MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

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Memorandum

To	David Lawless
From	Leanne Chapman
Date	12 February 2025
Subject	**139878/FO/2024** **Erection or a terrace of four 3 storey dwellinghouses, following the demolition of Barway Court; conversion and erection of an extension (3 storey) to the side of no. 28 Edge Lane to form a terrace of three dwellinghouses, with associated car parking and landscaping.**

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

CONTEXT

The application seeks consent for the Erection or a terrace of four 3 storey dwellinghouses, following the demolition of Barway Court; conversion and erection of an extension (3 storey) to the side of no. 28 Edge Lane to form a terrace of three dwellinghouses, with associated car parking and landscaping at No. 28 Edge Lane and demolition of No.'s 1 - 4 Barway Court, Chorlton, M21 9JY.

The site is located adjacent to the northern side of the adopted highway Edge Lane, bound to the west by Barway Road and to the east by Hampton Road. Junction protection markings are present across all adjacent junctions, however there are no further kerbside restrictions present. The site is located close to its junction with Hampton Road and Wilbraham Road to the east.

Frontage of the proposed site is gained from the Barway Road elevation, from which vehicular access is provided.

The site has been subject to previous applications, references 119208/FO/2018 and 121557/FO/2018.

HIGHWAYS RESPONSE

o Highways accept there will be no significant impact in terms of traffic accumulation, network capacity or highway safety.

o The site is well served on the local bus and tram network with regular services.

o ADOPTION: It is assumed that the site is to remain unadopted and therefore form a private complex- confirmation is sought.
- Should adoption of this area be sought, it will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, street-lighting, surfacing, stats etc. Online form: https://www.manchester.gov.uk/xfp/form/2009

o SITE LAYOUT:
- Highways would recommend that a footway on the access road (ideally 2m as per adoptable standards) is provided. It is also recommended that the access road offers a minimum carriageway width of 5.5m.
- The access point on Barway Road is in excess of 10m from the junction with Edge Lane, this is acceptable to Highways.

o ACCESS: In order to gain vehicular access into the site, a vehicular crossover will be required from Barway Road.
- This will be subject to necessary Highways Agreements. Any modifications / improvements to the public highway or footpath the applicant will require an agreement with MCC's Highways teams. This will be funded at the applicant's expense. The following link provides access: https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements
- In order to demonstrate adequate visibility when accessing/ egressing the site, it is requested that the applicant provides a visibility splay, in line with Manual for Streets guidelines, based on the respective 20mph speed limit along Barway Road.
- It is also assumed that the existing vehicular crossover to the Edge Lane elevation will become redundant and as such, the footway in this location will require reinstatement, again to be picked up as part of the above-mentioned highways agreement.
- Highways note that there is currently no tactile paving offered at the Barway Road/ Edge Lane junction and therefore it would be recommended that this is installed in order to assist pedestrian movement.
- It is also requested that the footway across the perimeter of the site is resurfaced.

o PARKING PROVISION: 100%+ provision acceptable in principle subject to below:
- Parking bay spaces dimensions, a minimum of 2.4m x 4.8m and disabled parking bay a minimum of 3.6m x 6.0m.
- Electric vehicle charging points (minimum 7kW).
- Include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park.
- Parking bays should be formally demarcated.
- Confirmation required regarding how the car parking spaces will be appropriately managed and allocated between the properties. Highways would recommend the use of a Car Parking Management Plan, along with associated signage within the parking area
- In line with MCC Residential Guidelines, secure and sheltered cycle parking should be provided, at a minimum provision, of one per unit.

o REFUSE AND SERVICING: Appropriate bin storage will be provided within the curtilage of each property, which is accepted in principle.
- Further detail is requested, to confirm whether collection is to be taken from within the site's curtilage or from the kerbside along Barway Road.

- Should servicing be within the site, swept path analysis will be required to demonstrate appropriate vehicle tracking of servicing vehicles whilst maintaining a forward gear upon access and egress.
- Alternatively, should on street-servicing be proposed, a plan to detail the loading location of such vehicles is requested, particularly given the limited distance to the Edge Lane junction.

o BOUNDARY TREATMENTS:
- All boundary treatments with frontage to the adopted highway will require visual permeability from a height of 600mm upwards in order to maintain appropriate sight lines.
- Gated accesses, both vehicle and pedestrian, will need to provide inward opening gates to ensure they do not impact on the adopted highway.
- The access gate, to the car park, is set back at a distance of 10m from the junction. This will achieve appropriate stacking space off Barway Road, which is acceptable to Highways.

o Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

o It is recommended that the applicant liaises with MCC's Flood Risk Management and Street Lighting teams to discuss lighting and drainage associated with the site.

o CONSTRUCTION: A Construction and Demolition Management Plan should be conditioned/ The CMP is to be submitted prior to the start of works. This should include:
- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk
- The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS:
Construction/ Demolition Management Plan
Off-site Highways Works
Car Parking Management Plan

Informative for Off-site Highways Works Condition Discharge
Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Highways Reference: 16669/FO/2025