

Project name	This City, Rodney Street		
Design note title	Response to MCC Highways Comments		
Document reference	18321-HYD-XX-XX-TP-RP-1005		
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Revision	2		
Date	2 August 2022	Approved	✓

1. INTRODUCTION

- 1.1.1 This note has been produced by Hydrock in response to comments received from Manchester City Council [MCC] in relation to planning application Ref: 134154/VO/2022.
- 1.1.2 A copy of the MCC comments received are provided in full at **Appendix A**.
- 1.1.3 This Technical Note [TN] has been prepared to provide the additional information requested to address MCC's comments.
- 1.1.4 For simplicity each point will be addressed in the original order they have been made.

2. MANCHESTER CITY COUNCIL COMMENTS

- 2.1.1 The following section will present comments from MCC and Hydrock's response.

2.2 Manchester City Council Comment 1

Drawing 18321-HYD-XX-XX-DR-TP-0008 shows that a delivery vehicle can reverse into the site from Butler Street and exit in forward gear. Highways have concerns of a vehicle reversing into the parking area from Butler Street, particularly within close proximity of Rigel Street and the traffic calming.

Response

- 2.2.1 This car park is a barrier controlled secure area and is not designed for regular servicing nor does the access door facilitate servicing. Servicing for this block will be undertaken via the main building entrance that fronts onto the central public realm area.
- 2.2.2 Deliveries made to this area would be very infrequent and would be restricted to large bulky items e.g., a new sofa delivery.
- 2.2.3 This arrangement will be reviewed as part of a Road Safety Audit.

2.3 Manchester City Council Comment 2

The external loading bay will be in place off Wadeford Close. The external loading bay will also allow for a fire tender to access Block B. Swept Path (Drawing: 18321-HYD-XX-XX-DRTP-0002) demonstrates that a fire tender can access this loading bay. At Pre-Plan Highways voiced concerns of vehicles reversing along Wadeford Close and within close proximity of its junction with Jersey Street. Highways have concerns with the proposed reversing of vehicles at this junction and would request that the applicant consider other refuse/delivery arrangements that would avoid this movement.

Response

- 2.3.1 As demonstrated in Drawing: 18321-HYD-XX-XX-DR-TP-0002, a fire tender and by extension delivery vehicles would access Wadeford Close in forward gear, reverse into the loading bay and egress from Wadeford Close in forward gear.
- 2.3.2 Fire tender vehicles and delivery vehicles would not reverse out of Wadeford Close onto Jersey Street.

2.4 Manchester City Council Comment 3

REFUSE AND SERVICING: Block A: Refuse collection for Block A will be undertaken from Butler Street on the north-eastern side. A refuse store is in place on the ground floor and bins will be taken to the collection point on collection day. Refuse will not be stored on the adopted highway and transferred back to the bin store after collection. It should be ensured that the distance between the bin store and the collection point are not greater than those detailed within MCCs GD04 Standards.

Response

- 2.4.1 The distance between the refuse store and the collection point is 20m, this is presented in **Appendix B** for ease of reference. This is within MCC's GD04 guidance and Manual for Streets guidance.

2.5 Manchester City Council Comment 4

We asked that visibility splays and evidence that passing width drawings were submitted for comment. Drawing 18321-HYD-XX-XX-DR-TP-0004 does demonstrate that vehicles can pass a waste vehicle on Butler Street. However, Highways do have concerns with this arrangement. We would further request that visibility splays of a vehicle egressing from Rodney Street to Butler Street, with a parked refuse vehicle, is submitted.

Response

- 2.5.1 At the request of MCC Highways, Hydrock have produced additional plans to demonstrate the visibility splay from the junction of Rodney Street and Butler Street.
- 2.5.2 The additional drawings are presented within **Appendix C**.
- 2.5.3 The left-hand visibility splay from Rodney Street to Butler Street does not demonstrate a highway safety concern as opposing traffic is on the opposite side of the road and is visible from the junction of Butler Street and Oldham Road approximately 110m away. This is presented in **Figure 2.1** below.

Figure 2.1 Rodney Street Visibility



2.6 Manchester City Council Comment 5

Highways would request that the applicant consider if waste collection could be undertaken internally and not on the adopted highway.

Response

- 2.6.1 It is not common for a refuse vehicle to enter the private curtilage of a development to make a collection.
- 2.6.2 Upon review of similar developments within the area, all refuse collections are made on-street and not within the private curtilage of the development.
- 2.6.3 The approved planning applications reviewed in the local area are as follows:
 - 130354/FO/2021 - Eliza Yard
 - 116300/FO/2017 - New Little Mill
 - 108566/FO/2015/N2 - Murrays Mill
 - 108567/LO/2015/N2 - Sawmill Court
 - 111742/FO/2016/N1 - Smiths Yard

- 109593/FO/2015/N1 - One Cutting Room Square
- 115595/JO/2017 - Anco&Co
- 120893/FO/2018 - One Silk Street.
- 129187/FO/2021 - Lovell's Rigel Street

2.6.4 Planning reference 129187/FO/2021 the Lovell's scheme to the north east of the Rodney Street site presents a refuse vehicle reversing into Rigel Street towards a gated access from Butler Street.

2.6.5 It is noted that no swept path analysis drawings or highways concerns were raised for this arrangement setting a precedent for the area.

2.7 Manchester City Council Comment 6

Block B: Refuse for Block B will be undertaken from Wadeford Close. The refuse store is located on the ground floor and bins will be taken from the refuse store to the collection point on collection day. Refuse will not be stored on the adopted highway and bins will be returned to the bin store after collection. A Swept path drawing (8321-HYD-XX-XX-DR-TP-0005) has been submitted and shows that a waste vehicle can reverse from Wadeford Close to the collection point. During pre-app Highways stated that we would not support a waste vehicle reversing along Wadeford Close if it was greater than 20m. The drawing confirms that this measurement is 12m. However, Highways cannot support a vehicle reversing across the junction of Wadeford Close and Jersey Street.

Response

2.7.1 During the pre-application meetings MCC Highways stated that a reversing distance of greater than 20m would not be acceptable, Hydrock have demonstrated that an infrequent refuse collection would reverse less than 20m to service Block B in accordance with Manual for Streets guidance.

2.7.2 It is unfortunate that MCC Highways has now changed their original advice which has influenced the design of the scheme.

2.7.3 Within MCC's GD04 Guidance it is stated that the reversing of a refuse vehicle would not be acceptable from a major road. Jersey Street is a minor residential road whilst Wadeford Close will be stopped up and provide access to three accessible car parking spaces.

2.7.4 It should also be noted that MCC has recently approved a public realm strategy for the Poland Street Zone including Jersey Street. The public realm and movement strategy aims to reduce the number of vehicles within Ancoats and as such, traffic volumes on Jersey Street in proximity to Wadeford Close will likely fall further as the public realm works are implemented.

2.7.5 Refuse collection would be undertaken for a short period of time, every two weeks outside of the network peaks.

2.7.6 If it provides further comfort to MCC Highways a Stage 1 Road Safety Audit can be undertaken to demonstrate the validity of this arrangement.

2.7.7 Based on the above, the reversing of a refuse collection vehicle once per two weeks is not deemed to be an inappropriate manoeuvre and is a common occurrence across the city centre on a daily basis.

2.8 Manchester City Council Comment 7

Townhouses: Refuse collection for the townhouses will be undertaken on Jersey Street in the same manner as the existing properties. It is recommended that servicing takes place out of peak hours to reduce congestion on the highway network.

Response

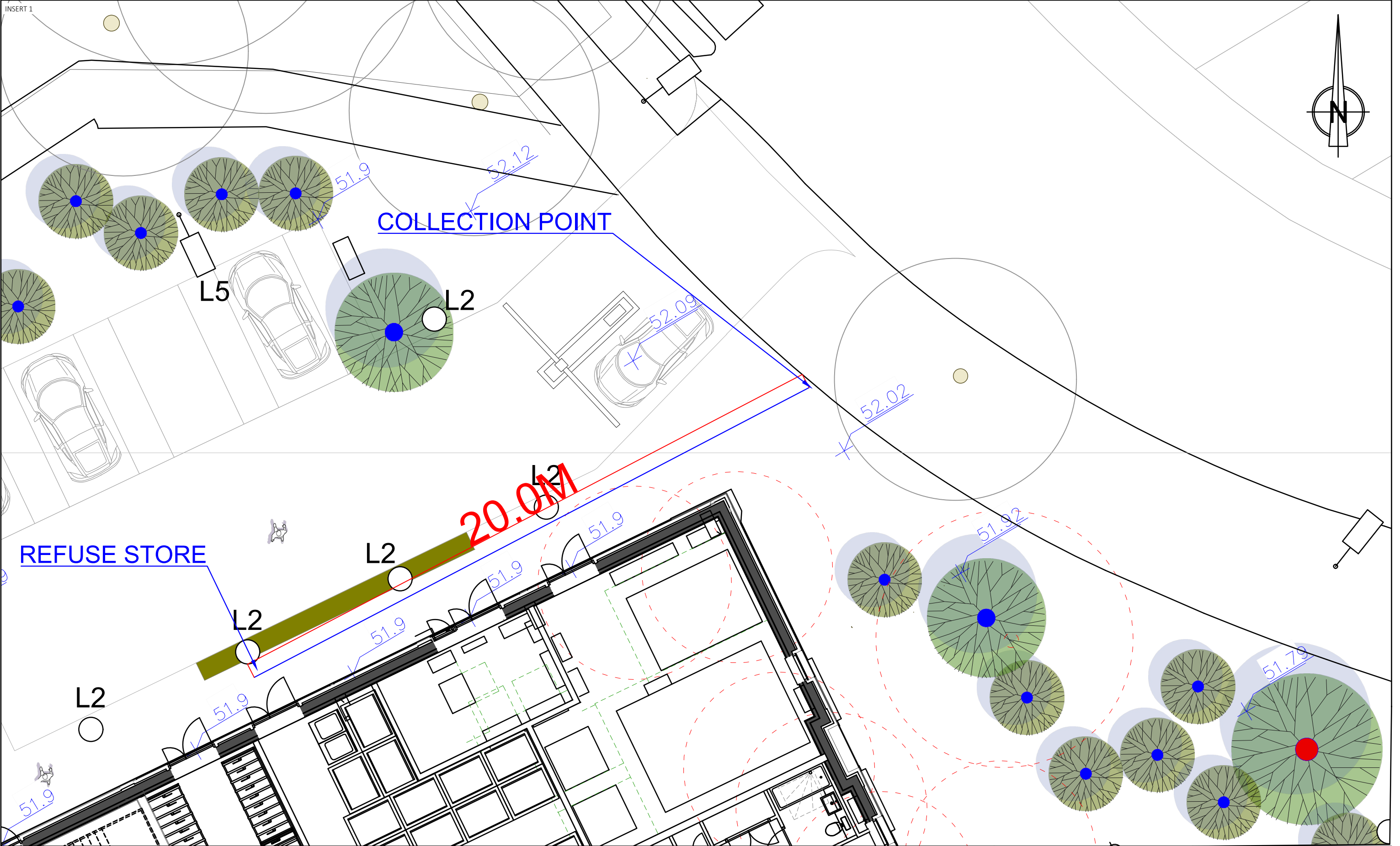
- 2.8.1 The above point is noted and the refuse collection for the townhouses will be added to the existing refuse collection routes.

Appendix A - MCC Highways Comments

The Ancoats Mobility Hub will provide a 'delivery hub' to allow a daily aggregation and sustainable last mile distribution of the parcels destined for the residential developments within the area, including the Rodney Street development. The Mobility Hub will take delivery of small to medium sized parcels where they will be stored until either an electric vehicle or cargo bike is full and ready for delivery. Deliveries outside of the Mobility Hub arraignment are proposed to be undertaken in the parking area to the north of Block A. Drawing 18321-HYD-XX-XX-DR-TP-0008 shows that a delivery vehicle can reverse into the site from Butler Street and exit in forward gear. Highways have concerns of a vehicle reversing into the parking area from Butler Street, particularly within close proximity of Rigel Street and the traffic calming. Block B will provide access to an internal and external loading bay. Block B will have a postal area and concierge service for the distribution of deliveries to residents. The external loading bay will be in place off Wadeford Close. The external loading bay will also allow for a fire tender to access Block B. Swept Path (Drawing: 18321-HYD-XX-XX-DRTP-0002) demonstrates that a fire tender can access this loading bay. At Pre-Plan Highways voiced concerns of vehicles reversing along Wadeford Close and within close proximity of its junction with Jersey Street. Highways have concerns with the proposed reversing of vehicles at this junction and would request that the applicant consider other refuse/delivery arrangements that would avoid this movement.

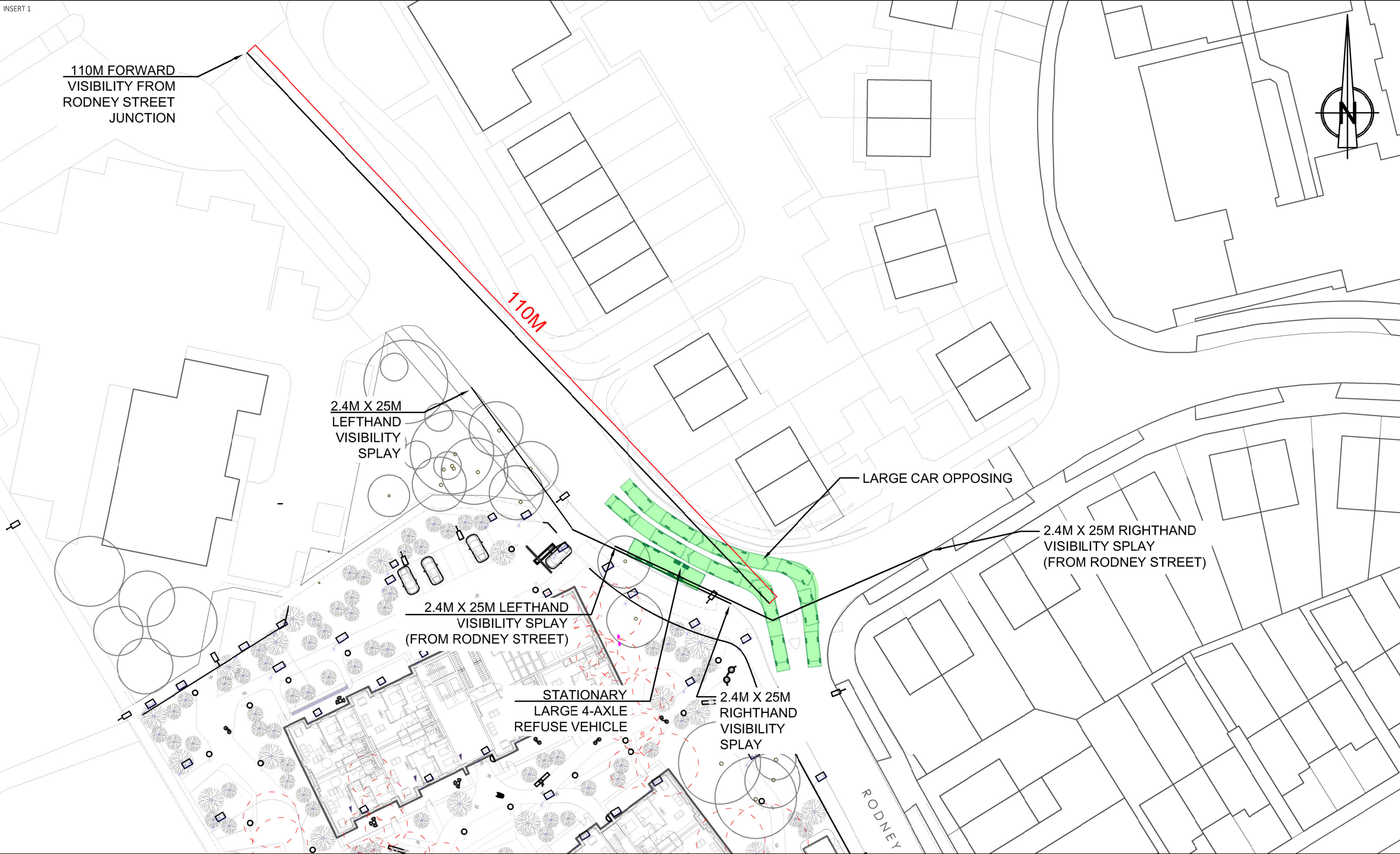
REFUSE AND SERVICING: Block A: Refuse collection for Block A will be undertaken from Butler Street on the north-eastern side. A refuse store is in place on the ground floor and bins will be taken to the collection point on collection day. Refuse will not be stored on the adopted highway and transferred back to the bin store after collection. It should be ensured that the distance between the bin store and the collection point are not greater than those detailed within MCCs GD04 Standards. During pre-app discussions Highways voiced concerns of the proposal to collect Block A waste from Butler Street. We asked that visibility splays and evidence that passing width drawings were submitted for comment. Drawing 18321-HYD-XX-XX-DR-TP-0004 does demonstrate that vehicles can pass a waste vehicle on Butler Street. However, Highways do have concerns with this arrangement. We would further request that visibility splays of a vehicle egressing from Rodney Street to Butler Street, with a parked refuse vehicle, is submitted. Highways would request that the applicant consider if waste collection could be undertaken internally and not on the adopted highway. Block B: Refuse for Block B will be undertaken from Wadeford Close. The refuse store is located on the ground floor and bins will be taken from the refuse store to the collection point on collection day. Refuse will not be stored on the adopted highway and bins will be returned to the bin store after collection. A Swept path drawing (8321-HYD-XX-XX-DR-TP-0005) has been submitted and shows that a waste vehicle can reverse from Wadeford Close to the collection point. During preapp Highways stated that we would not support a waste vehicle reversing along Wadeford Close if it was greater than 20m. The drawing confirms that this measurement is 12m. However, Highways cannot support a vehicle reversing across the junction of Wadeford Close and Jersey Street. Townhouses: Refuse collection for the townhouses will be undertaken on Jersey Street in the same manner as the existing properties. It is recommended that servicing takes place out of peak hours to reduce congestion on the highway network.

Appendix B - Refuse Collection Distance



KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock		TITLE						
					CLIENT		DISTANCE BETWEEN REFUSE STORE AND COLLECTION POINT						
					WATES CONSTRUCTION		HYDROCK PROJECT NO. C-18321						
					PROJECT		SCALE @ A3 NTS						
					PO1.01		STATUS DESCRIPTION SUITABLE FOR INFORMATION						
REV		RODNEY STREET		DRAWING NO. 18321-HYD-XX-XX-DR-TP-0009		STATUS S0							
DRAWNBY		DATE-D		CHKBY		DATE-C		APPBY		DATE-A		REVISION P01.01	

Appendix C - Visibility Splays Rodney Street/ Butler Street



KEY PLAN VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock CLIENT WATES CONSTRUCTION PROJECT RODNEY STREET	TITLE LARGE 4-AXLE REFUSE VEHICLE WITH LARGE CARS OPPOSING HYDROCK PROJECT NO. C-18321 SCALE @ A3 1:500 STATUS DESCRIPTION SUITABLE FOR INFORMATION DRAWING NO. 18321-HYD-XX-XX-DR-TP-0010 STATUS SO REVISION P01.01
POL.01 CR 29/07/2022 SD 29/07/2022 SD 29/07/2022 SD	REV REVNOTES DRAWNBY DATE-D CHKBY DATE-C APPRY DATE-A					