



Memorandum

To Michael Pearson

From Laura Wareing

Date 20 September 2023

Subject **137841/FO/2023**

Erection of 5 storey building to form 52 residential apartments (Use Class C3a), with associated car and cycle parking provision, hard and soft landscaping, boundary treatment, access, servicing, and other associated works.

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 5 storey building to form 52 residential apartments (Use Class C3a), with associated car and cycle parking provision, hard and soft landscaping, boundary treatment, access, servicing, and other associated works at Land At Downley Drive, Manchester, M4 6BW.

The site is bounded by the adopted highways of Woodward Place to the South, Downley Drive to the east and St. Vincent Street to the west. A footpath is located to the north of the proposed site and cuts through the centre of the development site.

Woodward Place, Downley Drive and St. Vincent Street has a 20mph speed limit in place along their entirety. A prohibition of heavy commercial vehicles except for buses, loading/unloading and access is in place across the development site as part of the Old Mill Street Area, Ancoats.

HIGHWAYS RESPONSE

Planning permission was granted for 23 townhouses and 45 apartments in July 2021 (130390/FO/2021). The 23 townhouses are currently under construction and this planning application looks to provide 52 apartments (7 additional than previous application). The only change to the previous application is the apartment scheme.

TRIP GENERATION AND JUNCTION CAPACITY:

A trip generation assessment was undertaken for the proposed development to understand the anticipated trips associated with the development during the AM and PM peak periods.

In order to undertake the assessment, the TRICS database was used.

The proposed houses trip generation is not anticipated to change from the previously approved trip generation of 12 two-way trips in the AM peak and 14 two-way trips in the PM peak.

The proposed apartments are estimated to generate 15 two-way trips in the AM and PM peak. This is an increase in 2 two-way trips in the AM and PM peak hours compared to the previously approved application. The increase in 2 trips is not anticipated to cause highway safety concerns.

Therefore, the development as a whole is anticipated to result in 27 two-way trips in the AM peak and 29 two-way trips in the PM peak. The previously permitted scheme was estimated to generate 25 two-way movements in the AM peak hour and 27 two-way movements in the PM peak hour. The increase in 2 trips in the AM and PM peak is not anticipated to cause highway safety concerns.

HIGHWAY SAFETY:

Crashmap has been reviewed for the most recent five-year period. The site assessment area covers St Vincent Street, New Union Street / New Islington, Woodward Place, Woodward Street, Downley Drive and Kingham Street.

The analysis shows that over the five-year period there has been a total of 1 slight incident on New Islington.

Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes. Regular bus services are routed along Old Mill Street (approximately 300m south-east of the development site) and provide connections to Ashton-under-Lyne, Droylsden and Manchester City Centre.

Another bus stop is in place along the A62 Oldham Road (approximately 400m north-west of the development site) and provide regular connections to Piccadilly Gardens, Oldham, Grotton, Alkrington and Uppermill.

The closest Metrolink facility is located at New Islington (approximately 420m south-east of the development site) and provides connections to Ashton-under-Lyne and Eccles.

PARKING AND ACCESS:

The updated Transport Assessment states that the access strategy for the revised scheme is unchanged from the previous proposals.

Apartment Parking:

There are 21 car parking spaces located within the site's curtilage, thus equating to a provision of 40%. Highways accepts this parking provision.

Standard parking spaces are 5 x 2.5m which meets the 2.4m x 4.8m standards and is acceptable to Highways.

The two disabled parking spaces are proposed and it is required that these bays are 3.6m x 6m. It is recommended that car parks are designed to maintain an aisle width of 6.0m between sets of parking bays.

The existing turning head at the western end of Downley Drive will be extended. The turning head will be extended along the frontage of the new properties and to Woodward Place, forming a junction.

Pedestrian access to the apartments will be via St Vincent Street. An existing footpath is in place that runs through the site linking the existing turning head at the end of St Vincent Street to Downley Drive and a path which runs between Kingham Drive and Downley Drive. It is proposed to divert this footpath around the northern part of the apartment building and connect it to the canal towpath.

Proposals also include the introduction of TROs on St Vincent Street to support the parking strategy through the restriction of on-street parking.

Double Yellow Lined waiting restrictions will be installed on St Vincent Street and are proposed on the full-length of the east site, the turning head and a section on the west side of St Vincent Street. The proposals suggest a No Waiting at Any Time restriction.

Waiting restrictions are also proposed in the vicinity of the following junctions:

- o Downley Drive/Woodward Street,
- o St Vincent Street/Woodward Place,
- o Woodward Place/Woodward Street.

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreements for the alterations to the existing adopted highways. 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.

An uncontrolled crossing point is proposed within proximity of the proposed apartment access. This is acceptable in principle.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

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.

The TA confirms that the dwellings will still retain 100% EV provision.

A 20% (4-spaces) EV provision will be provided for the apartments, with the capacity built in to allow for 100% provision.

Highways accepts the 20% provision for apartments with the capacity to allow for further provision. It is recommended that there should be a commitment to monitoring usage within the Travel Plan.

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.

The 100% parking provision for the dwellings will be retained.

A cycle storage room will be provided on the ground floor of the apartment block and provide 100% parking for residents. This is acceptable to Highways.

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 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.

The proposed boundary treatments at the apartment building are acceptable to Highways.

REFUSE AND SERVICING:

Apartments:

A communal bin store will be located on the ground floor of the apartment building. The bin store is accessible internally via the main entrance corridor and externally via a lockable door.

The bins will be taken to/from the designated collection point on St. Vincent Street by the building manager on collection days.

Some apartments fall outside of the 30m drag distance. Therefore, a secondary 'satellite' bin store is located to the north of the site to service the units. The building manager will be responsible for moving bins to the collection zone.

The TA confirms that the bins will not be left on the adopted highway, this is acceptable to Highways.

Drawing 1741/SP/04/C shows tracking of a 11.22m refuse vehicle at the proposed turning head on St. Vincent Street and at Downley Drive/new access road. The drawing demonstrates that the refuse vehicle can manoeuvre safely and collect bins within the site. This is acceptable to Highways.

Drawing 1741/SP/06/A shows tracking of a 8.68m fire tender at the proposed turning head at the end of St. Vincent Street. The drawing demonstrates that the fire tender can manoeuvre safely and collect bins within the site. This is acceptable to Highways.

Waiting restrictions are proposed on St Vincent Street and Downley Drive to ensure the turning hear area and approach are kept clear. This is acceptable to Highways.

Deliveries to the apartments will be kerbside of the delivery driver will seek temporary access to the apartment car park. It is requested that the latter is undertaken for bulky items and food deliveries to ensure that access is kept clear.

TRAVEL PLAN:

A Framework Travel Plan (FTP) has been produced for the proposed development. The FTP details the objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and the monitoring and review plan.

The FTP will be managed and operated by the Travel Plan Coordinator who would be in post 3 months before first occupation of the site.

The FTP has set a target of:

- o A maximum AM peak hour two-way vehicle trip rate of 0.484 vehicles / hour / dwelling for houses; and
- o A maximum peak hour 2-way vehicle trip rate of 0.254 vehicles / hour / dwelling for the apartments.

The Travel plan is proposed for a period of five years from first occupation.

It is recommended that the Travel Plan is conditioned to any planning permission that is granted.

CONSTRUCTION MANAGEMENT:

A Framework Construction Management Plan has been produced and details the potential site constraints, traffic management, health and safe and waste management associated with the proposed development.

The FCMP confirms that a full and etailed CMP will be produced. This 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 recommended that the applicant engages in early discussions with the Events and Management Team at MCC.

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.

The applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

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

SUGGESTED CONDITIONS:

EVC
Cycling
Off-Site Highways Works
Travel Plan
CMP

Highways Reference: 14914/FO/2023