



Memorandum

To Jennifer Atkinson

From [REDACTED]

Date 1 May 2025

Subject **142453/FO/2025**

Erection of a six storey building to form 82 residential dwellings (Use Class C3a) with associated landscaping, car parking and boundary treatment

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

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

- o TRICS assessment was undertaken.
- o Anticipates 54 two-way person trips in AM peak and 44 two-way trips in PM peak.

Further information is requested around the assessment of the 35% mode share and vehicle trips.

- o TRICS assessment anticipates 12 two-way vehicle trips in AM peak and 9 two-way trips in PM peak.
- o Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

HIGHWAYS SAFETY:

- o TfGM PIA data reviewed for the most recent five-year period.
- o Noted that no collisions along Newcombe Close or its junction with Hopedale Close.
- o Noted that no collision at Hopedale Close / Grey Mare Lane junction
- o Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes.
- o Regular bus services and Metrolink services are available within walking distance of the site.
- o GMAL rating of 6 (good).

OFF-SITE HIGHWAYS WORKS:

Stopping Up:

- o Noted that areas of adoption are in place within the red line boundary of the site.
- o If a stopping up requirement has been identified, then a stopping up application needs to be made:
- o https://www.manchester.gov.uk/directory_record/451832/permission_to_permanently_close_a_footpath_bridleway_or_restricted_byway_-_stopping_up_order/category/355/highways_and_pavements
- o https://www.manchester.gov.uk/directory_record/451831/permission_to_permanently_close_a_highway_-_stopping_up_order/category/355/highways_and_pavements
- o Please note that Stopping Up applications take approximately 9 -12 months to complete.
- o It is recommended that any queries be discussed with MCCs Statutory Approvals Team.

PARKING AND ACCESS:

Vehicle Access:

- o Vehicle access will be provided from Newcombe Close.
- o Tactile paving and dropped kerbs will be in place.
- o This is welcomed and acceptable to Highways.

Pedestrian Access:

- o The TA confirms that this development will deliver the pedestrian and visual link between Newcombe Close and Grey Mare Lane.
- o This is welcomed and acceptable to Highways in principle.
- o Footways will be reinstated on Newcombe Close at a width of 2m.
- o This is acceptable to Highways.
- o Works will be required via a S278 agreement at the cost to the applicant.

Parking:

- o 6 disabled parking spaces noted within the car park.
- o Further justification is requested on the level of car parking.
- o Typically, highways request a minimum of 50% parking provision for a residential apartment site.
- o 2 spaces allocated for maintenance / service vehicles - welcomed and acceptable to Highways.
- o Noted that the development site will be located on an area of existing parking, which assumed is associated with the existing residential area to the west of the development site.

- o The TS states that observations noted that 6 cars were observed to park here and they could be accommodated legitimately elsewhere as there is capacity on the local highway network.

Parking Study:

- o SK Transport undertook a site visit during the parking control period to understand resident demand.
- o Noted that observations did not take place during events at the Etihad or Co-op Arena.
- o Observations were undertaken between 21:15 and 22:25.
- o Observations included that typically the TRO controls were well observed.
- o Several observations of parking on double yellow lines or on the footway observed.
- o It was noted that some streets were popular, but there was free capacity across the masterplan area.

EV CHARGING

- o The Design and Access Statement confirms that all parking spaces will have EV Charging. This is welcomed and acceptable to Highways.

CYCLE PARKING:

- o External cycle store in place within car park
- o Acceptable to Highways in principle.
- o 100% provision acceptable to Highways.
- o Visitor cycle parking welcomed by Highways.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

- o Deliveries to be on Newcombe Close and form part of the existing conditions at neighbouring properties.
- o Request that a Service Management Strategy is in place.
- o Bin store is located at the ground floor - this is acceptable in principle.
- o Refuse vehicle will reverse into the site on collection day from Newcombe Street.
- o Drawing 'SK22440-006 - Swept Path Analysis Refuse Collection Vehicle' demonstrates that a refuse vehicle can reverse to/from the site.
- o Request that a Waste Management Strategy is in place.

TRAVEL PLAN:

- o An Interim Travel Plan has been provided as part of the application. The Interim Travel Plan includes objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and a monitoring and a draft action plan.

- o The Travel Plan will be managed by a Travel Plan Coordinator (TPC) The TPC will be appointed prior to the development being occupied.
- o A Baseline Survey should be undertaken within 3 months of occupancy of the development. The surveys will then be carried out in year 3 and year 5.
- o Once completed the targets for the Travel Plan should be updated and a full travel plan submitted within 3 months of the baseline being undertaken.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is 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) Email -highwaylicences@manchester.gov.uk.

TfGM COMMENTS:

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the development proposals and have provided comments in respect of the relevant sections.

I Trip Generation

The assessment work presented within the TS is acceptable.

II Internal Access Arrangements

The TS confirms that the site will be served by a new gated vehicle access from Newcombe Close. The access should be designed to ensure the provision of tactile paving and dropped kerbs (as confirmed within the TS). Any redundant access points bordering the site should be reinstated accordingly. Visibility splays in accordance with standards contained within Manual for Streets should be achievable from the site access in both directions.

In terms of car parking provision, 6 accessible bays are proposed within the on-site car park (all with electric vehicle charging capabilities), along with 1 maintenance vehicle space.

Servicing is proposed from Newcombe Close, as per existing arrangements for the surrounding properties. Appendix E details the proposed manoeuvres associated with a refuse vehicle.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

III Traffic Regulation Orders

It is noted that a review of the Traffic Regulation Orders in the vicinity of the development is contained within the TS. This should cover the potential for introducing additional parking restrictions, 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.

It is recommended that double yellow lines are implemented bordering the site, to discourage any parking overspill from the development.

IV Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I Public Transport

The nearest bus stops to the site are located on Grey Mare Lane, around a 2-3-minute walk away. These stops provide services to Piccadilly Gardens and Ashton-under-Lyne at regular intervals.

Further services to Cheetham Hill and Pendleton at half hourly intervals are available from the stops along Alan Turing Way, around a 6-minute walk from the site.

Velopark Metrolink stop is around a 7-minute walk from the site and provides regular tram services along the blue line to Ashton-under-Lyne and Eccles.

It is therefore considered that there are genuine public transport alternatives to the private car for future residents.

II Active Travel

In order to maximise the benefits of the site's location, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

In order to establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian / cycling environment are required to help encourage the uptake of active travel modes by future users of the site, as follows:

Recommendations:

- o Any redundant vehicle access points or dropped crossings bordering the site should be reinstated as continuous footway to adoptable standards.
- o Footway resurfacing and renewal undertaken as appropriate surrounding the site.
- o Provision of continuous 2-metre-wide footways surrounding the development i.e., any footways in the vicinity of the proposed development should be widened to the minimum standard of 2.0 metres. The TS confirms that the footway will be reinstated on the Newcombe Close site frontage at a width of 2 metres.
- o Provision of dropped crossings and tactile paving at the site access (as confirmed within the TS) and at junctions in the vicinity of the site.
- o The TS confirms that pedestrian access to the site is provided from a segregated location on Newcombe Close and Ashton New Road. Pedestrian access to individual apartments is also provided off Ashton New Road and Grey Mare Lane.
- o The development will deliver the pedestrian and visual link between Newcombe Close and Grey Mare Lane identified in the masterplan.

III Cycle Parking

The TS confirms that resident cycle parking will be provided at a rate of one space per apartment. In addition, two cycle stands will be provided outside the Ashton New Road pedestrian access.

TfGM would note that all cycle parking should be to LTN1/20 standard. The cycle parking should be located internally or within a secure store and benefit from security measures such as CCTV and lighting with plenty of natural surveillance. Cycle maintenance tools should also be provided.

IV Travel Plan

It is noted that a Framework Travel Plan has been submitted which is welcomed.

TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

SUGGESTED CONDITIONS:

EVC

Cycling

Off-Site Highways Works:

Travel Plan

Waste Management Strategy

Delivery Management Strategy

CMP

Highways Reference: 16913/FO/2025