MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

[redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Robert Griffin
From	[redacted]
Date	14 July 2025
Subject	**142652/FO/2025** **Erection of 6 no. residential buildings of 10, 8, 6 and 4 storeys in height to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E (a-e)); infrastructure works including electric substation and associated utilities works, basement and ground level car parking, service yard, vehicular and pedestrian accesses; together with public realm works and hard/soft landscaping following the demolition of the existing buildings and structures on site.**

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 Nicolas Road to the north, Barlow Moor Road to the east, Manchester Road and Wilbraham Road to the south and Oswald Road to the west.

Nicolas Road has a 20mph speed limit, No Waiting (Mon-Fri 8am-9.30am and 3pm-4.30pm), School Entrance Marking (Mon-Fri 8am-5pm (No Stopping)), Disabled Persons Parking Places, Car Club Places and a Loading Bay in place.
Barlow Moor Road has No Waiting at Any Time, No Loading (7am-10am and 4pm-7pm) and a Bus Stop Clearway in place.
Wilbraham Road has Bus and Cycle Lane (24 Hours), No Waiting at Any Time, Limited Waiting Bays (2 Hours, No Return Within 1 Hour Mon-Sat 7am-7pm) and No Loading (Mon - Fri 7am - 10am and 4pm - 7pm) in place.
Manchester Road has No Waiting at Any Time, No Loading (Mon-Fri 7am-10am and 4pm-7pm), 20mph speed limit and Goods Vehicle Loading and Unloading Bay in place.
Oswald Road has a 20mph speed limit and No Waiting at Any Time in place.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Extant Trip Generation:

- Parking survey data is available for the existing car park - obtained from 2019.
- 2019 reflects a time period that the office block was occupied as well as shops in the precinct.

- Therefore, extant trip generation is anticipated to be 44 two-way trips in the AM peak and 60 two-way trips in the PM peak.

Proposed Trip Generation:

- TRICS database used to predict trip generation of the proposed development.
- TA has broken this down into each anticipated use.
- Methodology acceptable in principle.
- The proposed trip generation is anticipated to be 67 two-way in the AM peak and 74 two-way trips in the PM peak.
- This is a net increase of 24 two-way trips in the AM peak and 13 two-way trips in the PM peak.
- Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

- TfGM states that whilst the developer indicates that the additional trips from the proposed development would not exceed 30 vph in total, the pattern of trips would differ from existing uses. Given that the network in the vicinity of the site is congested during the peak periods, we would request that the developer funds the provision of a CCTV camera at the junction of Wilbraham Road/Barlow Moor Road. This would enable TfGM to monitor the junction and make interventions according to the needs of all road users (including pedestrians and drivers). The cost for this would be circa £6k.

HIGHWAYS SAFETY:

- Crashmap assessed.
- 2018 - 2022 data
- Accident data is outdated and should be updated to 2024.

SITE ACCESSIBILITY:

- The site is well accessed by sustainable modes
- Regular bus services and Metrolink services are available within walking distance of the site.
- GMAL rating of 6 (Accessible).

OFF-SITE HIGHWAYS WORKS:

- The TA confirms that footways on Nicolas Road will be resurfaced.
- This is welcomed and acceptable in principle.
- The TA confirms that the internal pedestrian and cycle route will link to Nicolas Road and the principles have been agreed with MCC officers working on the LIF project.
- This is welcomed and acceptable in principle.

- The TA confirms that a new active travel route will be developed along the realigned Manchester Road.
- Lockable bollards will be in place.
- Details have been provided of the proposed routing of fire vehicles.

Acceptable in principle and swept path analysis demonstrate safe access and egress.

o Noted that the northern access/egress on Nicolas Road will be realigned.
The existing car club and disabled parking bays will be relocated.
S1 RSA required on the proposed internal and highways works prior to any planning determination.
o TfGM requests that the footway at the northbound bus stop on Barlow Moor Road should be widened to remove the existing pedestrian pinch point and introduce a bus stop bypass. This should include 2.5m for the bus stop island, 2m cycle track, and 2m of clear footway.

PARKING AND ACCESS:

PARKING:

The proposed parking will be split between provision for a public car park, commercial tenant parking and residents parking.

Public Car Park:

o 12 public car parking spaces proposed.
o Accessed from Manchester Road, and located south of the private surface car park

o An assessment of the existing demand was undertaken.
o Found that the peak demand for the existing surface car park occurred at 12:00 - 15:00.
o Noted that 38 spaces were in use.
o Noted that 46-62 spaces were available on-street.
o Assessment suggests that with the provision of 12 car parking spaces, 26 vehicles of the current maximum demand will need to park elsewhere.
o TA states that there is available capacity on surrounding streets.

o On-street car parking survey undertaken on the surrounding highway network on Thursday 10 - Saturday 12 October 2024.
o Noted that the local highway network within close proximity to the development site has some spare capacity.
Noted that residential streets of Selbourne Road, Warwick Street and Keppal Road experience high levels of vehicle parking throughout the survey period.
Noted that bounding roads experience medium - high occupancy between 11:30 - 17:30.
o Highways notes that on-street parking is prevalent along Nicolas Street and are aware of parking issues - this is noted in the parking survey. Survey results note that occupancy along Nicolas Street can be high throughout the survey period.

Commercial Tenant Parking:

o 6 parking spaces proposed.
o Acceptable in principle.

Residential Car Parking:

o 162 residential car parking spaces proposed.
o Provision of 63%.
o Acceptable in principle.

Disabled Parking:

o TA confirms that disabled parking will be provided at a ratio of 6% of the total spaces.
o This is acceptable in principle.

EV CHARGING:

o TA confirms all external residential spaces will have EV charging.
o Acceptable in principle.
o Ground floor/basement parking under East Block will have infrastructure to enable installation of chargers in the future.
o This is acceptable in principle.

ACCESS:

o Active travel corridor proposed within the site.
o Will form part of the realigned Manchester Road, through the site to Nicolas Road.

o Vehicle access to the site will be via the existing Wilbraham Road / Manchester Road junction.
o This is acceptable in principle.
o Request a S1 RSA is undertaken.
o Works to the highway will be subject to a S278 agreement and at cost to the applicant.
o The existing northern access on Nicolas Road will be closed to traffic.
o This is acceptable in principle.
o Request a S1 RSA is undertaken.
o Works to the highway will be subject to a S278 agreement and at cost to the applicant.

CYCLE PARKING:

Cycle parking will be provided in secure cycle stores distributed around the development.

o 236 cycle spaces are proposed for the 262 homes.
o Overall provision of 90%.
o Typically, Highways, TfGM & Active Travel request 100% cycle parking in place at residential dwellings.

o External cycle parking to be provided.
o Total of 36 spaces to be provided.

TfGM have provided the following comments:

o We recommend that the applicant amends the proposals to deliver cycle parking volumes to standards outlined in LTN 1/20 section 11-4 for residential and commercial development.
o The submitted proposals identify x236 residential cycle parking spaces for x262 homes which the TA suggests is 90% provision (Section 4.3, TA). However, the ATE standards the TA references are based on a per bedroom basis meaning the proposed provision is actually 62%.
o The Transport Assessment (TA) argues that ATE standards for cycle parking volumes should not be required for this development based on projected levels of cycling from the Propensity to Cycle Tool (Section 4.3, TA). However, this is a flawed line of argument as the PCT only represents cycling for journeys to work whereas the majority of journeys people make are not journeys to work (only 13% of journeys in England were

commutes in 2023) - future residents will make journeys to education, shopping, see friends and family...etc.
o Furthermore, the applicant has not met ATE standards for cycle parking for commercial retail units. The TA identifies x36 short stay cycle parking spaces related to commercial units throughout the development. LTN 1/20 recommends x1 short stay and x1 long stay cycle parking spaces per 100sqm for small (>200msqm) retail and up to x1 cycle parking space per 250sqm for large (>1000sqm) retail units. There is 7,650sqm of proposed retail space. The applicant has not proposed any long stay cycle parking for the proposed retail uses.
Additionally, LTN 1/20 recommends 5% provision for non-standard parking (e.g. cargo bikes) for all cycle parking provision. This should be applied to all proposed cycle parking within the development.

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:

North Block E:

o North block will be serviced from Nicolas Road, for both commercial and residential elements.
o The existing loading bay on the north side of the road will be utilised.
o Refuse vehicles will reverse down the service road to the west of the north block.
o Drawing '3062-CIV-XX-XX-H-D-0005 / Refuse Vehicle Off Nicolas Road' demonstrates that a refuse vehicle can access the service area in reverse gear and egress in forward gear.
o It is was agreed at pre-application stage that this would be acceptable given the limited movements in this location and waste vehicle having banksman.

West & East Blocks:

o West & East block to be service from Manchester Road, accessed from Wilbraham Road.
o A delivery bay will be in place within proximity to the resident's access.

o Drawing '3062-CIV-XX-XX-H-D-0003 / LGV in Loading Bay' demonstrates that a LGV and Drawing '3062-CIV-XX-XX-H-D-0004 / Refuse Vehicle in Loading Bay Refuse' can access, manoeuvre and egress the loading bay safely.

o A service yard is in place to the south-east of the site for retail elements.
o Noted that taxis are also able to use this location.
o Drawing '3062-CIV-XX-XX-H-D-0006 / LGV in Service Yard' demonstrates that a 7.5 tonne rigid vehicle can access, manoeuvre and egress safely.

Access to Podium Car Park:

o The podium car park in the East Block will be accessed from the exiting private road.
o Drawing '3062-CIV-XX-XX-H-D-0001 / Visibility Splay out of Car Park') demonstrates that sufficient visibility is available from the proposed access.

o It is requested that a robust Waste Management Strategy and Service Management Strategy are in place.

DELIVERY MANAGEMENT:

In order to fully understand the potential impacts of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

o All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
o The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
o Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
o Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
o In terms of an internal drop off / pick up facility - the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
o Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
o Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.
All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.

2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

TRAVEL PLAN:

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

CONSTRUCTION MANAGEMENT:

A Construction Environmental Management Plan Framework has been provided.

A Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) was approved in January 2025 for the proposed demolition of the existing shopping precinct and Graeme House office building.

The CEMPF is acceptable in principle.

It is requested that the full Construction Management Plan detail mitigation in relation to the impact on the school to the north of the development site. In relation to deliveries no deliveries should take place before 09:30 or after 15:00 Monday - Friday.

Noted that the CEMPF suggests that car parking will be available for contract staff. This is welcomed by Highways. The CMP should detail parking arrangements within the site boundary. Highways would have concerns with contractors parking on-street.

It is requested that the applicant engage with MCCs Event & Network Management Team in relation to temporary road closures, temporary parking closures and any TTROs.

A Construction Management Plan should be conditioned.

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

- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- Include a detailed Traffic Management Plan.
- 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
- CCTV camera at the junction of Wilbraham Road/Barlow Moor Road
- Footways on Nicolas Road will be resurfaced.
- Access points - should include dropped kerbs and tactile paving
- Reinstatement of existing access point/s to footway
- Footway at the northbound bus stop on Barlow Moor Road should be widened
- Relocation of Car Club and Disabled Bay/s on Nicolas Street
- Stage 1 RSA PRIOR to determination.

Waste Management Strategy
Service Management Strategy
Delivery Management Strategy
Travel Plan
CMP

Highways Reference: 17235/FO/2025