



Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To Jennifer Atkinson

From [REDACTED]

Date 6 November 2025

Subject 143024/FO/2025

Phased development comprising: Phase A - demolition of existing buildings and structures, erection of a basement (C1 Building and C2 Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/or Sui Generis drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works;

Phase B: erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works;

Phase C - change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) including highways, access and servicing arrangements, and other associated works.

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

143024

CONTEXT

Proposals comprise of 72,928 sqm GEA office accommodation and 7,265 sqm GEA of flexible uses which could be food and beverage/commercial/gym/wellness, as well as 860 sqm community space located at 'Sister Plot C', Former Umist Campus, Altrincham Street, Manchester, M1 7JA.

The site is bound by Altrincham Street to the north (20mph and adopted up to Echo Street) and London Road to the east (20mph/30mph adopted). 'No Waiting' and 'No Loading'

restrictions are present along London Road with 'No Waiting' restrictions covering Altrincham Street. Cycles lanes are provided to both sides of Altrincham Street with a southbound cycle lane at London Road. Lower Albion Street (unadopted) routes through the site from Altrincham Street).

HIGHWAYS RESPONSE

TRIP GENERATION AND SAFETY

- o The TRICS assessment contained within the TA demonstrates the development is likely to result in a low number of vehicle trips and as such no further assessment is required.
- o The road safety assessment demonstrates no underlying safety issues which would be exasperated by the proposals.
- o It is noted that the public realm area may host various events. These will be safely managed as part of the 'Sister Zone C Event Strategy'.

ACCESSIBILITY

- o The TS demonstrates that the site is located in a highly accessible city centre location (GMAL 8), located within walking distance to various transport nodes and in close proximity to existing/proposed cycle infrastructure.
- o Highways note the current lack of crossing facilities directly east of the site across London Road and connectivity to/from SB bus stop. However, MCC Highways currently have no defined timescales for the future de-engineering of London Road. Therefore, a controlled crossing facility should be the focus of future masterplan development plots.

PEDESTRIAN/CYCLE ACCESS & PUBLIC REALM

- o New public realm proposed to the north at Altrincham Street. Bollards proposed to allow access for occasional servicing/emergency access only. Stopping-up to the adopted section of Altrincham Street will be required with pedestrian and cycle access retained.
- o Altrincham Street will accommodate an unadopted 3m cycle/2m pedestrian route.
- o The main pedestrian building entrance provided via new public realm area to the north at Altrincham Street. Cycle access to be provided from the north and south, adjacent to active travel routes.
- o Proposals include an upgrade to the existing (unadopted) pedestrian/cycle route along London Road (3m cycle/2m footway). Landscape proposals to the east also include 'Hollaway Forest'.
- o The submitted Landscape Plan confirms that min. 2m pedestrian routes will be retained around the site.
- o Appropriate contrast surfacing and tactile paving will be required to ensure clear and conspicuous differentiation between opposing internal pedestrian/cycle and vehicle routes.
- o Highways acknowledge localised cycle improvements and the commitment to enhance surrounding routes through future masterplan phasing.
- o Clarification is requested on how cyclists will transition between the western section of the proposed cycleway at Altrincham Street and Sackville Street.
- o It is unclear how northbound cyclists would safely continue their journey northbound past Altrincham Street. Whilst the TS states that cycle provision to the south will tie into proposals for future 'Plot F', the proposed arrangement appears unsafe as cyclists will appear to be guided south onto the existing footway. Appropriate tie-in works will be required.

CYCLE PARKING

- o Building C1 to have 148no. cycle parking spaces in total and Building C2 to have 269 cycle parking spaces in total (both secure and sheltered). Lockers and shower facilities are proposed for both.
- o The applicant has demonstrated that the level of provision complies with LTN 1/20.
- o Short-stay visitor cycle parking within the public realm close to Holloway Forest is welcomed.

CAR PARKING

- o The proposals are car-free (excluding disabled provision). This is accepted by Highways given the sustainable city centre location and surrounding kerbside parking restrictions, although highways request localised TRO refreshment works.
- o Highways note that the area is located within Controlled Parking Zone 2 (Max. 2 hours parking) and various public car-parks are situated within walking distance, including Mayfield MSCP. P&D bays are also provided in close proximity at Echo Street.
- o Highways support the removal of the proposed Echo Street disabled bay. Two disabled bays will be retained on-site (including 1no. EV bay - access via 'Mill Lane' at London Road). These will be demarcated to MCC minimum dimensions.
- o Disabled users will also be able to park free of charge at the Echo Street P&D bays (associated with IQ development).
- o This level of provision is accepted by Highways given the site constraints. Additional disabled bays will be provided within the Sister masterplan area as part of future development phases.

TAXIS

- o It is proposed that taxis will utilise the 2 new bays on Mill Lane. Anticipated demand evidenced within the TS is sufficient, however the assessment does not consider potential use of the area by other/existing taxi operations.
- o Highways request an on-site management plan to regulate access and usage of the proposed delivery/taxi bays. This is to prevent vehicle congregation that could impact operations or safety at London Road.

HIGHWAYS WORKS

Proposed off-site S278 highways works include:

- o Provision of a new servicing, taxi and disabled access from London Road ('Mill Lane').
- o Works will need to be supported by appropriate TRO amendment to extend around the access.
- o Adequate levels of visibility have been demonstrated - the applicant must ensure that surrounding landscaping is maintained at a height not exceeding 600mm to retain visibility.
- o Swept-path assessment has been demonstrated for a MCC refuse Vehicle.
- o Bollards at Mill Lane are positioned before the pedestrian/cycle path and are adequately set back from London Road.
- o Any redundant site access points to be reinstated with full footway provision and footway resurfacing/renewal will be required where appropriate.
- o Tactile paving and dropped kerbs will be required across any site access point and at junctions within the vicinity of the site.
- o Section 278 tie-in works between the adopted highway and the private areas of improved cycle/pedestrian provision along London Road.
- o Plans should be updated to remove the 'indicative' controlled pedestrian crossing at London Road as the associated pedestrian connections will not be required at this stage.

- o A Stage 1 RSA has been undertaken which identifies the following problems:
- o Problem 1: Unauthorised vehicle access may increase risk of ped/cycle collisions at Altrincham Street. Designers response: The west and east ends of Altrincham Street and the south end of Echo Street will be bollarded to prevent motor vehicles entering the public realm. Accepted by Highways.
- o Problem 2: Manoeuvring vehicles at Echo Street may increase risk of Ped/cycle collisions. Designers response: Only 1 disabled parking bay at this location which will turn around in the carriageway. Pedestrians will be on the footway and cyclists will be on carriageway with space between the proposed parking bay and the footway for cyclists. Highways note that the disabled parking bay has now been removed from the proposals.
- o Problem 3: Lack of provision for users who rely on mobility aids may increase collisions involving this user group at London Rd/Service access. Designers response: tactile paving to be introduced at detailed design. Accepted by Highways.
- o Problem 4: Visibility at site London Rd/Service access. Designers response: Appropriate visibility play demonstrated. Note applicant has committed to retaining landscaping within 600mm height. Accepted by Highways.
- o Problem 5: Insufficient conspicuity of controlled crossing at London Rd may increase the risk of collisions involving pedestrians. Designers response: Crossing does not form part of the current proposals. Accepted by Highways.
- o Problem 6: Vehicle swept paths may increase the risk of collisions involving pedestrians at Mill Lane. Designers Response: conflict between pedestrians and vehicles will be limited. Accepted by Highways.

INTEGRATION WITH ECHO STREET WORKS

- o The approved S278/TRO highways works for the IQ development at Echo Street (Ref: 136874/FO/2023) require access via Altrincham Street.
- o The Applicant must liaise with IQ to develop a modified TRO scheme that ensures safe and efficient servicing operations. These modifications must be funded by the Applicant. Note that IQ works at Echo Street will include new Pay & Display (P&D) bays; any removal or relocation will be subject to commuted sums or TRO relocation fees.
- o The removal of the proposed disabled bay at Echo Street may improve turning provision for vehicles, especially given the closure of Altrincham Street - this should be evidenced.

STOPPING UP

- o Plans have been submitted showing the proposed stopping-up plan for Altrincham Street, which is acceptable in principle.
- o The applicant confirms that public pedestrian and cycle access will be retained at all times - this must be incorporated into the associated order.
- o Emergency vehicle access will be permitted along Altrincham Street with occasional servicing access. Vehicle access will be granted by retracting bollards - the bollards will be located such that a vehicle can turn off London Road and wait for the bollards to retract without protruding onto London Road.

SERVICING, WASTE MANAGEMENT & EMERGENCY ACCESS

- o Servicing vehicles for C1 and C2 will enter the site from Mill Lane and egress via the existing service route at Sackville Street.
- o The proposed service tunnel will provide a total of 6no. servicing bays and Mill Lane will provide (2no. delivery/taxi bays).
- o For the viaduct units the refuse vehicle will enter the site from Sackville Street using the existing access north of the viaduct, providing access to the waste store.

- o Swept-path assessment has been undertaken based on a 11.5m refuse vehicle through/within the service tunnel. Some vehicular overrun of adjacent loading bays is shown within the service tunnel. The applicant notes that the smaller (8m long) bays are expected to be used by max 7.4m Transit/Sprinter vans only.
- o Highways request that A Servicing Management Plan is conditioned to ensure efficient servicing operations.
- o This will need to ensure that access is restricted to the largest anticipated service vehicle which has been subject to approved swept-path assessment.
- o It remains unclear whether sufficient height clearance is provided for MCC refuse vehicles. The vertical swept-path analysis identifies a clash zone, but further commentary is needed.
- o Sufficient swept-path assessment has been provided for fire tender access.

TRAVEL PLAN

- o Submitted Framework Travel Plan and this is supported in-principle. Prior to occupation it is recommended that that applicant develops a Full Travel Plan in order to encourage sustainable modes of travel at the site. It is recommended that a Full Travel Plan is conditioned with any approval.

ENVIRONMENTAL STATEMENT

- o The Traffic Chapter of the submitted ES appropriately assessed the proposals, cumulative impacts and demolitions/construction impacts in terms of community severance, non-motorised user delay, non-motorised user amenity, fear and intimidation by road users and road user & pedestrian safety.
- o Assessments show that that effects of the tested scenarios would not be significant. However, mitigation measures to be taken forward include a Construction Environmental Management Plan (CEMP) and site Travel Plan.
- o Solar Glare assessments consider a number of viewpoints from surrounding road junctions which demonstrate solar glare effects will not be significant. Additionally, it is noted that the assessment has been based on a worst-case scenario that assumes highly reflective glazing.

CONSTRUCTION MANAGEMENT

- o Highways request that a detailed Construction Management Plan (CMP) is conditioned with any approval.
- o A CMP should be provided by the applicant prior to any construction works beginning. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction and demolition. Appropriate swept-path assessment of satisfactory routeing both within the site and on the adjacent highway will be required. The document should also consider ongoing construction works, contractor parking in the locality and required traffic management measures.
- o A dilapidation survey will also be required as part of the CMP document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

SUGGESTED CONDITIONS

- o Off-site highways works
- o Disabled parking & EV
- o Event Management Plan
- o Servicing & Taxi Management Plan
- o Cycle parking

- o Travel Plan
- o CMP

INFORMATIVES

- o It is expected that all modifications / improvements to MCC adopted 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.
- o Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team.
- o MCC also seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.
- o Should there be any excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact gauravkumar.panchal@manchester.gov.uk
- o The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need early discussion and agreement with the council's Highway Applications and Network Management teams via Email -highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk

Highways Reference: 17159/FO/2025