MANCHESTER CITY COUNCIL

Highways Service

Neighbourhoods Directorate
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Wednesday, 07 August 2024

MCC Scheme Ref: 210449H

For the attention of Mr. Ryan Atherton

Scheme 210449H – Collyhurst South, Winscombe Drive, Manchester, M40 7FF – 4th Technical Review.

Following consultation and to recent correspondence submitting design drawings for technical review, we comment as follows:

MCC comment for 1st Technical Review - BLACK
Civic Engineers Response to 1st Technical Review – BLUE
MCC comment for 2nd Technical Review – GREEN
EDGE CE Response to 2nd Technical Review – RED
MCC comment for 3rd Technical Review – PURPLE
EDGE CE Response to 3rd Technical Review – ORANGE
MCC comment for 4thTechnical Review – CYAN
EDGE CE Response to 4th Technical Review – MAGENTA
MCC comment for 5thTechnical Review – BROWN

~~**Drawing No. 1226-05-CIV-XX-XX-DR-HI-0300-P1-Site Location Plan**~~
221625-EDGE-STH-XX-DR-C-3203_SITE LOCATION PLAN, Revision P01

1. No comment on this plan.

~~**Drawing No. 1226-05-CIV-XX-XX-DR-HI-0301-P03-General Arrangement**~~
221625-EDGE-STH-XX-DR-C-3009_GENERAL ARRANGEMENT, Revision P03

1. ~~Please confirm the extents of Section 38 & S278 works. Some the drawings show works to south side of Whitley Road. Is this part of the S278 works? Please show two different styles of boundary – solid red for S38 and dashed black for S278 boundaries. Update the key as required. Please put these boundaries on all scheme plans.~~
   ~~Drawing updated with s278 boundary~~
   ~~Comment Closed~~

2. As the GA should be a general overview and context of the total works, please add hatches for the different surfaces related to scheme, i.e. Two shades of grey for Footway & Carriageway & other appropriate colours for elements such as tactiles, trees, drainage elements, Traffic signs, Street Furniture, Road Markings & Street lighting column, locations (when available). Please also show two different styles of boundary – solid red for for S38 and dashed black for S278 boundaries as requested on comment 1 above.
Drawing updated.
Street Tree and tree pits to be adopted not called out clearly on plan or key. Please update.
Drawing updated, trees called out clearly.
Comment Closed

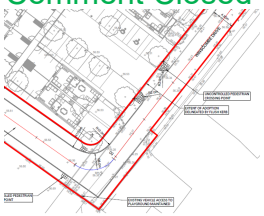
3. As per planning condition 24, please indicate the extents of 20mph area. Please show include 20mph Terminal Signs at appropriate locations and details of sign size and pole / foundation details.
Drawing updated with signs to show 20 mph zone.
I will pass this onto our TRO team for their comment. I have asked again for our TRO is contact you to discuss. Please confirm if any contact has been made?
EDGE Await TRO communication and further comments.
There are three TRO options. Dex Construction to confirm which option the developer wishes to choose.
It has been confirmed that TRO option 2 is the developers preferred TRO option. A teams call will be set up and discussions on how the TRO elements should be presented within the S278 drawing pack. What is has been agreed at the meeting can be submitted with next technical review.
Please, refer to new drawing 221625-EDGE-STH-XX-DR-C-3019_TRO GENERAL ARRANGEMENT.
Comment Closed.

4. As per planning condition 24, please show the proposed extents of double yellow line road markings.
Drawing updated
Passed this onto our TRO team for their comment. I have asked again for our TRO is contact you to discuss. Please confirm if any contact has been made?
EDGE Await TRO communication and further comments.
Please update the extents of the proposed No Waiting at any Time (Double Yellow Lines) match the supplied TRO plan provided.
Furthermore there is a requirement for No Loading at any Time (Double Kerb Blips) in the vicinity of junctions around the development site. The extents of the Double Kerb Blips required are shown on the TRO plans provided, but due to the scale of the TRO plans, your team will need to zoom in to the TRO PDFs to see the kerb blips. For clarity the Double Kerb Blips are shown at the junctions of Kingsfold Ave /Winscombe Drive, Kingsfold Ave / Whitley Road and Kingsfold Drive / Whitley Road. Please replicate this on the relevant S278 plans. If this is not clear, please contact me on teams and I will show you.

Double yellow lines and double kerb blips drawn accordingly.
The extents of proposed double yellow lines shown on Winscombe Drive are excessive. As shown on TRO option 2 PDF there is only a requirement double yellows & no waiting blips at junctions. Additionally to what is shown on TRO Option 2 PDF, I recommend that double yellows and no waiting be added within the radius of the private parking access off Winscombe Drive to a similar extent to what is shown at the other junctions. All other areas of Winscombe Drive being free of parking restrictions. Please update the drawing.
Yellow lines and blips revised.
Comment Closed.

5. Please provide Forward & Junction Visibility splays either on this plan or a separate plan. A separate plan may best to avoid clutter.
Drawing updated
Comment Closed

6. In addition to comment 5 above, please provide forward visibility splays for vehicles and at the proposed uncontrolled crossing point at the bend between existing Winscombe Drive and new road section in the area below.
Drawing updated
Comment Closed



7. There are proposed trees shown in the proposed layby on Kingsfold Avenue section, please provide details of species, Tree pits / drainage. There is also a note that are to be protected. What are the proposals for protection? I have included some of MCC standard details for tree pits which may help.
Tree Pit detail drawing added.
The Tree Pits in the parking layby appear to be designed so that they are flush with the carriageway, so allowing potential vehicle over run on tree pit grid. This will not be acceptable. The tree pits need to be protected by use of build out with a suitable kerb upstand around the tree pit. Please provide details of how this can be done.
Design updated; tree pits protected by designed buildouts.
Comment Closed.
Please add update the text for the Tree Pit within the drawing key to the below *'Street trees to be Acer Campestre 'Streetwise' and Tree Pit to constructed as per MCC standard detail L18 with caveat that a collar should be inserted giving a 300mm aperture to allow the tree to expand'.*
Key updated as described.
Comment Closed.

8. Regards to the proposed layby on the proposed Kingsfold Avenue section, please confirm by the length available for use by vehicles between trees is enough. Min length where trees are used to define the end of individual spaces should be min 7.5m.
   Distance is more than 7.5m. Dim added to drawing.
   Comment Closed.

9. Please provide schedule for proposed signs – sizes, height from ground level, offset from carriageway, are they lit? – where is power coming from? Pole size and shape circular CHS or Rectangular RHS, Pole Foundation details.
   Sign schedule added to drawing.
   Passed this onto our TRO team for their comment. I have asked again for our TRO is contact you to discuss. Please confirm if any contact has been made?
   EDGE Await TRO communication and further comments.
   Comment Closed – refer to comments 3 & 4 above.

10. Please update construction detail for raised table in line with MCC standard details C14 for ramp construction.
    Detail added to pavement spec drawing.
    Comment Closed.

11. It noted on the site clearance plan that Amey are undertaking the street lighting design. This should be in line with planning condition no.18. Please add a note on the GA explaining this fact. The note can be removed when Street light design is complete as you'll need to add the column locations on the drawing for context. Please provide details street lighting on new sections of carriageway.

    - Should you wish for MCC lighting department to progress the street lighting design for your scheme, or you already have a street lighting design, please contact Trevor Powell (mob: 07971385056 – Email: trevor.powell@manchester.gov.uk).
    - Please submit evidence of technical acceptance for the street lighting design.

    Note added to drawing.
    Comment Closed.

12. Please indicate on the GA the proposed drainage features and put in key. Not in detail as you have a drawing already for this, but the GA should show an overview of the whole scheme.
    Drainage features added.
    Comment Closed.

13. Add road name plates on new sections of Winscombe Drive and Kingsfold Avenue. Spec below:
    Aluminium sheet as backing plate.
    White vinyl background with black lettering

Letters to be upper case and 100 mm in height.
Font is News Gothic Bold.
Poles are 1250mm long, approximately 300mm is planted in the ground, leaving 950 to 1000 mm above ground. The street nameplates should be positioned on the poles almost flush with the tops.

Drawing updated.
Comment Closed.

14. It is noted that the new section of Kingsfold Avenue will be one way. We will ask for MCC TRO team to liaise with regarding the TRO needed for this.
I have asked again for our TRO is contact you to discuss. Please confirm if any contact has been made?
EDGE Await TRO communication and further comments.
Comment Closed – refer to comments 3 & 4 above.

15. Regarding Road Markings, please add markings to raised table ramps, add ref 1004 for marking on new section of Winscombe Drive at Kingsfold Avenue give way and confirm the thickness of give way marking 1009A.
Markings have been added/updated.
Comment Closed.

16. Please add a note to plan that refers to which drawings detailed design elements such as construction details, Carriageway / Footway Construction / Kerb Construction, drainage details & Street lighting can be found.
References added to drawings.
Comment Closed.

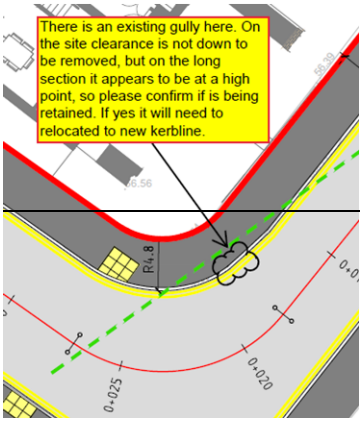
17. Having further considered the drainage channel at the back of the footway on the proposed section of Kingsfold Drive, we believe this has the potential to be a hazard where it crosses in front of the existing footpath access points at the existing properties, so we cannot accept this as a solution. However, having looked at the design there may be scope to reverse the fall of the footway back towards to the carriageway by altering the falls of the footway and adjacent layby section of the carriageway. Please call me to discuss options to change this.
Design updated; fall reversed.
Comment Closed.

18. The existing parking layby on Whitley Road south of new Kingsfold Drive junction should be removed and reconstructed as footway to tie into existing footway. This request is on the back of a visibility issue raised in the RSA stage 2.
Drawing updated accordingly.
Comment Closed.

19. At Kingsfold Ave at Chainage 5.000, at bottom of proposed ramp there are two new gullies proposed, however there are two existing gullies within 1.5m of the proposed. It seems odd to proposed two new so close to existing. Please extend

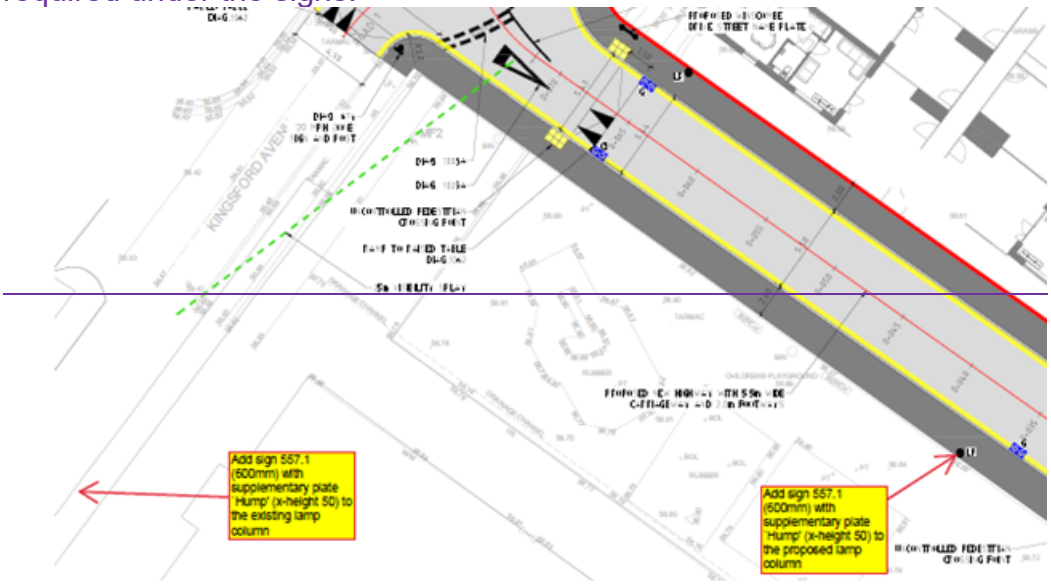
~~the raised table so that the bottom of the proposed ramp is in line with the existing gullies.~~
~~Design updated accordingly.~~
~~Comment Closed.~~

20. ~~Please confirm the location the of the proposed gullies on proposed Winscombe Road are located correctly. The long section appears to the low point a bottom of the ramp.~~
~~Design updated; gullies relocated.~~
~~There is an existing highway gully on Wiscombe Road at the location shown within the black cloud. Please confrim if whether or not is being retained.~~



~~Gully marked as to be removed in relevant drawings.~~
~~Comment Closed.~~

21. ~~Annotation missing at proposed sign on southside of Ramp where Existing Kingsfold Ave meets Proposed Winscombe Road. Please add.~~
~~Drawing updated accordingly.~~
~~Please add sign 557.1 (600mm) with supplementary plate 'Hump' (x-height 50) to the lamp columns indicated below. Please annotate that 2.3m of headroom is required under the signs.~~



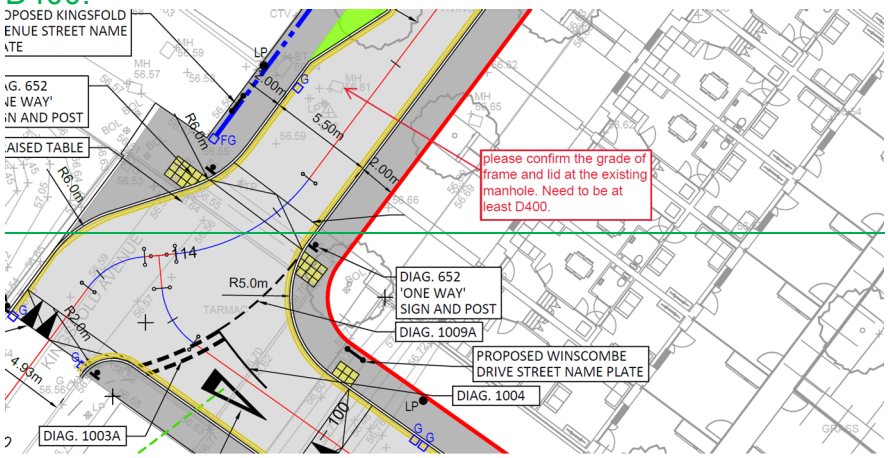
Signs added

The sign shown on the Kingsfold approach is floating in space. This is due to the extents the OS mapping on the drawing. For context, please add kerb lines that fill the gap. This does not need to absolutely accuate, but It will provide context to the proposed position of the sign in relation to the existing highway layout.

Lines for context added, please confirm it's ok.

Comment Closed.

22. These is an existing manhole on the proposed new section of carriageway at Kingsfold Ave – see below image for location. Please confirm the current cover and frame weight class is sufficient to be used in carriageway. Need to be min D400.



This will be confirmed on site and upgraded to D400 (if required), and cover reset to proposed finished levels.

Comment Closed.

23. Existing Telegraph Pole on Kingsfold Ave noted on Site Clearance as being relocated. Please add note to GA that the telegraph pole to be relocated.

Drawing updated accordingly.

Comment Closed.

24. The raised table ramps are too long. Please update the length in line with MCC standard details C14.

Ramps redesigned accordingly.

The triangle marking dia 1062, should be the length at the ramp. Please update.

Ramp markings updated.

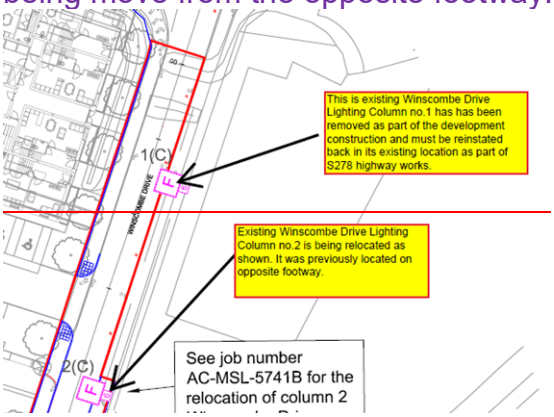
Comment Closed.

25. Please amend the gully locations at proposed ramps in line with updates to ramp lengths required.

Gullies updated.

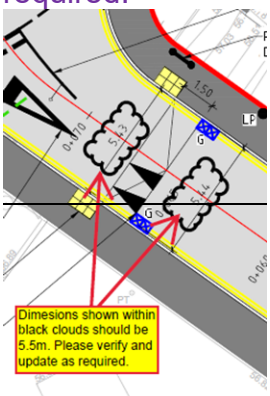
Comment Closed.

26. Please add annotation to reference the existing Wincombe Drive streetlighting columns no.1 and no.2. Column No 1 is to be reinstated and Column No.2 is being move from the opposite footway. For context see image below



Drawing updated accordingly.
Comment Closed.

27. It is noted that some of carriageway dimensions are incorrect, refer to image below. The minimum carriageway width shall be 5.5m. Please update as required.



Dimensions amended.
Comment Closed.

28. Please update the proposed signage and yellow road markings locally to the immediate site.
    - Remove the 20mph Zone Signs.
    - Add 2no. No Right Turn (Dia 613) - 600mm Dia, Mounting height 2300mm and material R3B-UK. Locations as indicated on TRO plans provided.

All other proposed signage and street name plate to remain with no changes.
Signage and road markings updated accordingly.
Comment Closed.

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29. If required, please update the gullies in line with comment 9 relating to the long section drawing below.
Gullies updated accordingly.
Comment Closed.

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0302-P3-Site Clearance~~
221625-EDGE-STH-XX-DR-C-3011_SITE CLEARANCE, Revision P02

1. ~~Please see comment 1 on General arrangement plans and add boundaries to this plan.~~
   ~~Drawing updated with boundaries~~
   ~~Comment Closed.~~

2. ~~Please update the orientation of hatches in key, so that they representative of what the plan shows.~~
   ~~Drawing updated.~~
   ~~Comment Closed.~~

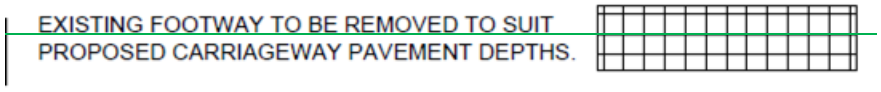
3. ~~The service covers which are affected should be called out on the key. For any avoidance of doubt, the description should read something along the lines of 'the cover, frame and any associated brick work needs to be adjusted to suit proposed levels.~~
   ~~Drawing updated/key amended~~
   ~~Comment Closed.~~

4. ~~Please confirm if the existing concrete bollards on inside radius of the Winscombe Drive and Whitley Road are being retained. Some appear to in poor condition and would need replaced. please assess their condition and update all drawings as required.~~
   ~~Drawing updated~~
   ~~Comment Closed.~~

5. ~~Please change the colour of the kerbing to be removed as it clashes with site boundary in certain places and is hard to distinguish.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

6. ~~Please indicate where the existing knee rail will need to be removed.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

7. ~~For drawing consistency – Please updated the text on the legend item below to ***EXISTING FLAG PAVED FOOTWAY TO BE REMOVED TO SUIT PROPOSED CARRIAGEWAY PAVEMENT DEPTHS***.~~

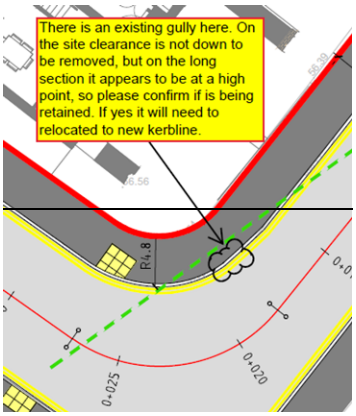
   

   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

8. ~~The existing parking layby on Whitley Road south of new Kingsfold Drive junction should be removed. Please update the site clearance plan indicating what will need to be removed. This request is on the back of an issue raised in the RSA stage 2.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

9. ~~There are existing footway yard gullies outside the existing properties on the new sections of Kingsfold Avenue. These will serve no purpose if retained? Please confirm their status and update the site clearance plan.~~
   ~~Drawing now showing yard gullies' status.~~
   ~~Comment Closed.~~

10. ~~Please confrim if the existing highway gully on Wiscombe Road shown within the black cloud below is being removed? Update drawings as required.~~



   ~~Gully marked as to be removed in the relevant drawings.~~
   ~~Comment Closed.~~

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0303-P3-Pavement Specification~~
221625-EDGE-STH-XX-DR-C-3012_PAVEMENT SPECIFICATION Revision P03

1. ~~Please see comment 1 on General arrangement plans and add boundaries to this plan.~~
   ~~Boundaries added.~~
   ~~Comment Closed.~~

2. ~~Please update the orientation of hatches in key, so that they representative of what the plan shows.~~
   ~~Drawing updated~~
   ~~The orientation of detail A and F with the key is still wrong. Please update.~~
   ~~Drawing updated accordingly.~~
   ~~This is still incorrect. The orientation of the hatches shown within the key need to match the hatch orientation shown on the plan. This is important for drawing clarity. Please update.~~
   ~~Hatches rechecked.~~

This is still incorrect. Please call me to discuss, so that we can get this corrected.
The hatches in the key have been enlarged for clarity; hatching in the drawing has been rechecked and should match key.
Comment Closed.

3. For Detail A – Please confirm the CBR % value used for the subbase and capping layer thickness and provide a table showing subbase & or capping layer thickness options for different CBR %. CBR testing will need to be done in advance of construction at formation level. Please indicate on this plan the locations of the CBR testing.
Graph added to drawing. Build up is 200mm subbase and 200mm capping instead of 150mm subbase and 250mm capping.
The CBR tables provided appear to be from an old standard of DMRB. Please update the in line with DMRB CD225. The Subbase and or Capping thickness will be determined by the CBR testing on site. On detail A, rather than put thickness of subbase and capping, say something like ***thickness subject to on site CBR testing. Refer to Table XX for thicknesses required.***
CBR table included, detail A updated.
On the CBR table, there are columns for 'Residential Access Way' - What does this refer to? If this not applicable to Section 38/278 design, please remove from table.
Table updated accordingly.
Remove the<2% column and change the 2% column to 2.5%, as this is the minimum acceptable CBR. Please add further note '*Should the CBR be less than 2.5%, the developer will need agree with the MCC engineer what ground remediation will be undertaken so that an acceptable CBR may be obtained*'.
Please update.
Drawing updated accordingly.
Comment Closed.

4. Please update detail F to suit MCC standard detail F2.
Detail updated.
Comment Closed.

5. Please update detail G to construction details & thickness below
    - 65mm Flag on 30mm 3:1 sand/cement mortar mix with 150mm type 1 sub-base to MCHW cl.803

Detail updated.
Comment Closed.
The standard construction detail for tactile paving construction has changed since the design was last assessed. Please update the construction detail to:
- 65mm Flag
- 50mm 4:1 SAND / CEMENT MORTAR BED (12 HOUR RETARDED).
- 200mm WET LEAN CONCRETE TYPE ST2 TO TABLE 10/1 CLAUSE 1001.
- 75mm TYPE 1 GRANULAR BLINDING AS REQUIRED.

Detail updated.
Comment Closed.

6. Please update the binder spec on footway construction details to ***50mm AC20 Dense bin 100/150 rec***
   Detail updated.
   Comment Closed.

7. The existing parking layby on Whitley Road south of new Kingsfold Drive junction should be removed and reconstructed as footway to tie into existing footway. This request is on the back of a visibility issue raised in the RSA stage. Please update drawing to reflect this.
   Drawing updated accordingly.
   Comment Closed.

8. Please provide details of the pavement at the tree pits in the layby. As mentioned in previous comments, these need to their own buildouts separate from the carriageway.
   Tree pits updated.
   Comment Closed.

9. The raised table ramps are too long. Please update the plan and construction detail in line with MCC standard details C14.
   Ramps redesigned accordingly.
   Comment Closed.

10. Please change the Type1 Sub base to 150mm on detail C. This keeps the layer thicknesses consist with detail F.
    Drawing updated accordingly.
    Comment Closed.

11. Please change the binder thickness to 50mm on detail F, as this will make it consistent with detail C.
    Drawing updated accordingly.
    Comment Closed.

Drawing No. 1226-05-CIV-XX-XX-DR-HI-0304-P3-Kerb & Edging Layout
221625-EDGE-STH-XX-DR-C-3013_KERB AND EDGING LAYOUT Revision P02

1. Kerb Drains will not be adopted by MCC in this area. Alternative drainage proposal required.
   Noted. Kerb changed to HB2.
   Comment Closed.

2. Dished channels will attract a commuted sum.
   Noted
   Please remove the dished channel from design – see comment 17 related to GA for clarification.
   Dished channel removed.
   Comment Closed.

3. Please confirm if PCC edging between existing highway and development is being proposed in grey area below.
   Drawing updated.
   Comment Closed.



4. For the same area as shown in comment 1 above, some of the HB kerbs are in poor condition and should be replaced as part of the works. Please arrange an assessment of these kerbs and update the GA, Kerbing and Site Clearance drawings as required.
   These are proposed new kerbs.
   None of proposed kerbing extents on Winscombe Drive and Whitley Road have changed from previous issue. We requested that an assessment been carried out of the existing kerbing on Winscombe Drive and Whitley Road previously. If an assessment cannot be carried out, we will require that all the kerbing be replaced.
   Design updated Kerbing to be replaced.
   Comment Closed.

5. Please change the colour of the BN 6mm or the transition kerb so that the colours are contrasting on the plan.
   Drawing updated
   Comment Closed.

6. For the proposed dropped kerb access points along the new section of Kingsfold Avenue, please confirm how construction of kerbing, where sections are going from 25mm upstand to 125mm upstand & back to 25mm upstand over the short sections between drive access points?
   Transition kerb detail added to drawing.
   Having measured the distance of Red HB2 lines, they are circa 1.85m long. The detail provided would need around 3.6 between drives to build it – now I

understand it just a typical detail, but even if constructed with the minimum of 2 droppers and half a length of HB2, you'll still need 2.25m between drives, so not sure how this can be constructed. Note min kerb length shall be 450mm long. Please confirm this detail.
Design updated.
Comment Closed.

7. Please check the construction details for the proposed kerbs are inline with MCC standard details supplied.
Drawing updated
Please update all the concrete footings on all kerb construction details to concrete grade ST1.
Details updated.
Comment Closed.

8. On the cross sections drawings there is a flush edging shown as delineation layby from the main carriageway on the Kingsfold Avenue. Firstly, this is not shown on this plan and secondly the kerb should be a channel block not edging. Please update the plan.
Design updated.
Comment Closed.

9. The existing parking layby on Whitley Road south of new Kingsfold Drive junction should be removed and reconstructed as footway to tie into existing footway. They will require new kerbing to be installed. This request is on the back of a visibility issue raised in the RSA stage 2. Please update drawing to reflect this.
Design updated.
Comment Closed.

10. Please provide details of the kerbing at all the tree pits. This can be done be referring to a construction detail via annotation if required.
Details included.
Comment Closed.

11. Please remove the dished channel from design – see comment 17 related to GA for clarification.
Dished channel removed.
Comment Closed.

12. Please update the dimension between top of kerb and top of haunching to 70mm Min on all kerb types. This 70mm will accommodate the thickness of the footway bituminous material construction (20mm Surface & 50mm Binder).
Details updated.
Comment Closed.

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0305-P2-Highway Long Sections~~
221625-EDGE-STH-XX-DR-C-3018_HIGHWAY LONG SECTIONS Revision P03

1. ~~Please indicate on the long sections where the proposed ramps are? The long sections don't appear to show the ramps – e.g., on Winscombe Drive long section at Ch,100, this is in a sag, but this point is halfway up a ramp. Same goes for Kingsfold Avenue long sections.~~
   ~~Raised table ramps added to drawing.~~
   ~~Comment Closed.~~

2. ~~Please indicate the location on both long sections, where they tie into each other and the levels at this point.~~
   ~~Label and level added to long section.~~
   ~~Comment Closed~~.

3. ~~On long section Kingsfold Avenue - The min longitudinal gradient should be 1:100, ideally 1:80 for drainage purposes. Please update design.~~
   ~~Road long section amended to achieve min 100 gradients – drawing updated.~~
   ~~Comment Closed.~~

4. ~~On Kingsfold Ave at Chainage 5.000, at bottom of proposed ramp there are two new gullies proposed, however there are two existing gullies within 1.5m of the proposed. It seems odd to proposed two new so close to existing. Please extend the raised table so that the bottom of the proposed ramp is in line with the existing gullies.~~
   ~~Design updated.~~
   ~~Comment Closed~~

5. ~~Please update the horizontal scale of the long sections so that vertical and horizontal data within the long section tables are clearer.~~
   ~~Scales updated.~~
   ~~Comment Closed.~~

6. ~~Please update the ramp length and gradients in line with MCC standard detail C14.~~
   ~~Ramps redesigned accordingly.~~
   ~~Comment Closed~~.

7. ~~The minimum K value acceptable is 2. I note that some of the K values on the alignment for the new section of Kingsfold Drive are significantly less than this. Please update.~~
   ~~Vertical profiles redesign accordingly.~~
   ~~Comment Closed~~.

8. The alignment on the Kingsfold Avenue where it meets Whitley Road is essentially a 'hump'. This is not acceptable. Please update.
   Vertical profiles redesign accordingly.
   Comment Closed.

9. It is proposed to have longitudinal gradient of 1:174 on the raised table at Wincombe Road / Kingsfold Drive. I have concern about surface water ponding at the proposed uncontrolled crossing points on the raised table. Potential solutions include increasing the long fall gradient to ideally <1:125, should site constraints allow or possibly additional highway gullies on the ramp to aid surface water removal. Please provide alternative proposal.
   Roads redesigned to avoid slopes lower than 1:125.
   Comment Closed.

Drawing No. 1226-05-CIV-XX-XX-DR-HI-0306-P2-Cross Sections
221625-EDGE-STH-XX-DR-C-3014_CROSS SECTIONS Revision P02

1. Regarding Cross Section for Kingsfold Avenue.

   a. The detail provided doesn't accurately portray what this will look like. For most of the section, the development side is mostly driveway access, so please provide 2 sections, one with vehicle crossover points for driveway access and one without. One of these sections needs to incorporate the construction detail for trees shown in the layby and a highway gully construction detail.
      Cross sections updated to reflect above.
      Please provide an additional short section of Kingsfold Ave showing the tree pit detail within the build out.
      Drawing updated accordingly.

   b. Please change the note on dished channel side from existing playground to existing properties or something similar.
      Note updated.

   c. Please note that the Dished drainage channel will attract a commuted sum.
      Noted
      Having further considered the drainage channel at the back of the footway on the proposed section of Kingsfold Drive, we believe this has the potential to be a hazard where it crosses in front of the existing footpath access points at the existing properties, so we cannot accept this as a solution. However, having looked at the design there may be scope to reverse the fall of the footway back towards to the carriageway by altering the fall of the footway and the fall of layby section of the carriageway. Please call me to discuss options to change this.
      Design updated accordingly.

d. The Tree Pit in the parking layby is shown flush with the carriageway, so allowing potential vehicle over run on tree pit grid. This will not be acceptable. The tree pits need to be protected by use of build out with a suitable kerb upstand around the tree pit.
Tree pit updated.

e. The cross section shows a proposed flush edging kerb delineating the parking layby from main carriageway. This is not acceptable. Please change to flush channel block.
No flush edging kerb included in layby.

Comments Closed

2. Regarding cross section for Winscombe Drive, please add gully detail to one side of this.
Drawing updated
Comment Closed.

3. On all cross sections, where notes are referring to kerb details / Build up details etc, please add further text at these notes referring to which drawings said details can be found on.
Drawing references added.
Comment Closed.

4. Please update the annotation pointing to the tree pit on cross sections to *'Street trees to be Acer Campestre 'Streetwise' and Tree Pit to constructed as per MCC standard detail L18 with caveat that a collar should be inserted giving a 300mm aperture to allow the tree to expand'.*
Drawing updated accordingly.
Comment Closed.

Drawing No. 1226-05-CIV-XX-XX-DR-HI-0307-P3-Proposed Contour Plan
221625-EDGE-STH-XX-DR-C-3010_PROPOSED CONTOUR PLAN Revision P03

1. Please ensure the contour plan and the highways long sections tie up.
Contour plan updated.
Comment Closed.

2. Please update the contours on new Kingsford Avenue section in line with updated drainage design and carriageway levels.
Contours updated.
It has been requested that the fall on the footway on northside of Kingsfold Avenue be reversed to fall towards carriageway. Please update contours to suit.
Design updated accordingly.
Comment Closed

3. Please update the contour plan, inline comments 5 - 8 relating to the long section drawing above.
   Contour plan updated accordingly.
   If required, please update the contours in line with comment 9 relating to the long section drawing above.
   Drawing updated accordingly.
   Comment Closed.

Drawing No. 1226-05-CIV-XX-XX-DR-HI-0308-P3- Highway Drainage
221625-EDGE-STH-XX-DR-C-3017_HIGHWAY DRAINAGE Revision P03

1. Please note that dished channel will attach a commuted sum.
   Noted
   The Dished Channels and associated drainage features should be removed from design and footway fall be reversed to fall towards carriageway – See GA comment 17 for context. Please assess if there is a need for additional carriageway gullies in the layby areas. Please update in line with other drawings.
   Design updated accordingly.
   Comment Closed.

2. MCC will not adopt the Aco Kerb Drain in this area. The min longitudinal gradient should be 1:100. Ideally 1:80 for drainage purposes. Please submit alternative proposals that uses traditional highways gullies for drainage.
   Drawing updated – kerb drain removed and replaced with Gullies.
   Comment Closed.

3. Please show contours on plan, so that we can see the proposed gullies are at the low points.
   Drawing updated with contour plan.
   Comment Closed.

4. Please confirm if the proposed surface water network being adopted by UU through S104 agreement? An addition to the key with relevant text will be enough.
   Sewer will be adopted subject to s104 agreement. Drawing note added.
   Comment Closed.

5. Is the gully tail for proposed gully at corner of old and new section of Winscombe Avenue going against the flow?
   This gully will connect to existing gully connection at 90 degrees.
   Comment Closed.

6. ~~On Kingsfold Ave at Chainage 5.000, at bottom of proposed ramp there are two new gullies proposed, however there are two existing gullies within 1.5m of the proposed. It seems odd to proposed two new so close to existing. Please extend the raised table so that the bottom of the proposed ramp is in line with the existing gullies.~~
   ~~Design updated accordingly.~~
   ~~Comment Closed.~~

7. ~~Please amend the gully locations at proposed ramps in line with updates to ramp lengths required.~~
   ~~Gullies updated accordingly.~~
   ~~If required, please update the gullies in line with comment 9 relating to the long section drawing above.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed~~.

8. Please provide a copy of the S104 technical approval document from UU.
   Liaison with UU is still ongoing, the approval will be sent on to you as soon as it is received.
   Please provide ASAP.
   Still to be provided.

9. ~~Drawing note 2 is incorrect. It must be made clear that new SW and FW sewer on Winscombe Road and Kingsfold Avenue are being adopted by United Utilities under a S104 agreement. MCC will adopt the new highway gullies and connections to S104 sewer via the S38 agreement.~~
   ~~Note updated.~~
   ~~Comment Closed.~~

10. ~~Please update the text within the key:~~

    - ~~Change *Proposed Surface Water Sewer* to **Proposed S104 Surface Water Sewer to be adopted by United Utilities**.~~
    - ~~Change *Proposed Foul Water Sewer* to **Proposed S104 Foul Water Sewer to be adopted by United Utilities**.~~
    - ~~Change *Existing Combined Sewer* to **Existing United Utilities Combined Sewer**.~~
    - ~~Change *Gully* to **Proposed Highway Gully**.~~
    - ~~Change *Existing Gully* to **Existing Highway Gully**.~~

- ~~Change *Existing Gully to be removed and connection reused by proposed gully* to **Existing Highway Gully and connection reused by proposed Highway Gully**~~

- ~~Please remove SW & FW drag out from the key, as these not relevant to S38 highways.~~

~~Key updated accordingly.~~
~~Comment Closed.~~

Drawing No. 1226-05-CIV-XX-XX-DR-HI-0309-P3-Vehicle Swept Path Analysis

1. ~~Please confirm why the width of refuse vehicle is 3m? I've known the width of the vehicle to be around 2.5 wide plus the wing mirrors. I believe with Vehicle tracking you can add wing mirrors as additional to body width. This should make the tracking for this vehicle more realistic. Please investigate this.~~
   ~~Drawing updated~~
   ~~Comment Closed~~

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0310-P2-Highway Drainage Details~~
221625-EDGE-STH-XX-DR-C-3204_HIGHWAY DRAINAGE DETAILS Revision P02

1. ~~Please update the details for the Type S and Type Z bedding in line with MCC details D6 and D10 respectively. These have been supplied with this review.~~
   ~~Bedding details updated to be in line with MCC details.~~
   ~~Comment Closed~~

2. ~~Please update the road gully detail inline with MCC standard detail D12 & D47 supplied with this review.~~
   ~~Gully details updated to be in line with MCC details.~~
   ~~Comment Closed~~

3. ~~As proposed footway fall on Kingsfold Ave has been requested to be reversed to fall toward carriageway, the Yard Gully detail is now redundant. Please remove from drawing.~~
   ~~Detail removed.~~
   ~~Comment Closed.~~

4. ~~The Geocelluar Attenuation tank details shown on the drawing are not being adopted under the S38 process and as such need to be removed from any drainage construction detail drawing associated with S38. Please update and resubmit.~~
   ~~Drawing updated.~~
   ~~Comment Closed.~~

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0311-P1-Proposed Highway Adoption Plan~~
221625-EDGE-STH-XX-DR-C-3016_PROPOSED HIGHWAY ADOPTION PLAN Revision P03.

1. ~~Please update drawing in line with General Arrangement comment 1. Also update hatches and colours in line with MCC document 'SA-TR-2 - Legal Drawing Colour Code - Rev B' supplied.~~
   ~~Colours updated to legal plan.~~
   ~~Comment Closed~~

2. ~~Please show the S104 and existing surface water sewers in grey for context and add the key, as the proposed gullies and tails look a bit odd on the plan.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

3. ~~On Kingsfold Ave at Chainage 5.000, at bottom of proposed ramp there are two new gullies proposed, however there are two existing gullies within 1.5m of the proposed. It seems odd to proposed two new so close to existing. Please extend the raised table so that the bottom of the proposed ramp is in line with the existing gullies. Please update the S278 hatch to suit.~~
   ~~Design updated accordingly.~~
   ~~Comment Closed~~.

4. ~~Please show the junction raised table.~~
   ~~Raised table extents delineated by ramps in light blue.~~
   ~~Comment Closed~~.

5. ~~Please show the relocated streetlighting column no.2 on Wincombe Drive on the plan and add to the key as a unique item.~~
   ~~Streetlighting column now showing.~~
   ~~Comment Closed.~~

6. Please amend the gully locations at proposed ramps in line with updates to ramp lengths required.
   Gullies updated accordingly.
   If required, please update the gullies in line with comment 9 relating to the long section drawing above.
   Drawing updated accordingly.

7. ~~Please show the proposed street trees on Kingsfold Avenue, like how they are shown on the GA, to the plan and key.~~
   ~~Street trees now showing.~~
   ~~Comment Closed.~~

8. ~~We need the proposed signs and line shown on this drawing as they will also be adopted and maintained by MCC.~~
   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

9. ~~Furthermore to comment 8 above, please ensure this points below are also captured:~~
   - ~~Please ensure the extents of proposed double yellow lines shown on Winscombe Drive are in line with modification requested on 221625-EDGE-STH-XX-DR-C-3009 GA, comment 4 & 24.~~
   - ~~Where the proposed signs are shown, a graphical representation of the proposed sign should be shown with a leader pointing to its location.~~
   - ~~Where proposed signs are located outside of extents of OS mapping of the drawing, please add kerb indicative footway and kerb lines that fill the gap. This does not need to absolutely accuate, but It will provide context to the proposed position of the sign in relation to the existing highway layout.~~

   ~~Drawing updated accordingly.~~
   ~~Comment Closed.~~

Drawing No. AC-MSL-5879-1302 Rev CO1 – Street Lighting Proposed Road Lighting Layout

1. It is noted that Amey are looking at the Streetlighting design related to these works. Once known please provide details street lighting on new sections of carriageway. The design will need to be assessed by Trevor Powell. Contact details: (mob: 07971385056 – Email: trevor.powell@manchester.gov.uk).

2. ~~Please submit evidence of technical acceptance for the street lighting design.~~
   ~~Amey design lighting plans received, and Trevor Powell advised these are approved. Comment Closed.~~

~~Drawing No. 1226-05-CIV-XX-XX-DR-HI-0312-P1-Tree Pit Details~~

1. ~~Apologises for not being specific on which tree pit detail to use. Since the first technical review, it has been confirmed the preferred tree pit is MCC standard detail L18. Please can you update the drawing please.~~

~~EDGE DESIGN NOW REFERENCES THE MCC DETAIL~~
~~Drawing not required. Comment closed.~~

Drawing No. 221625-EDGE-STH-XX-DR-C-3019 TRO GENERAL ARRANGEMENT, REVISION P01

1. No Comment at this stage.

Required Plans

1. ~~S278/38 Redline Boundary – Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

2. ~~General Arrangement – Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

3. ~~Kerbing Arrangement - Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

4. ~~Site Clearance - Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

5. ~~Paving Arrangement - Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

6. ~~Signage & Road Markings – Drawing with Road marking supplied, to be updated in line with comments. New Traffic Signage details to be provided.~~
   ~~Comment Closed~~

7. ~~Drainage Arrangement & Construction details - Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

8. ~~Contour Plan - Supplied on plans provided, to be updated in line with comments.~~
   ~~Comment Closed~~

9. ~~Vehicle Tracking & Forward & Junction Visibility – Required~~
   ~~Comment Closed~~

10. ~~Proposed Construction Details - Supplied on plans provided, to be updated in line with comments.~~
    ~~Comment Closed~~

11. ~~Street Lighting Layout – Required~~
    ~~Street lighting confirmed by Trevor Powell as Approved - Comment Closed~~

12. ~~Proposed Traffic Regulation Orders – Required, TRO team will contact you separately to ascertain the scope and discuss the TRO's required.~~
    ~~Consultation with TRO team ongoing. Please advise of progress.~~

~~It has been confirmed that TRO option 2 is the developers preferred TRO option. A teams call will be set up and discussions on how the TRO elements should be presented within the S278 drawing pack. What is has been agreed at the meeting can be submitted with next technical review.~~
~~Please, refer to new drawing 221625-EDGE-STH-XX-DR-C-3019_TRO GENERAL ARRANGEMENT.~~
~~Comment Closed.~~

13. ~~Landscape Plan – Proposed Trees at Layby on Kingsford Avenue, Details required in comments. This can be detailed on the GA if clarity allows.~~
~~Comment Closed~~

14. ~~Street Furniture – Road Names signs requested in comments.~~
~~Comment Closed~~

15. ~~Ground Testing Plan - Please provide a drawing detailing the locations and frequency of ground tests to be undertaken to ascertain CBR values for the site. – Requested in comments~~
~~Still Required~~

16. ~~Road Safety Audit Stage 1 & 2 - Required.~~
~~Received. Overseeing Organisation comments returned with 2nd Technical Review.~~

General requirements/information

1. Please ensure when updating specific drawings, all other drawings showing similar detail are also updated.

2. You must ensure that you have appropriate planning approvals in place before proceeding with any works. Any works carried out without planning approval are carried out at the developers own risk.

3. Before Technical Acceptance can be given, MCC highways department must consult with relevant stakeholders. This process can take up to two months.

4. All works undertaken before technical approval is issued will be at the developers own risk. MCC takes no liability for abortive works.

Yours faithfully,

Colin Cromar
Highway Design Engineer

Copies to: - (Graham Price), (developer)