-west elevations of Building A and Building B
- o Pickford Street (PfS) North-east elevation of Building B
- o Old Mill 1 (OM1) Lower half of north-east elevation of Building A
- o Old Mill 2 (OM2) Lower half of north-east elevation of Building A

The VLR will reduce the intensity of any reflections that occur within 10 degrees of a drivers direct line of sight. Highways accept this proposed mitigation.

For location Old Mill 3 it was noted that the location of the reflects will sit within the most sensitive 3 degrees field of view. As such fixed shading elements are to be applied to an area of façade capable of generation reflections towards this junction. It is noted that this mitigation could comprise of fins, louvres or Bres Soliel. Highways accept this proposed mitigation.

Overall, the report summarises that based on the location of reflection related to the drivers direct line of site, the times when reflections would occur, solar glare at the majority of listed junctions / pedestrian crossing are considered unlikely to cause significant concern for drivers. For those that will have a significant impact appropriate mitigation will be in place to reduce the significance. Overall, this is acceptable to Highways in principle.

FURTHER HIGHWAYS COMMENTS 13TH AUGUST 2025:

A Transport Response Note has been submitted.

Highway Safety:

Thank you for confirming. This is acceptable to Highways.

Disabled Bay:

Noted - thank you.

On-Street Parking Bays:

Highways would accept an acceptable worded condition. However, it must be ensured that a through assessment is undertaken on the highway network, engineering drawing provided, Stage 1 Road Safety Audit and necessary TRO assessment undertaken. Highways would not progress the condition until a full assessment has been undertaken.

Please note that a relocated P&D will also be subject to costs.

Highways are satisfied to apply the P&D parking revenue commuted sum condition is P&D is lost.

Pedestrian Crossing:

It should be noted that the signalised crossing arrangement and suggestion of the relocation of the signals was put forwards within the TA.

Please note that Section 5.42 of the TA states "the existing pedestrian crossing on Store Street would be only 16m away from the proposed access point on this road, and therefore

MCC could consider relocating it to the bellmouth of the junction with Great Ancoats Street, where there is already an informal, uncontrolled crossing point."

And Section 7.7 of the TA stated "the signalised crossing on Store Street would be around 16m to the east of the proposed site entry access point and therefore it may need to be relocated too."

Therefore, Highways would be satisfied with the existing crossing remaining in its current location - subject to the requested S1 RSA.

Please note Highways request for a Stage 1 RSA to be undertaken of the proposals.

TfGM & ATE Comments:

Noted. Thank you.

Street Lighting:

Recommend that an appropriate condition is in place and the applicant engage with MCCs Street Lighting Team.

Travel Plan:

Noted. Thank you.

Cycle Parking:

Thank you for confirming that a minimum of 5% of the total cycle spaces in each storage area will be designed to accommodate non-standard/adapted cycles. This is welcomed and acceptable to Highways.

Thank you for confirming that short stay visitors cycle parking will be accommodated on-site. This is acceptable to Highways. This should be conditioned.

Noted re. bike docking stations. It is recommended that the applicant monitor the use of the docking stations and when necessary engage with TfGM on the installation of Beryl bikes.

Public Realm & Landscaping:

Noted. Thank you.

Refuse & Servicing:

Noted. Thank you.

CMP:

Noted. Thank you.

FURTHER HIGHWAYS COMMENTS 23rd SEPT 2025

A Stage 1 RSA has been submitted and summarised as follows:

Problem 1: Parked cars at Ducie Street may affect visibility for vehicles egressing the site.

Recommendation: Remove/relocate parking bays.

Problem resolved: Accepted by Highways - on the basis that details on P&D relocation/removal is agreed at a later stage under an associated condition. All TRO fees for relocation will be funded by the Applicant, as will the necessary commuted sum if no feasible alternative location is agreed.

Problem 2: Swept-path assessment - over-run of footway.

Recommendation: Amend layout design.

Problem resolved: Site layout amended to accommodate refuse vehicle manoeuvres

Highways Reference: 17008/FO/2025