

Technical Note

Date: 21 May 2024

Project: Cornbrook

Title: 139133/FO/2024 Highways Consultation Response

1. Introduction

- 1.1 This Note provides supplementary information including proposed scheme amendments as appropriate in response to the comments received from the Local Highway Authority (LHA), Manchester City Council (MCC) in respect of planning application reference 139133/FO/2024 for a mixed-use development on a site bounded by Dinton Street and Cornbrook Road in Manchester City Centre.
- 1.2 A Scoping Report was prepared at the end of 2023 that set out details of the development, overview of the proposed transport strategy and a preliminary impact assessment. The Scoping Report was submitted to the Local Highway Authority and the principal transport and highway aspects of the development proposal agreed at that time.
- 1.3 The consultation comments are replicated in the following section along with responses including additional information and proposed scheme amendments as appropriate. Amended drawings referenced below are included at Appendix A.

2. Highways Consultation Comments & Responses

It is unclear how users of the car park would access the building and so clarification is required.

- 2.1 Car park users will access the building via the Dinton Street and Cornbrook Road footways to access the main entrance(s) on the Cornbrook Road frontage. A segregated pedestrian gate is provided onto Dinton Street from the car park.

The design should also take into consideration routes/dropped-kerb provision for wheelchair-users. Highways request that all doors should open inwards away from the adopted highway (and private pedestrian areas) to avoid conflict with exceptions being made for emergency fire door exits.

- 2.2 Doors to open inwards with exception of emergency escapes. Locations of dropped/flush kerbs for access to building from parking area to align with pedestrian routes between parking area and this building access, indicative/proposed locations as shown in the attached updated site layout plan.

100% cycle provision should be provided.

- 2.3 The appropriateness of the proposed level of cycle parking has been reviewed with the case officer at MCC as part of further discussions covering a range of planning context matters and it is intended to progress on the basis of 50% parking provision as originally proposed. A review of demand levels at a number of comparable developments and justification for the 50% provision level proposed was include in the Transport Assessment, concluding that this level would allow considerable scope for increased cycle demand.

Whilst the external cycle areas are welcome, it is recommended that such provision is relocated to be more visible to visitors/customers whilst also enhancing the level of natural surveillance. Highways also request secure and sheltered cycle parking provision is made available for staff associated with the ground-floor retail units, in accordance with Core Strategy standards.

- 2.4 The relevant cycle storage areas have been repositioned and updated in response to this request, as indicated in the updated site layout plan (attached).

Plans also show public realm works along the site frontage at Cornbrook Road/A56 which would impact on existing Bee Network Cycle hire provision. Such provision would need to be relocated appropriately as part of the proposals with such works funded by the applicant.

- 2.5 Proposed repositioning of the Bee Network Cycle Hire facility is included in the updated highway works proposal drawing, as attached.

It is recommended a minimum 2no. disabled spaces for hotel use and further investigation of additional Car Club provision.

- 2.6 Two dedicated accessible spaces for hotel use are included in the attached updated site layout plan which also includes two accessible spaces for the residential element of the scheme.

- 2.7 It was agreed during scoping discussions with the LHA that the site is suitable for car-free development and at this time the LHA stated that the hotel could function with a lower level of parking than proposed in the planning application (12 spaces). The applicant now proposes reallocating the parking spaces as follows to better meet the requirements of the operators. Given the previous acceptance the site is suitable for a low-level of hotel parking and very low-level of residential parking, this change will not have any significant effects.

	Standard Parking Bays	Accessible Parking Bays	Total Parking Bays
Residential	4	2	6
Hotel	6	2	8
Total	10	4	14

- 2.8 The parking area is private and gated and would not be considered suitable for provision of a car club space, which would require public access.

Highways request confirmation that the proposed parking bays will accord with MCC's standard minimum dimensions of 2.4m x 4.8m with additional 1.2m hatched side and rear clearance for disabled bays. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park.

- 2.9 It is confirmed that all of the spaces are designed to these space standards.

As part of the Cornbrook Hub masterplan, a bus/coach lay-by was proposed at Cornbrook Road in the vicinity of the proposed drop-off/service layby associated with the current proposals. It is unclear whether this has been taken into consideration as part of the submission.

- 2.10 The layby on Cornbrook Road has been retained at the same dimensions as was proposed as part of the previous scheme which will be suitable for multi-function use including drop-off. As requested during pre-application scoping discussions an RSA Stage 1 has been undertaken in relation to the external highway works proposals and the external works design as submitted with the application reflects the recommendations of the RSA, the RSA itself was included as an appendix to the TA document. The attached updated drawing retains the elements recommended/modified via the RSA process.

The applicant should confirm that minimum 2m wide adopted footways are provided/retained. Plans indicate that development land will be dedicated for adoption in order to provide the necessary footway width along Dinton Street (and around the Cornbrook Road loading-bay) although this should be confirmed.

- 2.11 All footways are retained/proposed with a minimum width of 2m.

Highways request that any redundant site access points are reinstated with full footway provision as part of the works.

- 2.12 Noted, this is covered with the highway works proposals.

Highways request submission of plans showing adequate levels of visibility can be achieved at the Dinton Street site access and at the Dinton Street/Cornbrook Road junction given the proximity of the proposed loading bay.

- 2.13 As noted above the loading bay position and dimensions are as per the previously accepted scheme. Visibility splays are indicated within the attached layout update.

The submitted TS states that 'consideration' is being given to stopping-up a small section of Cornbrook Road on the site frontage to improve pedestrian access to the building and public realm on the frontage. Whilst full details should be provided/clarified as part of the application, this is under Trafford Council's jurisdiction and so the appropriate arrangements would need to be agreed with Trafford Highways Authority. Highways request a plan is submitted detailing proposed areas of stopping-up and adoption around the site for review.

- 2.14 The landscape and external works proposal has been developed on the basis of existing highway extents being maintained.

Submitted plans show dedicated ground-floor bin stores for the residential and aparthotel uses. The submitted Design and Access Statement suggests the external bin stores may be utilised for the ground-floor commercial uses although confirmation is required in order to ensure that these uses have suitable bin storage provision.

- 2.15 The architect has confirmed that the internal residential bin store provision is based on these being collected by private contract. The external refuse store(s) allow overflow for any bins

required for the hotel and commercial uses, which also has its own separate smaller internal refuse store. The management company will rotate the bins between internal and external stores as appropriate when each bin is filled. MCC guidance provides only indicative figures for the hotel and retail elements as they will vary from operator to operator. If more capacity is needed for these uses then the frequency of private collections can be increased.

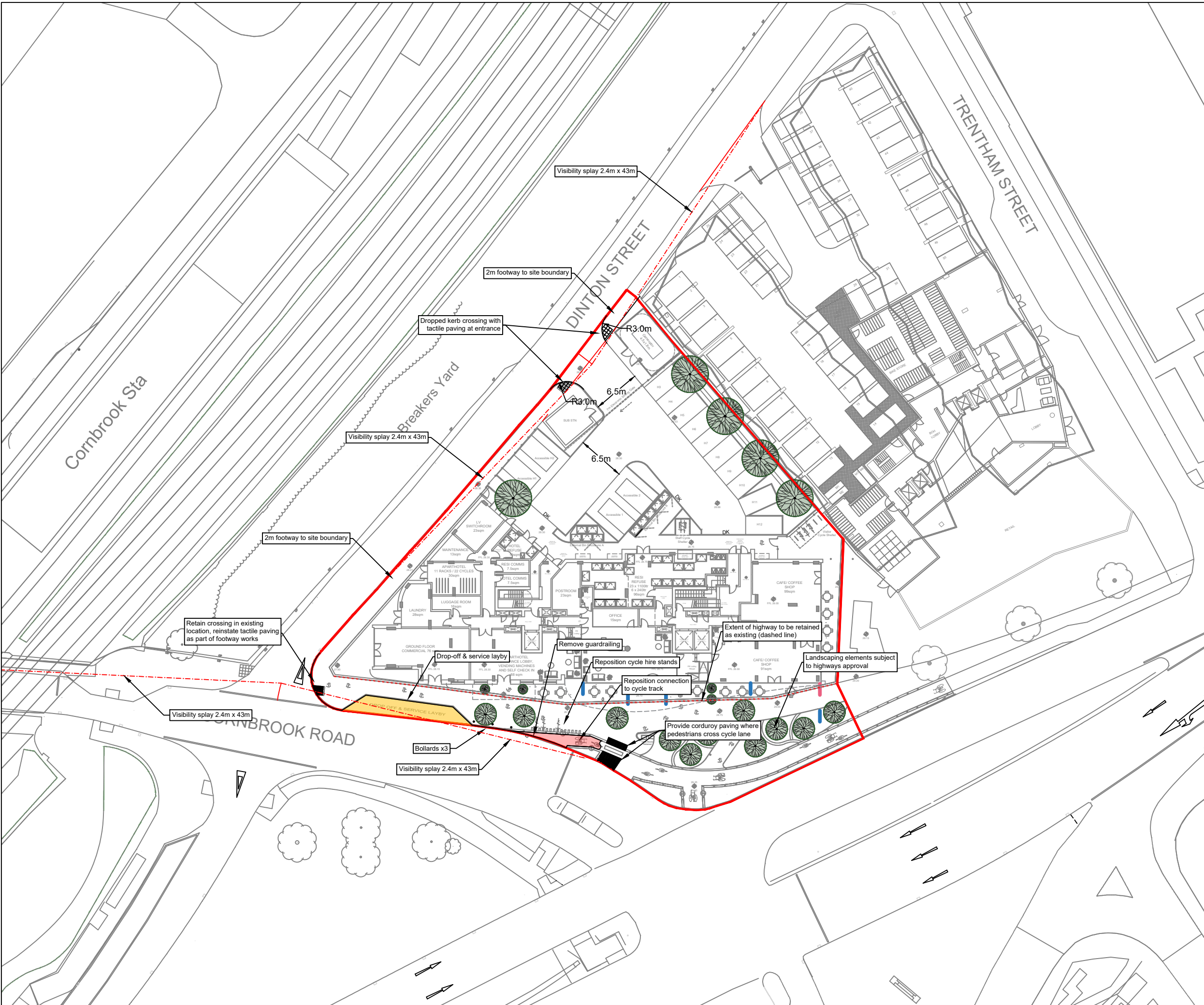
The TS states that refuse collections will be made via the internal carpark, together with other large delivery/service vehicles associated with the hotel and ground-floor retail units. A swept-path assessment has been undertaken for a 11.5m refuse vehicle although assessment of any other larger vehicle has not been provided.

- 2.16 The refuse collection vehicle (11.5m rigid vehicle) represents that largest vehicle type that would reasonably be expected to require access.

This arrangement differs to the original approval whereby a dedicated service yard was provided. Highways has concerns regarding potential conflicts between large vehicles (which would include reversing manoeuvres) and pedestrians given that the proposed carpark will also double-up as a service yard. An effective Service Management Plan will be required to coordinate and manage such deliveries. It is noted that the laundry service route is located to the building's western elevation at Dinton Street. Clarification is required how laundry will be serviced given the exiting restrictions along Dinton Lane and proximity/route to the service yard.

- 2.17 Internal servicing would be limited to larger vehicles only, as described in the TA. The only large vehicle type requiring regular access would be for refuse collection, other large vehicle access would only be required on an occasional basis eg. for bulky goods deliveries for residents and all of these movements would occur in a managed fashion with operatives present. Other service activity would occur in vehicles of max 7.5T and will be focused on the service layby. This would include hotel laundry.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES
Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Site layout & landscape proposals updated, visibility splays added	JAT / LGS Check	21.05.24	D
Revision Details	By	Date	Suffix
Updated following RSA1 Site Layout Updated	JAT / LGS Check	22.01.24	C
Revision Details	By	Date	Suffix
Site layout updated	JAT / LGS Check	18.12.23	B
Revision Details	By	Date	Suffix
Layby & cycle track entry modified to match previously approved scheme	JAT / LGS Check	15.12.23	A

Drawing Number
SK22387-001

Cornbrook

Drawing Title
Proposed Site Access & Associated Highway Works General Arrangement

Scale at A3
1:500

Drawn JAT	Approved LGS
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Check LGS	Date 28.11.23
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GENERAL NOTES:

- ALL DIMENSIONS ARE TO BE CHECKED ON SITE WITH ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO THE WORKS BEING CARRIED OUT.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH THE PLANNING APPROVAL AND ANY SUBSEQUENT APPROVED LOCAL AUTHORITY PLANNING CORRESPONDENCE INCLUDING DRAWINGS, DOCUMENTS AND REPORTS.
- ALL WORKS ARE TO COMPLY WITH THE BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE, AND ANY LOCAL STATUTORY REQUIREMENTS.
- ALL WORKS ARE TO COMPLY WITH CURRENT HEALTH AND SAFETY LEGISLATION, H.S.E. RECOMMENDATIONS/GUIDANCE AND THE CURRENT C.D.M. REGULATIONS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LEACH RHODES WALKER ARCHITECTS GENERAL ARRANGEMENT (L CODE) DRAWINGS, TOGETHER WITH RELEVANT DETAILED (A CODE) DRAWINGS AND SPECIFICATIONS.
- FOR ALL STRUCTURAL WORKS REFER TO THE STRUCTURAL ENGINEERS INFORMATION.
- FOR ALL MECHANICAL AND ELECTRICAL WORKS REFER TO THE MECHANICAL AND ELECTRICAL ENGINEERS INFORMATION.
- FOR ALL ABOVE GROUND DRAINAGE WORKS REFER TO THE PUBLIC HEALTH ENGINEERS INFORMATION.
- ALL PRODUCTS SPECIFIED ARE TO BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS, SPECIFICATION AND DETAILS.

P12	UPDATED LANDSCAPING & MINOR LAYOUT CHANGES	JDC	CJG	17.05.24
P11	AMENDED WITH HIGHWAYS COMMENTS	JDC	CJG	11.03.24
P10	LANDSCAPING UPDATED	JDC	CJG	25.01.24
P09	GENERATOR & SUBSTATION POSITIONS AMENDED. PARKING ADJUSTED.	JDC	CJG	19.01.24
P08	BOUNDARY FENCE ADDED TO PARKING AREA.	JDC	CJG	17.01.24
P07	COMMERCIAL UNIT ADDED & ENTRANCE LOBBIES/Boh RECONFIGURED.	JDC	CJG	09.01.24
P06	RED LINE UPDATED. ISSUED FOR PLANNING.	JDC	CJG	19.12.23
P05	BREAKERS YARD SHOWN AS EXISTING EXTERNAL & FFL LEVELS ADDED.	JDC	CJG	13.12.23
P04	CYCLES & Boh LAYOUT AMENDED.	JDC	CJG	05.12.23
P03	UPDATED STRUCTURE & LAYOUT	EB	CJG	10.11.23
P02	CYCLE STORE AMENDMENT	EB	CJG	02.11.23
P01	FIRST ISSUED	EB	CJG	26.10.23
REV	DESCRIPTION	DATE	BY	DATE

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CLIENT	FORSHAW GROUP
PROJECT	CORNbrook RESIDENTIAL
DOCUMENT NAME	8353-LRW-ZZ-00-DR-A-00-178
DESCRIPTION	PROPOSED GROUND FLOOR PLAN
REVISION	P12
SCALE	1:250@ A3
LRW PROJECT No.	8353
DATE CREATED	26.10.23
CREATED BY	EB
AUTHORISED BY	DL