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**RE: 145583/FO/2026 85 85 Rochdale Road - bat survey and design options**

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From [REDACTED]  
Date Mon 29/06/2026 11:30  
To Jennifer Atkinson [REDACTED]  
Cc [REDACTED]

Hi Jen,

FURTHER HIGHWAYS COMMENTS 29<sup>TH</sup> JUNE 2026:

Thank you for providing WSP response regarding Holcroft Moss.

Highways do not consider that the response adequately addresses the comments previously provided in relation to Holcroft Moss.

Whilst the applicant has reiterated that the development is car-free and located approximately 20km from Holcroft Moss, no additional evidence has been submitted to support the conclusions reached. The response continues to rely on assumptions regarding resident travel patterns, deliveries and construction activity, rather than providing a robust assessment of likely trip generation and vehicle routing.

As previously advised, this is not a site-specific request and is applied consistently to all applications where a Holcroft Moss SPD assessment is required. The purpose of the assessment is to demonstrate, using an evidence-based approach, whether development-related traffic has the potential to interact with the affected road network and whether the relevant SPD thresholds are exceeded.

At present, no trip generation assessment, routing analysis, construction traffic forecast or other quantified information has been provided which would allow the conclusions regarding impacts on Holcroft Moss to be fully understood or independently verified.

Therefore, the highways position remains unchanged, and further information is required before the potential impacts of the development on Holcroft Moss can be adequately assessed.

Many thanks,

[REDACTED]

[REDACTED] (BSc Hons, MSc)  
Development Control Engineer  
Highways Development Control  
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

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Out of Office: Monday 6<sup>th</sup> July

Annual Leave: Friday 28<sup>th</sup> August – Tuesday 1<sup>st</sup> September

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**From:** Jennifer Atkinson [REDACTED]  
**Sent:** 25 June 2026 13:35  
**To:** [REDACTED]  
**Subject:** Fw: 145583/FO/2026 85 85 Rochdale Road - bat survey and design options

[REDACTED]

Please can you let me have your views on the below. Thanks

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Jennifer Atkinson  
Strategic Planning and Project Lead

Planning Building Control and Licensing - Growth and Development  
Manchester City Council

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 25 June 2026 12:14  
**To:** Jennifer Atkinson [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: 145583/FO/2026 85 85 Rochdale Road - bat survey and design options

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Hi Jen,

In regard to the highways comment raised in relation to the impacts on Holcroft Moss, our transport and air quality consultant has reviewed these.

The site is approximately 20km away from Holcroft Moss by road and the proposed development is car free. The only on-going traffic the proposed development would generate is delivery vehicles and taxis. These would already be on the road and would not represent any new trips and they could also come from many other routes to the site, not necessarily along the M62.

Due to both the proposed development's distance from Holcroft Moss SAC and the development being car free, any trips would have dispersed to below any relevant threshold to be considered not significant.

The proposed development will therefore not generate traffic movements of 100 vehicles per day or 20 HGV movements per day which is the obligation threshold.

As mentioned in our Holcroft Moss SPD response note, submitted in April, during the construction phase, labour will be sourced locally, consistent with the phase 1 scheme. Staff are likely to arrive via public transport due to the site's accessible location.

We hope the above explanation demonstrates that due to the nature of the proposed development, and it's 20km distance from the Holcroft Moss SAC, additional information is not required to demonstrate that the proposals would not reach the obligation threshold.

Happy to discuss over a call further if required.

Kind regards,

[REDACTED]



[REDACTED]

Associate – Planning Consultancy

MPlan MRTPI

Pronouns (She/Her)

[REDACTED]



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**From:** Jennifer Atkinson [REDACTED]

**Sent:** 03 June 2026 12:58

**To:** [REDACTED]

**Subject:** Re: 145583/FO/2026 85 85 Rochdale Road - bat survey and design options

[REDACTED]

I am now in receipt of highway comments on the application which I will require a response on.

Please see below

Thanks Jen

### Holcroft Moss

Whilst it is acknowledged that the proposed development is car-free and located within a sustainable area, the supporting submission relies largely on a qualitative assessment.

The statement that “...based on the information provided that the proposal will not generate traffic which would have any impact on Holcroft Moss...” is not supported by appropriate trip generation data or a clearly defined assessment methodology. Although the development is car-free, it is reasonable to expect a level of associated vehicular activity, including trips generated by residents, visitors, taxis, and delivery and servicing vehicles.

Furthermore, there is no routing analysis provided to demonstrate whether development-related trips would interact with the M62 corridor. As such, the conclusion that no trips would pass Holcroft Moss is not sufficiently evidenced and remains unsubstantiated at this stage.

With regard to the construction phase, assumptions have been made concerning the use of local labour and sourcing. While this approach is acknowledged and supported in principle, there is no detailed construction traffic assessment or vehicle forecast provided. Specifically, the submission lacks information on anticipated daily vehicle movements, HGV trip generation, and the proposed routing strategy for construction vehicles.

In the absence of robust and quantified evidence, the application does not currently provide sufficient information to demonstrate compliance with Policy JP-C8 or to justify the exclusion of the Holcroft Moss SPD as a material consideration.

### Site accessibility

A more formal process of determining the active travel provision should be determined by using the Streets for All Design Check. If any deficiencies are identified, these should be addressed and mitigated by the applicant where directly relevant and necessary to support the site.

### STOPPING UP:

MCCs mapping suggests that the development site has an area of adoption (Ashley Street). The applicant is advised that these will need to be stopped up.

MCCs mapping also suggests that a Legal Closure (Closure - 30 January 2023 131708/FO/2021) in place on Back Ashley Street.

### Pedestrian and Cycle Access:

Plan ‘3917.2-PLA-XX-XX-DR-L-0001 S3 Rev P02 General Arrangement’ and the TS indicates that pedestrian access is proposed from the south west of the building via Rochdale Road.

Plan ‘3917.2-PLA-XX-XX-DR-L-0001 S3 Rev P02 General Arrangement’ and the TS indicates that cyclists can access the cycle store from the eastern elevation of the site or internally.

It is requested that walking and cycling directional signage to the City Centre is provided within the site.

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It is requested that a continuous 2-meter wide footway is provided within the development.

### Car parking

It is requested that the applicant consider the provision of a disabled bay on-site or within location of the site as part of the proposals.

It is recommended that the applicant considers the provision of a car club bay within location of the site as part of the proposals.

#### Cycle parking.

cycle parking should be in place within the public realm for the use of visitors and delivery riders.

The cycle parking provision uptake should be monitored and if under-utilised, residents could be provided with vouchers towards the TfGM cycle scheme as an incentive to cycle, which could form part of the Travel Plan initiatives. If the cycle parking provision demand exceeds supply, then further cycle storage should be made available for use.

#### BUS STOP:

Site observations have confirmed that there is an existing bus shelter outside the site on Rochdale Road which is not referenced within the TS. It appears from the Site Plan to be unaffected by the development once constructed. However, it is anticipated that construction works could be likely to impact upon the use of the stop, the applicant will need to liaise with [stop.closures@tfgm.com](mailto:stop.closures@tfgm.com) prior to undertaking any works.

#### OFF-SITE HIGHWAY WORKS:

It is requested that footways bounding the site are resurfaced.

- It is requested that any existing dropped kerb access points are reinstated as footway.

- It is requested that TROs are refreshed / updated to reflect the proposals.

- It is requested that tactile paving and dropped kerbs are installed across local junctions. It is noted that there is no formal crossing or tactile paving at Gould Street / Rochdale Road junction.

- It is requested that a continuous 2-metre wide footway is in place around the development i.e. footways in the vicinity of the proposed development should be widened to the minimum standard of 2m (where possible).

The above will form part of a Section 278 agreement and be at cost to the applicant.

#### TRAFFIC REGULATION ORDERS:

A review should be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

#### DELIVERY MANAGEMENT:

In order to fully understand the potential impacts of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.

- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

#### WASTE & SERVICING:

It would be beneficial for loading bay locations to be shown on a plan, as well as considering vehicle pick up and drop off for deliveries/taxis etc. There are no details provided in the TS which confirm how deliveries/taxi and private hire will be managed on the highway network. This is required to understand the likely impact on Rochdale Road's traffic flows including the impact on buses of stopped vehicles.

It is requested that a plan is provided detailing the loading bay location and TRO arrangement. The plan should also indicate vehicle pick-up/drop-off for deliveries and taxis.

The TS confirms that a bin store will be in place within the red line boundary of the site.

Under application 131708/FO/2021 a loading bay is to be installed on Clive Street.

The TS confirms that bins will be taken from the bin store to the loading bay on Clive Street and returned immediately. This is acceptable in principle. It is requested that a Waste Management Strategy is conditioned.

No information has been provided on how the site will be serviced. The information should include how taxi/private hire will be managed. Highways would have concerns with any impacts on Rochdale Road traffic flows and bus stop.

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Jennifer Atkinson  
Strategic Planning and Project Lead

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**From:** Jennifer Atkinson [REDACTED]  
**Sent:** 03 June 2026 10:54  
**To:** [REDACTED]  
**Subject:** Re: 145583/FO/2026 85 85 Rochdale Road - bat survey and design options

[REDACTED]

Thanks for this. I have taken a look at the double storey option with Dave. We think this is a positive step but as the corner is relatively open (due to the space created by the building stepping away from the pub) the double order needs to wrap around to the side elevation (in full or in part).

Thank you for the change in the spandrel that is welcomed.

GMUE are fine with the bat details.

Thanks Jen

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Jennifer Atkinson  
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**From:** [REDACTED]  
**Sent:** 01 June 2026 13:46  
**To:** Jennifer Atkinson [REDACTED]  
**Subject:** 145583/FO/2026 85 85 Rochdale Road - bat survey and design options

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Hi Jen,

Please see attached the bat survey report which demonstrates that there is no evidence of bat roosting within the existing building on the site.



[REDACTED]  
Associate – Planning Consultancy  
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*Pronouns (She/Her)*



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