

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

Victoria Point, Manchester

SLR Project No.: VN232822

2 August 2024

Revision: 01

RE: REQUEST FOR CONTRIBUTION FOR HIGHWAY MITIGATION – SLR RESPONSE

1.0 MCC/TfGM Consultation Response - Request for Highway Mitigation Contribution

- 1.1 In the response dated in June 2024, MCC and TfGM requested the following improvements within the Walking and Cycling section:

“Highways note that numerous local priority junctions within the vicinity of the site do not benefit from dropped-kerbs/tactile paving provision. Highways request that any approval includes such improvements, together with footway resurfacing along Hathersage Road in the site vicinity.

It is noted that the main cycle routes will be to/from the university campus sites, although no cycle facilities are currently provided along Hathersage Road. Road humps are also in place along Carmoor Road. Highways therefore request that on-road cycle lane markings are conditioned with any approval together with replacement to 'cycle-friendly' road-humps at Carmoor Road. Cycle signage with routes towards the city centre and university campus sites is also requested. Such improvements will promote and encourage access by bicycle for both existing and additional students which is of particular importance given that on-site parking provision will be significantly reduced.”

- 1.2 The mitigation request is summarised in the ‘Vehicle Access & Off-Site Highway Works’ section as follows:

“As requested herein, Highways request that the applicant funds the implementation of marked cycle lanes, footway resurfacing and tactile paving/dropped-kerb provision, kerbside restrictions (internal and external) and wayfinding signage.”

2.0 Applicant's Response

2.1 Dealing with each point in turn is could be found in the sub-sections below:

Request for Footway Improvements on Hathersage Road

2.2 The submitted Transport Assessment does not state that 'numerous' junctions on Hathersage Road are not provided with those footway elements. All junctions between the site and the A34 along the north side of Hathersage Road, which is the obvious route for students to University campuses and bus stops, are provided with dropped kerbs and tactile paving.

2.3 We therefore consider that MCC are referring to junctions on the opposite side (south side of Hathersage Road) that are only provided with dropped kerbs (but no tactile paving except on two of them). We consider that the request for these particular improvements is not justified for the following reasons:

- The footway referred to is not on the pedestrian desire line for our site and is therefore not related to the development.
- It is not considered a proportionate or reasonable request given that the new residential development that was built on the opposite side of Hathersage Road only provided footway improvements at their access junction, and none at all at the other junctions on that side of the road. Therefore, it is not reasonably related in scale to the development.
- Some of the deficiencies that we consider the Council is referring to are some distance from the site and therefore it is considered that the application would only have a small impact at these locations. For example, there is a junction on the route from the site towards the A5185 that has no dropped kerbs and tactile paving, but it is 265m away from the site entrance and therefore difficult to reasonably relate due to distance to the development.

Request for Cycling Infrastructure Improvements on Hathersage Road and Carmoor Road

2.4 The cycle infrastructure requested refers to the cycle route that would take users along Hathersage Road and then onto Carmoor Road. It is considered that the request is not justified for the following reasons:

- It is not clear how cycle lane markings can be provided as there are parking bays on both sides of Carmoor Road and part of Hathersage Road. Further detail and definition of exactly how new cycle infrastructure referred to could be provided (without adverse or costly impact on the parking bays) is required.
- The proportionality of the cycle infrastructure request is in doubt. As per the footway mitigation request it is clear that a number of similar recent residential developments in the locality have not provided funding for cycle infrastructure in the area. It is therefore disproportionate to request that this application funds all the cycle infrastructure needed in this area.



- Furthermore, TfGM themselves do not identify Camoor Road as a key cycle route, as shown within the Manchester Map: <https://tfgm.com/cycling-district-maps>. The Transport Assessment and Travel Plan prepared for this application also shows an inset of that plan.

3.0 Applicant's Proposals for Funding Active Travel Measures

- 3.1 Given the modest impact of the development on off-site cycling and walking infrastructure and compared to the lack of funding that has been committed by other similar recent developments in the area to walking and cycling infrastructure, any infrastructure funding should be proportionate and reasonable to the applicant's proposals.
- 3.2 The applicant is willing to fund appropriate walking and cycling wayfinding signage within the site, the plans and detail of which could be submitted and agreed through condition.
- 3.3 As set out within this note, there is a lack of clarity on costs associated with the pedestrian and cycle infrastructure requested. This together with the reasonable commercial consideration that the proposed development is for student accommodation, and therefore will have reduced per unit values, it is proposed by the applicant that an active travel contribution is agreed with, and provided to the Council via a Section 106 agreement based on a per-unit calculation that would be allocated for walking and cycling infrastructure improvements directly on the desire lines of Hathersage Road and Carmoor Road only and within a sensible radius of the site. It is also proposed that the pre-unit calculation is based on the number of units ADDITIONAL to the existing quantum currently provided on site.
- 3.4 A contribution of £100 per unit is proposed. For the additional 310 units being proposed this would total a contribution of £31,000.
- 3.5 This contribution can then be used directly, to fund the suggested cycle signage with routes towards the city centre and university campus, or alternatively pooled by the Council with other local contributions to fund active travel infrastructure in the immediate locality.
- 3.6 The applicant is willing to agree appropriate heads of terms on this basis.





Making Sustainability Happen