

Our Reference: 80058-CUR-XX-XX-T-TP-00006-P01

10 August 2022

Laura Wareing
Manchester City Council

By Email Only

Re: Alberton House (134287/FO/2022)

Dear Andrew,

Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development at Alberton House, off St Mary's Parsonage, in Manchester (Planning Application Reference: 134287/FO/2022).

Curtins produced a Transport Assessment (TA, Document Reference: **80058-CUR-XX-XX-T-TP-00001**), Framework Travel Plan (FTP, Document Reference: **80058-CUR-XX-XX-T-TP-00002**), and Waste Management Strategy (WMS, Document Reference: **80058-CUR-XX-XX-T-TP-00003**) to support the application.

This letter has been prepared to address the post-submission response received from Manchester City Council (MCC) Highways on 3rd August 2022, Ref: 13382/FO/2022. The response sets out the comment received in *italics* and Curtins' response below.

ROAD SAFETY DATA

An investigation into the accident history of the scheme area has been conducted. A more thorough explanation and justification of this would be beneficial. For example, more justification behind the statement 'these findings and the temporal nature of the study, it can be concluded that the accidents are not related to the features of the highway at this junction' in statement 2.5.3. There is also no mention of the 6 incidents in the past at Bridge St/Deansgate/John Dalton St.

Paragraph 2.5.3 referred to the 7 incidents at the Chapel Street / New Bailey Street / Bloom Street junction, in the vicinity of Salford Central station. A review of the 7 incidents demonstrates the following:

- In 2017, a slight severity collision occurred between two cars in the middle of the junction in light and dry conditions. Car 1 was travelling west along Chapel Street towards Salford, when Car 2 who was travelling east along Chapel Street turned right onto New Bailey Street across the path of Car 1, causing the collision. It is deduced that the collision occurred due to driver error on Car 1's part;
- In 2018, a pedestrian was crossing Bloom Street during the pedestrian phase at a traffic signal junction in light but wet conditions, when a collision occurred with a taxi that was in the act of turning right. The slight severity collision occurred at the nearside of the driver. It is deduced that the taxi had failed to obey the automatic traffic signals by performing a right turn during a pedestrian phase;
- In 2018, a slight severity collision occurred between a bus or coach and a taxi along the western arm of Chapel Street in light and dry conditions. The front of the taxi, which was waiting to turn right, collided with the back of the bus or coach which was stationary at the automatic traffic signals. It is deduced that the collision occurred due to driver error on the taxi's part;
- In 2018, a slight severity collision occurred between a car and a motorcycle along the eastern arm of Chapel Street in light and dry conditions. The car was travelling east and turning right but failed to give way to the motorcyclist travelling west along Chapel Street, when the collision occurred. It is deduced that the collision occurred due to driver error on the car driver's part;
- In 2019, a slight severity collision occurred between two cars in light and dry conditions along New Bailey Street at its junction with Gore Street. Car 2 was travelling north along New Bailey Street, when Car 1 who was travelling east along Gore Street turned right onto New Bailey Street and across the path of Car 2,

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causing the collision and subsequently fleeing the scene. It is deduced that the collision occurred due to driver error on Car 1's part;

- In 2020, a serious collision occurred between a pedal cycle and a van or goods vehicle along Bloom Street in light and dry conditions. The cyclist was proceeding normally along the carriageway and the van or goods vehicle was turning right when the front of the vehicle collided with the offside of the van or goods vehicle. It is not known whether the driver / rider failed to spot each other; and
- In 2020, a slight severity collision occurred between a cyclist and a car in the middle of the junction in dark and dry. The car was travelling north along New Bailey Street and entering the junction, when the cyclist who was travelling south along Bloom Street turned right onto Chapel Street across the path of the car, when the collision occurred. It is deduced that the collision occurred due to driver error on the cyclist's part.

With regard to the 6 incidents along Bridge Street / John Dalton Street / Deansgate, a review of the 6 incidents demonstrates the following:

- In 2017, a slight severity collision occurred between a cyclist and a car in the middle of the junction. The cyclist was travelling south along Deansgate, when the car travelling east along Bridge Street turned right onto Deansgate and into the path of the cyclist, causing the collision. It is deduced that the collision occurred due to driver error on the car driver's part;
- In 2017, a slight severity collision occurred between two cars along John Dalton Street. Both cars were travelling west in slow moving traffic, with Car 2 at the lights, and Car 1 collides with the rear of Car 2 before fleeing the scene. It is deduced that the collision occurred due to driver error on Car 1's part;
- In 2018, a slight severity collision occurred between a pedestrian and a cyclist on the pavement at the corner of the junction. During a red phase on the automatic traffic signals, a car travelling east along Bridge Street turns right onto Deansgate, across the path of a cyclist travelling north along John Dalton Street onto Bridge Street. The cyclist swerves to avoid the car, subsequently colliding with the pedestrian on the pavement whilst the car flees the scene. It is deduced that the collision occurred due to driver error and failure to obey traffic signals on the car driver's part;
- In 2018, a slight severity collision occurred between a cyclist and a bus in the middle of the junction. The cyclist was travelling west from John Dalton Street onto Deansgate, when the collision occurred with a minibus travelling east along Bridge Street onto Deansgate. It is not known whether the driver / rider failed to spot each other;
- In 2018, a slight severity collision occurred between a car and a cyclist at the corner of the junction. Both vehicles were travelling south along Deansgate, when the car turned left along the path of the cyclist, knocking them off the bicycle, and subsequently fleeing the scene. It is deduced that the collision occurred due to driver error on the car driver's part; and
- In 2019, a serious severity collision occurred between a Heavy Goods Vehicle (HGV) and a cyclist at the corner of the junction. Both vehicles were travelling west along John Dalton Street, when the HGV turned left onto Deansgate whereas the cyclist was travelling ahead onto Bridge Street, and the collision occurred between the nearside of the HGV and the offside of the cyclist. It is not known which vehicle entered the junction first and therefore which vehicle had right of way.

Curtins is of the view that the above analysis is sufficient in demonstrating that whilst all collisions are regrettable, the incidents appear to have been isolated incidents which were mostly caused by motorists who failed to look properly. Therefore, the conclusion that the accidents are not related to the features of the highway at this junction remain valid.

TRAFFIC REGULATION ORDERS

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring

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adequate parking restrictions remain in place, and are refreshed accordingly. No car parking spaces have been provided in the development therefore there is a chance that on road parking could take place in the vicinity of the development.

A desktop review of Traffic Regulation Orders (TROs) in the vicinity of the site has been undertaken as part of Section 2.3 of the TA. It was observed that the majority of St Mary's Parsonage, Back South Parade, Dunlop Street, Garden Lane, Smithy Street, and King Street West comprise double yellow lines (no waiting at any time) to prevent on-street parking – except for some Car Club bays and pay-and-display parking bays. As such, there are limited opportunities for vehicles to park on-street in the vicinity of the site that are free from restrictions without incurring a Penalty Charge Notice (PCN).

Curtins is of the view that should on-street parking take place in the vicinity of the development, it would likely be by visitors instead of staff at the site. This is because St Mary's Parsonage is located within Zone 1 of MCC's Controlled Parking Zone (CPZ), whereby the maximum stay time in the zone is 2 hours. Visitors would be free to use the pay-and-display bays if they require to do so, however it is envisaged that staff would choose to park elsewhere / offsite to avoid a PCN.

DISABLED PARKING SPACE

During pre-application discussions Highways requested a disabled parking space should be provided close to the proposed development. No provision has been made due to the two existing disabled parking bays on Dunlop Street (70m walk from the site entrance) and the provision of on-street pay and display bays along St. Marys Parsonage.

Highways requested that the applicant provide a minimum of one disable parking bay within close proximity of the site.

Curtins notes the above and confirms that Bruntwood is supportive of this. Bruntwood is keen to work with MCC Highways to find a suitable location for this bay along St Mary's Parsonage. Is there an MCC preference?

LOADING BAY

The RSA detailed concerns for the of the lack of measures proposed on St. Marys Parsonage southbound. Given that Highways has similar concerns it was requested that the developer provides some form of speed reduction measures to mitigate the provision of the new loading bay. This request applied to both of the scoping options.

Highways would accept either Option 1 or Option 2, but on the condition that traffic calming is proposed on St. Marys Parsonage southbound. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Curtins note the above and confirms that Bruntwood have no objections to introducing some form of traffic calming measures. It is Curtins' view that details of the traffic calming measures could be developed further at a detailed design stage and a condition would adequately secure this.

Notwithstanding, the proposed locations of the traffic calming measures have been added to the drawings of the 2 loading bay options, namely **Drawings 80058-CUR-XX-00-D-TP-75002** and **80058-CUR-XX-00-D-TP-75003** appended to the rear of the report.

It is requested that a Service Management Strategy is in place and conditioned to ensure that there are no loading conflicts. It is also requested that servicing takes place outside of peak hours to reduce congestion on the highway network.

Curtins notes the above and agrees that a Service Management Strategy could be secured by condition.

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.

There are no railings or fencing adjacent to the highway nor gated accesses, therefore it is not envisaged that this would result in any issues.

PUBLIC REALM

It is recommended that all public realm designs and materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The MCC Flood Risk Management and Street Lighting teams will need to be consulted to discuss lighting and drainage associated with the site public realm.

Curtins notes that this is a detailed design manner that can be developed at a later stage.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Curtins notes that this is a detailed design manner that can be developed at a later stage. Notwithstanding, Bruntwood is supportive of this if this is achievable.

TRAVEL PLAN

An Interim Travel Plan has been produced with the intention that a full Travel Plan will be prepared at a later stage by Curtins. A TPC will be in place one month before operation of the proposed development. It is requested that a full Travel Plan is produced within 6 months of the occupation of the site.

Curtins confirms this intention and notes that a Full Travel Plan typically forms part of a schedule of conditions.

CONSTRUCTION MANAGEMENT

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also 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.

Curtins notes the above and agrees that a Construction Management Plan could be secured by condition.

The contents of this note, in addition to the appended drawings, is considered to adequately address the comments raised within MCC Highways' response.

We trust that the above now provides MCC with the required information to support the planning application for the proposed development. We would be very keen to assist should you have any more queries relating to traffic and transport for the proposed development.

Yours sincerely,

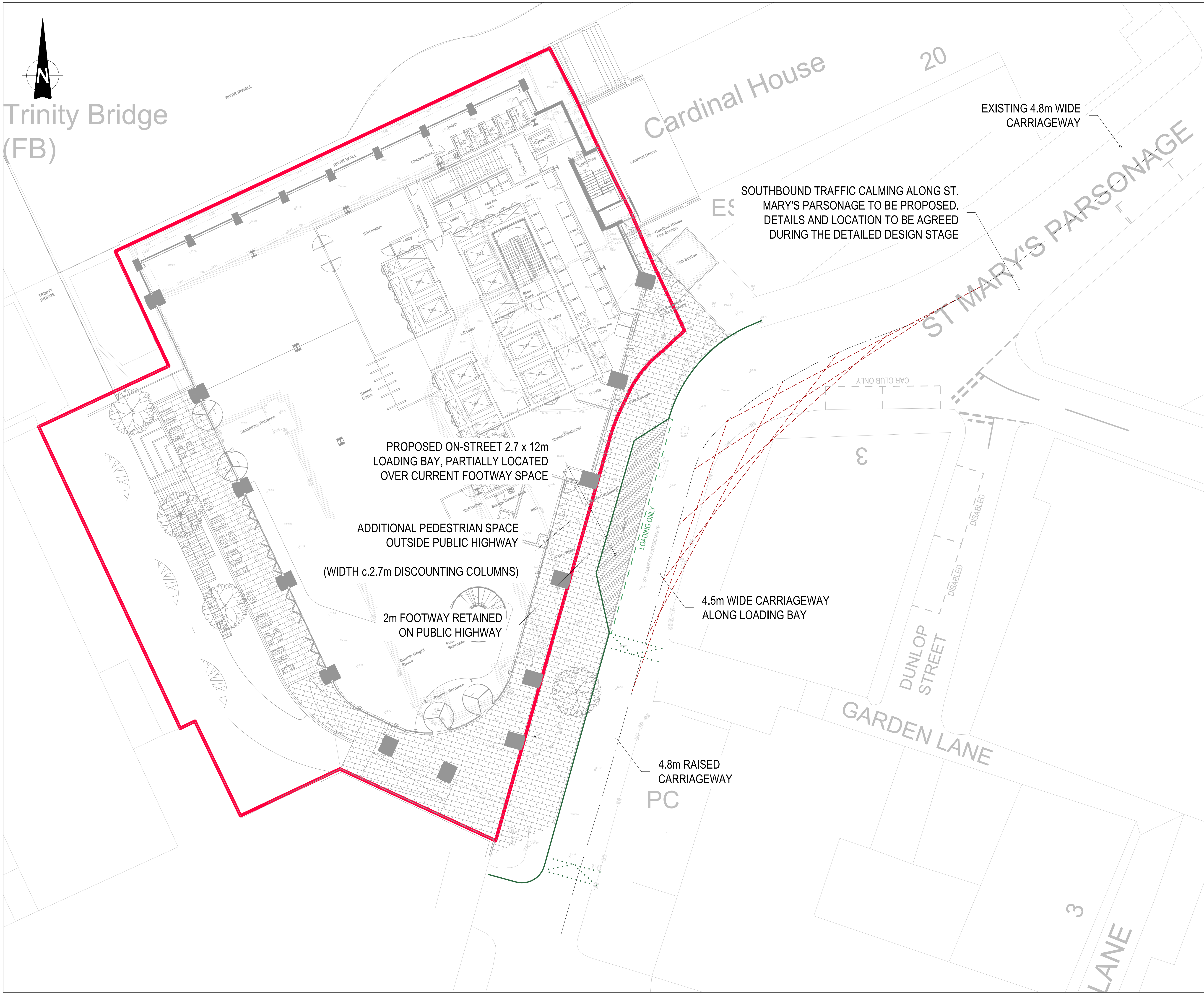
A handwritten signature in black ink, appearing to read 'A. Vogt'.

Alex Vogt
Board Director
For and on behalf of **Curtins**

Drawings

Drawing 80058-CUR-XX-00-D-TP-75002 – Proposed Loading Bay (Option 1)

Drawing 80058-CUR-XX-00-D-TP-75003 – Proposed Loading Bay (Option 2)



Trinity Bridge
(FB)

Cardinal House

EXISTING 4.8m WIDE
CARRIAGEWAY

SOUTHBOUND TRAFFIC CALMING ALONG ST.
MARY'S PARSONAGE TO BE PROPOSED.
DETAILS AND LOCATION TO BE AGREED
DURING THE DETAILED DESIGN STAGE

PROPOSED ON-STREET 2.7 x 12m
LOADING BAY, PARTIALLY LOCATED
OVER CURRENT FOOTWAY SPACE

ADDITIONAL PEDESTRIAN SPACE
OUTSIDE PUBLIC HIGHWAY

(WIDTH c.2.7m DISCOUNTING COLUMNS)

2m FOOTWAY RETAINED
ON PUBLIC HIGHWAY

4.5m WIDE CARRIAGEWAY
ALONG LOADING BAY

4.8m RAISED
CARRIAGEWAY

ST MARY'S PARSONAGE

DUNLOP
STREET

GARDEN LANE

3

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

- KEY:
- PLANNING BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - INDICATIVE LANE CENTRE LINE
 - 25.00m
 - FORWARD VISIBILITY (20mph)

P04	Southbound traffic calming added	10/08/22	DD	AV
P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: **PLANNING**

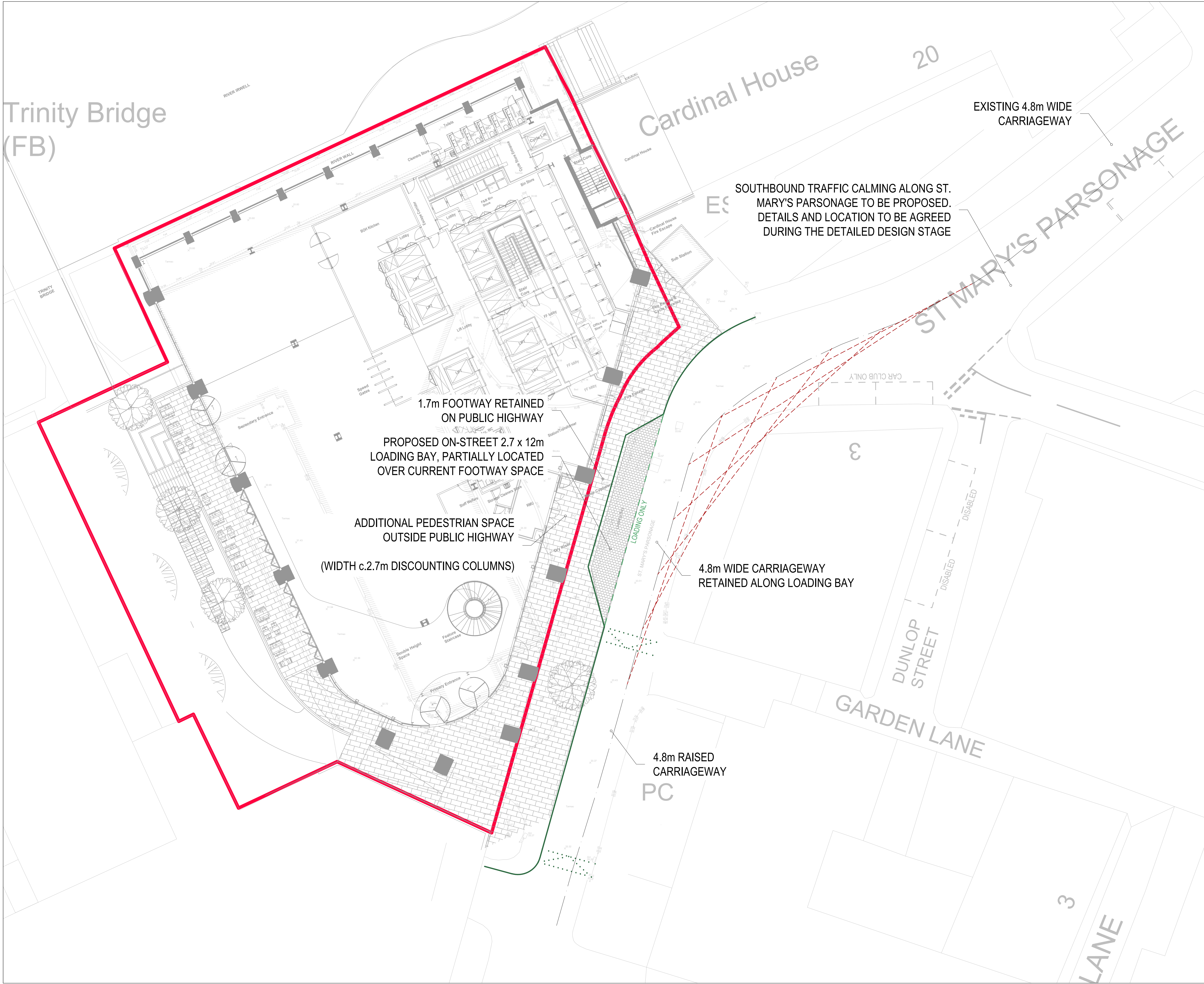
Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **PROPOSED LOADING BAY
OPTION 1**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	19/04/22	DD	DD	AV
Scale:	1:150			
Project No:	Originator:	Volume:	Level:	Type:
80058	- CUR	- XX	- 00	- D - TP -
				75002 - P04

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Trinity Bridge
(FB)



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Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **PROPOSED LOADING BAY
OPTION 2**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	19/04/22	DD	DD	AV			
Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 75003 - P04							

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