BURO HAPPOLD

Transport Note

Project	UoM Fallowfield Campus Redevelopment
Subject	Further Response to MCC Highways/TfGM Comments on Transport Assessment Addendum and Other Transport / Highways Matters
Project no	0062342
Date	30 May 2025

Revision	Description	Issued by	Date	Approved
01	Draft	NH	27/05/25	CM
02	Updated draft	NH	30/05/25	CM

1 Introduction

This Note has been prepared by Buro Happold on behalf of John Graham Construction Ltd (the Applicant) and University of Manchester (UoM) to respond to further comments received from Manchester City Council (MCC) Highway Development Control and Transport for Greater Manchester (TfGM) on 02 May 2025 for the proposed development at the Fallowfield Campus, Wilmslow Road, M14 6HD (Planning Ref. 142387/MO/2025).

For ease of reading, MCC's comments are provided in *blue italic* text with the project Design Team's response in black 'standard text' in the order that they feature in MCC's email. Only comments requiring a response have been reproduced and responded to.

It is noted that MCC/TfGM comments with regard to construction access / management will be dealt with through a separate response from Graham. Comments received on 22 May from ATE will also be responded to by Deloitte by return of email to MCC.

2 Detailed Responses to MCC Highways and TfGM

2.1 Parking Provision

Disabled parking spaces align with MCC standards although additional 1.2m hatching clearance will be needed along the aisle frontage. A 6m aisle width is provided which is sufficient.

A 1.2m additional hatching clearance to the rear of the disabled parking spaces is now provided, as shown in drawing UMRF-LAP-XX-00-DR-L-10000-P5 at Appendix A (attached).

Access is provided from Whitworth Lane - via a relatively convoluted route through the site along a shared-surface. The applicant notes that a network of segregated/demarcated footways are provided, although Highways note that these do not provide a direct N/S or E/W route away from the vehicular route. Highways recommend that segregated pedestrian provision is if possible or provision of a dedicated car-park access further to the north (in the vicinity of 'Entrance 9').

In general, the roads through the existing campus do not have segregated footpaths at present and there is little conflict between vehicles and pedestrians and, furthermore, vehicular flows are very low. The proposed masterplan offers alternative pedestrian-only routes throughout the campus.

This Note has been prepared for the sole benefit, use and information of Graham Construction for the purposes set out in the Note or instructions commissioning it and shall be subject to the express contract terms with Graham Construction. BH assumes no liability or responsibility for any reliance placed on this Note by any third party. All concepts and proposals are copyright © 1976 – 2025 Buro Happold. All rights reserved. Issued in commercial confidence.

With regard to consideration of Entrance 9 being used for vehicular access to disabled car parking, it is noted that access and servicing of the campus has been designed to minimise vehicular traffic along the section of Whitworth Lane between Gunnery Lane and the entrance into Richmond Park car park and having vehicles access the site at Entrance 9 would be disruptive to this principle.

Entrance 9 is an existing pedestrian entrance and will remain as such after the redevelopment. Having vehicles enter and exit the site in this location would create conflict with pedestrians and cyclists:

a) as they travel N/S along Whitworth Lane
b) as pedestrians cross Whitworth Lane from Richmond Park car park into the campus
c) using the cycle store north of Block 6
d) as they access Sheavyn and Ashbourne Halls to the north

The entrance and route from Entrance 9 to the parking would also need to be widened for vehicular traffic impacting on the existing trees.

For these reasons, the masterplan is unable to provide a segregated route to the parking as requested by MCC.

2.2 Car Club

Given that the proposals include a decrease in on-site parking provision and significant increase in student bads, Highways request Car Club provision is provided as part of the proposals. It should be noted that Car Club provision has been successfully implemented alongside many student accommodation developments across the city.

By way of a response, Buro Happold have had an initial meeting with Enterprise (the local car club operator) to understand the likely operation of car club facilities, should these be provided for the development. At the time of writing, a further response from Enterprise has been requested (but is outstanding) to provide more details of the commercial basis of a car club provision at Fallowfield and the likely utilisation of this, etc.

Therefore the University requests that a suitably worded planning condition is agreed with MCC that allows them the time it requires to undertake further investigation into the car club provision that is requested by MCC.

2.3 Move-In / Move-Out Strategy

The TAA references the use of Wilmslow Rd (north and south) as egress locations. As Wilmslow Rd (S) access ('Entrance 2') is located directly adjacent to a busy controlled crossing, Highways request move-in/out operations do not include this location.

This issue has been discussed further with the University's Residences and Sport team, who manage the arrivals onto campus, to determine how their requirements can be met in terms of maintaining health and safety on-site during these busy times, whilst limiting the likelihood of accidents occurring on Wilmslow Road.

The Residences and Sport team have responded that there is no alternative to using Entrance 2 as per the existing situation whilst maintaining health and safety on-site, but that it is able to restrict its use in the following ways:

- In future, the access would be used for move-in days only, which is equivalent to one week per year and typically only between 9am and 5pm on each of those days.
- Vehicles would be permitted to use Entrance 2 to leave the site, only. This allows them to be held within the site until it is safe to leave, a movement that would be strictly controlled by stewarding at that location, present throughout the operation.
- The stewards would only permit vehicles to turn left out of the site, and only when it is safe to do so in terms of pedestrian, cycle and vehicular traffic, thereby directing traffic away from the pedestrian crossing.

Given the significance of this issue to the University, it is suggested that the next meeting with MCC to discuss Highways' comments is attended by the University so that they can discuss these matters directly.

Additional measures will need to take place to temporarily prohibit parking in the vicinity of Moseley Road egress to ensure safe levels of vehicle visibility are retained.

This is noted, however we would like to discuss with MCC whether a permanent solution to achieving the required visibility is a preferable outcome and how this would be achieved. Once this is agreed then updated site access drawings for this location can be issued to discharge the relevant condition.

2.4 Access

Comments have been provided as part of Condition 24 discharge response regarding site access operations and associated highways works

MCC continue to request that Wilmslow Road southern access ('Entrance 2') is utilised only as emergency access/egress. This entrance is not proposed to be used for emergency access, albeit the tracking for a fire tender was shown in the Condition 24 report to show that it could, in theory, be used in an emergency; therefore it would only be used for pedestrian access. See comments above about use for Move-in / Move-out days.

A new section of footway is proposed on unadopted land to the western side of Whitworth Lane (adjacent to the hub). Whilst this welcomed, Highways query whether there is opportunity to also widen the footway to the north along the scheme boundary.

The new 2m footway proposed on Whitworth Lane in the vicinity of the proposed Central Hub was added to improve safety in this area of vehicles crossing the direction of key pedestrian routes. North of Gunnery Lane and Entrance 9 vehicular traffic volumes / speeds are very low and widening the footway was not deemed possible for / required by this development.

In light of MCC's further comments, the Design Team and UoM have considered this further, but it is not something that the University can commit to at this stage. This is due to the current availability of land, the access requirements for adjoining developed areas alongside Whitworth Lane and the ongoing project being undertaken by the University to develop an access strategy for the wider campus (not just within this red line) for the future, which is separate to the PBSA project.

Notwithstanding, the University is committed to improving access for sustainable modes across the campus and commits to investigate improvements to Whitworth Lane in future.

A zebra-crossing style facility is proposed across an unadopted section of Whitworth Lane, to enhance pedestrian connectivity across the pedestrian concourse. Appropriate dropped kerbs, tactile paving and lighting provisions will be required.

Tactile paving and drop kerbs have been included to both sides of Whitworth Lane as requested as shown on drawing UMRF-LAP-XX-00-DR-L-60000-P4 previously issued but attached to this note at Appendix B for completeness. The existing and proposed lighting provision is deemed adequate for the crossing.

2.5 Pedestrian / Cycle Movement and Bus Capacity

Highways/TfGM maintain the requirement for the following improvements /contributions to public transport and active travel surrounding the site. This is considered commensurate with the development given the significant increase in student bedrooms and significant reduction in on-site parking provision:

- Upgrade of the existing Toucan Crossing at Wilmslow Road (north of Mabfield Road) to a Sparrow crossing.

- Provision of a continuous footway crossing along Langley Road to ensure safer/easier access to the bus stop.

- Improvements to the bus stop area on Wilmslow Road by removal of build-outs in order to enhance bus manoeuvrability/operations.

- Contribution towards provision of additional Bee Network Customer Assistants to manage bus stop operations during busy/peak-periods.

In principle, the University is willing to accept contributions towards the transport improvements requested by MCC/TfGM, subject to overall costs being financially viable and proportionate in kind to the development and its impacts.

2.6 Off-site Highways Works

In additional to the necessary S278 site access works and the above interventions (including car club provision), Highways request that footway resurfacing takes place on the areas of adopted highway which surround the site perimeter.

As per comment above on transport contributions.

Highways request further details on the signage which fronts the adopted highway. The nature of the signs is not clear i.e. whether these will be LED signs or standard illuminated/backlit signage.

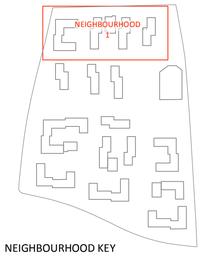
We propose to submit information relating to the detailed design of signage via the discharge of condition process. Information will be submitted prior to the installation of signage, and prior to the occupation of the development.

Appendix A: Parking Provision – Additional Hatching to Rear of Disabled Parking Spaces

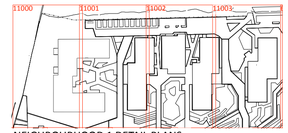


© All information contained within this document remains copyright of Landscape Projects Ltd. and shall not be reproduced without prior consent.

(1) Do not scale from this drawing - use written dimensions only. (2) All dimensions are in millimeters unless noted. (3) All dimensions shall be verified on site before proceeding with the work. (4) Contractor to report and discreoancies or errors before proceeding on site. (5)Landscape Projects shall be notified of any discrepancies. (6) Engineer to specify all sub-bases. Any below ground construction is indicative.



NEIGHBOURHOOD KEY



NEIGHBOURHOOD 1 DETAIL PLANS

For soft landscaping see drawing UMRF-LAP-XX-00-DR-L-20000

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-60000

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

HARD LANDSCAPING

- P1 Buff coloured asphalt to existing vehicular circulation route as Q22/170
- P2 Standard asphalt as KRD specification with lining markings as shown
- P3 Concrete block pavers with granitic aggregate top layer. as Q24/119
- P3v - to new shared route through site.
- P3a - to access paths around site, maintenance vans intermittently
- P3g - to courtyard gardens, maintenance vans intermittently
- P3c - to the Concourse, with areas of complimentary slab paving
- P4 Porous resin bonded gravel to tree pits in hard landscaping as Q23/224
- P5 Bound gravel paving (porous) as Q23/110
- P7 200mm wide loose gravel strip with timber edging (as Q23/310) where planting abuts building facades as Q23/150
- P8 Tactile paving, blister to crossings, corduroy to steps as Q25/320

KERBS AND EDGINGS

- K1 125mm wide standard HB road kerbs with 125mm upstand as Q10/110
- K2 255mm wide Conservation type kerbs, 100mm upstand (f=flush) as Q10/113
- K3 125mm wide road kerb eg Tobermore Fusion, with 125mm upstand as Q10/112
- K4 Flush wide concrete kerb on line and to width of feature wall
- K5 Flush steel edgings as Q10/200
- K6 75mm concrete edgings eg Tobermore Fusion, 60mm upstand. Q10/111
- K7 25mm wide timber edgings to bound gravel as Q23/310

BOUNDARIES

- B-A Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2) as Q40/125
- B-B Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall, new concrete coping as UMRF-LAP-XX-00-DR-L-00410
- B-C New wall 1m high using reclaimed bricks and coping to close gap left by gate removal as F10/230 and UMRF-LAP-XX-00-DR-L-00410
- B-D Flat top railings on low masonry plinth to match those adjacent to close pedestrian access as Q40/340 & UMRF-LAP-XX-00-DR-L-00415
- B-E Retaining walls as UMRF-LAP-XX-XX-DR-L-00406
- B-F 2m high railings, flat top painted black as Q40/341 & UMRF-LAP-XX-00-DR-L-00410

WALLS

- W1 Feature wall to public realm to be developed at detailed design stage
- W1S As above but seating height
- W2 Masonry wall to match brickwork of adjacent building with reclaimed stone coping from Woolton Hall. See UMRF-LAP-XX-XX-DR-L-00407
- W2B Wall as above with 1100mm high balustrade to protect fall on retaining wall. See drawing UMRF-LAP-XX-XX-DR-L-00407

M&E

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification of fittings by others.

- EX0 Existing street lighting columns retained
- EX1 Lighting column type EX1 for car-park and loading bay
- EX2 Lighting column type EX2 for vehgicular access route
- EX4 Feature lighting column type EX4
- EVx2 EV chargepoint active
- EVx2 EV chargepoint future connection

DRAINAGE FITTINGS

All to KRD details

- SD Slot drain

22/5/25
Lighting types added

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

Exact locations and type tbc.
All seating to have accessible options within each grouping.

- F1 Lockable drop bollards, 1100mm high as Q50/192
- F2 Canopy/shelters to Concourse to be developed at detailed design stage
- F3 Sheffield type cycle stands as Q50/210
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- F5 Totem wayfinding signage
- F6 Feature signage to be developed

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +00.000 Existing retained levels
- +00.000 Proposed levels
- **+00.000** Proposed theshold level
- +00.000tk Proposed top of kerb levels
- +00.000tw Proposed top of walls level
- +00.000cl Cover level of drainage fitting
- 1:21 Approximate gradient

24/4/25
NBS refs added

REV P5	RD	2025-05-07	Hatching to accessible parking indicated. NBS refs added.
REV P4	RD	2025-04-28	Updated with latest SRA GA/larger cycle storage spaces/EV charge points.
REV P3	RD	2025-03-21	Levels and kerblines added.
REV P2	RD	2025-02-19	Landscape layout updated with tracking info.
REV P1	RD	2025-02-13	First issue

landscapeprojects

31 BLACKFRIARS ROAD
SALFORD
MANCHESTER
M3 7AQ

+44 (0) 161 839 8336

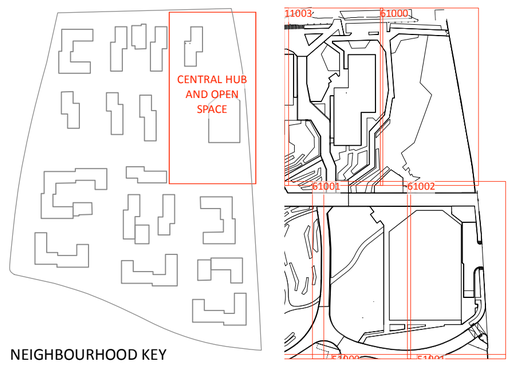
www.landscapeprojects.co.uk
post@landscapeprojects.co.uk

JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Neighbourhood 1 GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S4
PURPOSE	Formal Review
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-10000 REV P5

Appendix B: Whitworth Lane Crossing and Tactile Paving

© All information contained within this document remains copyright of Landscape Projects Ltd. and shall not be reproduced without prior consent.

(1) Do not scale from this drawing - use written dimensions only. (2) All dimensions are in millimeters unless noted. (3) All dimensions shall be verified on site before proceeding with the work. (4) Contractor to report and discreoancies or errors before proceeding on site. (5)Landscape Projects shall be notified of any discrepancies. (6) Engineer to specify all sub-bases. Any below ground construction is indicative.



NEIGHBOURHOOD KEY

CENTRAL HUB AND OPEN SPACE DETAIL PLANS

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-10000

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-50000

ENTRANCE 10

ENTRANCE 9

ENTRANCE 8

ENTRANCE 7

ENTRANCE 6

WHITWORTH LANE

Existing lighting column retained

Climbing rock

24/4/25
Existing lighting columns. to Whitworth Lane annotated

Existing lighting column retained

PHASE 1 LANDSCAPE WORKS PROPOSED UP TO LINE OF EXISTING FOOTWAY. FOOTWAY RETAINED TO ALLOWACCESS TO WHITWORTH LANE DURING PHASE 2 WORKS

Upstand kerbs installed to replace crossover. Footway level lifted to rear and kerb to match existing at rear of footway.

24/4/25
Tactile paving added

Existing lighting column retained

Drop kerbs installed. Existing bitmac footpath retained past this point

Zebra crossing markings installed to rear of existing drop kerbline

RED LINE SHOWS BOUNDARY BETWEEN PHASE 1 AND PHASE 2

WORKS CARRIED OUT IN PHASE 2

27/3/25
Levels in this area in abeyance, to be reviewed

Existing lighting column retained

EXACT BOUNDARY BETWEEN PHASE 2 & 3 WORKS TBC BY GRAHAM

Flush K1 kerb joining existing flush kerb on Whitworth Lane at this point.

WORKS CARRIED OUT IN PHASE 3

Dotted line indicates existing cyclestore assumed removed in Phase 3

BIN COLLECTION AREA

GAS STORAGE

SUB-STATION

The Lodge

HARD LANDSCAPING

- **P1** Buff coloured asphalt to existing vehicular circulation route as Q22/17
- **P2** Standard asphalt as KRD specification with lining markings as shown
- **P3** Concrete block pavers with granitic aggregate top layer. as Q24/119
- **P3v** - to new shared route through site.
- **P3a** - to access paths around site, maintenance vans intermittently
- **P3g** - to courtyard gardens, maintenance vans intermittently
- **P3c** - to the Concourse, with areas of complimentary slab paving
- **P4** Porous resin bonded gravel to tree pits in hard landscaping as Q23/22
- **P5** Bound gravel paving (porous) as Q23/110
- **P7** 200mm wide loose gravel strip with timber edging where planting abuts building facades as Q23/150
- **P8** Tactile paving, blister to crossings, corduroy to steps as Q25/320

KERBS AND EDGINGS

- **K1** 125mm wide standard HB road kerbs with 125mm upstand as Q10/11
- **K2** 255mm wide Conservation type kerbs, 100mm upstand (f=flush) as Q10/113
- **K3** 125mm wide road kerb eg Tobermore Fusion, with 125mm upstand a Q10/112
- **K4** Flush wide concrete kerb on line and to width of feature wall
- **K5** Flush steel edgings as Q10/200
- **K6** 75mm concrete edgings eg Tobermore Fusion, 60mm upstand. Q10/111
- **K7** 25mm wide timber edgings to bound gravel as Q23/310

BOUNDARIES

- **B-A** Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2) as Q40/125
- **B-B** Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
- **B-C** New wall 1m high using reclaimed bricks and coping to close gap left by gate removal as F10/230
- **B-D** Flat top railings on low masonry plinth to match those adjacent to close pedestrian access as Q40/340
- **B-E** Retaining walls to match adjacent building masonry
- **B-F** 2m high railings, flat top painted black as Q40/341

WALLS

- **W1** Feature wall to public realm to be developed at detailed design stage
- **W1S** As above but seating height
- **W2** Masonry wall to match brickwork of adjacent building with reclaimed stone coping from Woolton Hall. See UMRF-LAP-XX-XX-DR-L-00407
- **W2B** Wall as above with 1100mm high balustrade to protect fall on retaining wall. See drawing UMRF-LAP-XX-XX-DR-L-00407

M&E

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification of fittings by others.

- EX1 Lighting column type EX1
- EX4 Feature lighting column type EX4

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

Exact locations and type tbc.
All seating to have accessible options within each grouping.

- **F1** Lockable drop bollards, 1100mm high as Q50/192
- **F2** Canopy/shelters to Concourse to be developed at detailed design stage
- **F3** Sheffield type cycle stands as Q50/210
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- **F5** Totem wayfinding signage
- **F6** Feature signage to be developed

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +00.000 Existing retained levels
- +00.000 Proposed levels
- **+00.000** Proposed theshold level
- +00.000tk Proposed top of kerb levels
- +00.000tw Proposed top of walls level
- +00.000cl Cover level of drainage fitting
- 1:21 Approximate gradient

REV P4	RD	2025-05-20	Tactiles added to Whitworth Lane crossing
REV P3	RD	2025-03-27	Levels and kerblines added.
REV P2	RD	2025-02-19	Landscape layout updated with tracking info.
REV P1	RD	2025-02-13	First issue

landscapeprojects

31 BLACKFRIARS ROAD
SALFORD
MANCHESTER
M3 7AQ

+44 (0) 161 839 8336

www.landscapeprojects.co.uk
post@landscapeprojects.co.uk

JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Central Hub & Open Space GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S4
PURPOSE	For Formal Review
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-60000
REV	P4