MANCHESTER
CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone:
m.usmani@manchester.gov.uk

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Robert Griffin
From	Muniza Usmani
Date	
Subject	**129020/FO/2020** **Erection of 1 no. 13 storey building and 1 no. part 4 and part 5 storey building to form purpose built student accommodation together with a single storey side and rear extension to the retained and refurbished Oakley Villa and conversion to form amenity and communal space together with associated landscaping, cycle parking, car parking and associated works following the demolition of existing office accommodation on the site**

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

129020
Oakley - 188 Wilmslow Road

Application is for the erection of 1 no. 13 storey building and 1 no. part 4 and part 5 storey building for student accommodation together with associated landscaping, cycle parking, car parking and associated works following the demolition of existing office accommodation on the site.

The development will accommodate 425 bed-spaces.
The site is located adjacent to the Wilmslow Road/Oxford Road bus corridor. The site has a GMAL level of 7, which indicates a high level of public transport accessibility.

A high level of on-street parking has been observed on Langley Road during University term time, associated with the terraced properties.
The route is subject to a 20mph speed limit, there are junction protection restrictions at Langley Road's junction with Wilmslow Road.

Access
Vehicular access to the Application Site is currently afforded via Langley Road. A new emergency access vehicular access point is also proposed to be provided to Langley Road.

The existing service vehicle access off Langley Road that services the office building would be closed and reinstated to footway. The dropped kerb adjacent to bus stop that previously allowed egress from the site should also be reinstated.

Any changes to the adopted highway including reinstatements and new dropped crossings should be taken forward via a suitable highway agreement (S278). Dropped kerbs and tactile paving should be provided across the vehicle access points.
Any proposed gates should open inwards and not impact adopted footway. Barrier controls should be located a minimum 5m from the edge of the carriageway so waiting vehicles do not impede through traffic.

At the point of vehicle egress, any boundary treatment should be visually permeable from 600mm upwards.

Highway Safety
The accident information provided covered the most recent five-year period available from the database (01/11/2014 - 31/10/2019).
There have been a notable number of accidents involving cyclists in the area. There are 12 recorded incidents at the junction of Moseley Road and Wilmslow Road.

The proposed development will be adding additional cycle trips to the local network. It is recommended that the applicant review the layout of this junction in light of this high accident rate and fund measures to improve safety at the junction for all users and particularly cyclists. This should be conditioned.

Trip generation
The existing site operates as an office with circa 180 staff and 53 on-site parking spaces. The TRICS database has been used to predict that the existing office use has the potential to generate circa 55 two-way vehicle movements during the AM peak hour and 44 two-way during the PM peak hour.
The information provided has been reviewed by TfGM and they have not raised ant concerns regarding predicted trips.

Car Parking
The proposed student development will be car-free which is acceptable in principle given the nature of the development and sustainable location. Eight car parking spaces are proposed on-site
- 3 accessible spaces for students and staff
- 4 standard bays with electric vehicle charging points
- 1 standard bay.

The standard bays should be minimum 2.4m wide x 4.8m length and the accessible bays should be 3.6m wide x 6.0m length - bays should be separated by a 6m aisle width.

CAR CLUB BAY
As there is no on-site car parking facility for student residents it is recommended that a car club bay is located nearby to the development and this is funded by the Developer. This will discourage car ownership and also assist residents who may require occasional use of a vehicle.

Student Parking Management Strategy
It is noted that a strategy is proposed so Students would not be permitted to bring their own cars to the site (or to the University) as a condition of their tenancy, this is welcomed. This strategy should be conditioned.

Move-in/out Procedure

It is noted that all on-site car parking would be made available for students moving into/out of the site at the start/end of term time and demand for on-site parking during move-in / move-out events would be managed by the site operator. It is recommended that a Condition is attached to any subsequent Planning permission requesting that an Operational Management Plan is submitted to and agreed in writing with the Local Planning Authority, prior to first occupation of the development.

Pedestrians
It is proposed that the existing site access from Wilmslow Road would be used by pedestrians. An additional new pedestrian access point is proposed at the south-eastern corner of the Site off Langley Road, close to its junction with Wilmslow Road. It is recommended that all pedestrian routes are minimum 2m wide.

To assist pedestrians and enhance road safety it is queried if any consideration has been given to the provision of signalised pedestrian facilities across Wilmslow Road in the vicinity of the site. A facility could be incorporated into the bus gate signals.

Public Realm/Materials
Commuted sums are required for any non-standard materials, street trees etc used on the adopted highway. To be agreed with MCC Highways S278 team as required.

Cycle Storage
Cycle stores for circa 172 cycles are proposed within the basement with access from the main pedestrian access off Wilmslow Road. A further 42 spaces are proposed close to the Wilmslow Road access. This represents a 50% allocation which is OK in principle as a starting point however the applicant should monitor usage of the cycle storage and provide additional as required - this should be included in the conditioned Travel Plan.
It is also recommended that the Developer promotes additional schemes to encourage sustainable travel such as bicycle hire etc.

TAXI PICK-UP and DROP-OFF
No detail has been provided regarding this activity, details of a suitable location and how this will be managed should be included in the site management plan.

Waste/Servicing
It is proposed that servicing would be undertaken on-street on Langley Street and also within the car parking area.
Swept path assessments of refuse collection / delivery vehicle manoeuvres are provided which are acceptable in principle, to ensure servicing is appropriately managed it is recommended that a servicing management plan is conditioned.

Travel Plan
A draft Interim Travel Plan has been prepared to accompany the planning application. This is acceptable in principle, and it is recommended that a Condition is attached to any subsequent Planning permission requesting that a Travel Plan is submitted to and agreed in writing with the Local Planning Authority, prior to first occupation of the development.

CMP
A construction management methodology plan has been submitted with the application. This will require on-going discussion and agreement with the MCC Network Resilience team. It is recommended that a CMP is suitably conditioned.

The applicant is also 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).

Dilapidation surveys are also requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Suggested Conditions
- Cycle parking
- Student Management Stratgey including Move in/out procedure
- Servicing Management Plan
- Off Site Highways highway safety at Mosely Road junction, reinstatements, etc.
- CMP
- Travel Plan
- Car Club Bay
- ELV

Highways Reference: 11409/FO/2021