



Memorandum

To	Steven McCoombe
From	Syed Rahi
Date	12 September 2024
Subject	140374/FO/2024 Erection of 1no. bungalow (Class C3) together with associated 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 of extension to existing industrial unit, alteration to roof and new boundary gates at land between Old Market Street And Grant Close, Blackley, Manchester, M9 8DX.

The site is located adjacent to the adopted Grant Close to the south and Old Market Street to the north, with adoption extending to the back of the footway.

'No Waiting (Mon-Fri 8am-6.30pm and Sat 8am-12.30pm)' and 'No Loading (Mon-Sat 8am-9.30am and Mon-Fri 5pm-6.30pm)' are in place along Old Market Street.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Given that the proposed development is resultant in 1no. of residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

SITE ACCESSIBILITY:

The site is accessible by sustainable modes. Regular bus services are routed along Old Market Street with connections to Middleton, North Manchester General Hospital, Shudehill Interchange, Salford and Piccadilly Gardens.

Further bus stops are available on Middleton Old Road with regular bus services.

PARKING AND ACCESS:

The Proposed Site Plan illustrates that a driveway will be provided for 1no. car parking space which will be located off Grant Close within the site's curtilage.

In order to facilitate access into the site for the proposed driveway, a new vehicular crossover will be required.

It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.

The Existing Site Plan has also been reviewed. It appears that there are existing dropped kerbs adjacent to the site off Grant Close for an area from the adopted highway which had previously been used for off-street car parking.

Based on the above, Highways requests that the existing dropped kerbs off Grant Close as well as the footway are reinstated.

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreements for alterations to the existing highways, reinstatement of the dropped kerbs and footways on Grant Close, and for construction of the proposed vehicular access and dropped kerbs on Grant Close for the driveway and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

PEDESTRIAN ACCESS

As per the submitted plans, pedestrian access to the residential dwelling will be provided from Grant Close and Old Market Street.

There appears to be a formal footpath located within the site boundary providing access from Old Market Street onto Grant Close. This will need to be stopped-up as part of a Section 247 agreement which can be applied for online at https://www.manchester.gov.uk/directory_record/451831/permission_to_permanently_close_a_highway_-_stopping_up_order. The application will need to be funded by the applicant.

EV CHARGING:

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

Further information on EV charging is requested.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

Further information on cycle parking provision is requested.

BOUNDARY TREATMENTS:

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.

The Boundary Plan indicates that a 1800mm high brick-wall boundary with railings is to be provided to the southwestern boundary of the site.

A 1800mm close boarded timber fence is to be provided to the northern and eastern boundary of the proposed driveway.

A 1100mm high brick wall is to be provided to the rear of the site. It appears this may have an impact on the visibility of vehicles egressing from the driveway of the property bounded to the north-west of the site.

Highways recommends that the boundary wall along the southwestern and northern site boundary and at the proposed driveway is permeable and ensures there is adequate visibility.

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:

The Proposed Site Plan indicates that refuse bins will be located within the boundary of the site. Highways consider this to be acceptable.

It is assumed refuse bins will be moved on collections days to Grant Close for kerbside collection with refuse servicing taking place along Grant Close in line with surrounding residential dwellings.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements, including Section 50, will need discussion and agreement with MCC Highways Network teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS:

Off-Site Highways Works
CMP

Highways Reference: 16139/FO/2024

