

Our Ref: 2584

Phase One of the Upper Brook Street Masterplan

Response to Comments from Manchester City Council Highway Officers and Active Travel England on Planning Application

14 November 2023 version 1.0

The following note provides response to comments received from Manchester City Council highway officers (received 14 September 2023) via the planning officer in relation to the planning application for the proposed development at Upper Brook Street, Manchester. The comments relate to version V1.1 of the Transport Assessment (dated 31 May 2023) which was submitted with the planning application, and the drawings included in the Transport Assessment.

MCC Highway Officers Comments	Civic Engineers' Response:
The trip generation for the Sci-Tech development is less than the figures submitted at scoping stage. An explanation has not been provided to support lower trip rates. Whilst the difference may not influence the conclusions reached on this development, TfGM consider that for clarity an explanation should be provided, or the previous development trip profile applied.	Trip rates presented in the TA Scoping Note and the TA are taken from TRICS and are the same. The difference in trips relates to the floor area of the Sci-tech building changing during design development. The final proposals for the planning application were for: • 737 bedrooms • 15,376sqm GIA of Sci-tech. At the time that the Scoping Note was produced there were 745 bedrooms proposed and 21,121sqm of Sci-tech.
Improvements to the pedestrian and cycling environment should be proposed as follows: - o Appropriate walking and cycling signs to city centre sites should be provided as part of the development. - o Any redundant vehicle access points which served the	Agreed Covered later in this list

MCC Highway Officers Comments	Civic Engineers' Response:
former site should be reinstated as continuous footway to adoptable standards. - o Footway resurfacing and renewal undertaken as appropriate. - o Ensure the provision of tactile paving and dropped kerbs across nearby junctions serving the site. - o Ensure the provision of minimum 2-metre-wide footways throughout and surrounding the development.	Covered later in this list Covered later in this list Footways are a minimum of 2m at all points.
Refreshment of the TRO lining along Cottenham Street in order to enforce appropriate parking practices in this area should be agreed as part of the permission.	Agreed
The level of existing on-street pay-and-display provision along Kincardine Road would be retained as part of the proposals for the site and the adjacent application site (Ref.137401/FO/2023).	This application will not remove any of the existing parking on Kincardine Road.
Future monitoring of on-street parking is taken forward following occupation with exploration of an appropriate amendment to the Brunswick element of the Ardwick Parking Zone, if required. Any amendments would seek to protect the existing local resident parking opportunities and prevent any potential for 'overspill' parking associated with the day to day operation of the site. All relevant administration and delivery costs related to any changes to the CPZ would be funded by this scheme.	Agree to monitoring the parking situation in the vicinity for a reasonable length of time, e.g. 2-3 years post occupation. Costs should also be shared with adjacent PAG/Moda Living scheme.
The existing 3no. vehicular access points from Kincardine Road will be closed as part of the proposals. Full footway reinstatement will be required at these locations as part of	Agreed.

MCC Highway Officers Comments	Civic Engineers' Response:
a S278 agreement. The works will also include resurfacing of Upper Brook Street and Kincardine Road footways, with pedestrian circulation around the Upper Brook Street (southbound) bus stop improved with the removal/relocation of the surrounding 4G masts.	
Emergency vehicle access will be provided along North West Road and Thorburn Walk via Upper Brook Street with egress onto Kincardine Road where dropped-kerbs will be required to facilitate such movements. Additional emergency access will also be provided via the Sci-tech service yard. However, the location of the dropped-kerbs is not clear. Further detail is required which demonstrates that access/egress could be facilitated along with the adjacent on-street parking and pedestrian crossing facilities.	See attached mark-up of the landscape plan which indicates dropped kerbs with green dashed lines.
Highways also note sections of unadopted hardstanding are proposed adjacent to the North West Road access and Thorburn Walk access points at both Upper Brook Street and Kincardine Road which may attract car parking. Highways therefore suggest that moveable restrictions are implemented at these locations in order to physically prohibit parking at these locations.	Section 4.7 of the Transport Assessment states: "bollards or other movable obstructions will be provided at the access to Thorburn Walk from Kincardine Road and Upper Brook Street to ensure that only emergency and authorised vehicles are able to enter this space. These are shown on Figure 7 (appended to this response note)."
Other works along Kincardine Road include provision of on-street disabled parking and loading bays to the southern side of the carriageway which will retain the carriageway width along the existing one-way section of Kincardine Road and will provide min. 2m retained footway width. However, no details on the proposed loading bay dimensions have been provided and so clarification is sought.	The loading bay will be 2.7m wide. A plan showing dimensions is provided at the back of this note. Tracking was provided on drawing 2584-CIV-XX-XX-S-H-40012 in the Transport Assessment and is re-provided here.

MCC Highway Officers Comments	Civic Engineers' Response:
Proposed loading bays should also be supported by a time-limiting TRO in order to ensure efficient use of the bays.	Agreed. To be detailed in Section 278 application.
During scoping discussions, highways requested that the proposed S278 works were subject to a Stage 1 Road Safety Audit (RSA1) to be submitted as part of the planning application. Highways await receipt of the RSA1 together with the associated Designers response.	This is underway and the RSA report and Designer's Response will be sent to MCC when complete
Changes to Kincardine Road are proposed as part of the PAG/Moda Living development to the north of this development. As part of their proposals, the one-way northbound strategy which currently exists at the south end between Brunswick Street and Whitekirk Close will be continued north to Grosvenor Street, and a new off-road southbound cycleway will be created on the east side of the street.	This is correct.
Further detail on how the proposed highways works would integrate with these proposals is required in order to understand whether both planning applications could be implemented independently without reliance on highways works associated with the adjacent site or how the phasing of such works may proceed in order to provide a comprehensive scheme of improvements along Kincardine Road.	The McLaren/Kadans development does not depend on highway works proposed by the adjacent PAG/Moda Living scheme. This is confirmed in Section 4.1 of the TA under 'Cycle Connectivity on Kincardine Road'
The proposed adoption strategy is provided within the TA, which shows which parts of the public realm will be maintained by the applicant and which by MCC. In summary this comprises: o Kincardine Road - The adopted highway will be extended	This is correct.

MCC Highway Officers Comments	Civic Engineers' Response:
into the site in order to cater for on-road loading bay and disabled parking bays which will maintain minimum 2m wide footways: - o Cottenham Street - A piece of land to the north-eastern aspect of Cottenham Street currently in the applicant's ownership will be offered for adoption to provide a 2m footway. - o Cottenham Street - In order to meet biodiversity gain targets, trees are proposed near to Upper Brook Street. As such, the adopted highway boundary is proposed to be amended to ensure the whole of the planting bed is in the applicant's control.	This is correct. This is correct.
Whilst Highways accept the proposed adoption strategy in principle, Highways note that the residual adopted highway following the proposed adopted highway boundary amendments to cater for planting will be 1.7m which is below MCC Highways standard 2m requirement. Highways therefore request that the plans are revised maintain 2m footway clearance.	Please could highways clarify where the footpath is 1.7m adjacent to planting? After a review we have been unable to identify the location.
A new (full) loading bay is proposed on Kincardine Road to cater for refuse collections and deliveries associated with the student accommodation. Bins will be transferred from the PBSA building along via North West Road for servicing. Highways request that bins are stored in a holding area located within the site boundary prior to servicing and should not be placed onto the adopted footway for servicing.	See attached architects' plan from the Design and Access Statement which indicates where the holding area is to avoid bins blocking the footway on collection day.
Time-limiting traffic regulation order across the proposed	Tracking of Sci-tech service yard shows that all vehicles that need to serve the

MCC Highway Officers Comments	Civic Engineers' Response:
loading bays would also work to ensure efficient servicing operations. The strategy should also ensure that vehicles utilising the Sci-Tech service yard are of a dimension to allow access and egress from Cottenham Street in forward gear.	building can turn around within the yard and exit in forward gear. Tracking was provided on drawing 2584-CIV-XX-XX-S-H-40013 in the Transport Assessment and is re-provided here.
Detail regarding management arrangements for the PBSA loading bay should be included as clearance will need to be maintained to cater for infrequent plant maintenance movements. Such movements would also require banksman support as access will be required by reversing into the site from Kincardine Road.	It is expected that a management strategy will be conditioned which will include these points.
The strategy should also take into consideration food/parcel deliveries, particularly for the proposed student accommodation, providing clear direction on the following: - o Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers. - o Provision of clear signage in common areas to guide delivery drivers to the drop-off point. - o Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries. - o Establish specific delivery hours for residents of the development where possible.	All deliveries will be to the reception desk via the main entrance for operational and security reasons. As above The Travel Plan will be updated pre-occupation to include information about deliveries being collected from reception will be provided. Based on experience at other student accommodation sites, it is not possible to specify times with delivery companies or for management to enforce a policy even if it was in place.

MCC Highway Officers Comments	Civic Engineers' Response:
o Periodically review how the drop-off process is working and encourage resident feedback.	As above.
o Set up a secure delivery holding area within the development.	As above
o Monitor Security Concerns.	Agreed

Active Travel England Comments	Civic Engineers' Response:
1. Expansion of Cycle Parking Amenity (and where necessary supporting infrastructure). To be a site where active travel modes and particularly cycling is embraced from the outset, the applicant needs to maximise the number of long-stay cycle parking facilities. Whilst its offer of 185 spaces for the student accommodation was considered suitable provision and compares favourably with other cities in the North of England (TA, p.24/25), the aims of this development should aspire to provide 1 cycle parking space per resident – this would also ensure compliance with the residential cycle parking provision as detailed in Table 11.1 of LTN 1-20.	100% is not an appropriate provision for a student residential development adjacent to the university, and evidence was provided in the Transport Assessment which rationalises the proposed provision of 25% based on industry experience and aspiration to encourage cycling among students. See Section 4.2 of the Transport Assessment. Cycle ownership among students at 4 comparable developments ranged from 2-7%, one comparable site had cycle ownership levels of 17%. It is therefore considered that 25% is more than adequate to accommodate the likely number of cycles and provide ample spare capacity to support an increase in cycling in the future.
The expansion of the expanded cycle parking offer should be complemented with additional end of trip facilities (showers etc.) and further submissions should indicate the location of all of these to ensure they are well located and benefit from passive and/or appropriate surveillance.	Showers are provided for people working at the Sci-tech building. There is a shower for staff at the PBSA next to the admin area on the ground floor.
2. Comprehensive details of how the development will improve (and contribute to) the surrounding active travel network.	The Transport Assessment sets out in detail how the development will improve the local walking and cycling situation. This is provided at Section 4.1 and 4.2 of

Active Travel England Comments	Civic Engineers' Response:
For this development to be a holistic, successful conduit for active travel it is vital that it echoes the intentions of relevant policies and strategies such as TfGM's Greater Manchester Transport Strategy (2021) and specifically: Policy 23: 'We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking, and supporting 'Streets for All' design guidance to ensure consistently high quality standards across the network. (TfGM, Greater Manchester Transport Strategy, p. 61). Although the TA does indicate that the site will predominantly facilitate active travel, this is more so due to its location and existing infrastructure. More details are therefore necessary (including detailed analysis and evaluation) regarding the deficiencies of the surrounding walking, wheeling, and cycling network and how these can be best improved. It is advised that an assessment takes place which assess the proposed active travel network between the site and key facilities, in particular the University of Manchester, the city centre, and also Ardwick, where the site could allow those who live and work in this area to use active travel modes. Therefore, a more detailed analysis of routes and the dimensions of the routes such as appropriate width of paths is required. This can then provide an understanding of the design of schemes which are required to embed active travel and ensure that the modal share targets within in the travel plan are met. The 'Level of Service Tool' and 'Junction Assessment Tool' in LTN 1/20, and a Walking Route Audit Tool, should be used to assess key routes and develop appropriate schemes compliant with current standards.	the Transport Assessment.

Active Travel England Comments	Civic Engineers' Response:
While the development is proposed to be 'car-free,' it is also necessary that the development also determines strategies to ensure that vehicular traffic is completely minimised, such as alternative strategies to the one allowing students to be dropped off (TA. P.33) being adjusted so this is made highly unattractive, except for those with exceptions. This would also support the Framework Travel Plan target that there are 'no students travelling to study by private vehicle' (FTP, p.4). Furthermore, although the applicant has considered both off-street and on-street parking options (TA, p.8 and p.9), these are to be discouraged.	The Framework Travel Plan includes significant proactive measures to minimise car use. When the FTP is updated pre-occupation it will make clearer that it is preferable for residents to move to the development by modes other than car, e.g. by coach or rail.
Details of the precise infrastructure to be provided and how its use will be embedded by initiatives and incentives in the travel plan should be outlined and committed to. Subsequently, details of actions to be taken if the targets are not met should be outlined and committed to with the intention for these to be secured, implemented, and monitored through the planning conditions / S106 obligations.	It is expected that the Travel Plan will be obligated via Section 106 Agreement and/or planning condition. Each year the targets will be reviewed in a monitoring report issued to MCC, and will include an Action Plan for enhanced Travel Plan measures if targets are not met.

Public Comment	Civic Engineers' Response:
It is unclear why no vehicle impact assessment was carried out (TBS 2314382, paragraph 6.8) yet it was concluded that cars would be dispersed to local car parks - one of which is being proposed to be replaced by this very development.	The approach to the Transport Assessment was agreed with TfGM and MCC during the pre-app scoping process. As there is no parking on site, car trips will be dispersed to local car parks. If this is not possible or inconvenient, people will be more likely to make sustainable travel choices, which is appropriate in this highly accessible location against the backdrop of the MCC/TfGM policy context to support mode shift towards sustainable transport. Note that compared to the developments previously occupied on site (sheltered accommodation and car showroom) there will only be an increase in 40 trips in

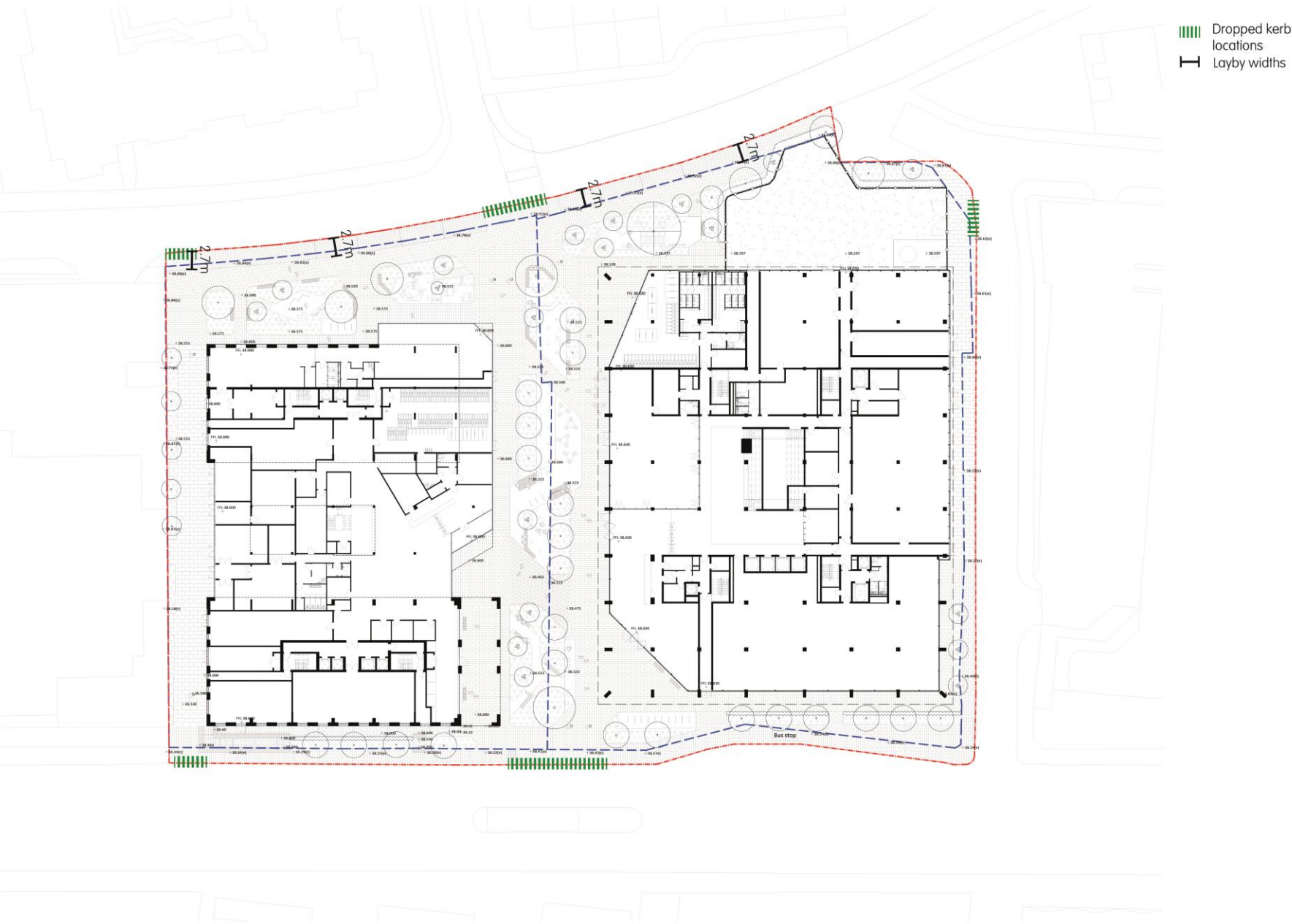
Public Comment	Civic Engineers' Response:
	the AM and PM peak hours, an average of two vehicles every 3 minutes. In this location this will not be perceptible, and therefore the impact is not significant.
The proposed plans for this development include no regular parking space for a 737-beds PBSA and a further 9 storey mixed sci-tech use office building.	This is correct, and the Travel Plan submitted alongside supports residents and employees at the development to travel by non-car modes. This is a good location for a car-free development, highly accessible by sustainable transport options, and located adjacent to the university. The developer will fund monitoring of the parking situation on nearby streets, and mitigation measures will be implemented (e.g. permit zones) if the development is impacting these streets.
The TRICS output data (transport assessment 2314404) is from 2013-19 and predates New Brunswick residential regeneration/development including new local road layouts & relevant impact - thus irrelevant in 2023.	TRICS does not use local data, it uses nationally available survey data from comparable sites, therefore the New Brunswick redevelopment does not affect the TRICS output.
The locally available parking sites referred to (for example the University of Manchester Car park D or Aquatics car park) currently have longstanding cues to serve the local traffic including existing University of Manchester staffs & students; thus it is unclear how they would accommodate more dispersed traffic generated by this proposed development.	Limited parking naturally limits how many people choose to travel into the city by car, which supports mode shift, clean air and sustainable transport aims of TfGM and MCC and the developer.
No evidence was provided in support of paragraphs 6.9 ("only vehicle trips to the development will be servicing, deliveries, and emergency vehicles") and 6.12 ("development is unlikely to have a significant detrimental impact on the operation or safety of the local highway network") - both statements are therefore mere wishful speculations.	As there will be no parking available on site, no trips directly to the site will be cars. People arriving by car will have to park elsewhere. Therefore, the trips to the site are servicing, delivery and emergency only.
Comparison with other smaller cities like Coventry or Portsmouth provided on transport assessment (2314404) are	The TRICS output is a standard methodology and was agreed with MCC highway officers and TfGM during pre-app consultation.

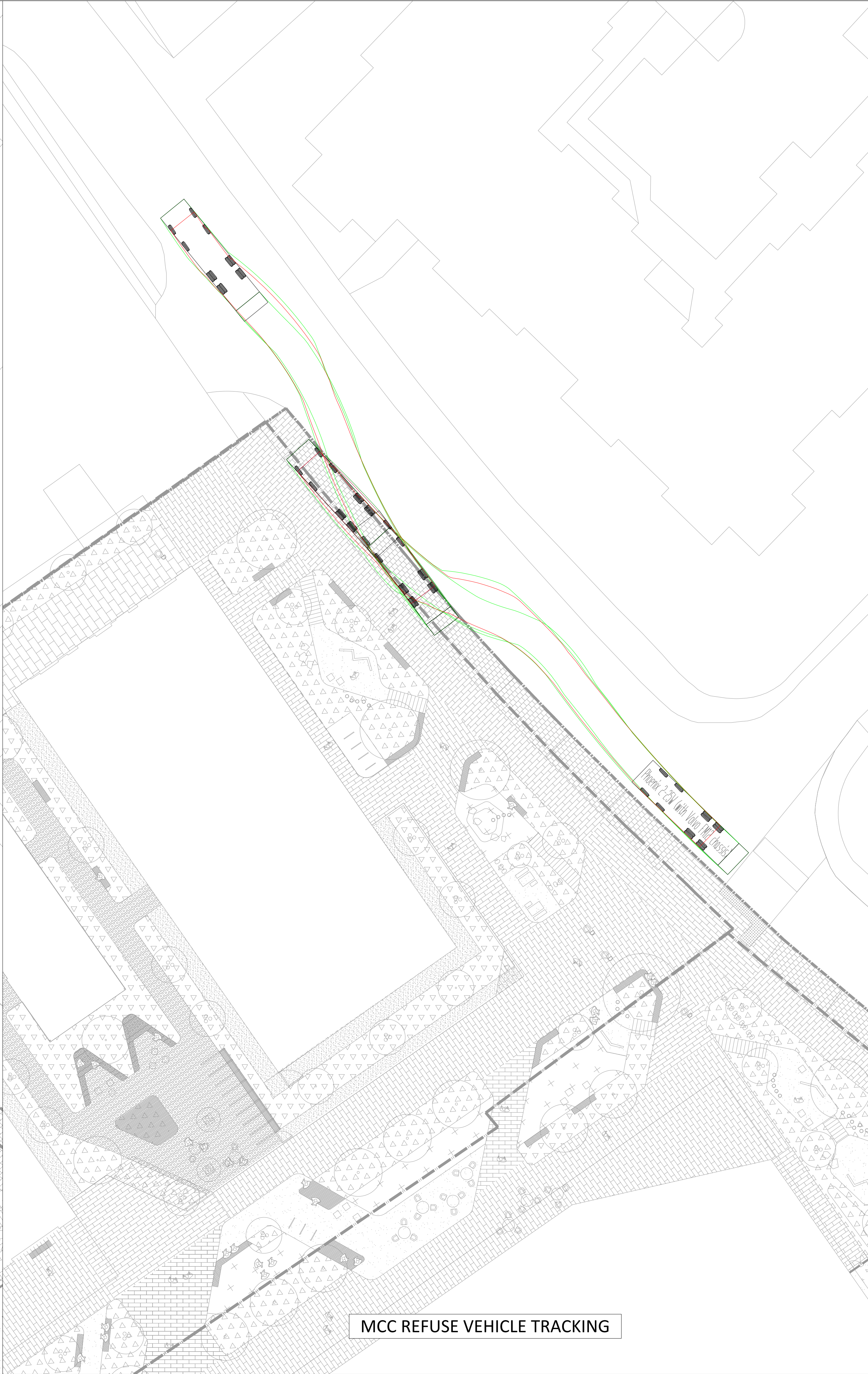
Public Comment	Civic Engineers' Response:
less relevant on face value as they contradict with Manchester City Councils own experience from adjacent area - "The high density of large institutions along the Oxford Road Corridor has created challenges in accommodating the needs of visitors, students and employees" (MCC Core strategy 2012-27, 2.58).	
The likely detrimental effect of this proposed development on local parking and local traffic therefore needs local evidence-based exploration and appropriate remedial actions to proposed plans.	The remedial action referred to would likely comprise new parking and/or junction capacity increases, which would attract new vehicle trips to the area, increasing traffic, impacting air quality and undermining MCC and TfGM aspirations for mode shift and reduced journeys being undertaken by car. Instead the strategy is to support non-car travel through a proactive travel plan to encourage and enable people living and working at the development to make sustainable transport choices. The developer will fund monitoring of the parking situation on nearby streets, and mitigation measures will be implemented (e.g. permit zones) if the development is impacting these streets.

Figure 7 taken from Transport Assessment – showing bollard location



Mark-up showing dropped kerb locations and layby width





STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.

3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.

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NOTES

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2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

CHASSIS ENVELOPE

BODY ENVELOPE

CHASSIS ENVELOPE (REVERSING)

BODY ENVELOPE (REVERSING)

VEHICLE DIMENSIONS

FTA Design Rigid Vehicle (1983)
Overall Length10.000m
Overall Width1.163m
Overall Body Height2.500m
Min Body Ground Clearance0.427m
Track Width2.500m
Lock to lock time4.00s
Kerb to Kerb Turning Radius12.000m

Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length11.125m
Overall Width2.530m
Overall Body Height3.205m
Min Body Ground Clearance0.410m
Track Width2.500m
Lock to lock time4.00s
Kerb to Kerb Turning Radius9.250m

26.05.23	P03	UPDATED TO LATEST SITE LAYOUT	ZH	EI
03.04.23	P02	UPDATED TO RE-FORMS LAYOUT	BW	EI
16.12.22	P01	ISSUED FOR INFORMATION	CW	EI
DATE	REV	DESCRIPTION	DRAWN	CHKD

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LONDON

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Revels Wharf, 33 Mill Street, London SE1 2AA. Tel: 020 7263 2977

Tower Works, Unit G2-01, Globe Road, Leeds, LS11 2SS. Tel: 0113 2025 130

25 Virginia Street, Glasgow, G2 1TH. Tel: 0141 870 6899

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PROJECT

UPPER BROOK STREET

TITLE

VEHICLE TRACKING
MCC REFUSE/ LARGE RIGID (10m)
VEHICLE TRACKING TO PROPOSED
LOADING BAY ON KINCARDINE ROAD

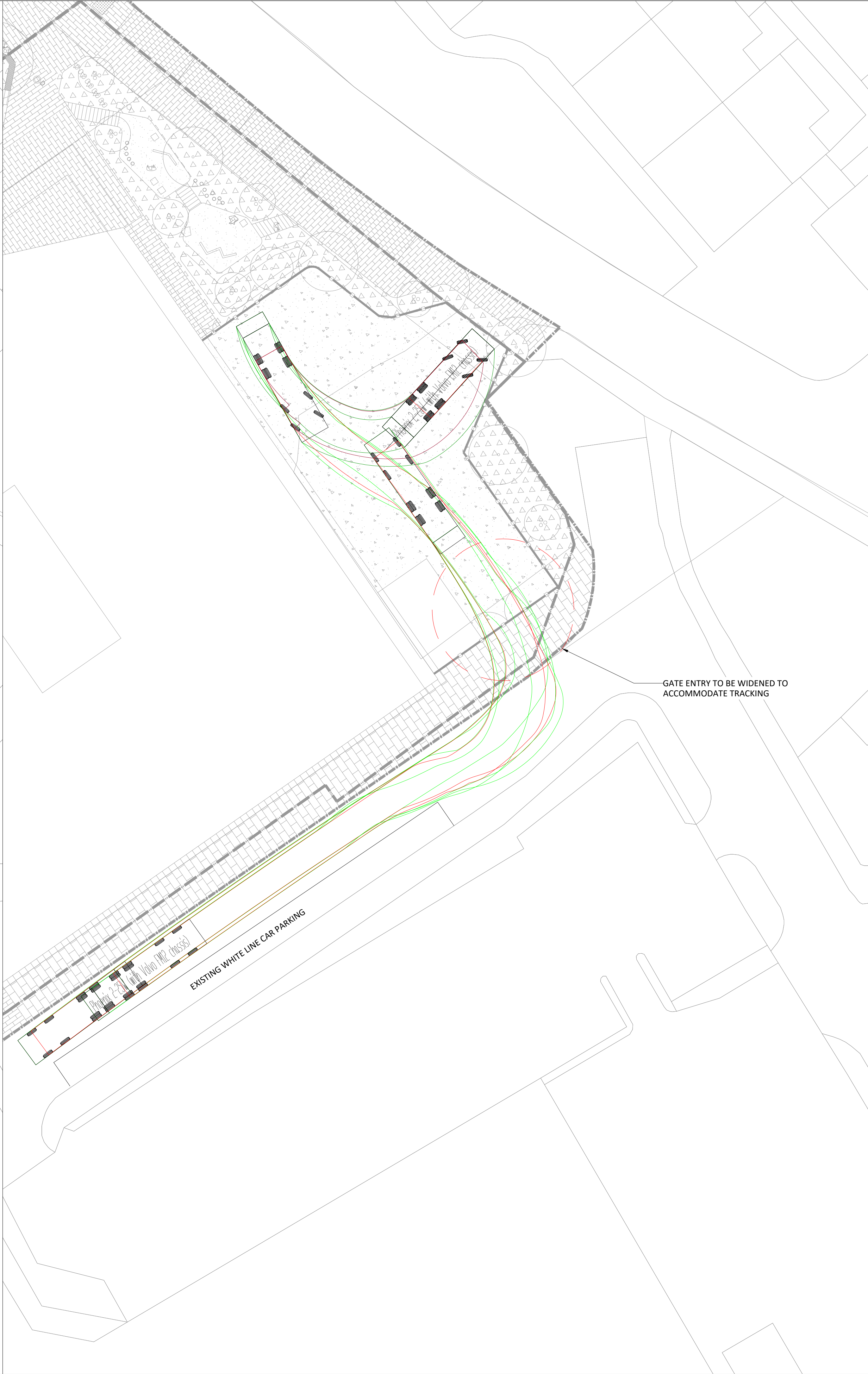
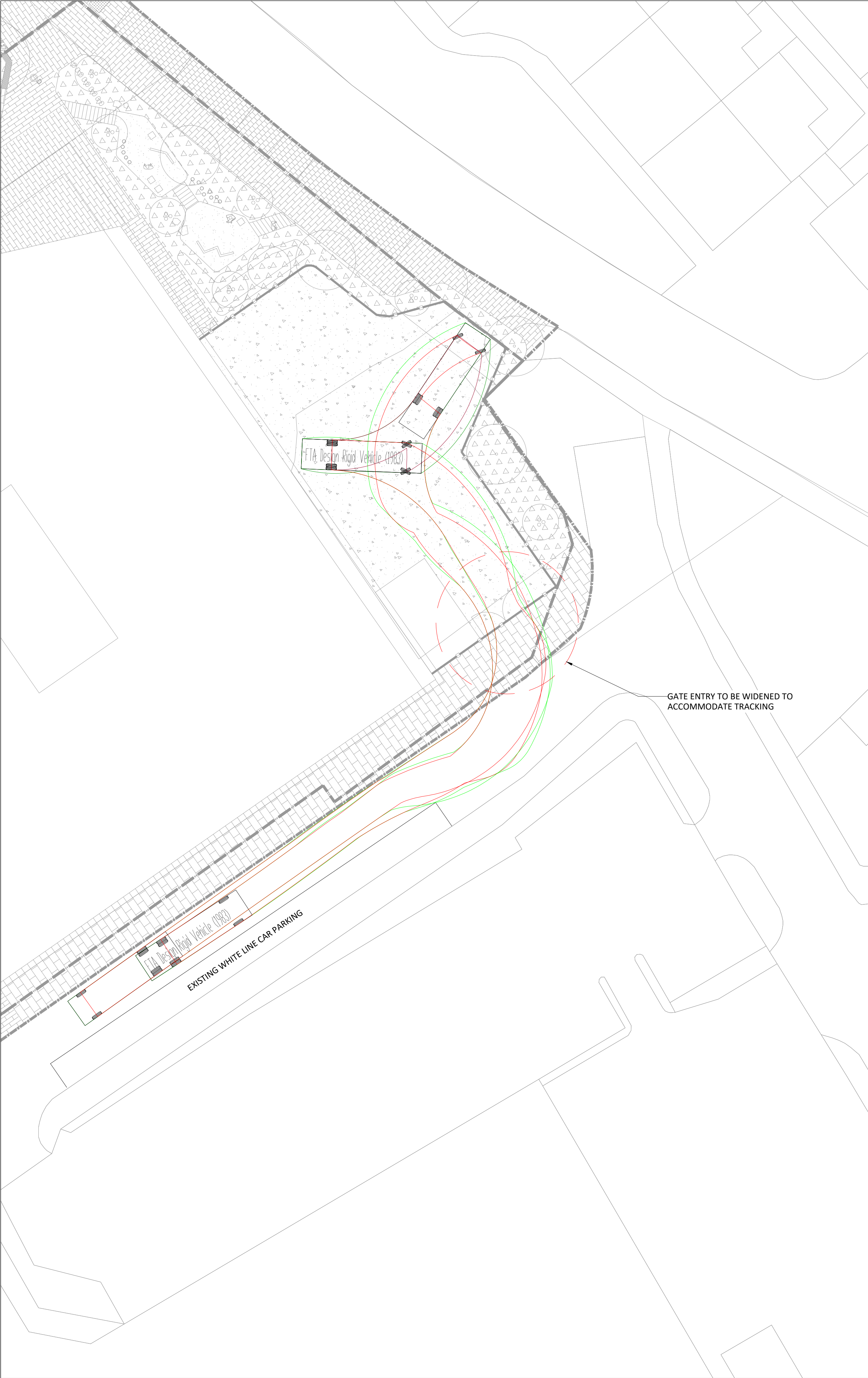
DRAWING STATUS

STATUS CODE

FOR INFORMATION

-

CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
2584	1:200	16.12.22	CW	EI
DRAWING No.	REV			
2584-CIV-XX-XX-S-H-40012	P03			



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2. THIS DRAWING SHOULD NOT BE SCALED.

3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.

4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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BODY ENVELOPE

CHASSIS ENVELOPE (REVERSING)

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Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
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23.05.23	P03	UPDATED TO LATEST SITE LAYOUT	ZH	EI
23.02.23	P02	UPDATED TO SUIT NEW SITE LAYOUT	ZH	EI
16.12.22	P01	ISSUED FOR INFORMATION	CW	EI
DATE	REV	DESCRIPTION	DRAWN	CHKD

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35 Virginia Street, Glasgow, G2 1TH. Tel: 0141 870 8899

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PROJECT

UPPER BROOK STREET

TITLE

VEHICLE TRACKING
MCC REFUSE/ LARGE RIGID (10m)
VEHICLE TRACKING TO LIFE SCIENCES
SERVICE YARD

DRAWING STATUS					STATUS CODE	
FOR INFORMATION					-	
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
2584	1:200	14.12.22	CW	EI		
DRAWING No.					REV	
2584-CIV-XX-XX-S-H-40013					P03	

12.3 Waste Strategy

The waste management strategies for the Sci-Tech building and PBSA building have been prepared by the design teams in consultation with Kadans and McLaren Property respectively.

Two separate strategies were developed to address requirements of two different typologies; Commercial Development (Sci-Tech) and High Rise Domestic Developments (PBSA).

The principles of these waste strategies including estimated waste volumes are based upon:

- MCC GD 04 ‘Waste Storage and Collection Guidance for New Developments’ Version 6.00.
- British Standard BS 5906: 2005 - ‘Waste Management in Buildings’.

Legend

- Planning Boundary Line
- ➡ Refuse Collection Vehicle Route
- ➡ Refuse Holding Area Route
- Refuse Collection Area Route
- Holding Areas
- Collection Area
- Bin Store



Sci-Tech Building

The designated area for waste is on the corner of the service yard, with Cottenham Street. Access will be through a secured door from the service yard, where collection will take place.

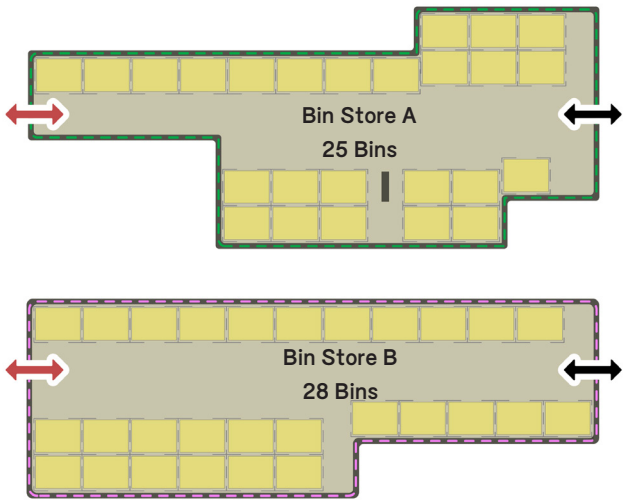
The design has considered the waste generation, storage and collection associated with office, labs and restaurant. The calculations were based on the Planning Document GD04 – Waste storage and collection guidance for new developments, version 6.00 – Appendix C.

- Office/lab use: 26 eurobins for recycling and 25 eurobins for general waste (51 in total),
- Restaurant space for about 60 spaces: 3 eurobins for recycling and 2 for general waste (5 in total).

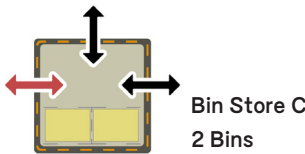
Segregated bins for paper / card, glass, aluminium, organic waste on each floor. All waste will be separated at source (paper, card packaging, food, glass, aluminium, plastic), collected daily and moved to designated bin storage.

We anticipate that cafe/restaurant waste will be stored in a separate waste hold area within the cafe/restaurant fit-out. A waste management strategy will be identified and agreed with the operator, whereby waste is moved from the hold area to the suitable collection area.

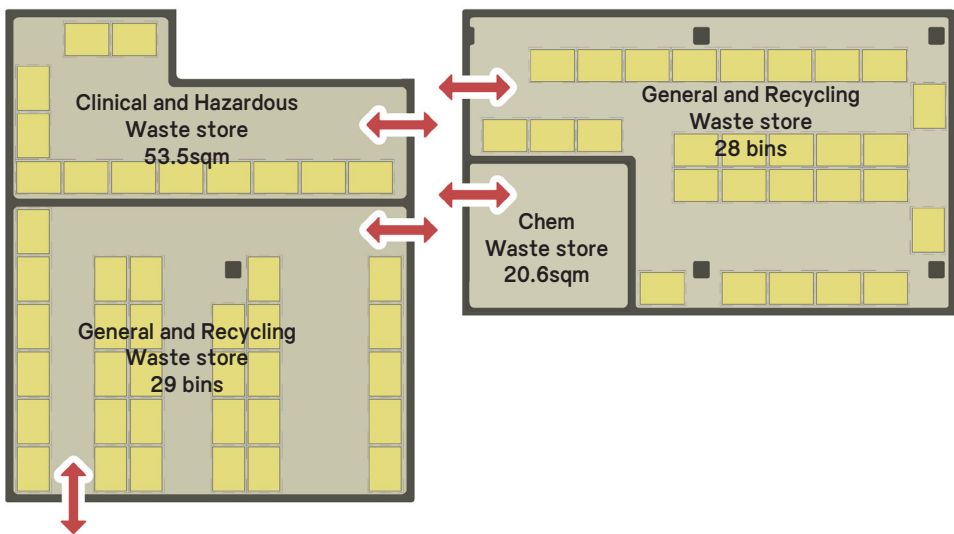
Secondary specialist waste stores have also been preliminary provided for hazardous and clinical materials. Provision has been made for clinical and hazardous waste (53.5sqm), and chemical waste (20.6sqm). These are separate rooms from the general waste to ensure only people with the necessary training has access to them. These waste streams will be collected by a private specialist contractor and disposed of off-site. It is not anticipated that recycled waste is sorted into separate streams within the building.



PBSA – Bin Stores Layouts



Community Centre – Bin Stores Layouts



Sci-Tech – Bin Stores Layouts

PBSA Building

Two bin stores are located on the ground floor of PBSA building with direct access from the cores of the two building blocks. An additional bin store is provided for the Community Centre. Refer to diagram in the previous page.

The waste containers are based upon BS 5906:2005 ‘Waste Management in Buildings’;

- 53no. 1100 litres wheeled bins for PBSA
- 2no. 1100 litres wheeled bins for the Community Centre.

The total area of the two bin stores is 190 m2 in line with GD 04 for High Rise Apartment Developments. The bin stores include space to manoeuvre and access the containers individually. Each bin store includes bins for food waste, general, pulpable recycling and mixed recycling waste.

The waste from the bin stores will be taken out for collection from Kincardine Road via the north-west road. An electric pulley tug will be used to take the bins out to delivery area on Kincardine Road. An area has been allocated for this purpose. Refuse vehicles will pull up in the loading bay on Kincardine Road.

Waste will be collected weekly by a combination of council and commercial waste services.

For further information on PBSA building Waste Strategy refer to the Appendices.

Legend

→ Entrance / Exit

↔ Refuse Holding Area Route

■ Bin