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Ref: 4535LE/L0077

3rd February 2025

RESPONSE TO CONSULTEE COMMENTS IN RELATION TO FULL PLANNING APPLICATION FOR ERECTION OF A RESIDENTIAL DEVELOPMENT OF 115 DWELLINGS WITH ASSOCIATED ACCESS, CAR PARKING, LANDSCAPING AND DRAINAGE FOLLOWING DEMOLITION OF THE EXISTING B&M RETAIL UNIT AND ASSOCIATED GARDEN CENTRE AT B&M HOME STORE, KINGSWAY, MANCHESTER M19 1BB (REF. 141306/FO/2024)

Dear Rob,

This letter addresses the outstanding consultee comments received in relation to application 141306/FO/2024. We will address the comments in turn under the following headings:

1. Highways
2. United Utilities and Drainage
3. Environment Health (Air Quality)
4. Greater Manchester Police – Secured by Design Officer
5. Financial Viability

In response to the comments received and to address the points raised, we submit the following documents:

- **Planning Layout** by STEN Architecture (reference 2425.01, Rev D)
- **Street Scenes** by STEN Architecture (reference 2425.04 Rev. A)
- **Highways Technical Note** by Andrew Moseley Associates (reference 21894/SD, dated 31st January 2025)
- **Updated Road Safety Audit: Stage 1** by Meraki Alliance (reference MAL/RDTRBRSA1Rev0, dated 19 Jan 2025)
- **RSA Designers Response** by Andrew Moseley Associates (dated 30th January 2025)
- **Finished Levels** by Bright Young Consulting Limited (reference 23120/SK001, Rev C)
- **Flood Risk Assessment & Drainage Strategy** by Andrew Moseley Associates (reference 21894-FRADS-001)
- **Kingsway, Burnage – Air Quality Technical Note** by Redmore Environmental (reference 6593c1, dated 3rd December 2024)

Highways

Comments were received from Highways and TfGM on November 21st 2024, who raised a number of points, including Trips Generation and Junction Capacity, Parking and Access, Cycle Parking and Refuse and Servicing.

In response to these comments, we provide the following documents:

- **Highways Technical Note** by Andrew Moseley Associates (reference 21894/SD, dated 31st January 2025)
- **Updated Road Safety Audit: Stage 1** by Meraki Alliance (reference MAL/RDTRBRSA1Rev0, dated 19 Jan 2025)
- **Designers Response** by Andrew Moseley Associates (dated 30th January 2025)
- **Planning Layout** by STEN Architecture (reference 2425.01, Rev D)
- **Street Scenes** by STEN Architecture (reference 2425.04 Rev. A)

The accompanying Highways Technical Note by Andrew Moseley Associates ('AMA') discusses each of the points raised in the highways comments and concludes that the information provided within this HTN demonstrates that the proposed development is acceptable in highways terms in accordance with the NPPF and there are no traffic or transportation reasons as to why planning permission could not be granted.

The scheme's layout has been adjusted to ensure optimum bin store locations are provided across the site in order to minimise drag distances. Further details are provided in the 'AMA Response 15' section, however, the Technical Note confirms that a management company will be appointed to manage refuse and will ensure that refuse is collected safely and effectively.

The Technical Note confirms our view that the vast majority of recommended conditions would be acceptable, however, we question why a Travel Plan would be required when one has already been prepared and submitted as part of this application – we would request that this would instead form a compliance condition.

A Car Park Management Plan (contained within Appendix 3 of the Technical Note) was prepared in response to a request for a strategy to be prepared in order to effectively manage allocated and unallocated car parking spaces. The Management Plan sets out measures that will ensure that the car park spaces operate efficiently for residents living at the development. It also confirms that a management company will be appointed by the developer to manage onsite car parking who will follow the British Parking Association (BPA) Approved Operator Scheme Code of Practice.

Additionally, as requested, a Road Safety Audit has been conducted by Meraki Alliance in order to assess the proposed access arrangements and analyse local collision data and traffic counts. The RSA identifies one potential issue with obstructed visibility at the Talbot Road priority junction which could increase the risk of pedestrian/vehicle collisions. Further, the RSA sets out that an uncontrolled crossing visibility must be provided between approaching vehicles and pedestrians waiting at the crossing. Visibility splays of 1.5m x 25m must be also provided. However, in their Designer's Response, AMA have confirmed that:

"AMA Drawing no. AMA/21894/SK007 P03 has since been amended to show the achievable pedestrian visibility splays from the junction of Talbot Road and the existing site access. Whilst on the eastern side of the road a full visibility splay is achievable (at 1.5m x 25m), on the western side of the road a 21m visibility splay is achievable. Given this is an existing access which will be improved as part of the proposed highways package to provide tactile paving, and there are no known highways safety issues at this particular junction in terms of road alignment or geometry, the marginally smaller than standard pedestrian visibility splay is not considered to represent a significant highways safety risk, especially when taking into account vehicles will naturally slow down as they enter / exit the junction."

The above-referenced Proposed Access Option drawing is located in Appendix B of AMA's RSA Designer's Response.

Overall, it is considered that as the works on the western side represent an improvement to an existing uncontrolled crossing and it will not cause any additional highway safety risks.

United Utilities and Drainage

Comments were received from the United Utilities and MCC's Drainage team on November 22nd and December 4th respectively.

In response to these comments, we provide the following documents:

- **Finished Levels** by Bright Young Consulting Limited (reference 23120/SK001, Rev C)
- **Flood Risk Assessment & Drainage Strategy** by Andrew Moseley Associates (reference 21894-FRADS-001)

United Utilities stated that the plans are not acceptable because the proposed flow rate is too high and that the drainage plan must also show the existing public sewer where surface water outfalls. Further to these comments, the MCC Drainage team highlighted that the northern end of the site sits in FZ2 and contains developed footprint and, as such, Drainage requested a site layout including property threshold and ground levels.

The finished floor levels are provided in the Finished Levels drawing and the site layout has been reviewed in order to ensure that property thresholds are appropriate.

In response to the above comments, our drainage consultants (Andrew Moseley Associates) have contacted United Utilities regarding the discharge rate and updated the drainage plan and reporting in order to match the rate accepted by United Utilities. It is considered that the updated drainage strategy and associated drawings address the comments from United Utilities and the LLFA.

Environment Health (Air Quality)

Comments were received from the Environment Health (Air Quality) team on November 18th 2024 who requested an additional note from our Air Quality consultants in respect of submitted Air Quality Assessment to address recent government guidance regarding PM2.5 particulate matter air pollution targets.

In response to these comments, we provide the following document:

- **Kingsway, Burnage – Air Quality Technical Note** by Redmore Environmental (reference 6593c1, dated 3rd December 2024)

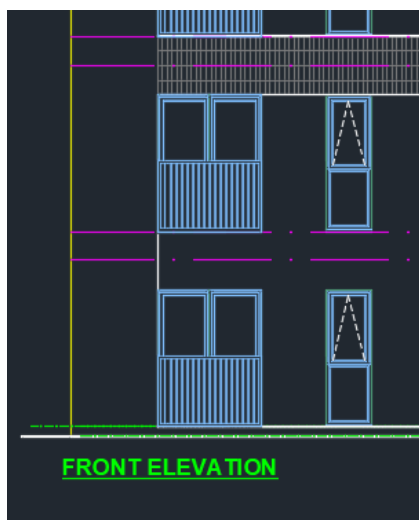
The attached Air Quality Technical Note by Redmore Environmental includes the requested assessment in relation to PM2.5 particulate matter air pollution targets and confirms that the development has identified key sources of air pollution and taken appropriate action to minimise emissions of PM2.5.

Greater Manchester Police (Design for Security team)

Comments were received from the Design for Security team on November 11th. These comments have been reviewed by the scheme's architects who provide the following responses to the comments received.

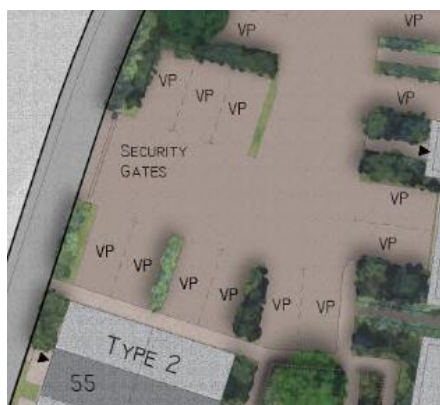
Comment - There should be a secure perimeter to prevent access to ground floor patios for the ground floor apartments.

Response from STEN Architecture - All ground floor doors have a secure metal railing for security already shown



Comment - There are no gates proposed to the apartment car parking areas to the North of the site, and while not essential these would increase the security of the development and prevent commuters using the train from parking without authorisation.

Response from STEN Architecture - Security Gates are shown on our proposals (see below).



Comment - The car parking areas should be illuminated to a high standard. The path along the east of the site and in front of plots 110 - 115 should be illuminated to a high standard. Lighting to access road should be evaluated and increased to meet adoptable standards where necessary. This will provide some degree of safety and encourage improved natural surveillance from the houses, pedestrians and vehicles.

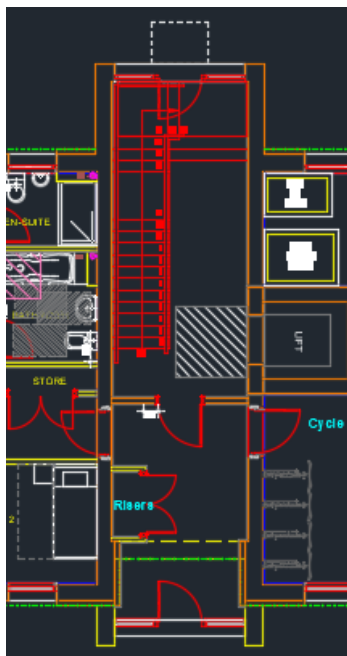
Response from STEN Architecture - Noted. We will pass these comments onto the lighting design engineer.

We consider that these details can be secured by condition and welcome your confirmation.

Comment - Access to the front doors of plots that face Kingsway is not ideal as residents will have to use a passageway to the side of the house to access them which could leave them vulnerable. These passageways should be illuminated to a high standard if retained.

Response from STEN Architecture - The apartments have a through stairwell running from the front door to the rear door. Noted on the lighting to the side pathway.

We accept that lighting will be provided to the passageway as it is internal within the building and the comment on the lighting of the side passageway will also be forwarded onto the lighting design engineer. We consider that details of the side passageway lighting can also be secured by condition.



Comment - *Vegetation in the landscaped area between Kingsway and the development should be kept low and well maintained to facilitate natural surveillance and deter offenders.*

Response from STEN Architecture - This will be maintained by a maintenance company.

Comment - *Access to the house car parking areas should be restricted to residents (i.e. with an automated gate/shutter).*

Response from STEN Architecture - We feel this will be hard to manage as residents will regularly wish to invite visitors.

Comment - *The existing traffic calming measures should be evaluated to prevent and discourage the road to the west of the site become a 'rat run'.*

Response – Comprehensive new transport documentation has been provided in response to the Highways comments and these include consideration of the safety of the proposed access arrangements. Details are provided in the above-mentioned Road Safety Audit and Designers Response; however, no safety issues were identified with the western access road.

Comment - *Access into the apartment buildings should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set).*

Response from STEN Architecture – Agreed, we consider that this detail can be secured by condition.

Comment - *There should be a secure method of mail delivery which does not allow postal workers to have full access to the entire apartment buildings. As previously stated in the CIS. Access to the bike stores should be limited to genuine users and not all residents.*

Response from STEN Architecture - Agreed. An internal door can be key coded to prevent access to the apartment block.

Financial Viability

Following recent discussions, our viability consultants will be in touch if there are any further comments on Savills Viability Assessment Review dated 24th December 2024.

Summary

This letter confirms that all outstanding consultee comments have been addressed. The amended plans will be submitted alongside this letter for review. We trust that the revisions meet the necessary requirements.

Yours sincerely,

A handwritten signature in blue ink that reads 'Chris Wallace'.

Chris Wallace
Planner
DPP

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