Outlook

## RE: RE:PLA-2026-000312: Plot H

**From** [redacted]
**Date** Thu 03/09/2026 13:35
**To** [redacted] Jennifer Atkinson
**Cc** [redacted]

Hi both,

Thanks for your patience on our response. Please see below:

FURTHER HIGHWAYS COMMENTS 3rd SEPTEMBER 2026:

HOLCROFT MOSS:

Thank you for confirming the location of the Holcroft Moss Construction Traffic Assessment within the ES.

The submitted ES (Chapter 10) and accompanying Appendix (10.1) confirms that the development would not have a significant effect on Holcroft Moss during the construction phase.

ALTRINCHAM STREET ACCESS:

The LHA Response confirms that further detail of the proposed connections of Altrincham Street to Sackville Street to the east and Princess Street to the west will be provided at detailed design.

CAR CLUB:

The applicant has considered the provision of a dedicated car club bay and has provided justification for not incorporating one within the scheme. It is noted that existing car club opportunities are available within walking distance of the site.

Highways notes the applicant's position and has no further comments on this matter at present.

HIGHWAY WORKS:

Sackville Street Crossing:

In regard to MCCs request for a contribution towards a controlled crossing the applicant has confirmed that the developer will make a proportionate financial contribution. This is welcomed by Highways.

Stage 1 Road Safety Audit:

A Stage 1 Road Safety Audit and Designers Response has been submitted and reviewed by Highways. The audit identified five matters relating to crossing visibility, drainage, footway overrun, crossing design and cyclist provision. The Designer's Responses are considered acceptable in principle, with the majority of recommendations to be addressed through the detailed design process.

In respect of cyclist provision, the applicant has identified Charles Street as the primary on-carriageway cycle route and confirmed that wayfinding signage will be incorporated at the detailed design stage. This is acceptable to Highways subject to detailed design and the necessary highway approvals.

SACKVILLE STREET:

Highways notes the applicant's justification for not providing segregated cycle infrastructure on Sackville Street, having regard to the constrained highway width, bus route function, viaduct constraints and the need to retain adequate footway widths for anticipated pedestrian demand. The explanation regarding cyclist movements between Altrincham Street and Charles Street, together with the recorded traffic speeds on Sackville Street, is acknowledged.

However, Highways comments also requested that consideration be given to a contribution towards future cycling improvements on Sackville Street, recognising the additional cycle demand expected to be generated by the wider Sister Manchester masterplan. At a minimum it is requested that the developer upgrades the existing sub-standard cycle route from the site to the Universities along Sackville Street to LTN1/20 standards and made two-way with full segregation from traffic.

Whilst the response addresses the provision of segregated cycle infrastructure adjacent to the site, it does not address the request for a contribution towards future cycling enhancements. This matter therefore remains outstanding.

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:

Annual Leave:

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**From:** Jennifer Atkinson [redacted]
**Sent:** 24 August 2026 16:07
**To:** [redacted]
**Subject:** Re: RE:PLA-2026-000312: Plot H

Thanks [redacted]

We are hoping to get this to September committee. I am on leave myself from Wednesday so can you send to Angela if there is anything to action. Thanks

Jennifer Atkinson
Strategic Planning and Project Lead

[redacted]

**From:** [redacted]
**Sent:** Monday, 24 August 2026 15:52:36
**To:** Jennifer Atkinson [redacted]
**Subject:** RE: RE:PLA-2026-000312: Plot H

Hi Jen,

I hope you are well and had a lovely weekend.

I have just sent this across to TfGM to request their response. I believe they have some leave/sickness leave within the team but hopefully we will get a response from them soon.

I will address what I can before heading off on leave myself COP Wednesday and ask Becky to have a look also when she is back next week 😊

I trust that is ok

Many thanks,

[redacted]

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

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Out of Office: Thursday 27th August

Annual Leave: Friday 28th August – Tuesday 1st September

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**From:** Jennifer Atkinson [redacted]
**Sent:** 21 August 2026 10:12
**To:** [redacted]
**Subject:** Fw: RE:PLA-2026-000312: Plot H

[redacted]

Please find attached response on this, can you let me know if you have any others comments, thanks

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Jennifer Atkinson
Strategic Planning and Project Lead

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

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**From:** Wyatt-Smith, Josh [redacted]
**Sent:** 21 August 2026 09:59
**To:** Jennifer Atkinson [redacted] Brabrook, Jemma [redacted]
**Cc:** Alcock, Niall [redacted]
**Subject:** RE:PLA-2026-000312: Plot H

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Hi Jen,

Please see attached response from Civic on the below highways comments for review.

Please let me know if you have any queries.

Kind Regards

**Josh Wyatt-Smith**
Pronouns: he / him / his
Assistant Manager II | Deloitte LLP

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**From:** Jennifer Atkinson [redacted]
**Sent:** 06 July 2026 10:21
**To:** Brabrook, Jemma [redacted]; Williams, Emma [redacted]
**Cc:** Alcock, Niall [redacted]
**Subject:** [EXT] PLA-2026-000312: Plot H

Jemma/Emma

Please see below comments which need to be addressed from our Highways Team.

Thanks Jen

*Holcroft Moss*

The TA states that a CEMP will be primary mechanism to minimise and manage traffic. However, in regard to Policy JP-C8 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.

*Altrincham Street Access:*

The TA notes that Altrincham Street is not currently a public accessible route and therefore it is proposed that a new pedestrianised route (minimum of 4m wide) will be in place. This will provide a connection from the public realm to the wide Sister Masterplan. This is acceptable in principle. Consideration should be given how the new pedestrianised route will connect to the adopted highway of Sackville Street to the east and Princess Street to the west.

*Sackville Street:*

Traffic volumes on Sackville Street reach up to approx. 6,000vpd which exceeds recommended levels appropriate for on-carriageway cycling within LTN 1/20 and Streets for All (2,500vpd). Either protected cycle infrastructure or measures to reduce traffic volumes would be required to align with Streets for All design guidance. Highways requested that the developer consider contributions to support future enhancements of cycling on Sackville Street, given that the wider Sister Manchester development proposals are expected to increase cycle demand.

*Car Club*

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

*Highway Works*

The TA states that it is considered that a controlled crossing is not required across Sackville Street and that a courtesy crossing would be more appropriate. The controlled crossing would be a more proportionate form of provision on the Altrincham Street alignment, linking the proposed pedestrian routes associated with Plot H and the adjacent Plot C development. However, due to the presence of an existing access road junction on the eastern side of Sackville Street, it is currently not possible to provide a compliant courtesy crossing, including dropped kerbs and tactile paving. As such, no pedestrian crossing is proposed as part of the current application. A chamfered kerb is proposed on the western side of Sackville Street to facilitate access to Altrincham Street and the railway arches if required. MCC and TfGM note that Streets for All promotes the provision of safe, direct and convenient crossings on desire lines, with an emphasis on supporting pedestrian movement and reducing severance. In this context, the Altrincham Street alignment represents a clear desire line, and with over 5000vpd, Streets for All design guidance (Table 3.2) supports the provision of a formal controlled crossing at this location to accommodate current and future pedestrian demand. It is acknowledged, however, that the existing access arrangements on the eastern side of Sackville Street do not currently allow for the delivery of a safe and compliant controlled crossing. Notwithstanding this constraint, provision for a controlled crossing should be safeguarded, with appropriate consideration given to its future delivery. It is recommended that a controlled crossing is planned, funding identified and contribution made by the developer, to enable implementation in conjunction with the redevelopment of the site to the east of Sackville Street, when site access arrangements can be rationalised.

STAGE 1 ROAD SAFETY AUDIT:

As per Highways pre-application comments a Stage 1 Road Safety Audit should be undertaken. JA COMMENT - Please make sure this is done.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following: • 5 years of accident history • Audit of key pedestrian routes (crossing points, footway widths, condition etc.) • Audit of key cycling routes (ASLs, cycle lanes etc.) • Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.) A copy of the report (with Designer’s Response) is to be made available to the Statutory Approvals Team upon request.

_____

Jennifer Atkinson
Strategic Planning and Project Lead

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

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