Highways Dilapidation Survey

35 Fountain Street, Manchester

35 Fountain Street Ltd

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.065681.00001

20 May 2024

Revision: 01

Revision Record

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Basis of Report

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1.0 Introduction

1.1 SLR have been appointed by 35 Fountain Street Limited to undertake a Highway Dilapidation Survey in relation to the proposed development at 35 Fountain Street in Manchester. This report has been prepared towards discharging Condition 3 from the planning reference (Ref: 136013/FO/2023). Condition 3 is worded as the following:

"Before the development commences, a highways dilapidation survey must be carried out and agreed in writing with the City Council as local planning authority".

1.2 The main purpose of the highway dilapidation survey is to identify and document all defects that are present before works commence on site to enable the relevant parties to distinguish between existing damage to the highway prior to construction and any defects that may be created as a direct result of the works taking place on the site adjacent to the highway.

1.3 An initial site walkover was undertaken by Adelaide Tsim, Transport Planner at SLR, within an agreed scope of works approved by both 35 Fountain Street Limited and Manchester City Council (MCC), on Tuesday 2nd of April 2024. A subsequent site walkover was undertaken on the Wednesday 15th May 2024.

1.4 The site walkover on the 15th of May 2024 encompassed Fountain Street in the vicinity of the development site, Marble Street to the north to the site, West Mosley Street to the east, York Street to the south, and the entirety of New York Street further east of the site.

1.5 This Survey Report should be forwarded on to MCC Highway Authority by the development team for their records. A photographic record of all existing defects and general condition was undertaken.

1.6 The relevant photographs are contained within the report and locations of the photographs are illustrated on **Drawing 410.065681.00001 – PD02.1** within **Appendix A.**

2.0 Highway Condition Survey

Comments / Observations from the condition survey

2.1 The following information provides details of the defects identified and general observations made during the site condition survey. The location of each photograph taken during the site walkover is shown in **Appendix A** and the photographs are shown within **Appendix B.**

Fountain Street

Carriageway

2.2 The existing carriageway along Fountain Street is in a generally poor condition and sections of the carriageway appear to be rutting and cracking (photographs 4, 7 and 9). The carriageway also appears to be worn with little to no surfacing texture or skid resistance. Throughout the carriageway there are signs of sunken chambers likely from deterioration over time from high volume of traffic movement along Fountain Street (photograph 10).

2.3 At the junction with York Street on Fountain Street, a pothole has developed around an existing chamber on the carriageway (photograph 14). Additionally, there are other potholes located along Fountain Street as shown in (photograph 18).

2.4 Furthermore, the kerb radius at this junction has areas that have also sunken, leading to issues with ponding surrounding the kerb and carriageway (photograph 13).

Footway

2.5 The footway condition along Fountain Street is in poor condition with cracks and uneven surfaces (photographs 3, 5, 6 and 15). Though the length of both roads the kerbs has evidence of cracking as shown in (photographs 17 and 21).

2.6 Tactile paving along Fountain Street is shown to be in poor condition with cracking seen (photographs 1 and 20).

Street Lighting

2.7 The existing street lighting columns appear to be in fair condition on both Fountain Street. There is one lamp post with a direction arrow that has some damage and is slightly bent near to the junction with Marble Street as shown in (photograph 26).

Gullies

2.8 On Fountain Street, most of the gullies have signs indicating that they have sunken with granular material accumulating around them, resulting in evident ponding (photograph 19).

2.9 A gully is seen on the footway of Fountain Street that is filled with debris and litter which indicates that it is not being efficiently used or maintained (photograph 22).

Signage and Road Markings

2.10 Along Fountain Street, there is a damaged diversion sign (photograph 8), and another flagpole for a sign is both missing a sign and is bent (photograph 23).

2.11 The road markings on Fountain Street were found to be worn and in poor condition, with the potential for deterioration to worsen over time due to surface cracking along the carriageway and increased construction vehicle traffic.

York Street

Carriageway

2.12 The carriageway along York Street is in poor and deteriorating condition, similar to Fountain Street, with rutting, cracking, and large potholes (photograph 43).

2.13 York Street also has sunken chambers along the carriageway throughout (photographs 45 and 46).

Footway

2.14 The footway along York Street is in poor condition, with uneven surfaces of paving, and clear indication of cracks, especially around chambers located on the footway (photograph 42).

2.15 The kerb lines surrounding junction accesses along with tactile paving on York Street are cracked and have evident signs of deteriorating condition (photographs 40, 41 and 47).

2.16 As observed, a bollard is slightly uprooting, which suggests that it could be lifted over time if not addressed or with improper vehicle manoeuvres (see photograph 16).

Street Lighting

2.17 The existing street lighting columns on York Street appear to be in fair condition, with no noticeable damage aside from general wear over time.

Gullies

2.18 There were no issues noted regarding the gully condition along York Street. However, based on the condition of the surrounding area as observed on Fountain Street, the gullies are expected to deteriorate over time in a similar manner.

Signage and Road Markings

2.19 As identified in (photographs 42 and 39) York Street has two damaged signs and flagpoles. Following similarities to Fountain Street, the road markings along York Street are worn and faded.

Marble Street / West Mosley Street

Carriageway

2.20 The carriageway along Marble Street is in poor and deteriorated condition, exhibiting rutting, cracking, and uneven surfaces (photographs 25 and 28).

2.21 Heading towards West Mosley Street there is a clear indication of drainage issues due to uneven surfaces and ponding is present (photographs 32 and 33). West Mosley Street also has multiple sunken chambers throughout (photograph 35).

Footway

2.22 The footway condition on both Marble Street and West Mosley Street is poor, with cracking observed along the kerbs throughout (photograph 27).

2.23 A section of late 19th and early 20th-century iron heritage kerbs along the northern boundary of Marble Street has sunken and shows evidence of large cracks (photograph 30).

2.24 Along West Mosley Street, a small section of a pedestrian barrier has sunken into the radius at the edge of the footway radius. There is also some sign of vegetation growth at the same barrier (photograph 37).

Street Lighting

2.25 Street lighting along both Marble Street and West Mosley Street are mounted to private buildings, but they appear to be in fair condition with no noticeable defects.

Gullies

2.26 Both West Mosley Street and Marble Street are shown to have sunken gullies from wear over time (photographs 29 and 34).

Signage and Road Markings

2.27 As described earlier (photographs 25,28, 32 and 33) the condition of the carriageway equally includes faded and poor conditioned double yellow line road markings.

New York Street

Carriageway

2.28 The carriageway condition along New York Street is poor. There is clear indication of rutting, cracking, and uneven surfaces along with potholes (photographs 61 and 66).

Footway

2.29 The existing footway surface is in poor condition, with multiple defects such as cracking on the paving, near the rear edgings and on the front kerbs (photographs 55, 56, 58, 75 and 80).

2.30 Where there is a junction with New York Street, the tactile paving is found to be damaged with cracks (photographs 69, 78 and 81). Additionally, paving is missing around an existing chamber located on the footway (photograph 79). There is some light damage seen to the corner of street furniture as seen in (photograph 59).

Street Lighting

2.31 The existing street lighting columns along New York Street appear to be in fair condition with no noticeable damage aside from general wear over time.

Gullies

2.32 The gullies along New York Street appear sunken, with evidence of surface water collecting above each gully (photographs 51, 60, 65 and 77). The sunken gullies are likely due to the high volumes of traffic using this road and wear over time. HGVs and buses are frequently using this route, meaning that additional construction traffic will likely further deteriorate the condition of the gullies and the carriageway overall.

Signage and Road Markings

2.33 Throughout the majority of New York Street, there are damaged bollards (photographs 50, 53, 54, 62, 64, 67 and 68). A damaged ‘Busy Bee’ Wi-Fi sign is visible between the junction with Pine Street and Faulkner Street (photographs 71 and 72).

2.34 The road markings on New York Street were found to be worn, in poor condition, and particularly faded around the junction access roads surrounding New York Street (photographs 52 and 74). The double yellow lines along the carriageway are also faded (photographs 65 and 83).

3.0 Summary

3.1 The highway dilapidation survey was undertaken strictly as a visual survey. The following areas have not been investigated in detail:

- The drainage system has not been inspected;
- Carriageway skid resistance was not tested;
- Residual life of the carriageway construction has not been established;
- Road Marking reflectivity and skid resistance has not been tested;
- No assessment was made of illuminated assets to determine if they were in working condition; and
- Street lighting assessment including the structural integrity of the street lighting columns or electrical testing was not undertaken.

3.2 The highway dilapidation survey identified there are a substantial number of defects to the carriageway, footway, verge, and road markings within the study area. It was also identified that many of the gullies were sunken and damaged, with evidence of granular material and ponding.

3.3 The main purpose of the survey is to identify and document all defects that are present before any works commence on site, which will enable the relevant parties to distinguish between existing damage to the highway prior to construction and any defects that may be created as a direct result of the works taking place on the site adjacent to the highway.

3.4 The defects identified within the highway condition survey are likely to worsen with existing traffic flows without maintenance intervention.

3.5 A further highway dilapidation survey should be undertaken when the proposed development site works are approaching completion to identify any new defects that have been created because of these works. Any new defects shall be reviewed to determine whether they have been caused by the development site activities and (where required) appropriate action taken to rectify the situation.

Appendix A Site Walkover Photograph Location Plan

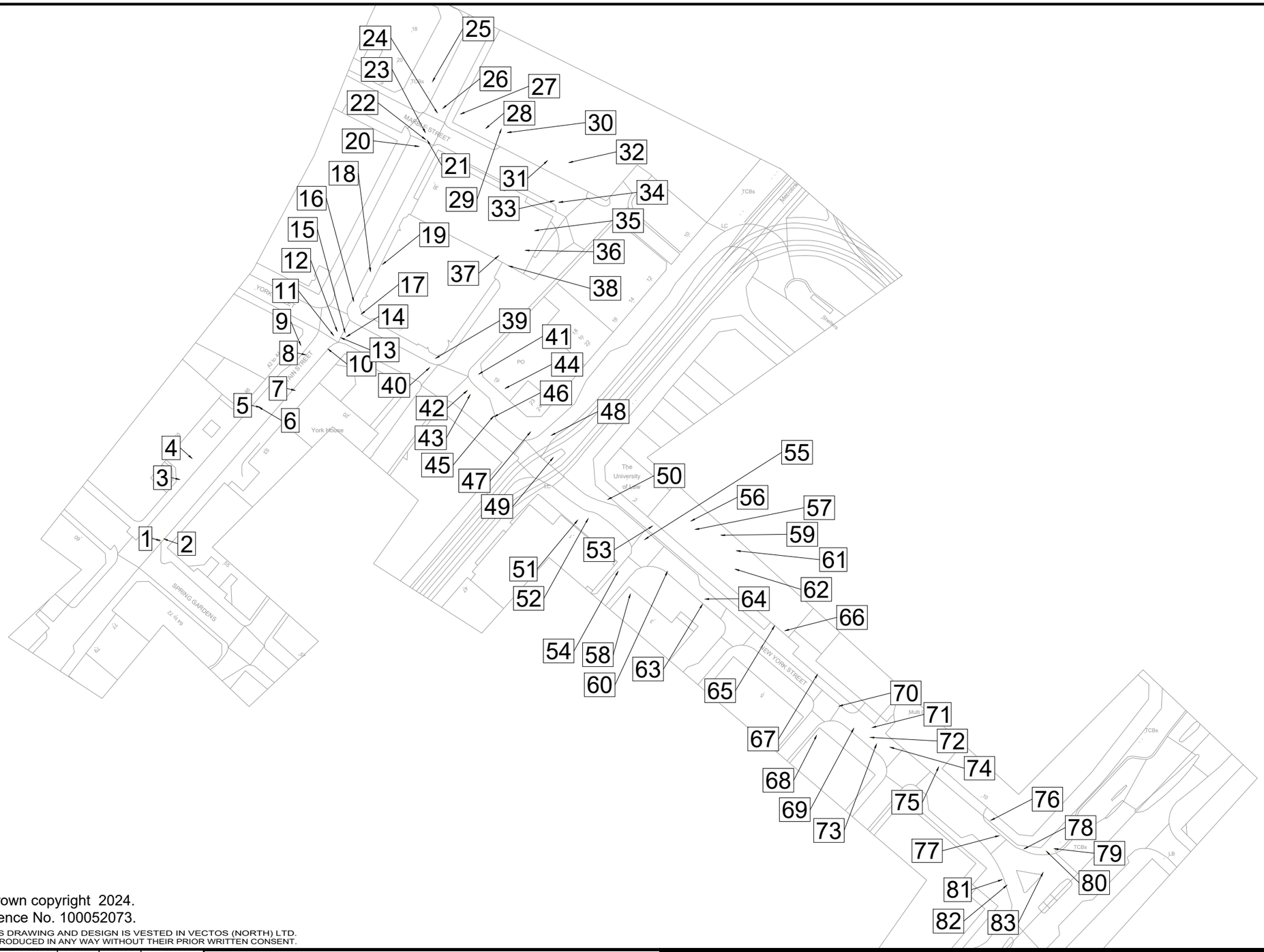
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35 Fountain Street, Manchester

35 Fountain Street Ltd

SLR Project No.: 410.065681.00001

20 May 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

35 Mountain Street, Manchester

CBRE

Location of Site Walkover Points

SLR

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CG	AT/GD	17.05.24	1:200 at A3	410.065681.00001 - PD01.1	·

Appendix B Site Walkover Photographs

Highways Dilapidation Survey

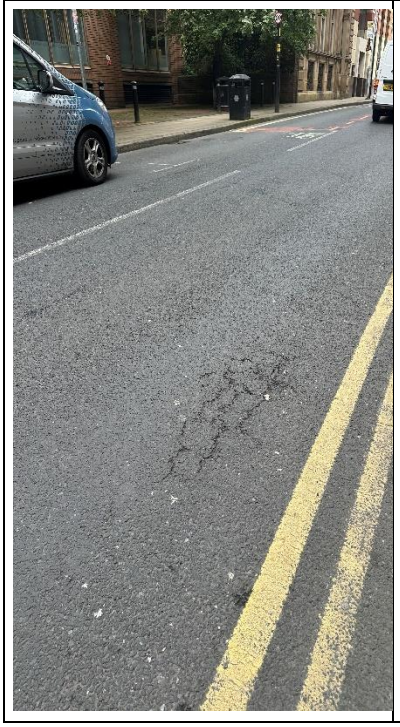
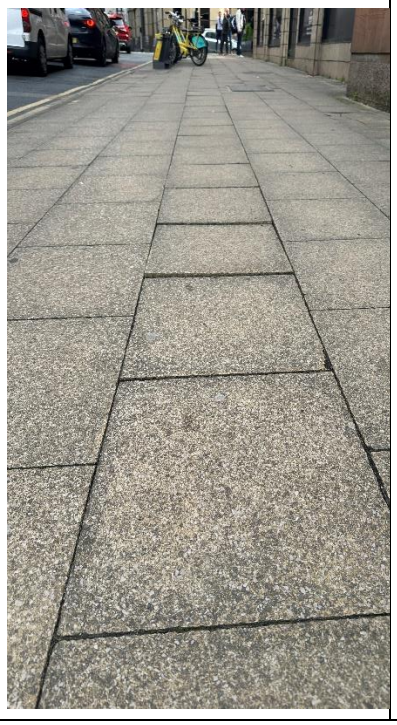
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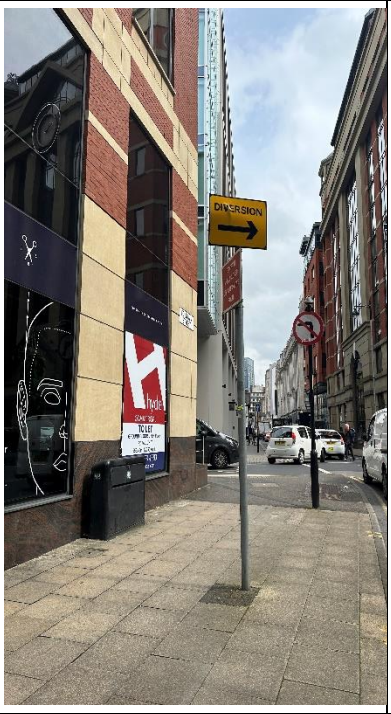
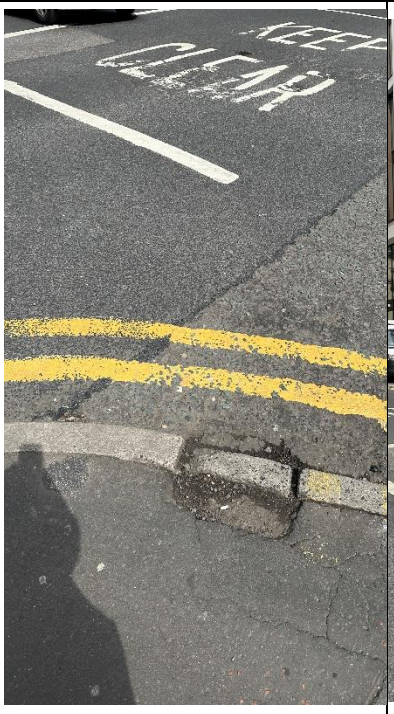
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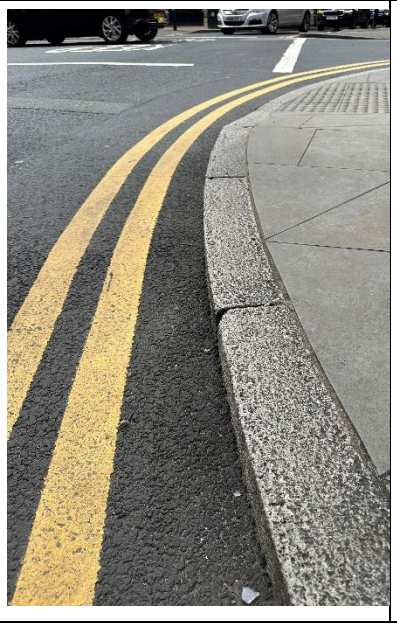
20 May 2024

Table B-1: Site Walkover Photographs

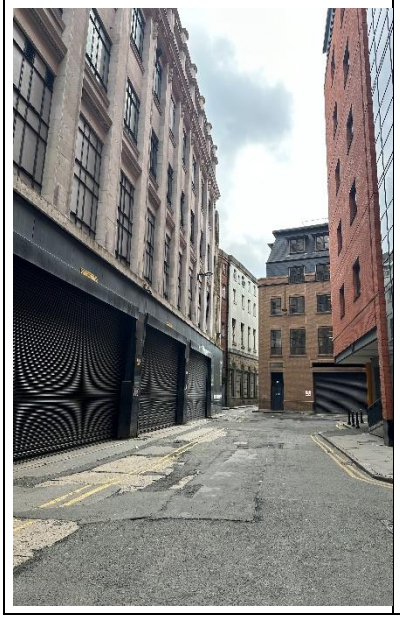
Photograph 01	Photograph 02	Photograph 03
		
Photograph 04	**Photograph 05**	**Photograph 06**
		

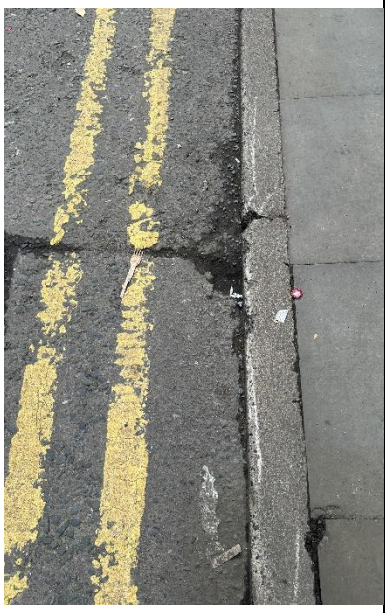
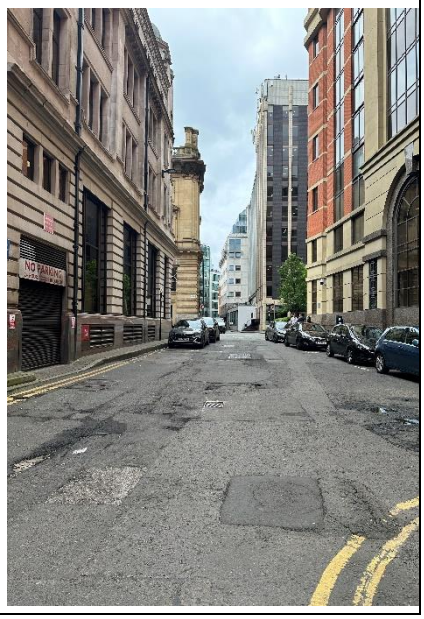
Photograph 07	Photograph 08	Photograph 09
		
Photograph 10	**Photograph 11**	**Photograph 12**
		

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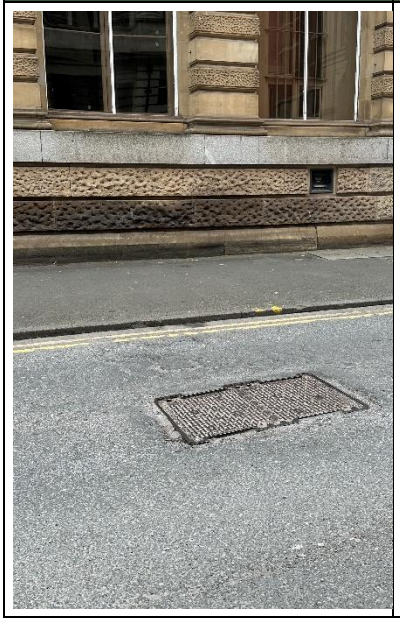
Photograph 13	Photograph 14	Photograph 15
		
Photograph 16	**Photograph 17**	**Photograph 18**
		

Photograph 19	Photograph 20	Photograph 21
		
Photograph 22	**Photograph 23**	**Photograph 24**
		

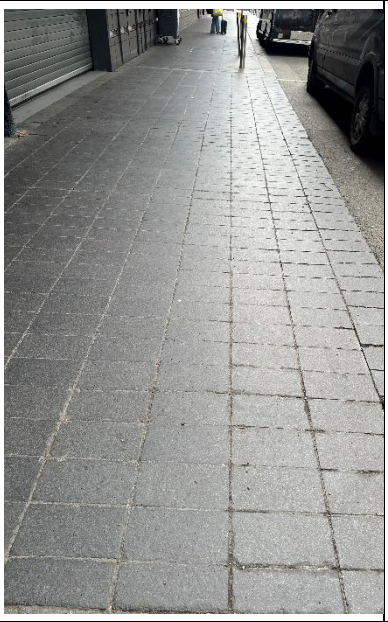
Photograph 25	Photograph 26	Photograph 27
		
Photograph 28	**Photograph 29**	**Photograph 30**
		

Photograph 31	Photograph 32	Photograph 33
		
Photograph 34	**Photograph 35**	**Photograph 36**
		

Photograph 37	Photograph 38	Photograph 39
		
Photograph 40	**Photograph 41**	**Photograph 42**
		

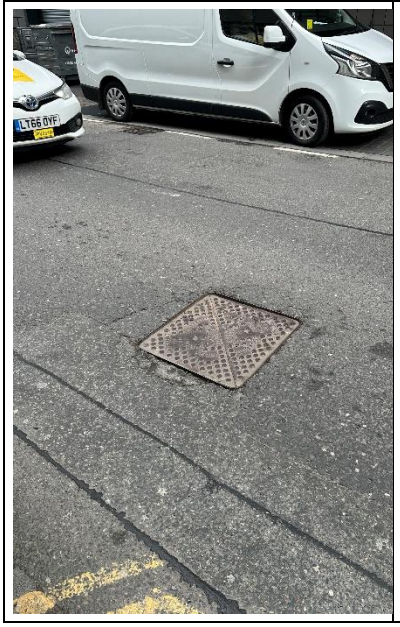
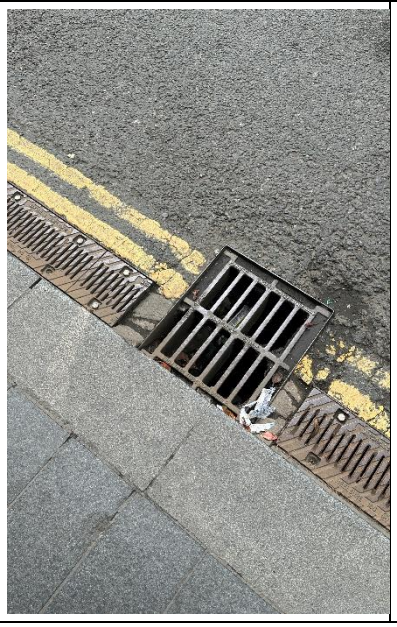
Photograph 43	Photograph 44	Photograph 45
		
Photograph 46	**Photograph 47**	**Photograph 48**
		

Photograph 49	Photograph 50	Photograph 51
		
Photograph 52	**Photograph 53**	**Photograph 54**
		

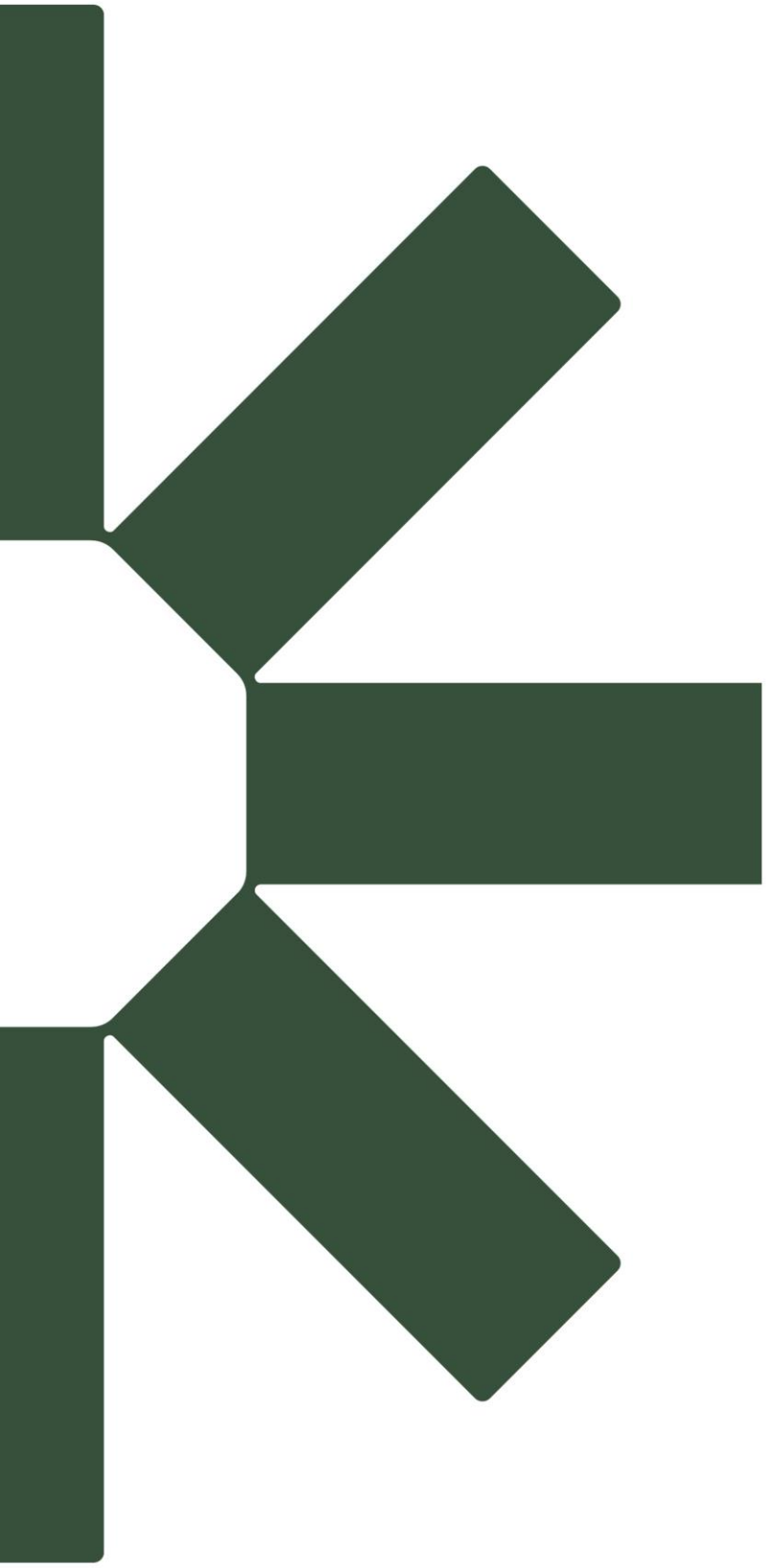
Photograph 55	Photograph 56	Photograph 57
		
Photograph 58	**Photograph 59**	**Photograph 60**
		

Photograph 61	Photograph 62	Photograph 63
		
Photograph 64	**Photograph 65**	**Photograph 66**
		

Photograph 67	Photograph 68	Photograph 69
		
Photograph 70	**Photograph 71**	**Photograph 72**
		

Photograph 73	Photograph 74	Photograph 75
		
Photograph 76	**Photograph 77**	**Photograph 78**
		

Photograph 79	Photograph 80	Photograph 81
		
Photograph 82	**Photograph 83**	
		



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