MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

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Memorandum

To	Emily Booth
From	Rebecca Hesketh
Date	11 March 2024
Subject	**139124/FO/2024** **Change of use of the Renold Building from Education (Use Class F.1a) to Commercial (Use Class E) and introduction of associated plant**

We have reviewed the above application in relation to highways and our comments are as follows:

139124

CONTEXT:-

The proposal is for Change of use of the Renold Building from Education (Use Class F.1a) to Commercial (Use Class E) and introduction of associated plant at Renold Building, Altrincham Street, Manchester, M1 7JR.

The proposals will form part of the first phase of works to develop a new Innovation District (ID) for Manchester. A multi phased approach to delivery is being brough forward with a series of short term "meanwhile" uses.

Use of the redeveloped Renold Building is envisaged to have the following uses:
- Community engagement events
- Lectures, TED Talks and small exhibitions
- Co-working and business incubator support
- ID Manchester marketing for development

The site is located adjacent to unadopted service road Altrincham Street with barrier-controlled access from 20mph (adopted) Sackville Street. Additional private service roads also surround the site.

TfGM has been consulted on the proposals and comments are summarised herein.

HIGHWAY RESPONSE: -

Trip Generation and Highway Safety:

The submitted Transport Statement provides a multi-modal trip generation assessment based on the TRICS database and 2011 Census Workplace Population data. The assessment shows that the proposals would generate around 49 and 45 two-way vehicle trips during the AM and PM peak-hour assessment periods respectively. Highways note that the net increase in trips in comparison to the building's extant use is not anticipated to be significant and accept that additional assessments are not necessary.

Highways also accepted that the anticipated pedestrian, cycle and public transport trips can be accommodated through the surrounding highways infrastructure.

An accident assessment has been provided within the submitted TS which shows that there are no existing highway safety issues within the vicinity of the site.

Accessibility:

Given the city centre location the site, it is suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, metroshuttle, taxi, tram and rail.

Parking:

The proposals will operate as a car free development. Given the highly accessible location, this is deemed to be acceptable to Highways. There are various on-street 'Pay & Display' bays and public car parks located in close vicinity of the site.

Highways do however request that disabled car parking provision is assessed/provided.

Cycle Parking:

The TS states that the proposals will include internal cycle storage for 30no. cycles which aligns with MCC Core Strategy minimum standards for office use (1 cycle parking space per 200sqm - equating to 30no. spaces for the 6,000sqm building). Whilst this level of provision is considered acceptable by Highways, clarification is required regarding the location of cycle parking within the building. Highways also note that the submitted Application Form states that no cycle parking is proposed.

It is also noted that various external cycle parking facilities are currently provided within the vicinity of the site and such provision will be assessed as part of the ID Manchester masterplan.

Highways also request that cycle parking demand and potential additional provision should be monitored and implemented as part of the Travel Plan.

Pedestrian Access:

A number of existing pedestrian routes around the building will be maintained, including links from Sackville Street, Altrincham Street/A6 London Road and Fairfield Street. This is considered acceptable by Highways.

Highways Works:

No off-site highways works are proposed/required as part of the application. Highways note that potential improvements to local highways and pedestrian provision will be considered as part of the wider ID Manchester Masterplan.

Refuse and Servicing:

The external bin store will be retained, located to the west of the building. The existing servicing and delivery arrangement will be maintained by utilising the existing private service road which loops around the Paper Science building to the west of the site, allowing refuse servicing from the existing bin store. This arrangement is considered acceptable by Highways.

Travel Plan:

Whilst the submitted framework travel plan is acceptable in principle, Highways request that a full Travel Plan is conditioned with any approval.

Construction/Fit-Out Management:

Highways request that prior to the commencement of the development a detailed Construction Management Plan is submitted and approved in writing by the local planning authority, which should include;

- Full details on any required traffic/pedestrian/cycle management measures and proposed alternatives including those associated with any utility connections;
- Details of wheel washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and internal/external swept path analysis;
- Parking of construction vehicles and staff; and
- Community Consultation strategy.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk.

Highways Reference: 15444/FU/2024