

Fw: United Utilities & MCC HW Comments

Dave Morris <dave.morris@manchester.gov.uk>

Thu 11/03/2021 11:14

To: Planning <Planning@manchester.gov.uk>

Please can you upload the attached to the vault for **129341/FO/2021**,

David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

Postal Address

Manchester City Council
Planning
PO Box 532
Town Hall
Manchester
M60 2LA

Telephone 0161 600 7024
Mobile 07949807835
E mail dave.morris@manchester.gov.uk
<http://www.manchester.gov.uk>

From: Zak Barrington <barringtonzak@yahoo.co.uk>

Sent: 11 March 2021 11:05

To: Dave Morris <dave.morris@manchester.gov.uk>

Subject: United Utilities & MCC HW Comments

Good morning Dave,

As requested, my comments to HW are as follows:

1. The on-site car spaces for 1 Farrington Ave can be constructed up to 8 meters long, the deepest 2 x 3 meters allocated for waste bins, the remainder closer to the driveway gate 6 x 3 meters for a vehicle.

Proposed property 1A allocated depth (existing) is 5.8 x 5 meters, hence, the options for 1A are:

A. Most e-cars are designed & manufactured with dimensions of up to 4.1 meters long, 1.75 wide & 1.58 high, however, generally speaking they are 3.8 meters long, thus parking an e-car on proposed 1A drive is considered easy and very reasonable.

B. Should a resident opt for non-electric but a gas guzzler at 5 meters long they can always park it - if they wish - at an angle as they have a wide drive measuring 5 meters, however I feel the 5.8 meters is sufficient.

2. The proposed 1 Farrington Ave driveway entry sides are well over 10 meters, as a matter of fact they are over 15 meters from side roads.

3. Gates are to open sideway and on the inside of the properties to ensure smooth entry/exit into or out of the properties. The sliding gate/s will have an integral door - measuring 80cm - to be designed & manufactured to suit this application to open inwards. Also, to ensure that smooth and fluent entry into the properties' driveways, the sliding gates will be automated, whereby drivers can open & close the gate from a distance of at least 30 meters - remotely - will undoubtedly assist in not causing delays to Whitchurch traffic albeit the road is governed by a speed limit of 20 mph. Now, although I'm digressing a bit but being practical and energy savvy the integrated door is operated manually, whereby the residents would only open the door on the gate when taking bins out etc etc without the use of electricity to open the gate.

Covering/treatment on the proposed driveway will be similar to the existing in asphalt, a permeable material.

4. More than pleased to enter into Section 184 agreement regarding dropped kerbs with the MCC HW.

5. Cycle locker for 1 Farrington is at the front garden near the side (North) sharing border with 3 Farrington Ave.

Proposed 1A Cycle lockers will be placed on it's garden adjacent to the 2 m wooden fence separating proposed 1 Farrington car space driveway, also, unseen from Whitchurch due to existing 2.5m high hedge.

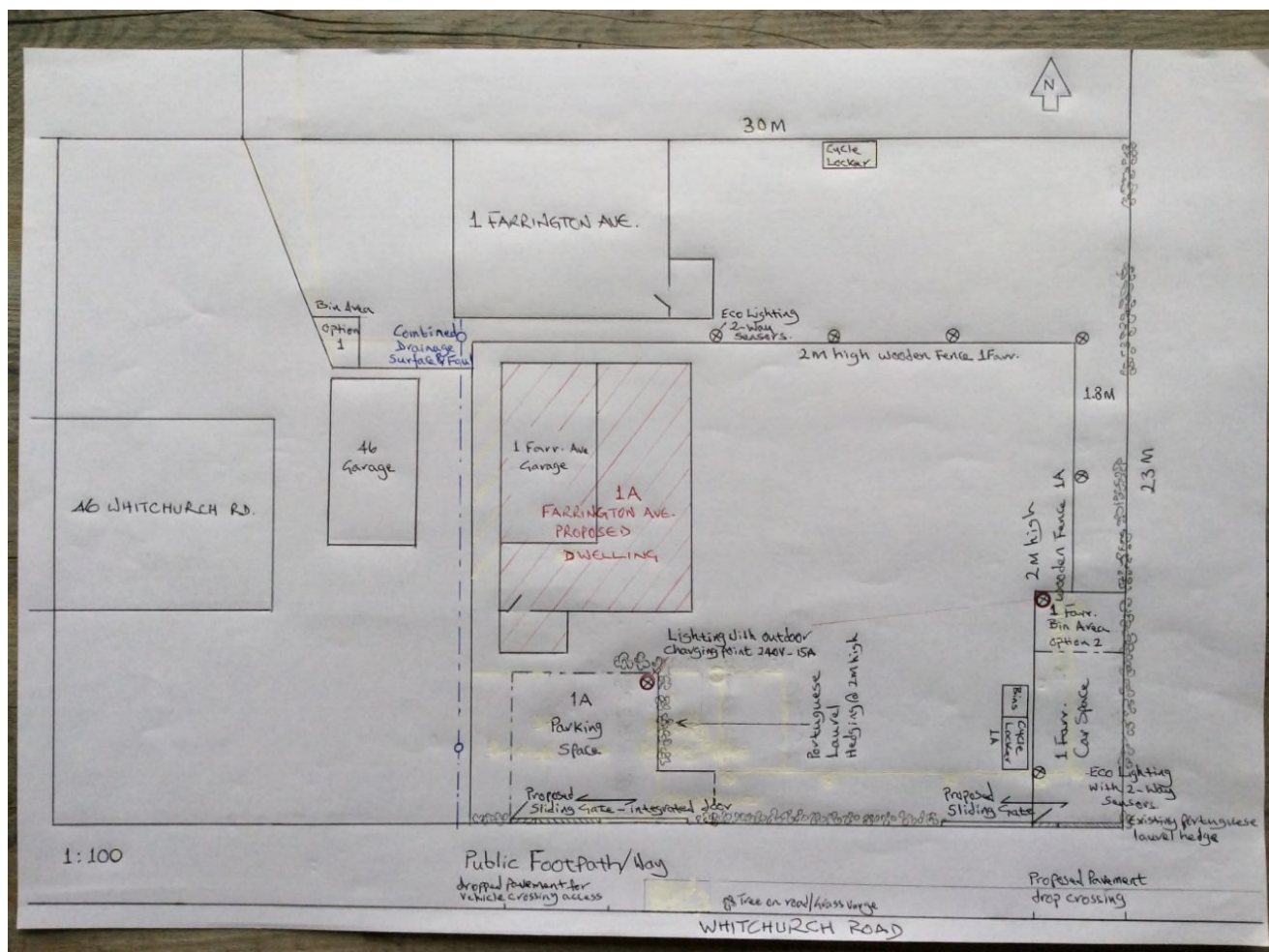
6. Waste bins: 1 Farrington's will either be at the back of the property or at the 2 x 3 meters allocation mentioned in item 1.

Proposed 1A's will be next to the Cycle locker adjacent to the 2 m high wooden fence - item 5.

7. Agree to requirements for licensing, hoarding/scaffolding and any associated temporary traffic management arrangements will need discussions & agreements with MCC HW Applications & Network Resilience teams.

Thank you and should you require any additional information please do not hesitate to contact me.

Kind regards,
Zak Barrington



On 10 Mar 2021, at 13:46, Dave Morris <dave.morris@manchester.gov.uk> wrote:

Hi Zak

Thank you for your email. Below are the comments from highways, Please can you address the issues raised.

Highways Comments The site is considered suitably accessible by public transport via bus services along Whitchurch Road. The addition of 1 dwelling house is not expected to generate trips that would impact local highway safety or operation. On site car parking is proposed for 1 and 1a (new dwelling) Farrington Avenue. Spaces should be a minimum 3m wide x 6m length. Driveways should be located a minimum 10m from side roads - this should be confirmed. Driveway gates should open inwards and any boundary treatments should be visually permeable from 600mm upwards. Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement for new and/or changes to dropped kerbs/reinstatements etc. This will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). No detail is provided regarding cycle storage. This should be provided at each dwelling and it should be secure and weatherproofed. No detail is provided about waste storage or the highway collection of waste. It is expected that bins will be brought to the highway on collection days by residents - these arrangements are acceptable in principle. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic

management arrangements will need discussion and agreement with MCC
Highways Applications and Network Resilience teams via Contact
Manchester (Tel. 0161 234 5004)

Regards

David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

Postal Address

Manchester City Council
Planning
PO Box 532
Town Hall
Manchester
M60 2LA

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Mobile 07949807835
E mail dave.morris@manchester.gov.uk
<http://www.manchester.gov.uk>

From: Zak Barrington <barringtonzak@yahoo.co.uk>
Sent: 10 March 2021 13:10
To: Dave Morris <dave.morris@manchester.gov.uk>
Subject: United Utilities Site Visit

Hello David,

Apologies, I don't think I've mentioned the date of United Utilities visit to 1
Farrington Avenue site - it was on 10 Feb 2021 confirming one drainage
pipe for foul & surface water.

Thank you.
Kind regards,
Zak Barrington

[Sent from Yahoo Mail on Android](#)

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