

Our Ref: 085926-CUR-XX-XX-T-TP-00005-P01

07 July 2025

Highways Development Control
Manchester City Council

Via Email Only

Re: Riverpark Road (Application 142464/FO/2025)

To whom it may concern,

Thank you for the follow up Highways comments – which we received via Euan Kellie on 16th June 2025.

This is following the first Post Application response of which Curtins replied to various Highways-related comments from MCC; Highways Officers have noted some outstanding issues which are considered to be 'essential' for the Proposed Development.

As per the previous response, Curtins has reviewed the comments, and for convenience, we have reproduced the MCC comments in ***bold italics***, followed by our response underneath.

"ETIHAD CAMPUS RESIDENTS PARKING ZONE:

We are currently making appropriate enquires internally about how this should be secured either s278 or a contribution to extend the residents parking area to this location. I will update in due course."

This is noted; the Proposed Development sits within the wider Eastlands Residents Parking Scheme (RPS) area – which operates 12pm to 11pm every day to ensure residents and visitors can park close to their properties whilst also permitting short-stay car parking.

It is noted that Riverpark Road is currently subject to this RPS, with on-street parking on the southern side of the carriageway provided for permit holders and visitor parking (up to 90 minutes and no return within four hours).

It is considered that the RPS would be extended to the Proposed Development – and the contribution be extended to the new highways within the redline boundary only.

It would be helpful for additional information to be provided on how this is secured and the costs associated with this RPS extension.

"CYCLE LANE:

The cycle lane is deemed to be too narrow. It is requested that the cycle lane is widened."

As per the previous response, the cycle lane shown on the issued layouts conforms to the minimum requirements set out within LTN 1/20; 1.5m is considered to be the absolute minimum provision for one-way cycle routes.

A key element of the proposals is to de-engineer Riverpark Road – by narrowing the existing carriageway to naturally reduce speeds. The proposals were designed to retain the kerblines on both sides of the carriageway, ensure consistent carriageway widths of at least 5.5m are provided along the route and provide a cycle lane in the remaining extent.

This was noted to be generally 1.5m – however, on further review of the topographical survey and updated layout, a 1.5m – 2m cycle lane has been included (which is generally 1.8m and above the minimum width set out in LTN 1/20). The updated layout (included in **Appendix A** shows the following):

- Existing footways and kerblines retained
- 2m on-street parking retained along the southern side of the carriageway
- 5.5m carriageway
- Cycle lane which varies from 1.5m to 2m

This is also shown in the updated Access Arrangement drawing (**Drawing 85926-CUR-XX-00-D-TP-75004-P05**).

“CONTROLLED PEDESTRIAN & CYCLE CROSSING (RIVERPARK ROAD):

Traffic calming measures should be introduced to reinforce the 20mph speed limit along Riverpark Road.”

In addition to the narrowing of the carriageway width and the inclusion of raised tables at both parallel crossing points on Riverpark Road to naturally reduce speeds on Riverpark Road, the updated Access Arrangement drawing also includes 6no. pairs of speed cushions located at appropriate distances to reduce speeds.

“RIVERPARK ROAD / BRISCOE LANE & RIVERPARK ROAD / BANK BRIDGE ROAD:

The pedestrian refuge on Riverpark Road / Briscoe Lane should be upgraded to current standards. The refuge is currently narrow and provides little space for waiting, especially wheelchairs and prams.

This is a new significant development in this location and the measure above are considered necessary to create a safe pedestrian and highway environment for the new development.”

Curtins have reviewed the junction of Briscoe Lane/Riverpark Road – and note that that this junction includes an existing refuge island, but of narrow width. In addition, the wide radii appear to be associated with the former uses on site, with the potential to create an enhance pedestrian environment at this location.

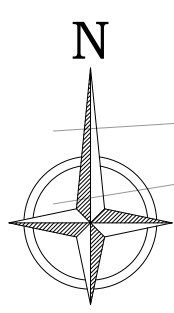
As such, the updated Access Arrangement drawing (**Drawing 85926-CUR-XX-00-D-TP-75004-P05**) includes a redesigned Briscoe Lane junction, including a 3m refuge island (with dropped kerbs and tactile paving) and realigned kerbs on the northern/southern sides of the carriageway. This arrangement also narrows Briscoe Lane locally to encourage slower speeds and the kerb realignment protecting existing on-street parking.

This improved junction arrangement has been tracked and can safely accommodate a 16.5m articulated vehicle accessing/egressing the junction in both directions.

Summary

This post-application response has been prepared to address the highways and transport comments raised by Manchester City Council. We hope that the above provides MCC Highways with the required information to support the planning application for the proposal.

Appendix A – Updated Layout



- Legend**
- Indicates 1.8m high feature fence.
 - Indicates 1.8m high plot divisional screen fence.
 - Indicates 1.8m high closed boarded fence.
 - Indicates proposed tree planting subject to a landscape design and specification.
 - Indicates principle entrance door to dwelling.
 - Indicates secondary entrance door to dwelling.
 - Indicates application site boundary.
 - Indicated solar lighting column.
 - Wall mounted electric charging point.
 - Dual pole mounted electric charging point.
 - Single pole mounted electric charging point.
 - Great Places boundary.



Accommodation Schedule - Riverpark Road					
Open Market					
	Bed No.	Type	No.	Sqft	Total Sqft
Apartment Block C, D & E					
PRS 1B Type A	1	Apt	43	538	23134
PRS 1B Type B	1	Apt	13	592	7696
PRS 1B Type C	1	Apt	3	570	1710
PRS 1B Type D	1	Apt	6	581	3486
PRS 2B Type A	2	Apt	32	753	24096
PRS 2B Type B	2	Apt	52	753	39156
PRS 2B Type C	2	Apt	3	807	2421
PRS 2B Type D	2	Apt	6	764	4584
PRS 2B Type E	2	Apt	6	797	4782
PRS 2B Type F	2	Apt	5	807	4035
PRS 2B Type G	2	Apt	4	797	3188
Total			173		118288
House Types					
Hickory (end)	2	End/Semi	20	771	15420
Hickory (mid)	2	Mews	8	768	6144
Olive	2	Semi/Mews	4	771	3084
Acacia	3	Semi/Mews	4	940	3760
Cedar (end)	3	End/Semi	14	940	13160
Cedar (mid)	3	Mews	5	938	4690
Spruce (end)	3	End/Semi	22	1187	26134
Spruce (mid)	3	Mews	13	1183	15379
Foxglove	3	End/Semi	4	1187	4748
Larch (end)	4	End/Semi	8	1262	10096
Larch (mid)	4	Mews	9	1257	11313
Total			111		113908
TOTAL OM			284		232196
Affordable Homes					
	Bed No.	Type	No.	Sqft	Total Sqft
Apartment Block A & B					
AFF 1B Type A	1	Apt	48	538	25824
AFF 1B Type B	1	Apt	9	592	5328
AFF 1B Type C	1	Apt	4	570	2280
AFF 1B Type D	1	Apt	3	635	1905
AFF 1B Type E	1	Apt	1	603	603
AFF 2B Type A	2	Apt	4	753	3012
AFF 2B Type B	2	Apt	32	753	24096
AFF 2B Type C	2	Apt	3	861	2583
Total			104		65631
House Types					
Hickory (end)	2	End/Semi	24	771	18504
Hickory (mid)	2	Mews	5	768	3840
Olive	2	Semi/Mews	4	771	3084
ADU-2B	2	Semi/Mews	2	969	1938
ADU-3B	3	Semi/Mews	2	1117	2234
Acacia	3	Semi/Mews	4	940	3760
Linden	3	End/Semi	1	966	966
Cedar (end)	3	End/Semi	14	940	13160
Cedar (mid)	3	Mews	2	938	1876
Aspen (end)	3	End/Semi	7	966	6762
Aspen (mid)	3	Mews	2	963	1926
Spruce (end)	3	End/Semi	15	1187	17805
Spruce (mid)	3	Mews	17	1183	20111
Foxglove	3	End/Semi	1	1187	1187
Larch (end)	4	End/Semi	4	1262	5048
Larch (mid)	4	Mews	6	1257	7542
Total			110		109743
TOTAL AH			214		175374
SITE TOTAL			498		407570

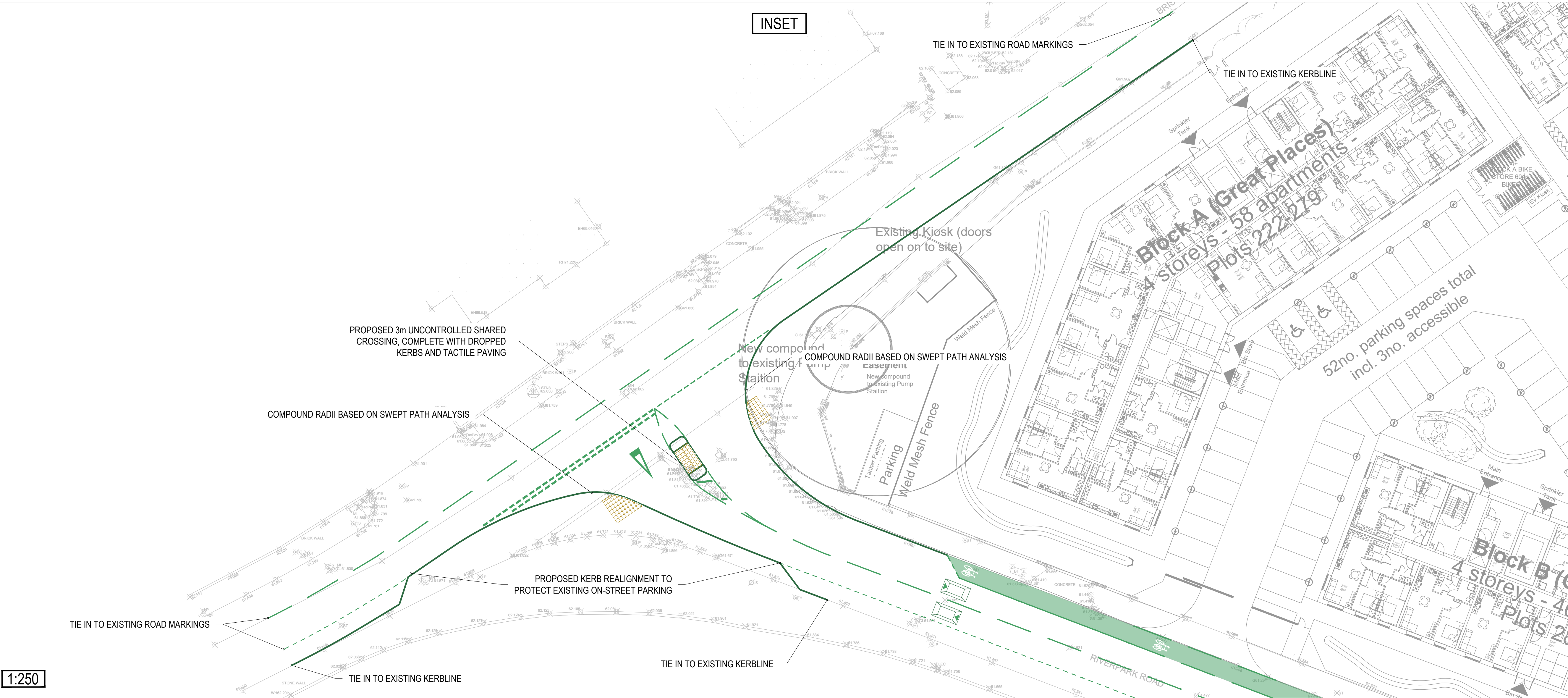
4	08/01/2020	Highways Traffic Conditions Study updated	TW
5	18/07/2020	Updated Highways Study using Riverpark Road	TW
6	29/01/2021	Footpaths updated to match M42 engineering drawings	TW
7	28/04/2021	CV Access added	TW
8	15/04/2021	Accommodation schedule corrected	TW
9	08/04/2021	310kV amended to A3, CPH, CPH	TW
10	27/03/2021	Accommodation schedule A3/CPH corrected	TW
11	25/03/2021	Blue stone added to car garages	TW
12	14/03/2021	Apartment block label corrected	TW
13	13/03/2021	Plan E107 added for Cedar & Acacia & Brownes removed 17/Highways to match Brownes removed 17/Highways to match Brownes removed 17/Highways to match	TW
14	12/03/2021	Plan E 108 & 219 updated to Brownes	TW
15	11/03/2021	Customer corner fence repaired to Brownes	TW
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Appendix B – Updated Access Arrangement



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- GENERAL NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
 - DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 - FOR GENERAL NOTES REFER TO DRAWING.
 - THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
 - BASED ON KELLEN HOMES'S LAYOUT DRAWING REF.: "Riverpark Road - Planning Layout Rev W"
 - BASED ON LAND SURVEY
- KEY:**
- PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - PROPOSED VISIBILITY SPLAYS (20mph)



1:250

P05	Topo survey added. Access arrangement and site layout updated		25/06/25	MQ	MT
P04	Access arrangement and site layout updated		18/03/25	MQ	MT
P03	Site layout updated		10/03/25	MQ	MT
P02	Site layout updated		07/03/25	MQ	MT
Rev:	Description:		Date:	By:	Chkd:
Curtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cardiff • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham					
Status:					
PRELIMINARY					
Project:					
RIVERPARK ROAD - MANCHESTER					
Orig Title:					
PROPOSED ACCESS ARRANGEMENT					
Drawn By					
MQ		Designed By		MQ	
		Checked By		MT	
		Date		04/03/25	
		Scales		@ A1 AS SHOWN	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
85926 - CUR - XX - 00 - D -TP- 75004					P05

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