

CA/G9448

2nd September 2024

Manchester City Council
Town Hall Extension
Albert Square
Manchester
M60 2LA

Application: Discharge of condition 32 "Disabled Bays"
Location: 466 – 472 Moss Lane East
Planning Application Ref: 135544/FO/2022
Agent: Steven Healey (Turley)
Agent contact email: steven.healey@turley.co.uk
Applicant: Alumno

Dear Sir/Madam

With reference to the Planning Application 135544/FO/2022, granted subject to conditions, we submit our application for discharge of condition 32 "Disabled Bays". Please find below our strategy and proposed works.

It is intended for these works to be completed as part of the main contract prior to occupation.

Introduction

The proposed development is a part 7, part 9 storey student resi with refurbishment of the adjacent existing listed building. A transport statement by RSK has been provided as part of the planning submission (Reference 111263-TS) dated August 2022.

Car Parking

The Transport Statement promotes the development as a car-free scheme in line with BREEAM recommendations and Greater Manchester Air Quality action plan.

Whilst the site is considered "very good" with an Accessibility Index of 15.5, for those with reduced mobility, there is a requirement to address all modes of transport.

The development shall include for 3 accessible studio units. With the provision of 3 disabled bays, this would correlate to a ratio of 100% provision.

The operator will audit the occupants to determine and assess the demand of this provision.

Existing streets

The site is bound by Moss Lane East to the North, Heald Place to the East and Parkfield Street to the West and neighbouring property to the South. Existing TROs apply:



Will Rudd Davidson (Glasgow) Ltd
Consulting Civil & Structural Engineers

100 Brunswick Street
Glasgow G1 1TF

T: 0141 248 4866

E: glasgow@ruddconsult.com

www.ruddconsult.com



- to Heald place (restricted parking demarcated by double yellow lines on both sides)



Figure 1: Heald Place junction with Moss Lane East view Northeast (double yellow lines on both sides of road)

- to Moss Lane East (restricted time barred on-street parking demarcated by double yellow lines on the North side)



Figure 2: Moss Lane East view Southeast (double yellow lines to North side of road and parking bays to South side of road)

- to Parkfield Street (restricted on-street parking zone and permit holders demarcated by white lining on both sides)



Figure 3: Parkfield Street view Northeast (parking bays to South side of road)

Existing on-street parking appears to have been installed retrospectively creating narrow parking bays and vehicle chassis are parked on edge of parking bays, projecting beyond parking bays or

have parked over the kerb.

On Moss Lane East, visual survey observes vehicles generally override the centre line onto the opposing lane. The road appears to be still wide enough for opposing cars to pass. The existing parking bay on Moss Lane East is approximately 1.8m wide leaving 6.5m wide of carriageway for both lanes.

Dropped kerb crossings and buff colour blister tactile paving exist across the junctions of Moss Lane East to Parkfield Street and Heald Place.

Disabled Parking design

Manchester City Council Design for Access 2 provides reference examples of on-street parking:



Figure 4: Manchester City Council Design for Access 2 On-street parking standard

Disabled parking must be adjacent to the main building entrances and within the acceptable limited mobility range. Department for Transport (Traffic Advisory Leaflet 5/95 April 1995) states the maximum limited mobility as 50m.

Disability	Distance (metres)
Visually Impaired	150
Wheelchair users	150
Ambulatory without walking aid	100
Stick users	50

From the main building entrance, the kerbside along Moss Lane East is considered fully accessible and a section of parking from Heald Place is accessible shown in the following figure:

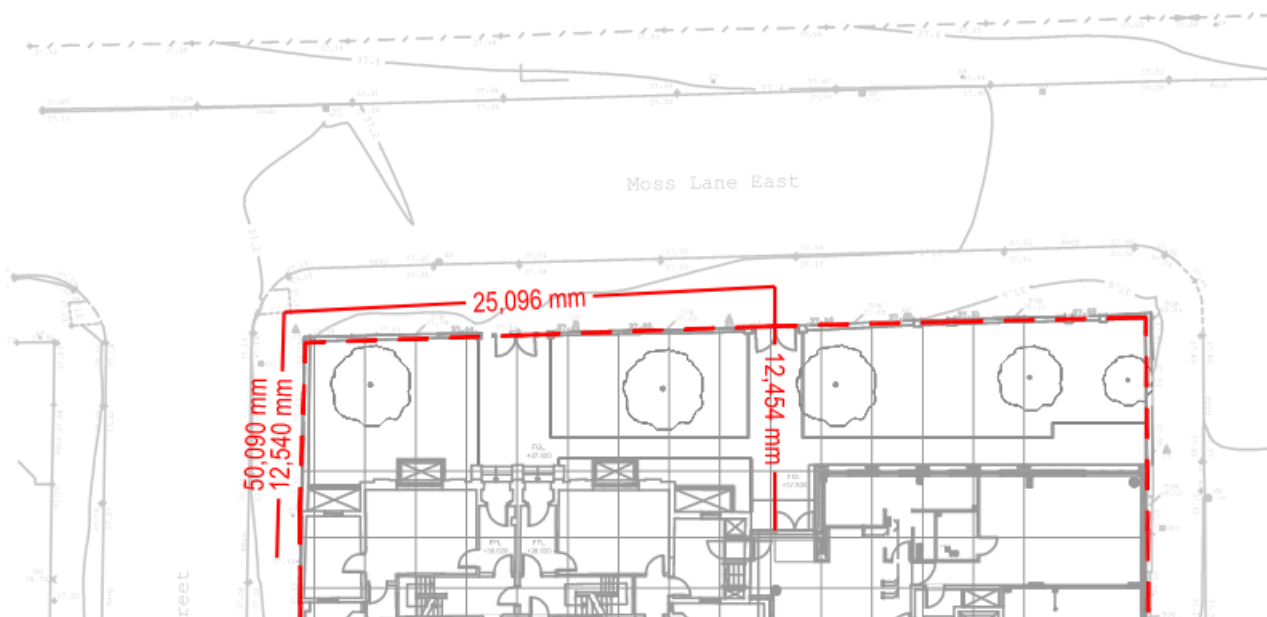


Figure 5: Diagram of maximum mobility distance from building entrance

Therefore two options are available for disabled bays: Moss Lane East and Parkfield Street.

Option 1A – Moss Lane East (reuse of existing on-street parking bay)

The reuse of the existing parking bays on Moss Lane East would require a derogation and acceptance of 1.8m width for disabled users. This is a significant reduction from the 2.7m minimum standard in the guidance and require agreed with the Council. There would be an increased risk of driver-side and/or passenger safety for disabled users disembarking onto the road and be in direct path of oncoming vehicles. Any disabled user or passenger would have to park with the driver on the kerb-side to avoid this risk, which would involve parking in the opposite direction of oncoming traffic.

At kerb-side of the parking bay, we'd recommend dropped kerb for level access. Due to the importance of kerb-side access, a derogation would be require proposing the blue badge posts are installed at the corner of the bay instead of centrally per bay.

The proposal would require:

- Alteration to existing TRO to include disabled bay parking permits
- Replacing existing white lining demarcation like-for-like
- New "DISABLED" white lining demarcation
- Blue badge posts (2no)

Option 1B – Moss Lane East (widening of on-street parking bays)

The widening of the existing parking bays on Moss Lane East would increase the 3no bays to minimum 2.7m leaving 5.6m width of road way for two way traffic. Whilst the minimum standard is 5.5m for streets (Manual for Streets), Moss Lane East is a B-road (B5219), which acts as a “short link road” from B5117 to B5218. This derogation would require acceptance by roads authority.

At kerb-side of the parking bay, we’d recommend dropped kerb for level access. Due to the importance of kerb-side access, a derogation would be require proposing the blue badge posts are installed at the corner of the bay instead of centrally per bay.

The proposal would require:

- Alteration to existing TRO to include disabled bay parking permits
- Removing existing white-lining and replacing with new white lining reflecting wider bays
- New “DISABLED” white lining demarcation
- Blue badge posts (2no)

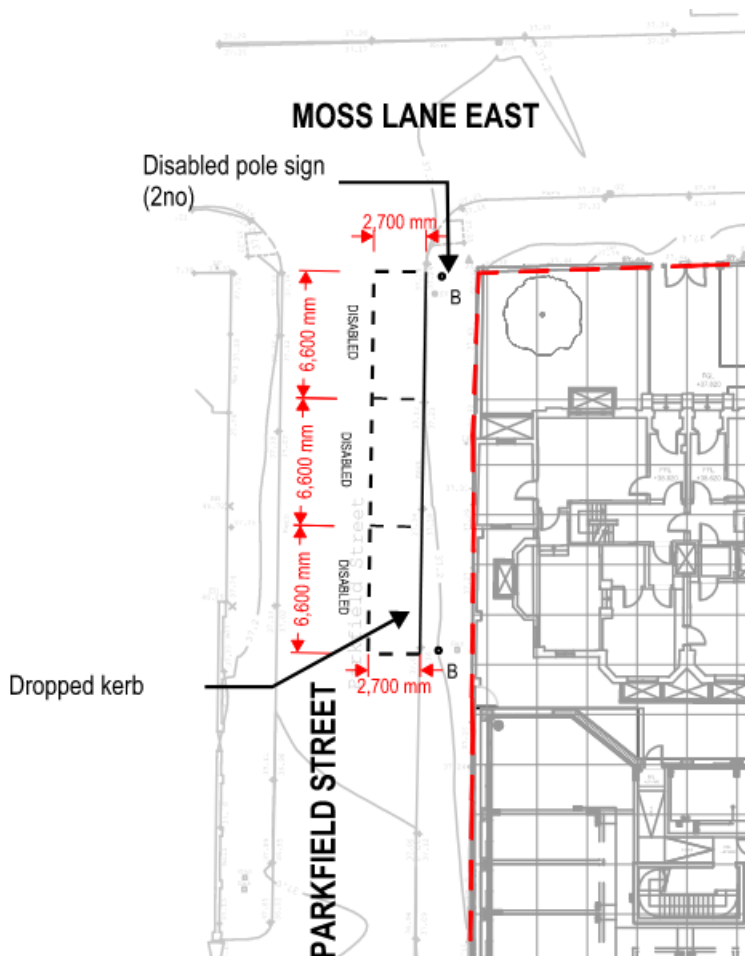
Option 2 – Parkfield Street (widening of on-street parking bays)

The widening of the existing parking bays on Parkfield Street would achieve the 2.7m width for disabled users. In addition, as the street is off the main road, traffic would be considered low risk, due to driving at slower speeds, access and egress of drivers and passengers can safely use the width of the street when safe to do so.

At kerb-side of the parking bay, we’d propose to install a dropped kerb for level access. The blue badge posts are proposed to be installed at the corner of the three bays instead of centrally per bay.

The proposal would require:

- Alteration to existing TRO to include disabled bay parking permits
- Removing existing white-lining and replacing with new white lining reflecting wider bays
- New “DISABLED” white lining demarcation
- Blue badge posts (2no)



Examples of this can be found in the neighbourhood on Heald Place (nos 87), Monton St (nos 71 and 82); Roberts Avenue (nos 27) and Accombe Street (nos 160).

Conclusion

In seeking discharge of condition 32 "Disabled bays", we have reviewed the existing street design and identified a number of options. In seeking good-practice with recognized standards, we proposed Option 2 Parkfield Street (widening of existing on-street parking bays) due to the site specific risks and nature.

We enclose the following:

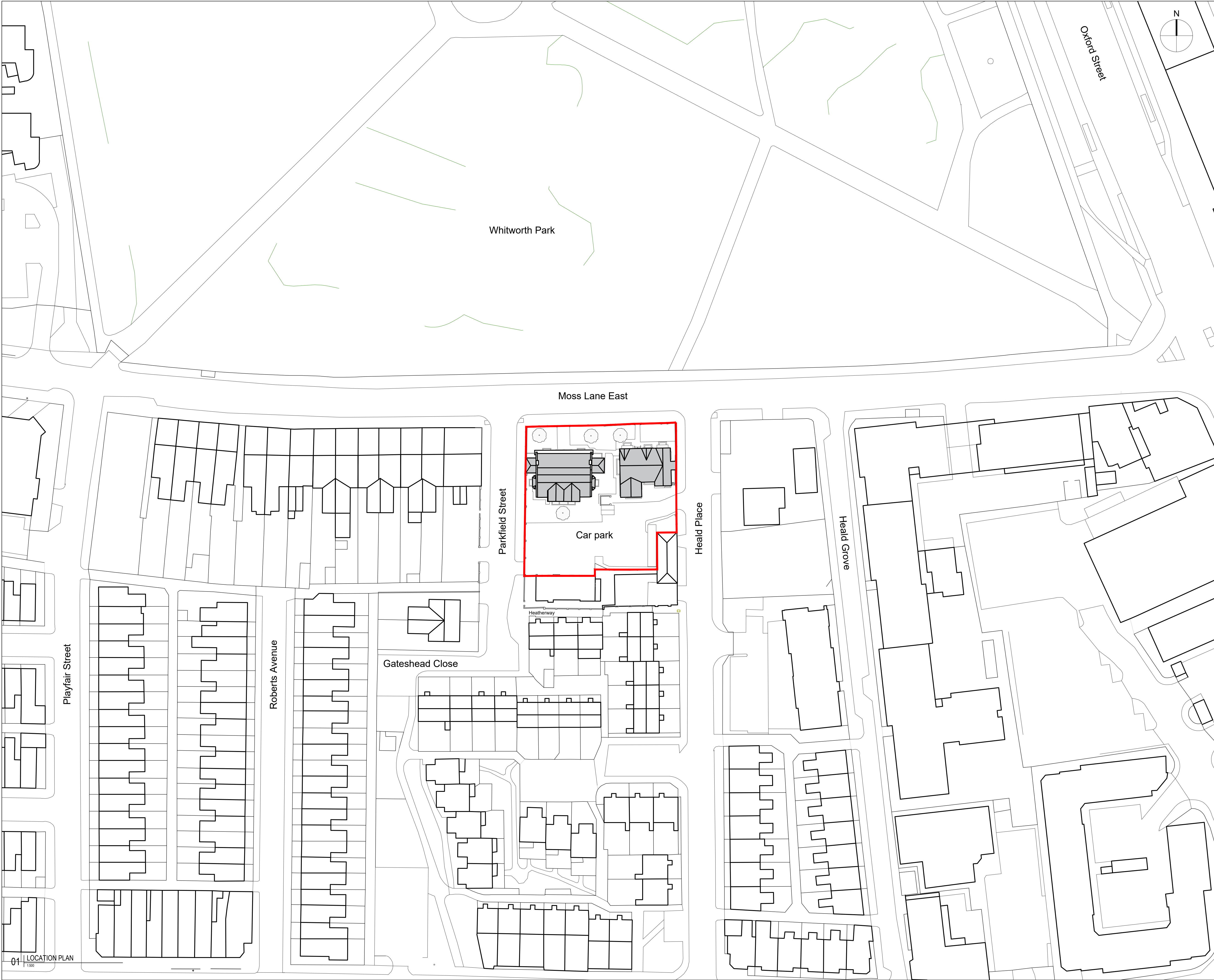
1. Location Plan
2. Existing topographic drawing

We trust this allows matters to proceed.

If you have any queries please do not hesitate to contact us.

Yours faithfully

Craig Azhar
For Will Rudd Davidson



DO NOT SCALE FROM THIS DRAWING.

THIS DRAWING IS BASED ON DIMENSIONAL SURVEY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT CANNOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF THIS SURVEY INFORMATION.

ALL DIMENSIONS ARE SHOWN IN METRIC.

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CLIENT

ALUMNO GROUP

NOTES

— SITE BOUNDARY

P04	BSR ISSUE	26.08.2024
P03	BSR ISSUE - DRAFT	12.08.2024
P02	STAGE 4 ISSUE	02.08.2024
P01	STAGE 3+ ISSUE	29.03.2024
P00	DETAIL DESIGN UPDATE	08.03.2024
REV.	REASON FOR ISSUE	DATE

Stallan-Brand

80 Nicholson Street
Glasgow
G5 9ER

Phone: 0141 258 5015
Email: info@stallanbrand.com
Website: www.stallanbrand.com

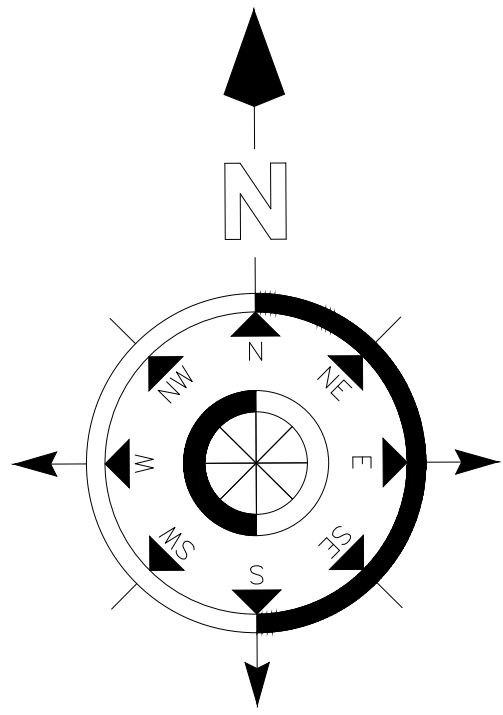
PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

LOCATION PLAN

DRAWING NUMBER		REVISION
L047-SBA-ZZ-ZZ.00-D-A-000001		P04
STATUS		
STAGE 4		
DATE	DRAWN BY	SCALE @ A1
24.11.2024	PM	1:500
	CHECKED BY	PROJECT NUMBER
	MP	2027.00



ABBREVIATIONS

BOL	Bollard
BT	BT Cover
CB	Control Box
CH	Ceiling Height
CL	Cover Level
DK	Drop Kerb
EH	Eaves Height
FH	Fire Hydrant
FFL	Finished Floor Level
FP	Flag Pole
GAS	Gas Valve
GY	Gully
IC	Inspection Cover
LC	Lighting Cover
LP	Lamp Post
MH	Man Hole
PH	Parapet Height
RH	Ridge/Roof Height
RWP	Rain Water Pipe
SP	Sign Post
SV	Stop Valve
TF	Top of Fence
TL	Threshold Level
TP	Telegraph Pole
TS	Traffic Signal
TH	Top of Hedge
TW	Top of Wall
U/S	Under Side
WP	Water Pipe
WV	Water Valve

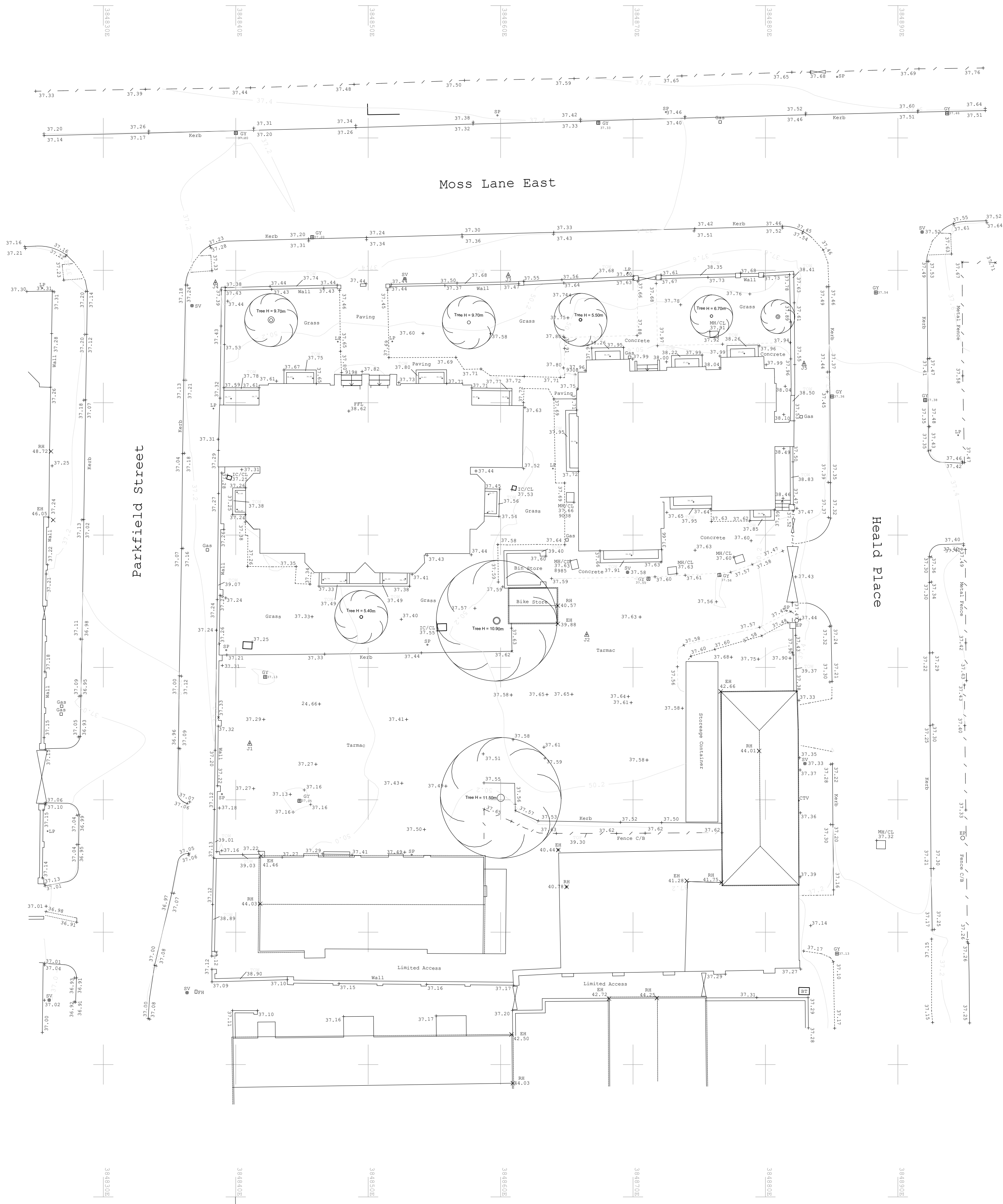
NOTE

The survey grid shown on this drawing is positioned on Ordnance Survey (OS) National Grid, obtained by multiple network RTK GPS observations

All levels are in metres and are above Ordnance Survey Newlyn Datum derived by multiple network RTK GPS observations

Levels defining edge of carriageway are observed at channel (bottom of kerb)

J1	384841.049	395644.255	37.363 STN
J2	384866.501	395652.484	37.638 STN
J3	384860.578	395679.622	37.526 STN
J4	384838.463	395679.082	37.365 STN
J5	384882.91	395672.939	37.521 STN



DRAWING TITLE
TOPOGRAPHICAL SURVEY

ADDRESS
466-470 MOSS LANE EAST, MANCHESTER, M14 4PJ.

CLIENT
RUSSELL BOLTON CONSULTING

PROJECT
466-470 MOSS LANE EAST

DRAWN BY
JW
CHECKED BY
PST

SCALE
1/200@A1

DATE
21/06/2022
DRAWING FILE
AC202380

DRAWING NUMBER
AC202380/01

REV. NO.	DESCRIPTION TO REVISION	REV. BY	DATE
A	Additional information added	JW	27/06/2022

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TEL - 0161 710 2861 - Email - info@acad-design.com - w ww.acad-design.com

