

Plot 10a, First Street

Response to MCC Comments – Note 01

April 2023

Introduction

1. Vectos have been instructed by First Street Developments Ltd to provide highways and transport planning advice in support of a planning application for a proposed office-based development on Plot 10a of the First Street Masterplan Area.
2. MCC/TfGM have provided comments to the Transport Statement and Framework Travel Plan. Our response to those comments are given below. The comments are provided in full as an appendix to this note.

Trip Generation

“It is requested that the full TRICS output for the multi modal trips are provided for comment. Appendix B of the Transport Statement appears to be missing part of the assessment.”

Our approach is based on previous project experience with MCC/TfGM to obtain Person trips from TRICS and then apply the modal share proportions for trips into the City Centre. This we did using the Transport Statistics 2019 report from HFAS/GMTU. This is considered to be the most accurate way of forecasting trips in Manchester. However, it is noted that as a car free development any people arriving by car need to park elsewhere.

Access, Off-Site Highway Works and Public Realm Proposals

Submitted plans indicate that a number of doors open outwards onto areas of public realm. For the avoidance of doubt, all external doors (with the exception of fire doors) should be inwardly opening, in order to prevent obstruction to passing footway users. Fire doors should also be protected by bollards when opening directly onto a shared surface route.

The doors referred to are located on the service and access yard which is not the primary pedestrian circulation route. As discussed later the public do not normally have access to this space. All doors have been positioned away from the primary pedestrian circulation route (First Steet) to avoid potential conflicts between doors and pedestrians.

There are 850mm deep piers at 6m centres to the perimeter of the building which effectively recesses the doors 850mm from the service and access areas.

Of the 7 sets of doors located on the East Elevation (the shared service and access route between plot 10A and 10B), 5 of these are fire escape routes or required for fire service access into the building (see the attached mark-up) and are required to have doors opening in the direction of escape.

It is recommended that all public realm materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The applicant should also liaise with MCC's Flood Risk Management to discuss drainage associated with the site public realm.

Agreed – Relevant conditions requiring these details to be submitted at detailed design stage would be appropriate. However it is noted that these relate to works on private, unadopted land and therefore would be maintained by the developer.

Any works to take place on the adopted highway will require a S278 agreement and early discussions with the Statutory Approvals team.

The applicant should ensure that any works on the adopted highway are compatible/integrate with MCC's Active Travel Improvement Scheme. Highways request submission of a plan showing the extents of the adopted highway overlaid onto the scheme layout.

Delineation is also required as part of the proposals to define the extent of the highway (e.g. brass studs).

"The applicant should ensure that any works on the adopted highway are compatible/integrate with MCC's Active Travel Improvement Scheme.

Highways request submission of a plan showing the extents of the adopted highway overlaid onto the scheme layout. Delineation is also required as part of the proposals to define the extent of the highway (e.g. brass studs)."

As described there is no adopted highway on or adjacent to the site.

"The proposals also include tree/shrub planting and trees in planters within sections of what is understood to be unadopted highway, therefore it is expected that this will be managed and maintained by the developer. For the avoidance of doubt, Highways would also not support the implementation of trees within planters on the adopted highway due to maintenance issues."

The responsibility of the implementation and maintenance of trees would fall to the developer and that these trees would not be on the adopted highway.

"The developer should ensure that all pedestrian routes within the curtilage of the site are constructed to a minimum width of 2m to cater for wheelchair and any pushchair users."

Agreed.

"To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following:"

- The condition of the footways surrounding the site should be improved where necessary as part of development, which would help to improve pedestrian accessibility.

Agreed

- Appropriate walking and cycling signs to city centre sites should be provided as part of the development.
Agreed
- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
Agreed in principle but not necessarily to adoptable standards as it would not be adopted.
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.
Agreed
- Provision of tactile paving and dropped kerbs at junctions serving the site.
Agreed

Parking

“It is noted that there is no dedicated disabled parking provision proposed as part of the development. Highways have some concerns regarding this and request that disabled parking is provided for the site. All of the proposed disabled bays should be demarcated to a minimum of 3.6m x 6.6m (for parallel parking bays).”

There are 3 disabled bays directly opposite Plot 10a (see below). In addition, the nearby First Q-Park multi-storey provides 26 disabled spaces. This level of provision is considered appropriate to serve the development. The demand for Disabled Parking would be reviewed through the Travel Plan. If Disabled Parking is required then this can be secured with Q-Park.



Cycle Parking

“It would be beneficial to understand if any cycle parking is proposed for short stay trips / visitors. It is recommended that some provision is made external to the proposed building.”

Firstly in context there are 28 cycle spaces in Sheffield Stands located in Grigor Square opposite. There will also be 12 Cycle Spaces in Sheffield stands located to the east as part of the Plot 10b development.

An additional 12 cycle parking spaces is now provided in the First Street public realm located to the west of Plot 10a as shown in Dwg PL1471.2-PLA-GF-00-DR-L-011 overleaf.

Cycle parking demand across the development should be monitored as part of the Travel Plan with additional cycle parking provision provided if necessary.

Agreed

Refuse & Servicing

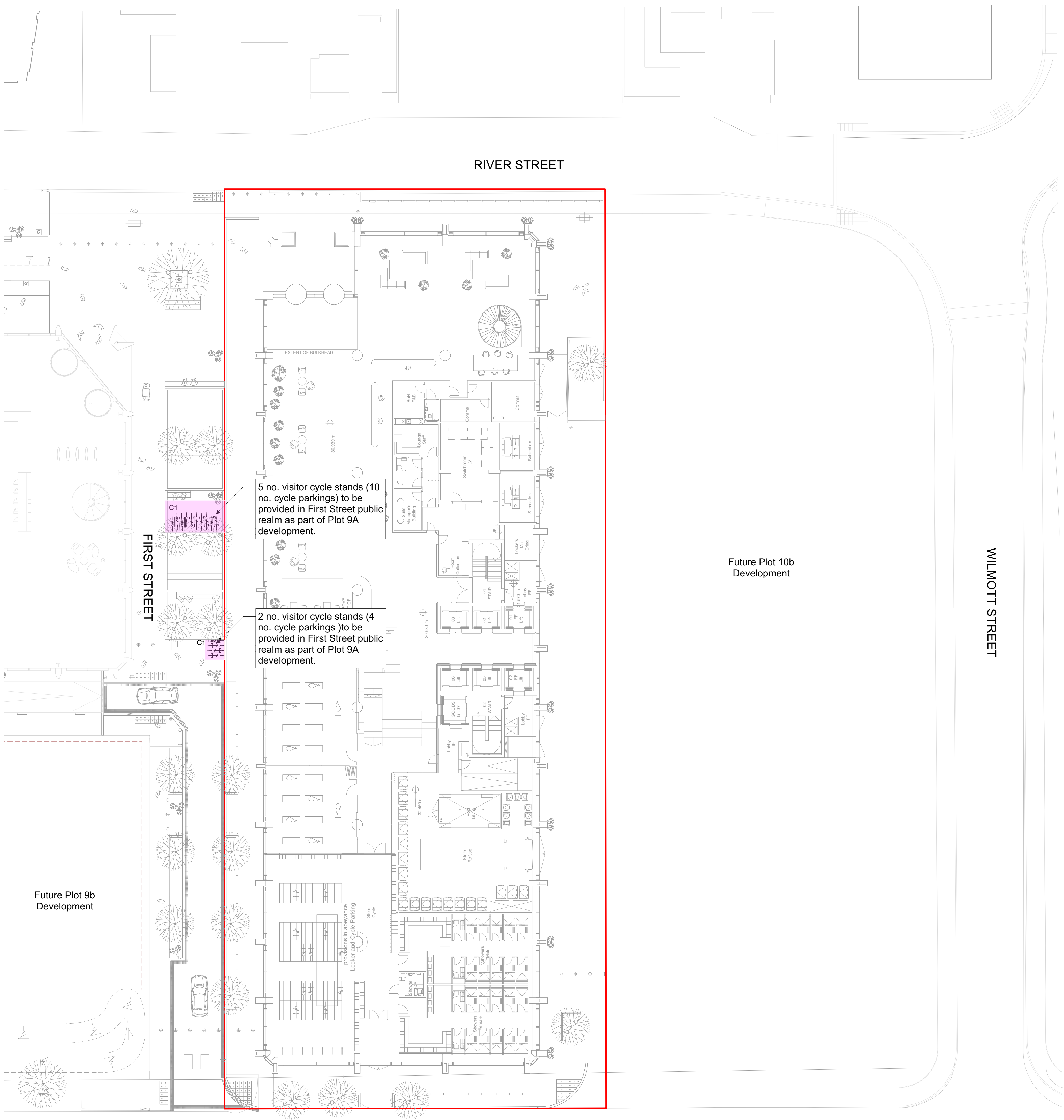
“Highways have concerns with the proposed interim and final arrangement for the servicing of Plot 10a and Plot 10b. At present Highways are unable to support the submitted information and have concerns on the proposed interim access and vehicles reversing from Hulme Street. It is requested that more work is undertaken to ensure that the proposals are acceptable and safe. Therefore, it is recommended that:

- A summary is provided on the committed/proposed developments in the area detailing the proposed servicing / highway works. This will ensure that the proposed works associated with this development site does not impact adjacent proposals/already committed works.

Within the report we have considered a combined operation with Plot 10b. We have also considered the active use from the First St South Downing development on Hulme Street. Downing have a Service Lay-by to the west marked for waste collection from Buildings A&D. This will not result in any adverse implications operationally for all developments served from Hulme Street. As part of the detailed design process the needs of the Downing development and Plot 10b will be taken into account.

- Highways are unable to support vehicles reversing from Hulme Street into the servicing area.
Since submitting the Transport Statement the client has developed the public realm strategy so that the general public will not be able to access this area as a walkway. A further consideration is that Plot10b servicing will in future include a service Lay-by on Wilmott Street which will reduce the service activity being undertaken in this service corridor.

MCC Officers queried whether the public would have access to the ‘Bring Me Lockers’ as part of Plot 10a. It is confirmed that the general public do not and this facility is solely for the occupiers of Plot 10a.



KEY

APPLICATION BOUNDARY

FURNITURE

PROPOSED CYCLE STANDS

For visitor cycle parking. To be installed on First Street as part of Plot 9A development.

S3-P01

12-04-23

First issue

YH

RM

Revision

Date

Description

Drawn

Apprvd.

Client

Ask

Project

First Street Plot 10a

Drg Title

Cycle Parking Provision

Created on

12-04-23

Created by

YH

Approved by

RM

Scale

1:200

Size

A1

Workstage

For comment

Drg No.

PL1471.2-PLA-GF-00-DR-L-011

Suitability

S3

Revision

P01

Planit I.E. Limited

E: info@planit-ie.com

W: planit-ie.com

MANCHESTER

2 Back Grafton St., Altrincham, WA14 1DY

T: 0161 928 9281

LEEDS

No.1 Aire Street, Leeds Station, Leeds, LS1 4PR

T: 0113 824 6413

LIVERPOOL

Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT

T: 0151 363 1230

LONDON

Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX

T: 0207 253 5678

STANDISH

Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ

T: 0145 360 7080

THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:

1. Do not scale from this drawing.

2. Always work to noted dimensions.

3. All dimensions are in millimetres unless otherwise stated.

4. All setting out, levels and dimensions to be agreed on site.

5. The dimensions of all materials must be checked on site before being laid out.

6. This drawing must be read with the relevant specification clauses and detail drawings.

7. Order of construction and setting out to be agreed on site.

© Planit I.E. Limited

Some reversing in from Hulme Street is essential to serve both Plot 10a and Plot 10b. We set out in the access strategy considering the situation when:
Scenario 1) both Plot 10a and Plot 10b is complete; and
Scenario 2) when Plot 10a is complete and Plot 10b has not yet progressed. This situation is described in Dwg PL1471.2-PLA-GF-00-DR-L-001. Under this scenario the access will be temporary works with sacrificial surfacing so that on completion of Plot 10b these works are completed.

The forecast of service vehicle trips in this area combining with Plot 10b is around 6 HGVs per day and around 45 vans. The larger vehicles are assumed to stay around 20 minutes but most vans would tend to deliver within 5 minutes before moving on. As part of the management strategy for Plot 10a and 10b a service management plan would be put in place that times the regular deliveries within time slots to avoid conflicts with others.

Should the service bay be occupied a large vehicle coming in would need to make a reversing manoeuvre to serve Plot 10a.

During Scenario 2 when Plot 10b is under construction and there is a hoarding line down the middle of the service corridor. Under these conditions all vehicles would need to reverse down the service corridor to serve Plot 10a.

For confirmation the reversing of vehicles along the narrow service corridor during construction of Plot 10b would be under the control of a banksman to ensure safe operation

- The developer needs to demonstrate that a safe access is achievable for the interim servicing arrangements. At present the submitted plans suggest that the interim access will be within close proximity of the building edge of Plot 10a and vehicles will reverse over proposed dropped kerbs, footway and tactile paving. In order for Highways to provide a response we will need to see a proposed interim access drawing with an acceptable and achievable access radius, sight lines and swept path.

For clarity the Access would be designed with a sacrificial temporary surface. This would be finished with a high quality surface once both Plot 10 buildings are complete. These works would be specified as part of the detail highway design.

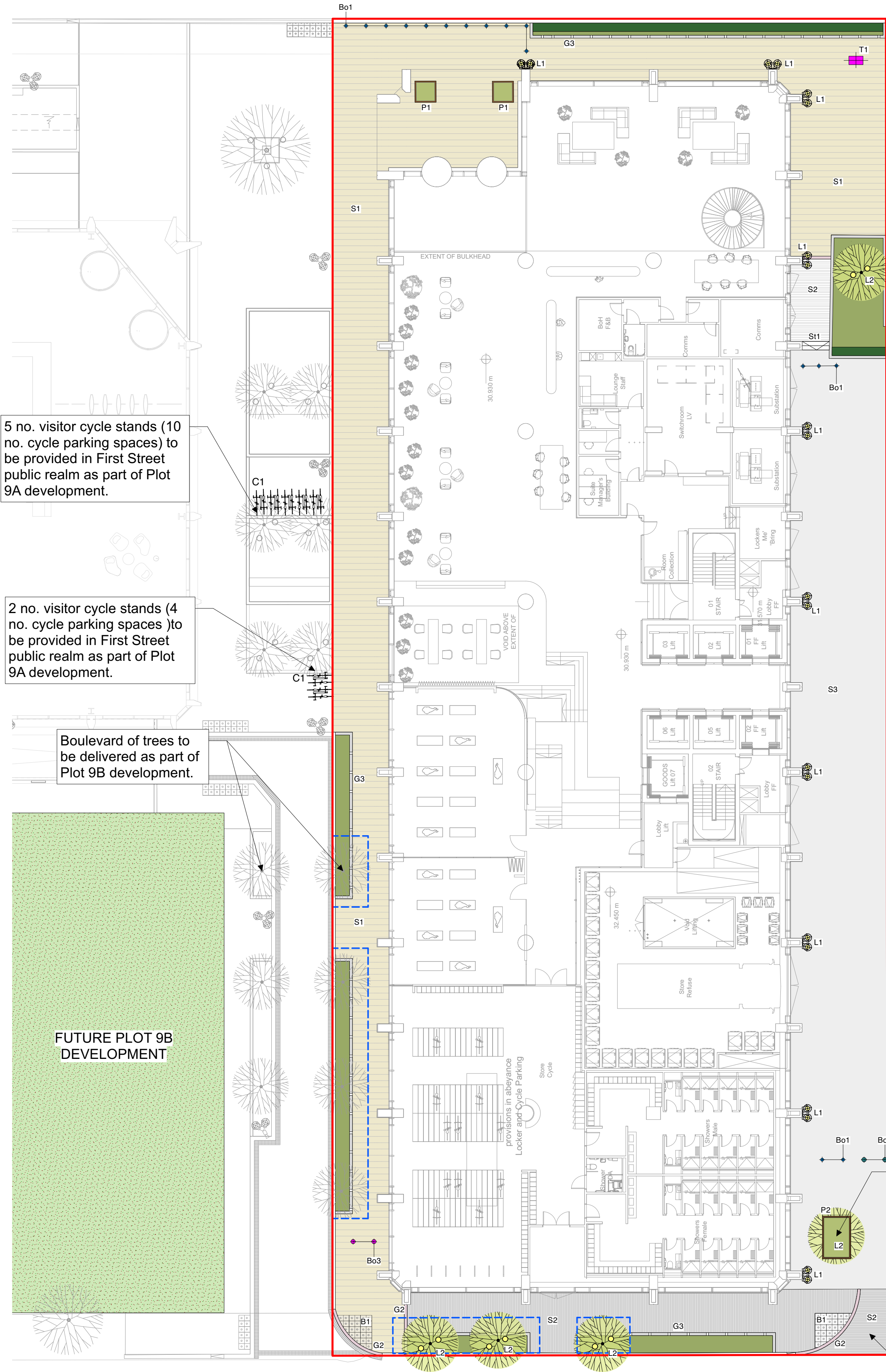
- Clear details on how the Amazon vehicles, LGVs and HGVs will access the site and be managed/monitored for the interim servicing arrangement should be provided.

In the interim scenario 2 the large vehicles and the regular vehicles will be given timed slots for access and actively managed to avoid clash. There is scope for additional ad-hoc vehicles to arrive during this period. These are not expected to stay long and there is scope for additional vehicles to arrive and not block another waiting vehicle.

RIVER STREET

WILMOTT STREET

HULME STREET



5 no. visitor cycle stands (10 no. cycle parking spaces) to be provided in First Street public realm as part of Plot 9A development.

2 no. visitor cycle stands (4 no. cycle parking spaces) to be provided in First Street public realm as part of Plot 9A development.

Boulevard of trees to be delivered as part of Plot 9B development.

MEANWHILE LAWN
Species rich wildflower lawn to be installed on plot 10B

Tree in planter to be delivered as part of plot 10B development. Temporary access required for servicing to plot 10A.

Completion of servicing yard access to be delivered as part of plot 10B development. Temporary access required for servicing to plot 10A.

KEY	
	APPLICATION BOUNDARY
HARDWORKS	
	YORKSTONE FLAG PAVING - Product: Scourtmoor Yorkstone Flags (tbc). To match existing specification of existing First Street surfacing. - Finish: Swain (tbc) - Size: approximate dimension of 600 x 300mm; Depth tbc.
	LINEAR CONCRETE BLOCK - Product: Hydrio Lines. To match existing specification of First Street Plot 9A surfacing. - Finish: Standard - Size: 100 x 100 x 63mm - Laid: Stack bond - Supplier: Hardscape or equal and approved - Other: 5mm butt jointed
	INSTITU CONCRETE SURFACING - Product: Arvelia Exposed Concrete or equal and approved - Colour: Smoke with Silver Granite - Supplier: Aggregate Industries or equal and approved
	TACTILE BLISTER PAVING TO PEDESTRIAN CROSSING - Product: Granite Blister Paving. To match existing paving of wider estate. - Finish: Flamed finish, blister texture to standard details - Colour: Kobra - Size: W 395 x L 395 x D 65mm - Laid: Double stack bond - Supplier: Hardscape or equal and approved
	GRANITE UPSTAND ROAD KERB - Product: Granite Kerb - Finish: Flamed finish - Colour: Royal White - Size: W 300 x L 200 with 125mm upstand - Supplier: Hardscape or equal and approved
	FLUSH GRANITE KERB - Product: Granite Kerb - Finish: Flamed finish - Colour: Royal White - Size: W 300 x L 200 - Laid: Flush with 6mm upstand - Supplier: Hardscape or equal and approved
SOFTWARES	
	UPSTAND GRANITE KERB - PLANTER EDGING - Product: Raised granite upstand edge to planting area - Finish: Polished top, flamed finish outer, polished bullnose - Colour: Kobra Green - Size: 20mm bullnose to outer edge. - Laid: 150mm upstand - Supplier: Hardscape or equal and approved
	GRANITE STEPS - Product: Granite steps - Finish: Flamed finish - Colour: Royal White - Size: W 300 x L 2000 mm x H 150mm - Supplier: Hardscape or equal and approved
	SEMI-MATURE TREE Refer to Softworks plan PL1471.2-PLA-ZZ-00-DR-L-003 for details
	MULTI-STEM TREE Refer to Softworks plan PL1471.2-PLA-ZZ-00-DR-L-003 for details
	SHRUB/PERENNIAL PLANTING Refer to planting schedule and Softworks plan PL1471.2-PLA-ZZ-00-DR-L-003 for details
	INSTANT LOW HEDGE PLANTING Refer to planting schedule and Softworks plan PL1471.2-PLA-ZZ-00-DR-L-003 for details
	TEMPORARY MEANWHILE USE LAWN - Species rich wildflower lawn, to be installed to future Plot 10B - To be removed before the construction of Plot 10B
	STRUCTURE TREE CELLS - To include aeration and watering point accessories. - Product: Rootspace or equal and approved - Supplier: Green Blue Urban or equal and approved - Size: min W 5000 x L 5000 x D 1000mm - 22m ³ soil volume per tree
FURNITURE	
	PROPOSED SHALLOW MOUNTED FIXED BOLLARD - Product: Apex Shallow Mount Bollard or equal and approved - Supplier: Held or equal and approved - Size: 220mm ø x 1020mm height - Materials: Stainless steel with stainless steel cover - Other: With reflective bond to top.
	PROPOSED AUTOMATIC TELESCOPIC BOLLARD - Product: LVO Bollard or equal and approved - Supplier: Held or equal and approved - Size: 273mm ø x 1000mm height with 1100mm foundation depth - Materials: Stainless steel with stainless steel cover - Other: With reflective bond to top.
	PROPOSED MANUAL TELESCOPIC BOLLARD - Product: LVO Bollard or equal and approved - Supplier: Held or equal and approved - Size: 273mm ø x 1000mm height with 1100mm foundation depth - Materials: Stainless steel with stainless steel cover - Other: With reflective bond to top.
	PROPOSED WAYFINDING TOTEM - Product: Respoke wayfinding totem with lighting to be installed on foundation. Power supply required. - Supplier: Tbc - Size: Approximately size D 200 x W 800 x H 3000mm - Materials: Metal tbc - Other: Subject to further design with street furniture specialist.
	PROPOSED TIMBER PLANTERS - Product: Light-Hi Planter, free-standing timber slatted planter with drainage holes to building entrance. - Supplier: Respoke planter edge or equal and approved. - Size: W 2000 x L 3000 x H 900mm - Materials: FSC Hardwood
	PROPOSED RAISED METAL PLANTERS - Product: Respoke planter edge or equal and approved. - Supplier: Logic or equal and approved. - Size: W 2000 x L 3000 x H 900mm - Materials: Steel - Finish: Powder coated - Colour: RAL colour tbc
LIGHTING	
	PROPOSED BUILDING MOUNTED LIGHTING - Product: Multi Woody Wall Mounted or equal and approved - Supplier: Guzini Ltd or equal and approved - Size: 4m mounted above ground, size tbc. - Materials: Optical assembly, arm, base and frame: aluminium alloy. - Other: Indicative locations to engineers details.
	PROPOSED PLANTING UPLIGHTER - IN SOFT - Product: T111 Light Up Garden, LED-4200 Neutral or equal and approved - Supplier: Guzini Ltd or equal and approved - Size: 130mm ø - Materials: Stainless steel - Other: To illuminate feature trees, indicative location to engineers details.
	TEMPORARY TIMBER KNEE RAILING Install in Plot 10B development plot. To be removed before the construction of Plot 10B
	PROPOSED CYCLE STANDS For visitor cycle parking. To be installed on First Street as part of Plot 9A development.

Client

Ask

Project

First Street Plot 10a

Drg Title

General Arrangement

Created on

Created by

Approved by

02-09-22

YH

RM

Scale

Size

Workstage

1:200

A1

For comment

Drg No.

PL1471.2-PLA-GF-00-DR-L-001

Suitability

Revision

S3

P08

Revision

Date

Description

Drawn

Apprvd.

S1-P08

12-04-23

Additional cycle parking

YH

RM

S1-P07

06-04-23

Stage 3 Draft issue

YH

RM

S1-P06

20-03-23

Gas main coordination

VE

RM

S1-P05

13-02-23

Additional planting

YH

RM

S1-P04

12-01-23

Minor amendments

YH

RM

S1-P03

04-01-23

Layout update

YH

RM

S1-P02

15-09-22

Layout update

VE

RM

S1-P01

02-09-22

First Issue

VE

RM

Plant I.E. Limited

E: info@plant-ie.com

W: plant-ie.com

MANCHESTER

2 Back Grafton St, Altrincham, WA14 1DY

T: 0161 928 9281

LEEDS

No.1 Aire Street, Leeds Station, Leeds, LS1 4PR

T: 0113 824 6413

LIVERPOOL

Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT

T: 0151 363 1230

LONDON

Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX

T: 0207 253 5678

STANDISH

Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ

T: 0145 360 7080

THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:

1. Do not scale from this drawing.

2. Always work to noted dimensions.

3. All dimensions are in millimetres unless otherwise stated.

4. All setting out, levels and dimensions to be agreed on site before.

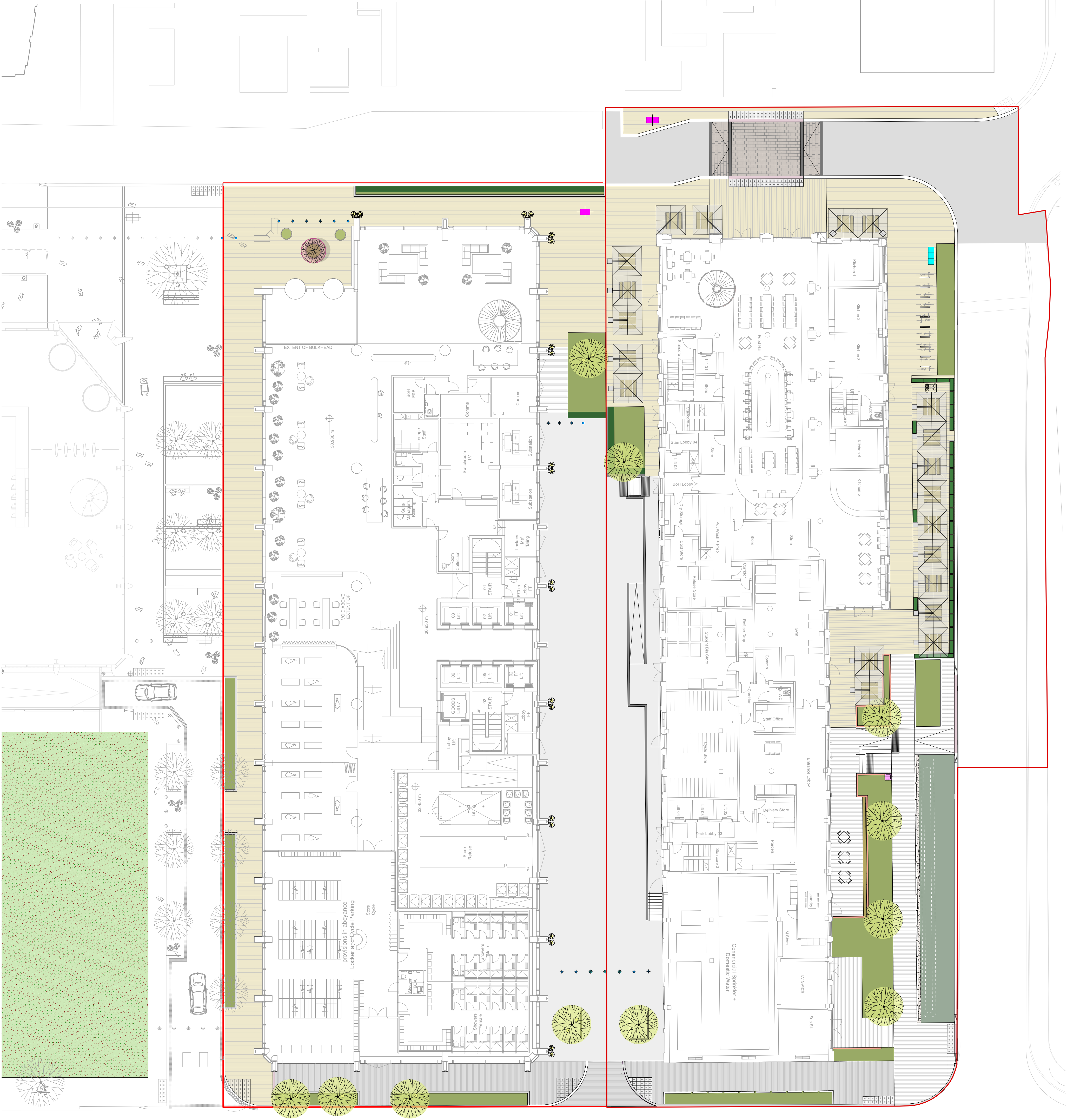
5. The dimensions of all materials must be checked on site before being laid out.

6. This drawing must be read with the relevant specification clauses and detail drawings.

7. Order of construction and setting out to be agreed on site.

© Plant I.E. Limited

- We will then require proposed access drawings for the final service access point for Plot 10a and 10b.
The final layout of the public realm for Plot 10b is being developed as part of that scheme. A current work in progress for that scheme is shown in Dwg PL1471.2-PLA-ZZ-00-DR-L-008
- There should be a commitment to provide adequate access and servicing if Plot 10b does not come forwards.
If Plot 10b does not come forward then the service corridor will extend to what is the Building Line of Plot 10b.
- Both the Interim and final servicing arrangements should have a waste/service management in place. It is noted that one was submitted but more information is required on how the development/s will work to ensure that safe delivery and waste collection is undertaken.
The Refuse Collection is made from the Service Bay as indicated in the Waste & Servicing Strategy. This Strategy report presents the forecast of vehicles the tracking and management responsibility. For completeness an updated Waste & Servicing Strategy could be conditioned to planning approval.
- It is requested that the service area is separated from pedestrians.
Agreed, that has been confirmed
- It is requested that a Stage 1 Road Safety Audit it take for the Interim and the final proposed access point.
A Road Safety is planned for the detailed highway design and can be conditioned to the planning approval



Client Ask

Project First Street Plot 10a

Drg Title Combined masterplan

Created on 29-03-23 Created by YH Approved by RM

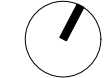
Scale 1:200 Size A1 Workstage For information

Drg No. PL1471.2-PLA-ZZ-00-DR-L-008

Suitability S2 Revision P01



Planit I.E. Limited
E: info@planit-ie.com W: planit-ie.com



MANCHESTER
2 Back Grafton St, Altrincham, WA14 1DY
T: 0161 928 9281



LEEDS
No.1 Aire Street, Leeds Station, Leeds, LS1 4PR
T: 0113 824 6413



LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230



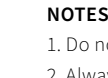
LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678



STANDISH
Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ
T: 0145 360 7080



THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.



NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
S2-P01	29-03-23	First Issue	YH	RM

Construction Management

“At this stage, Network Resilience require the applicant provide outline details on the proposed power connections and associated works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists.

The Event and Traffic Management Team have reviewed the Project Management Plan & Construction Phase Plan. They have requested that Traffic Management Plans are provided to understand the impact on the surrounding highway network. The team also require traffic management for demolition phases and construction phase. It is also requested that information on where power will be sourced is provided for comment. Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway. The applicant should be 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).”

The client contractor will arrange for a Construction Traffic Management Plan to be provided and this would be conditioned the planning approval. This will detail the works on the highway which may affect the movement of vehicles pedestrians and cyclists and set these out in a Traffic Management Plan.

TEMPORARY TRAFFIC MANAGEMENT/ ROAD AND FOOTWAY CLOSURES/ SCAFFOLDING AND HOARDING

Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be 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)

This is understood although this will need to consider that the adjacent highways are not adopted.