



Memorandum

To Robert Griffin

From Laura Wareing

Date 8 July 2022

Subject 133746/FO/2022

Erection of a 6 storey residential building (Use Class C3) comprising 75 no. apartments together with ground floor residential amenity space, landscaping, cycle parking, car parking and associated works
space, car parking, cycle parking as well as landscaping, highways and other associated works

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

CONTEXT

The application seeks consent for the Erection of a 6-storey residential building (Use Class C3) comprising 75 no. apartments together with ground floor residential amenity space, landscaping, cycle parking, car parking and associated works space, car parking, cycle parking as well as landscaping, highways and other associated works at Land Junction of Parrs Wood Lane, Manchester, M20 5AA.

The site is located adjacent to the adopted highway of Parrs Wood Lane. No Waiting at Any Time is in place on both side of the carriageway and a Bus Stop Clearway is in place on Parrs Wood Lane south-east.

The site will sit within the red line boundary of the site and currently forms part of Tesco Superstore car park. The 2,000sqm area is currently occupied by 57 car parking spaces.

The proposed development comprises 75 build to rent (BTR) apartments with a mixture of 25 one bedroom, 40 two-bedroom and 10 three-bedroom homes across 5 floors above ground, with 20% Affordable Private Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm NIA.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Both MCC Highways and our colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by Curtins.

TRAFFIC IMPACT SURVEYS:

Traffic surveys including turning counts and queue lengths were undertaken in September 2021 and a car park occupancy count was also undertaken on a Friday and Saturday in September 2021.

MCC Highways have significant concerns regarding the use of this data given there were still covid restrictions in operation during the count period. The junctions in the locality of the site are already heavily congested and any additional traffic movements associated with the new development are expected to further saturate traffic levels at these junctions.

It is also noted that the modelling assessments have been undertaken using the sites proposed 48% parking provision, as will be detailed later in this response, this level of parking is substantially below the 100% parking provision MCC Highways would expect in this location.

The applicant has therefore failed to demonstrate that the development will not significantly impact on the surrounding local highway network.

TRIP DISTRIBUTION:

2011 census data and online journey planners have been used for trip distribution. The census data has been provided within the appendices. A summary of the online journey times/routes to/from the origin/destination locations should also be provided in the appendices.

COLLISION INVESTIGATION:

An accident analysis has been undertaken for the 5-year period up to January 2021 using the TfGM database for a suitable area surrounding the site.

PARKING AND ACCESS:

The development proposes 36 car parking spaces (48% provision) located on the ground floor. The car park will comprise 31 standard spaces, 2 accessible spaces, 2 visitor spaces and one car club space. The car club space will be for the use of residents and the local community. Three motorcycle spaces will also be in place.

As discussed previously, Highways would require this development to provide a minimum 100% parking provision. Given the existing parking pressures in this area, Highways have significant concerns that any shortfall in parking will result in development related parking taking place on surrounding residential roads that are already heavily congested in parking terms. As a result, Highways cannot support the application in its current form.

It is also proposed that the operator of the site will charge a leased fee for the use of residential parking spaces on site. MCC Highways have concerns that this will displace development related vehicles onto surrounding residential roads.

The Transport Assessment states that the visitor parking spaces are likely to be managed by Dandara Living via a booking system. MCC Highways consider 2 visitor parking spaces to be insufficient for a development of this scale in this location.

The car park has been designed to meet MCCs minimum standards of standard 2.4m x 4.8m, accessible spaces 3.6m x 6m and a 6m aisle width.

Vehicular access to the site would be from the existing Tesco access road off Parrs Wood Lane. Vehicles will enter in the same manner as Tesco customers but will bear right along a reconfigured internal access road. Tesco customers would turn left at the car park entrance.

Drawing 76118 CUR XX 00 D TP 75001 P06 / Proposed Access Arrangement shows the proposed reconfigured internal access road and visibility splays at the access road junction with Parrs Wood Lane. The drawing confirms that a visibility splay of 2.4m x 3m can be achieved. In addition, visibility splays are shown at the internal service road junction that leads to the Tesco servicing area and forwards visibility splays along the site access road. These visibility splays show that adequate visibility can be achieved.

Swept path analysis has been undertaken for a large car accessing the car parks. Drawing 76118-CUR-XX-00-D-TP-05002 demonstrates that safe access can be achieved by a large car.

The existing zebra crossing on the access road will be improved and have wider dropped kerbs, improved tactile paving and Belisha Beacons installed.

Pedestrian access is proposed along the western edge of the site along the existing Tesco access road. The main access will lead to a stairwell and lifts to the upper floors. An additional stairwell and lift are accessible from the north side of the site.

The flexible community use situated on the ground floor can be accessed from the footway on the sites access road.

TfGM and MCC agree that a robust Construction Traffic Management Plan should be employed as part of the development.

EV CHARGING

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

All the car parking spaces will be equipped with passive electric vehicle charging infrastructure, with 20% active provision (charger in place) upon completion of the development. The level of active provision will be expanded in response to demand.

CAR PARK MANAGEMENT STRATEGY

A car park management strategy has been produced for the proposals.

SITE ACCESSIBILITY:

The site is located within walking distance of sustainable modes of travel including cycle routes, bus services, East Didsbury Metrolink Station and East Didsbury Railway Station.

AUDIT OF PEDESTRIAN AND CYCLE ROUTES:

Curtins conducted a pedestrian and cycle routes audit on Friday 22nd October 2021 to assess the key routes in the vicinity of the site.

The audit concluded that the following improvements will be made:

- o Continuation of 2m footways on both sides of the site access,
- o Improvements to the existing zebra crossing in place at the site access road,
- o Rationalise the street furniture and resurface the footways along the site frontage on Parrs Wood Lane.
- o Provision of signage to cycle routes in the vicinity of the site.

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement for the alterations to the existing highways on Parrs Wood Lane. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

75 cycle parking spaces will be in place in the form of a sheltered and secure cycle store on the ground floor for residents. A further 12 short-stay cycle spaces will be in place for visitors. Charging facilities will be in place to accommodate e-bikes.

The cycle store will be accessible from doors at the corner of the site access road and through the internal circulatory areas of the building.

It is also important to ensure that adequate infrastructure and facilities are provided to encourage future residents to travel by sustainable modes. The cycle facilities should be covered and lockable (as confirmed within the TA) and made secure through the use of measures such as CCTV and lighting. Cycle maintenance tools should also be provided where possible.

BOUNDARY TREATMENTS:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

A bin store will be in place on the ground floor of the building. Residents will be responsible for removing waste from their apartments to the bin store.

On collection days it is proposed that the refuse vehicle will access the site and park in the outdoor parking area. Swept path analysis shows that a large refuse vehicle (Drawing 76118-CUR-XX-00-D-TP-05001) can safely access, egress and manoeuvre around the site.

Refuse operatives will have access to a key or keypad code to access and unload the bins. It is proposed that the on-site team will be available to manage refuse collections.

Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

The Transport Assessment suggests that waste collections could be undertaken outside of peak hours. Highways requests that any servicing is undertaken outside of the peak hours.

It is requested that a service management plan is produced.

TRAVEL PLAN:

An Interim Travel Plan has been produced. The development will need to be supported by a robust Residential Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets. Highways requests that a full travel plan is produced within 6 months of the occupation of the site.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- o A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- o Appropriate management structures;
- o Detailed time frames for the delivery;
- o Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- o Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents such as concessionary bus fares, discounted cycles, journey planning etc.

The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

STAGE 1 ROAD SAFETY AUDIT:

Curtins commissioned a Stage 1 Road Safety Audit of the site access proposals. The RSA was undertaken by an independent auditor at The Safety Forum and a report produced. The RSA found that at the existing zebra crossing the dropped kerbs do not extend the full width of the crossing and incorrect tactile paving is in place. It is recommended that the existing dropped kerbs at the zebra crossing are extended to match the proposed width of the tactile paving. It is also recommended that the layout of the tactile paving should be amended to suit the type of crossing provided. The Design Response team accepted the recommendations and the access proposals have been updated.

Within Tesco Car Park the RSA found that there is a lack of traffic signs and road markings for the one-way access roads within the car park. The RSA recommended that any traffic signs and road marking removed as part of the development are replaced as accepted. The Design Response Team accepted these recommendations and agree that any road markings and vertical signage within the car park will be replaced as required and full details provided as part of detailed design.

Highways requested that Curtins review the proposed tactiles on the eastern side as they looked to follow the kerb line rather than the required direction of travel of pedestrians.

CONSTRUCTION MANAGEMENT:

An Outline Construction Management Plan (OCMP) has been produced by Dandara Living. The details the outline construction programme, site hours, catering deliveries, visitor and staff parking, cycle and pedestrian protection measures, construction access, construction traffic routes, potential road and footway closures, wheel and mud cleaning and waste management.

It is requested that a full CMP be in place prior to the development work being started and the document should continue to consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

MCC Resilience Team states that they have concerns that parking within the local area is at saturation point and therefore will impact on potential parking for construction operatives. Additionally, any new utility connections outside the site will have major pedestrian and traffic flow implications. Large amounts of construction supply deliveries during the day will have traffic flow implication and these combined with the construction traffic will impact on the safety of local schools.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

SUGGESTED CONDITIONS:

EVC
Cycling
Off-Site Highways Works
Travel Plan
CMP

In summary, Highways have significant concerns regarding the impacts of the development on nearby, already heavily congested, junctions.

The current levels of on-site parking also fall well below the expected 100% parking provision for a development in this location. Given the existing parking pressures in the surrounding area it is unacceptable for development related parking to impact on existing residential roads.

As a result, Highways are unable to support the application in its current form.

Highways Reference: 13148/FO/2022

