MCC Comments of 6th February	Comments
HIGHWAYS RESPONSE TRIP GENERATION AND JUNCTION CAPACITY The submitted Transport Assessment includes a trip generation assessment of the development proposals together with associated trip distribution exercise and junction operational assessments at a number of junctions including the site access points. Baseline traffic flows have been based on surveys undertaken in November, 2022. Operational assessments are inclusive of committed development traffic flows in lieu of background traffic growth and have been undertaken for the weekday AM and PM peak-hour periods. A sensitivity test has also been undertaken in consideration of MCC Levenshulme and Burnage Low Traffic Neighbourhood scheme which proposes to remove the existing Toucan crossing north of the Mount Road / Matthews Lane junction and create a new signal junction with Toucan controlled crossings on all arms. No junction mitigation is proposed as a result of the modelling assessments, however TfGM note that incorrect cycle times have been used and the stage appearance assumptions at Hyde Road /Pottery Lane are no longer valid. Stage 4 now appears in around 80% of signals cycles during the peak periods, rather than the 50% used in the modelling. It is therefore expected that the delays to traffic on the network will be greater than predicted by the modelling and as such TfGM requests that the developer funds the installation of a CCTV camera at the Hyde Road/Mount Road junction. This will enable the TfGM Control Centre/UTC to remotely monitor the junction and make changes to the signal settings to reduce congestion from the increased traffic on the network from the development. The cost to install camera at the site will be approximately £10,000.	TfGM has provided no detail as to why the cycle times are incorrect and what they should be for the Hyde Road /Pottery Lane junction. However, previous information provided by TfGM, which we were led to believe was still valid, had a maximum cycle time of 120secs at this location. Based, therefore, on a cycle time of 112secs, the Hyde Road / Pottery Lane model has been re-run assuming stage 4 is called every cycle. This should be more robust than the 80% referred to by TfGM. The results of this re-run model are shown in the attached Tables A and B. These results show that, with the exception of one link during the morning peak where the degree of saturation [DoS] is 90.7%, the Hyde Road / Pottery Lane junction would operate within its design capacity (90%) during both peaks with the development traffic added. They also continue to show that, compared to the future year base model, the proposed development would have no material impact on the operation of the junction, with the DoS increasing by a maximum of 2.9% during the weekday morning peak and 2.5% during the weekday evening peak. The development would also have no material impact on queue lengths, which would increase by a maximum of 1 pcu's. We would also reiterate that the modelling presented in the TA for the Mount Road / Kirkmanshulme Lane, Hyde Road / Mount Road / Glencastle Road and Hyde Road / Queens Avenue junctions, which TfGM has not commented on and is therefore assumed to be acceptable, showed that on the whole the addition of the development would increase the DoS on the key A57 Hyde Road and Mount Road approaches by no more than around 1% or 2%, with queue lengths being unaffected. It also showed that, whilst there are a few links where the DoS increases by more than this, queue length increases would be no more than 1 or 2 pcu's.

MCC Comments of 6th February	Comments
	Based on the above, we remain of the view that the proposed development would not result in any significant increase to queuing and delay at the existing A57 corridor junctions within the study area, that the operation of these junctions would not be materially affected by the proposals and that the impact of the development on the existing highway network cannot be considered severe. In light of the above, it continues to be the case that no highway mitigation is required in association with the proposed development and that there is no justification for a £10,000 financial contribution to the installation of a CCTV camera at the Hyde Road/Mount Road junction.
SITE ACCESSIBILITY The TA provides an assessment of surrounding pedestrian and cycle infrastructure which is shown to be conductive to pedestrian/cycle movement in the vicinity of the site. The site is located within an established residential area and the TA demonstrates that various services/facilities can be accessed within walking distance of the site. Various bus services operate along Mount Road and Wembley Road. Ryder Brow Railway Station can also be accessed within a 15-minute walking journey, depending on the starting location within the site.	Noted
Overall, the TA demonstrates that the site is located within a highly accessible location, however, Highways and TfGM request further assessment of the existing/proposed local bus stop infrastructure in order to identify whether any upgrades would be beneficial in order to cater for additional bus users associated with the development.	The existing bus stops on Mount Road closest to the site already have cantilever shelters with seating. Upgrades are not, therefore, considered necessary to these stops. With regard to Wembley Road, it is proposed to relocate the northbound bus stop outside the site as part of the scheme. As part of this relocation, Kellen are happy to upgrade the stop to include raised kerbs and a bus stop box marking. This is considered sufficient in this location given that (a) Wembley Road only provides access to the hourly 172 service and (b) that the 172 service also stops on Mount Road outside the site.

MCC Comments of 6th February	Comments
PARKING PROVISION The applicant should confirm that all driveway parking spaces have been dimensioned to a minimum of 3m(W) x 6m(L) to ensure that vehicles do not impact on the adopted highway. In line with MCC Residential Guidelines, provision of an Electric Vehicle (EV) charging point (minimum 7kW) is also required at each property.	Kellen can confirm that driveway parking spaces meet these dimensions and that EV charging points will be provided at each property.
The young persons accommodation would be supported by 4no. car parking spaces, inclusive of 2no. disabled spaces. It is noted that car ownership amongst residents is likely to be very low and as such, the quantum of provision is considered acceptable and will cater for any staff/visitor demand. The proposed bays are shown to be demarcated in alignment with MCC minimum dimensions (2.4m x 4.8m), although an additional 1.2m side and rear hatched clearance will need to be provided for the disabled bays. Sufficient (min. 6m) aisle width is provided.	1.2m side and rear hatched clearance areas have been added to the 2no. disabled spaces. These are shown on the updated site layout plan (ref: KH007-A-100-P10) which is attached.
A total of 40no. car parking spaces are proposed for the sports and community hub, split across two adjacent locations. The provision is inclusive of 4no. disabled bays and 10no. EV bays. Proposed bays are shown to be demarcated in alignment with MCC standard parking bay minimum dimensions with additional 1.2m side and rear clearance for disabled bays. Sufficient car park aisle widths are provided.	Noted
The proposed community hub element of the proposals includes a 50-person capacity multi-functional community room, dedicated youth space, meeting room, staff office and 5no. additional multi-functional rooms. As it is noted that the MCC Core Strategy parking standards for 'D2 - Assembly and Leisure - Other Leisure Facilities' is not fully representative of the proposed use, the TA makes reference to Sport England guidance and other Local Authority guidance. Highways however have some concerns on whether the level of parking provision could accommodate concurrent events occurring across both the sports pitches and community and so further assessments are required in order to demonstrate that sufficient parking is to be provided.	As set out in the TA (para 5.9), the community hub would provide a new home for GMYF's programme of youth-focused activities, which would run in the afternoons and evenings after school. These activities would typically be attended by young persons who would walk or cycle to the community hub straight from school. Some young persons could go home and return later, with some of the younger youths escorted by parents. However, census data shows that nearly 50% of households in Gorton do not have access to a car therefore the majority of youths being escorted by parents are still likely to travel on foot, by bicycle or by public transport. There would, therefore, be minimal parking associated with these users of the community hub. In addition, paragraphs 6.24 to 6.29 of the TA set out how car parking associated with the sports pitch uses should not exceed 29 vehicles at its peak times. This would leave 11 spaces for other community hub users.

MCC Comments of 6th February	Comments
	Furthermore, an Operational Statement was submitted with the application, a copy of which MCC highways may not have seen and is therefore attached. This Operational Statement, which it is envisaged would be conditioned to any consent, states: • At paragraph 2.4 that the community hub includes "*A community room capable of seating 50 people for a community lunch. This room will be available for day time use for exercise classes, meetings, general chats, Eid and Diwali celebrations etc.*"; • At paragraph 3.5 how the use of the community hub will be "*under the control of the Hub Manager*"; • At paragraph 3.7 how the community hub "*will be open as and when required 5 days a week, but it is not anticipated that it will open earlier than 10 a.m. nor close later than 10p.m. It may be possible to allow trusted community groups to have access at the weekends.*"; and • At paragraph 4.11 that "*It is not envisaged at this stage to have all sports… played at the same time. Usage will dovetail to prevent overuse and pressure on parking, highways and noise.*" GMYF will, therefore, be able to ensure that larger events at the community hub do not run concurrently with events at the sports pitches. Based on the above, it is considered that sufficient parking is being provided and that no further assessments are required.
Highways request that visibility splays for vehicles egressing the sports and community hub car parks are protected by double-yellow TROs in order to maintain sufficient visibility for any overspill parking on-street during busier periods. Highways also request that an Operational Management Plan is conditioned with any approval in order to manage traffic and parking demand during busy events	A double yellow line TRO has been added to the south side of the main site access road and is shown on the attached CBO drawing CBO-0767-003 Rev A. This TRO extends circa 120 metres east from the Mount Road / site access junction and takes in all sports and community hub accesses. See previous comment regarding Operational Management Plan.

MCC Comments of 6th February	Comments
CYCLE PARKING The proposals include provision of 1no. fixed anchor point to the rear of each dwelling. However, any cycle storage provision must be sheltered and secured.	Kellen to provide foldable bikes for each Kellen property that can be stored indoors (as per Bennett Street scheme).
The TA states that 1no. sheltered and secured external cycle parking space is proposed per apartment for the young persons accommodation, with the cycle parking located to the building's eastern elevation. This level of provision is considered acceptable by Highways.	Noted.
The sports and community facility element would be served by sheltered and secured parking for 20no. bicycles, with the level of provision is proposed in consideration of GMYF's noted demand at the Partington Hub. Initially, this level of provision is deemed acceptable by Highways, although ongoing parking demand must be monitored (with additional provision provided where necessary), as part of the Travel Plan.	Noted.
BOUNDARY TREATMENTS Any boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines	Boundary treatments retain appropriate visibility.
OFF-SITE HIGHWAYS WORKS Access into the site will be provided via two new priority junctions at Mount Road and Wembley Road. These will lead on to the internal estate roads which would be subject to the adoption process. Both access junction will provide a 5.5m wide carriageways, 6m radii and 2m metre wide footways to both sides and will be supported by dropped-kerb/tactile paving provision. Submitted swept-path assessments in consideration of a 11.5m MCC refuse vehicle demonstrate that both junction geometries can safely accommodate refuse vehicle movement.	Noted.
During pre-application discussions, Highways noted that the Mount Road access was located in close proximity to one of the Grange School access points (which would create a staggered cross-roads junction) and requested consideration of an alternative access point. However, further detail provided within the TA demonstrates that traffic and pedestrian flows around this Grange School access are relatively low, providing access to a small car park and kitchen deliveries only.	Noted.

MCC Comments of 6th February	Comments
Based on the evidence provided, Highways accept that the proposed Mount Road access junction and proximity to the Grange School access would not result in vehicle/pedestrian conflicts, should the junction be supported by double-yellow parking restriction TROs. Suitable levels of junction visibility have been demonstrated at both site access junction based on recorded 85th percentile speeds and in alignment with Manual for Streets guidance. Highways request that presented visibility splays are protected by double-yellow TROs.	The attached CBO drawings CBO-0767-003 Rev A and CBO-0767-004 Rev A have been prepared to show TROs and H Bar road markings around the Mount Road and Wembley Road accesses respectively to protect the visibility splays. Whilst Kellen are happy to provide the TROs requested, as discussed with MCC highways again on the 21st February there is concern (particularly on Wembley Road) that if there are objections to the TROs and this results in a TRO scheme arising from this process that is different to that shown on the drawing, then there is a danger that the TRO could not be implemented in accordance with the conditioned drawings. The note on the drawings therefore look to cover off this scenario and ensure any consent is not conditional on the TROs delivery exactly as drawn.
The proposed Wembley Road access will require relocation of an existing (northbound) bus stop to a point approximately 50m to the south. The applicant is advised to contact Clair Leeming (clair.leeming@tfgm.com) in the shelters team via shelters@tfgm.com to determine whether the relocation of the bus stop would be acceptable. Should the relocation be considered acceptable by TfGM, the applicant would be responsible for funding associated TRO and infrastructure.	Kellen contacting TfGM.
Works also include provision of a new uncontrolled pedestrian crossing facility at Wembley Road which would aid pedestrian between the site and Wembley Road bus stops. Whilst the Stage 1 RSA (summarised below) recommends footway bollards to discourage parking in the vicinity of the crossing, Highways request an extension of existing double-yellow lining at Wembley Road to ensure sufficient visibility is retained.	The attached CBO drawing CBO-0767-004 Rev A shows the requested existing double yellow line extension. See comment above regarding the TRO point and resultant drawing note and suggested condition.
A total of 12no. driveway access points are proposed from Wembley Road. Whilst driver visibility appears to be satisfactory, highways request that this is demonstrated. The applicant may also wish to consider funding white H-bar markings in order to discourage car parking along Wembley Road across driveways which are/will not be protected by double-yellow lines.	The Wembley Road footway measures 2.6 metres in width along the site frontage. As a result, the visibility splays associated with the 12no. driveways would be achievable within the footway area. No drawings are therefore considered necessary to demonstrate this point. Kellen are happy to fund white H-bar marking on Wembley Road across driveways to dwellings in the development which are/will not be protected by double-yellow lines. These are shown on the attached CBO drawing CBO-0767-004 Rev A.

MCC Comments of 6th February	Comments
Plans indicate that access to the most north-western corner of the site (from Mount Road) will be provided although it is unclear what this relates to. Clarification is therefore required.	This access serves a pumping station. It will, therefore, only be used by maintenance vehicles on rare occasions.
Highways request that footway reinstatement is provided at the site's previous/redundant vehicular access points together with footway resurfacing works around the site boundary at Mount Road and Wembley Road.	Kellen are happy to undertake these works.
The applicant will be required to enter into Section 278/184 agreement for the alterations to the existing highways. This will require agreement/technical approval with MCC's Highways Statutory Approvals Teams via the following online application: https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements.	Noted.
It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council also seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed.	Kellen has confirmed that the scheme is being designed in full accordance with MCC design standards.
Should lighting columns potentially need to be relocated to facilitate the development proposals, then the applicant should liaise with MCCs Street Lighting Team (e-mail: manchester.streetlighting@amey.co.uk). The cost of such works would be funded by the applicant.	Noted.
S38 SITE LAYOUT The proposals include provision of new adopted highways providing vehicular and pedestrian access through the site to all of the proposed uses. Dropped-crossing access will be provided from the internal estate road ('Road 1') into the community hub and young person's accommodation car park areas.	Noted.

MCC Comments of 6th February	Comments
All internal carriageway will be 5.5m in width with 2m wide footways to both sides and dropped-kerb/tactile paving provision at junctions which align with MCC S38 standards. Sufficient visibility splays at the internal priority junctions have been demonstrated. Highways request that all driveway access points are located in excess of 10m from a junction and so the applicant should demonstrate that this can be achieved in the proposed layout.	The Kellen scheme for Bennett Street – which was consented as recently as February 2023 – includes driveway access points located within 10m of junctions. There are not understood to be any changes to guidance / design standards that have come into effect in the intervening 12 months that would mean this is no longer acceptable for this scheme if it were for Bennett Street. Driveway access points located within 10m of junctions also only occurs in a couple of locations.
As the proposals show areas of shared surfacing/driveways and access/parking areas associated with the non-residential uses, Highways request that plans are submitted as part of the application demonstrating the proposed extent of adoption through the site as such areas would not be adopted by MCC.	See attached plan reference KH008-607-01 A showing proposed extent of adoption.
Although vehicular movement through the site between Mount Road and Wembley Road can be achieved, the route is indirect in order to discourage rat-running. The adopted estate roads will also require a 20mph speed limit in alignment with the surrounding residential highway network which would require the progression of a Traffic Regulation order (TRO). A number of tabletop junctions and traffic calming features are also proposed in order to enforce a 20mph speed limit and to further reduce attractiveness as a rat-run although additional traffic calming is required along 'Road 5'.	Junction and driveway spacing meant it was not possible to provide an additional tabletop junction on 'Road 5'. As a result, speed cushions have been added to 'Road 5' outside plots 201 / 211 on the attached updated site layout plan (ref: KH007-P10).
Highways also request some internal double-yellow provision in the vicinity of the sports and community hub and through the closest internal junctions to Mount Road and Wembley Road, due to potential on-street parking associated with nearby schools which may hinder vehicle visibility. It should be noted that some existing on-street parking along Mount Road and Wembley Road associated with school operations is likely to be displaced within the site due to the proposals.	In addition to the double yellow lines previously referred to around the community hub accesses, the attached CBO drawings CBO-0767-003 Rev A and CBO-0767-004 Rev A includes other lengths of internal double-yellow provision near the junctions to Mount Road and Wembley Road. These include 10m of double yellow lines on each side of the Wembley Road site access road and north side of Mount Road access road from the rear of the junction bellmouths. This is considered sufficient.
Swept-path assessment have been provided which demonstrate that the internal estate roads and all residential (adopted) turning-heads can accommodate a 11.5m MCC refuse vehicle. Highways request that plans are updated to show the bin presentation areas for properties accessed from a private shared driveway where refuse vehicles would not navigate.	A bin presentation plan has been prepared by Kellen and is attached (ref: KH007-A-700-C).

MCC Comments of 6th February	Comments
There will be a commuted sum charged for any materials used over and above MCC standard materials which also includes any proposed street trees or green spaces within the highway boundary. The proposed S38 estate roads have not been subject to a Stage 1 Road Safety Audit (RSA).	Kellen propose to use MCC standard materials. The S38 estate roads Stage 1 RSA will be completed once a layout has largely been agreed between MCC and Kellen.
PEDESTRIAN & CYCLE PROVISION 2m wide internal footways provide sufficient pedestrian provision through the site which connect to both Mount Road and Wembley Road footways. Dropped-kerbs and tactile paving is also proposed along all internal junctions, with an internal pedestrian connection linking 'Road 1' to 'Road 11' which will provide a direct east/west pedestrian route through the site. Dedicated pedestrian routes are also provided for the community hub/sports pitches and young persons accommodation from 'Road 1'.	Noted.
Two pedestrian connections are proposed to Mannering Street to the north of the site. Whilst this is welcomed by Highways, it is noted that the pedestrian routes connect to a narrow section of footway to the southern side of Mannering Street which is not proposed for adoption as part of the adjacent scheme. Highways would therefore request that further investigations take place (post determination if necessary), in order to understand whether works can be undertaken to provide additional/adopted footway width along Mannering Street in order to allow provision of a safe pedestrian route between both sites.	As set out in the TA at Table 5.1 and due to ownership constraints, it is not possible to include a footway on the south side of Mannering Street. However, Kellen propose installing a knee high railing along the side of the footway to the rear of the hard strip, then across the hard strip itself. This arrangement would prevent pedestrians walking in this area. A detail for this area is shown on the attached extent of adoption plan (ref: KH008-607-01 A), which it is considered is sufficient to allow pedestrians to safely cross between this site and the existing footway on the northern side of Mannering Street given the lightly trafficked, residential nature of Mannering Street.
Highways also note potential topography issues to the site boundary which may inhibit safe pedestrian movement at this location. Should safe pedestrian provision not be possible, boundary treatments should be implemented along the full northern site boundary to discourage unsafe pedestrian use between both sites.	It is not clear what is meant by this point. Please clarify.

MCC Comments of 6th February	Comments
Two pedestrian connections are also proposed to the south of the site, linking to the shared footway/cycleway which currently connects Mount Road to Wembley Road. The TA includes a review of the existing shared pedestrian/cycle route, as requested during scoping discussions. It notes that the existing width ranges between 1.8m and 2m and is well surfaced and lit along its length. The TA also makes reference to LTN 1/20 'Cycle Infrastructure Guide' and states that the guidance recommends 3m minimum width is provided to cater for up to 300 pedestrians and 300 cyclists per hour. Although no evidence has been provided to demonstrate that the existing/proposed pedestrian/cycle flows would reach 300 per hour, the guidance recommends 3m minimum width to cater for volumes up to this level. It is unclear why any potential widening improvements have been discounted which could potentially be provided with minor land-take from the development boundary.	This is being revisited by Kellen in line with the viability assessment.
ROAD SAFETY AUDIT A Stage 1 Road Safety Audit (RSA) has been submitted together with Designers Response. The RSA document however focuses on the proposed S278 works only. As requested during scoping discussions, an internal (S38) road safety audit is also required. Highways therefore request that a S38 audit is undertaken and submitted for Highways review prior to determination.	As set out above, the S38 estate roads Stage 1 RSA will be completed once a layout has largely been agreed between MCC and Kellen
The following problems were identified as part of the S278 RSA: 1. On-street parking could obstruct sight lines for emerging vehicles. 2. On-street parking in the vicinity of the proposed uncontrolled Wembley Road crossing obstruct driver/pedestrian visibility. 3. Narrow pedestrian connectivity at Mannering Street. In alignment with the Designers Response, Highways request the following measures in order to mitigate against the identified problems: 1. Applicant to fund extension of double-yellow TROs at both site access points to maintain appropriate levels of visibility. 2. Implementation of bollards around new Wembley Road pedestrian crossing. This should also be supported by extension of the existing double-yellow parking restrictions in order to maintain visibility; and 3. Further investigations to determine whether appropriate/safe infrastructure can be implemented to facilitate the pedestrian connections to Mannering Street.	These points have already been addressed in the above responses.

MCC Comments of 6th February	Comments
REFUSE AND SERVICING Refuse will be stored within the curtilage of each dwelling and presented for on-street servicing which is considered acceptable to Highways. However, dedicated bin presentation areas should be provided for those properties access on shared driveways to ensure groups of bins do not block footways or vehicle access routes. Dedicated on-site bin storage areas are provided for the community hub and young persons accommodation. No details have been provided regarding refuse servicing operations for these uses and so confirmation is required with further details on bin presentation areas and swept-path assessment if necessary. No detail on other service, delivery or maintenance vehicle movements or operations have been provided with regard to the community hub. Whilst a maintenance access is shown on submitted plans, further details are required by Highways.	In relation to the residential dwellings, the previously referred to bin presentation plan has been prepared by Kellen and is attached (ref: KH007-A-700-C). For the community hub, the likelihood is that bins will be emptied by a private company and they will have access to the key code area to collect the bins. The company will therefore park on the site access road, empty and return the bins and lock the area within a few minutes of attending site. These bins will not therefore be left on the footway for a period awaiting collection nor post emptying. With regard to the young persons accommodation, refuse would be collected from the site access road kerbside. This collection is likely to be undertaken by a commercial collection vehicle rather than the domestic collection vehicle as the bins are likely to be the larger euro style bins. These bins can be put in the area to the north of parking spaces 1 and 2 on collection day and would be clear of the footway. In terms of other service, delivery or maintenance vehicle movements, the maintenance access referred to is for access to the pitches. In terms of service, delivery and maintenance vehicle movements associated with the hub and young persons accommodation, GMYF has confirmed (based on operations at their other site) that the largest vehicles servicing the site would be Amazon type deliveries, with all other servicing and deliveries being carried out using Transit vans. These vehicles would all be able to park in the community hub and young persons accommodation parking.
TRAVEL PLAN A Framework Travel Plan has been submitted as part of the application which is inclusive of all elements of the proposed development. Highways request that the development, submission, implementation and monitoring of a Full Travel Plan for all on-site uses should be conditioned of any planning consent.	Noted.

MCC Comments of 6th February	Comments
CONSTRUCTION MANAGEMENT The submitted Construction Environmental Management Plan and TA includes provision of a proposed temporary construction vehicle access at Wembley Road, located approximately 20m north of the Holmcroft Road junction. Whilst the temporary access would need to be subject to a S50 application, Highways has concerns on the location of this construction access given its proximity to the Wembley Road/Holmcroft Road junction and Melland High School, potentially giving rise to construction vehicle traffic conflicts with child pedestrians and existing vehicle movements, including parental drop-off's. Highways therefore request that the construction access is relocated and agreed with Highways prior to the submission of a Construction Management Plan (CMP) which Highways request is conditioned with any approval. The CMP 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 routing both within the site and on the adjacent highway together with associated traffic management. The document should also consider ongoing construction works, contractor parking and should take special consideration of the surrounding schools including the timing of construction vehicle movements and providing safe traffic management measures. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk.	Kellen are reviewing this point and are currently looking to relocate the construction access further north as shown on the attached plan. Kellen are liaising with TfGM over the implications for the relocated bus stop.

MCC Comments of 6th February	Comments
SUGGESTED CONDITIONS - S184/S276 - including footway resurfacing/TROs/bus stop relocation/Wembley Road crossing/potential shared footway cycleway improvements/Mannering Street pedestrian connections - Cycle parking - EV parking - CMP - Operational Management Plan - Travel Plan	Conditions linked to TROs need to be worded in such a way that they secure a commitment by Kellen to support MCC investigating their delivery through the S278 but not that they result in any consent being conditional on their delivery exactly as drawn.

ATE Comments of 24th January	Comments
THE PUBLIC RIGHT OF WAY (PROW) ON THE SOUTHERN BOUNDARY • Limited information is provided on the PRoW that runs along the southern boundary of the site. This is a notable asset to the site as it offers the potential for pedestrians and cyclists to travel from Wembley Road to Mount Road and Matthews Lane away from motor vehicles. • This path appears to have lighting, however it is also narrow (less than 2m in sections), not overlooked, and has fencing and/or high hedges close on both sides. • The proposed boundary treatment plan indicates the intention is to not change the existing 1.8m palisade fence that separates the development site from the path, although two pedestrian access points are added. • This approach to the PRoW fails to capitalise on a clear opportunity to promote active travel within and outside of the development as is required by paragraph 116(a) of the NPPF. • ATE would recommend a qualitative assessment of this PRoW be provided that guides a scheme of works that would improve this path for all potential users and incorporates it into the development for the benefit of residents of the development and those who would travel through it. ATE would recommend that its character be made more open to increase the sense of safety, and segregation of pedestrians and cyclists be implemented, with appropriate widths for each user. This would then provide a high quality active travel route that would connect to the potential Matthews Lane improvements	See previous comments
MANNERING STREET • The relationship between the development and Mannering Street is unusual and ATE would welcome additional information to clarify the approach taken as there would appear to be an opportunity for a more efficient use of space, or improvements to permeability and the character of these streets. • The current approach would result in Mannering Street running immediately parallel to a set of cul-de-sacs and private drives within this development, although separated by 900m metal railings with two pedestrian links 100m apart.	The layout is driven by land ownerships and adoptions. To overcome this, the scheme has been orientated to overlook Mannering Street as best it can.

ATE Comments of 24th January	Comments
• The current approach would result in two carriageways running parallel and separated by boundary treatments and a strip of land that adds little value to residents. It is not clear why dwellings could not front on to Mannering Street. Or if the current layout is pursued, why a more open and attractive relationship between the development and Mannering Street could not be proposed with enhanced landscaping, level surfaces and clear pedestrian priority within the site and in its relationship to Mannering Street. • ATE would highlight guidance contained within the National Model Design Code: Part 2 Guidance Notes, and in particular Section M.1 which advises that developments should create a connected street network that has high permeability and limited use of cul-de-sacs. The National Design Guide advises in paragraph 79 that "well-designed streets create attractive public spaces with character, through their layout, [and] landscape." ATE considers the relationship and arrangement along the northern boundary of the site fails to meet this guidance and a more attractive, connected approach should be considered.	
CYCLE PARKING • 20 covered and secure cycle parking spaces are stated as proposed for the community and leisure uses at the site and the applicant has indicated that they believe this to be adequate based on cycle parking usage at a leisure site in Partington. However, on the proposed ground floor plan, site layout plan and Bicycle Store drawing (A-7401), only 12 spaces are shown. This store is also shown to have doors with locks and ATE would recommend that for a community and leisure centre, open access would be more appropriate with security being derived from the spaces being well overlooked.	The plan is being reviewed in relation to the 12 spaces. The store is shown with locks to ensure bikes are secure – it is understood this is the preferred way of providing secure cycle parking. Can MCC confirm if they wish to use locks or for the scheme to change to open access as requested by ATE.
• ATE would also note that Partington is a less well-connected town, and in contrast this site is within the Manchester urban area, and therefore the opportunities, and the need, for visitors to cycle to this site are likely to be greater than in Partington. ATE would welcome information on the potential number of visitors to the site if all facilities are in use and the cycle parking provision should then be provided to meet an ambitious mode share based on this figure.	This point is being reviewed and a response will be provided in due course.

ATE Comments of 24th January	Comments
• The Centrepoint Accommodation unit provides 36 studio apartments and the Transport Assessment states 36 covered, secure cycle parking spaces will be provided in an external store. This is an acceptable number of spaces, however the site layout plan and cycle store drawing (A-520) shows only 32 spaces. These should be amended to show 36 cycle parking spaces.	The plan is being reviewed to provide 36 spaces.
• Visitor cycle parking should also be provided within the Centrepoint Accommodation site for staff and visitors to the building.	Due to the lack of communal space in the accommodation and size of units it is unlikely there will be visitors to the building. There will also be cycle parking available at the hub for staff use. Additional visitor cycle parking is not therefore considered necessary for this building.

Alternative Pottery Lane Results

Table A: A57 Hyde Road / A6010 Pottery Lane: LINSIG Results (Existing Model)

	Weekday Morning Peak		Weekday Evening Peak	
	DoS	Q	DoS	Q
A57 Hyde Rd (W): left & ahead	35.1%	5	83.5%	17
A57 Hyde Rd (W): ahead & right	37.7%	6	86.1%	20
A6010 Pottery Ln (S): left & ahead	49.1%	8	59.4%	11
A6010 Pottery Ln (S): ahead & right	82.7%	9	82.5%	10
A57 Hyde Rd (E): left & ahead	86.0%	23	70.0%	16
A57 Hyde Rd (E): ahead & right	85.3%	12	62.6%	7
A6010 Pottery Ln (N): left & ahead	88.5%	19	79.3%	15
A6010 Pottery Ln (N): ahead & right	88.2%	21	79.2%	17
Total Delay	47.16		48.88	

DoS: Degree of Saturation Q: Queue length in PCUs Delay: Delay in pcu/Hr

Table B: A57 Hyde Road / A6010 Pottery Lane: LINSIG Results

	Future Year Base		Future Year Base Plus Dev	
	DoS	Q	DoS	Q
Weekday Morning Peak				
A57 Hyde Rd (W): left & ahead	38.3%	5	38.6%	5
A57 Hyde Rd (W): ahead & right	41.0%	6	41.7%	6
A6010 Pottery Ln (S): left & ahead	50.1%	9	50.2%	9
A6010 Pottery Ln (S): ahead & right	86.7%	9	86.7%	9
A57 Hyde Rd (E): left & ahead	89.5%	25	89.6%	25
A57 Hyde Rd (E): ahead & right	87.8%	14	90.7%	15
A6010 Pottery Ln (N): left & ahead	89.3%	20	89.7%	20
A6010 Pottery Ln (N): ahead & right	89.2%	22	89.1%	22
Total Delay	50.58		52.05	
Weekday Evening Peak				
A57 Hyde Rd (W): left & ahead	85.3%	18	86.9%	19
A57 Hyde Rd (W): ahead & right	87.6%	20	88.9%	21
A6010 Pottery Ln (S): left & ahead	57.6%	10	57.5%	10
A6010 Pottery Ln (S): ahead & right	86.2%	11	87.2%	11
A57 Hyde Rd (E): left & ahead	72.9%	17	73.7%	17
A57 Hyde Rd (E): ahead & right	65.6%	7	66.5%	7
A6010 Pottery Ln (N): left & ahead	80.5%	16	81.0%	16
A6010 Pottery Ln (N): ahead & right	80.8%	18	83.3%	18
Total Delay	51.26		52.73	

DoS: Degree of Saturation Q: Queue length in PCUs Delay: Delay in pcu/Hr

Updated Site Layout Plan

N

MANNERING STREET

MOUNT ROAD

WEMBLEY ROAD

HARLOW DR

MATTHEWS LANE

BRITLAND AVENUE

BARRETT

BRATTON DRIVE

Ward Boy

DRAINAGE EASEMENT

Mount Academy

Grange School

Shelter

Cedar Mount Academy

Gorton Education Village

Melland High School

ROAD 1

ROAD 3

ROAD 4

ROAD 5

ROAD 6

ROAD 7

ROAD 8

ROAD 9

ROAD 10

ROAD 11

4 no. car parking spaces

3m level buffer

110yds (100.584m) x 70yds (64.008m)

Legend

- Indicates 1.8m high feature fence
- Indicates 1.8m high plot divisional screen fence.
- Indicates bin stores.
- Indicates principle entrance door to dwelling.
- Indicates secondary entrance door to dwelling.
- Indicates application site boundary.
- Indicates affordable units
- Indicates adaptable units
- Indicates footpath connection points
- Indicates proposed trees
- Indicates substation
- Indicates pumping station
- Indicates electric vehicle charging points.

All plots to be provided with a secure cycle point.

0 2.5 5 10 15 25 m

SCALE BAR 1:500

Revision	Date	Amendment	Initials
P10	26.02.24	Disabled parking bays added to YP accommodation, Netball & Cricket pitch removed.	BOP
P9	23.01.24	Pumping station layout amended.	BOP
P8	07.11.23	Cricket pitch added to layout.	BOP
P7	02.10.23	EV Charging points added. Suds amended. Footpath connection to Mount Court added.	BOP
P6	15.09.23	Halsey HT tennis courts changed back to up and over and not hipped.	RGC
P4	11.09.23	Cedar house type updated to show hipped roof. Drive to plot 74 amended and emergency access.	KLW
P3	07.09.23	Cedar sqft updated 940 to 936.	KLW
P2	05.09.23	Affordable units increased to 60 plots. Mix updated accordingly	KLW
P1	25.08.23	Detailed site layout completed	BOP

Accommodation Schedule
Mount Road, Gorton

KELLEN HOMES

House Type		Bed No.	Type	No.	Sqft	Total Sqft	Split
Private							
Hcy	Hickory	2	Semi	73	767	55991	24.09%
Oli	Olive	2	Semi	8	770	6160	2.64%
Ced	Cedar	3	Semi	82	936	76752	27.06%
Aca	Acacia	3	Semi	26	940	24440	8.38%
Eme	Emerson	4	Semi	18	1064	19152	5.94%
				207		**182495**	**68.32%**
Affordables							
Adu835	adu835	2	Semi	2	835	1670	0.66%
Adu1009	adu1009	3	Semi	2	1009	2018	0.66%
Hcy	Hickory	2	Semi	25	767	19175	8.25%
Ced	Cedar	3	Semi	19	936	17784	6.27%
Aca	Acacia	3	Semi	6	940	5640	1.98%
Oli	Olive	2	Semi	2	770	1540	0.66%
Eme	Emerson	4	Semi	4	1064	4256	1.32%
				60		**52083**	**19.80%**
			Total	**267**		**234578**	
YP Studio Apartments	Apts	1	Apartments	36	280	10080	11.88%
				36		**10080**	**11.88%**
							31.68%
			Total	**303**		**244658**	**100.00%**
Gross Site Area:		22.4	Acres	9.07	Hectares		
Nett Residential Site Area:		**15.640**	**Acres**	**6.33**	**Hectares**		
Gross Density:		13.53	Units/Acre	33.43	Units/Hectare		
Nett Density:		**19.37**	**Units/Acre**	**47.87**	**Units/Hectare**		
Gross Footage:		10922.23	SQFT/Acre	2507.37	SQM/Hectare		
Nett Footage:		**15643.09**	**SQFT/Acre**	**3591.13**	**SQM/Hectare**		

Development
MOUNT_ROAD
Location
GORTON
Marketing Name

Drawing Title
CADSITELAYOUT

Job No.	Drawing No.
KH007	**A-100**
Revision	Scale @ A0
P10	1:500
Drawn By	Date
BOP	25.08.23
Checked by	Date Checked
RGC	

1st Floor, 103 Dalton Avenue, Birchwood Park, Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Operational Statement

Operational Statement

Playing Pitches and Youth and Community Hub
Land at Mount Road, Gorton, Manchester

On behalf of Greater Manchester Youth Federation
December 2023

CONTENTS

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Prepared By: Tyler Rylance (Graduate Planner) and George Baines (Planner)

Asteer Planning LLP, Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

Version FINAL

Date: December 2023

1 INTRODUCTION

1.1 This Operational Statement has been prepared by Asteer Planning LLP ('Asteer Planning') on behalf of the Greater Manchester Youth Federation ('GMYF') to inform the operational requirements of the following facilities:

- 2 no football FA standard grass pitches;
- Associated netball / basketball court and cricket wicket;
- Youth, Sports and Community Hub; and
- Associated car parking.

1.2 This document sets out GMYF's strategy for the operation and management of the facilities.

Greater Manchester Youth Federation

History

1.3 The origin of GMYF dates to the mid 1800's. The founding 'Lads' Clubs' were established in Manchester and Salford by groups of businessmen as a solution to the growth of 'Scuttling Gangs', which had come to prominence in many of the poorest communities in the area. Representing and defending particular streets, these gangs would meet on waste ground and battle one another using a variety of lethal weapons. The original clubs, some more than 500 members, were formed to provide a basic education and positive recreational opportunities in a safe and secure environment to distract young men from crime.

1.4 Although many of the original clubs have disappeared (Adelphi Lads' Club) or are now under the ownership and control of their own charity (Salford Lads' Club), the movement continues today with the same ethos of providing a programme of positive, focused activities and training for the young people and volunteers of GMYF's affiliated clubs. As well as clubs in Manchester and Salford, they can now also be found across Trafford, Stockport, Tameside, Rochdale and Oldham.

Current Status

1.5 GMYF currently works with a wide variety of voluntary youth groups and projects throughout the most disadvantaged communities of Greater Manchester. These provide a diverse range of opportunities for young people and volunteers. The programmes aim to provide as many opportunities as possible for young people to grow and be the best

that they can be, helping them to move beyond their boundaries. In simple terms, it is about getting young people off the streets, into clubs and doing something positive with their time. The mission is 'Supporting Aspiration, Creating Opportunities' and this is delivered through boxing, football, the Duke of Edinburgh Award Scheme, table tennis, outdoor pursuits, art, media, sound and many more activities.

1.6 The charity owns land across Manchester and Salford, including the application site. GMYF also holds:

- The leases (as custodian trustee with Manchester City council as landlord) of Norbrook Youth club in Wythenshawe and previously Whitemoss Youth Centre in Charlestown which is now under the control of GMYF and no longer a custodian lease with a committed improvement programme of £200k.
- as owner of Jimmy Egan's Boxing Gym in Wythenshawe;
- custodian trustee of centre in Tameside;
- In April 2022 the charity took on a 99yr lease from Trafford MBC in relation to a disused youth centre in Partington. Partington Youth Centre re-opened to the young people 4 months later after a £400k refurbishment was completed by the charity. We now have over 300 young people registered as members and using the facility. This facility is also to benefit from further funding through LUF as the charity partnered with Trafford MBC in relation to its successful Partington bid;
- Ownership (split 50:50 with LABGC) of Ormside Mill Outdoor Pursuits Centre nr Appleby in Cumbria.

1.7 Any use of land or other facilities owned and operated by GMYF is on a not-for-profit basis to meet the requirements of its charitable constitution. GMYF is not allowed (under its constitution) to enter into legal or other arrangements with organisations that do not share their charitable objectives.

The Site

1.8 The site has come forward as part of a wider proposed development at Land at Mount Road, Gorton, Manchester.

1.9 The proposals will see the existing vacant site, and former playing fields, redeveloped to bring forward 2no grass football playing pitches, ancillary basketball/netball court and cricket wicket, a youth, sports and community hub, 36no independent living

accommodation for young people working with Centrepoint and 267no high quality residential dwellings.

1.10 This Operational Statement relates to the management and operation of the grass football pitches, ancillary basketball/netball court and cricket wicket and youth, sports and community hub only.

1.11 The proposed sports, youth and community facilities which will be owned and operated by GMYF comprise:

- 2no grass football playing pitches which is for youth football and can be played as 11 v 11, 7 v 7 or 5 v 5;
- Ancillary netball/basketball court and cricket wicket;
- A youth, sports and community hub, providing a space for a range of different youth-led activities and programmes ran by GMYF plus access for community clubs and organisations to host their own events particularly in the day time (excluding school holidays). The community aspect of the hub is intended to be a multi-generational offering and not restricted to young people. We believe that the involvement of the wider community is one of the key ingredients to the long-term success of our work with young people. It brings in volunteers to work with young people, promotes a wider sense of community ownership and enables intergenerational respect.

1.12 This Operational Statement submitted as part of this application, outlines how the facility will operate with regard to staffing, use and management.

2 VISION AND USES

2.1 This section envisions how GMYF will ensure the site contributes to the local community through providing sporting access and other opportunities.

2.2 GMYF strongly believes in its statement of Supporting Aspiration and Creating Opportunities. The work we do with our young people is aligned to this statement and so our vision would be:

- Create a welcoming space for young people to own as their own with their own art work, their chosen activities, their chosen furniture and decoration. Where they can drop in on their way home from school to spend as much or as little time as they want. Where they can get some food and a drink and find a welcoming ear, a quiet space, a space for fun and activities – a space where they can be themselves with no other pressures.

- By employing well trained and motivated youth workers we would aim to offer a variety of activities to the young people including:

    - Trips to our outdoor pursuits centre in Ormside;

    - Participation in Duke of Edinburgh Award scheme at nil cost;

    - Participation in outdoor education around Manchester e.g. sailing at Debdale, ski-ing at Chill Factore, fun at Waterparks in Cheshire; and

    - Arts, craft and music in dedicated rooms at the Hub.

    - Well being, mentoring and psychological support in the 3 small rooms upstairs

- The two grass football pitches would be used to offer local teams a base to call home. We would be offering teams and coaching working with partners who want to be embedded in the locality and see the success of their local people. We are also very much committed to diversity in our sports offer and would like to see the football use be reflective of the diversity of the community of Gorton .

- The additional provision of a basketball/netball court and cricket wicket expands the sports offering for local young people within our youth club and affiliated youth clubs.

Youth and Community Hub

2.3 The youth and community hub will act as a safe space for young people who participate in GMYF programmes but will also be available for use by the local community, primarily during school hours.

2.4 The Hub will be a two storey facility approximately 10,000 sq ft in size. Downstairs will comprise:

- A community room capable of seating 50 people for a community lunch. This room will be available for day time use for exercise classes, meetings, general chats, Eid and Diwali celebrations etc. There will be an associated storage area facilitating multi-functional use of the room. The community room will have direct access to the kitchen via a roller shutter.

- A large dedicated youth space which the young people can decorate and use as their own. Whilst available for use by others in the day time this will only be if those groups can accept and respect the young people's use of the space. There will be associated storage allowing for multi-functional use of the space. The youth room will have direct access to the kitchen via a roller shutter.

- A meeting room capable of seating up to 10 people with facilities for digital access for meetings using Zoom etc.

- An office for staff seating up to 3 people. GMYF is a relatively paper free organisation. All of our staff are provided with lap tops and phones fully encrypted by our IT consultants. This helps us meet our GDPR and Safeguarding requirements and allows our staff to work from wherever suits them. On this basis we do not need a lot of room for staff, just hot desks.

- Toilet facilities which will be non-gender specific. Each toilet will have its own washbasin. We find this is more acceptable to young people who feel safer. It also helps us not to have a space where young people can congregate and cause an element of disruption.

- On the second floor, accessed by stairs and a lift, we will have 5 rooms. 3 for one to one consultations (well being etc.) one for art/music and other for drama and dance rooms.

Football Pitches and Ancillary Facilities

2.5 The football pitches and ancillary facilities (netball / basketball court and cricket wicket) will be owned run and managed by GMYF. These facilities will be made available for use to:

- Local grass root football clubs for young people and to affiliate with GMYF
- Clubs who are affiliated to GMYF

2.6 If a club is affiliated to GMYF it means that they accept that they need to abide by our affiliation terms. In this way we can ensure that safeguarding measures are satisfactorily in place along with insurance and GDPR compliance. It also gives the affiliated club access to our whole programme of events including visits to Ormside Mill at nil cost, the chance to request contributions to equipment up to a cost of £500 and the chance to join in events with other clubs in our affiliated organisation. We aim to support the organisations with training and know how so that they feel supported.

2.7 The proposed grass football pitches, will provide year-round football facilities for GMYF.

2.8 The design and layout of the youth and community hub has enabled the potential for future facilities to be incorporated should use for them be identified at a later date.

2.9 All equipment for running and maintaining the fields and ancillary facilities will be stored externally in 5 metal storage containers place around the fields for ease of access. GMYF intends to maintain the fields itself (as it has done in the past) and will be storing its own tractors, line marking equipment, fertilisers, sand etc.

2.10 The grass football pitches will run independently of the youth and community hub but we do not want them to operate as separate silos - we need to seek elements of cross over between the work of all so that we keep a sense of community. One way of working this into the efforts of youth club and football could be to arrange for football coaching at a discounted rate for those young people who are members of the youth club – as long as they keep up their attendance at youth club. Another example of cross over work could be ensuring that football volunteering could be an important component of Duke of Edinburgh scheme volunteering or skills training. It will be important to ensure that the football clubs we work with see the importance of the whole community effort of the site and not just the football aspect.

3 MANAGEMENT

3.1 This section details how the site will be controlled by GMYF with day-to-day management of the facilities, operational hours, and other security measures.

Staff

3.2 Staffing numbers will depend on the specific use of the hub at the associated time.

3.3 GMYF will aim to provide a ratio of one staff to every 10 young people using the hub depending on behavioural standards. If behaviour requires more staff these will be provided. Staff for the youth element will be employed by GMYF and will not be expected to be involved with the community use as they will be trained professional youth workers.

3.4 In relation to use of the first floor of the hub (arts, music , drama and well being sessions) GMYF will bring in suitably qualified staff to run appropriate courses and sessions.

3.5 In relation to the use of the community hub, this will be under the control of the Hub Manager who will facilitate the cleaning, booking and use of rooms. It is anticipated that a Hub Manager will be employed for approximately 20 hours a week initially and that this will rise to full time in due course. The Operational Director for GMYF will be heavily involved in the initial set up and the first few years of running the hub to ensure standards are set and maintained. The operation of the hub can use the operations of Partington as a blue print where for example:

- We subcontract Health & Safety (including fire safety) so that we can constantly achieve best practice;
- Our IT support is subcontracted and enables us to ensure an excellent level of cyber security which is essential when the WiFi is key to the function of the building;
- We employ our own cleaning team to enable us to keep to the high standards we require;
- Our security is tailor made for our use and we have had no problems with vandalism, break ins etc.

3.6 GMYF also anticipate the need to employ separate cleaning staff 2-3 hours a day 5 days a week plus further hours to meet the cleaning requirements of the changing facilities within the Hub.

Operational Hours

3.7 The community hub will be open as and when required 5 days a week, but it is not anticipated that it will open earlier than 10 a.m. nor close later than 10p.m. It may be possible to allow trusted community groups to have access at the weekends.

3.8 The Youth element will be open for the use of young people from 3pm to 7pm each day Monday to Friday for the first 2 years and we would hope to expand those hours in the years to follow. The youth hub will also be made available for Holiday Activities when it is anticipated it will be used 10a.m. to 4p.m. during school holidays. We would also look to open the hub at weekends subject to demand and the costs of doing so.

3.9 The sport pitches provision will operate for a maximum playing time of 4.5 hours per week and outside of that will be for ad hoc use subject to maintenance programme.

3.10 The ancillary sports facilities (netball / basketball court and cricket wicket), will be available for use to those affiliated with GMYF outside of hours where the pitches provision are in use, subject to agreement with GMYF.

Equipment

3.11 All relevant equipment will be held on site and storage provision has been made within the design. GMYF will be responsible for its own equipment, but it is anticipated the community groups may want to have storage space for their own equipment and they will be responsible for this. Kitchen to be equipped to feed a minimum of 50 people. Storage for tables and chairs, community room 'multi use'. The need for this type of storage has been incorporated in the design. Commercial equipment will be provided and training in its use will be given

3.12 Each of the youth and community rooms will have their own separate storage areas allowing for tables and chairs to be brought in and out of use. This will make each of those main rooms multi-functional. The kitchen will have adequate storage for all crockery and utensils sufficient to feed 50 people at any one time. All kitchen equipment will be provided to catering standards and people using the kitchen will be trained in food handling safety.

Health and Safety and Fire Safety

3.13 GMYF is accustomed to running centres similar to the proposed development and has experience with Health and Safety ('H&S') compliance, procedures, and insurance. GMYF are currently under contract with Worknest to managed H&S (including fire) compliance at the Partington Community Centre; they have other contracts for the management of Legionella, fire alarm and air con systems on site.

3.14 GMYF's insurance is fully comprehensive and takes into account all activities. The proposed users of the site will be required to provide copies of their risk assessments and safeguarding policies. GMYF will provide support to users with all aspects of statutory compliance and will not allow groups to use our premises without compliance. This is a requirement of GMYF's insurance policy.

Safeguarding and Child Protection

3.15 GMYF holds safeguarding as one of its core standards and requirements. We comply with all legislative requirements and also require that our affiliated clubs do the same; it is part of our affiliation agreement. Where necessary or desired, we provide training to our clubs and to our staff and make arrangements for training to be updated.

3.16 We have a Designated Safeguarding Officer, who is trained to the highest level and are capable and experienced in delivering a full in-house training package. We also use a software system called 'Views' which enables us to track safeguarding concerns; this is enormously helpful and allows us to monitor, for example, if a series of minor issues are building up into a different more concerning issue. It also allows our staff to know all the young people we work with. All young people and their parents are made aware that this system is in place so that we comply with GDPR requirements.

3.17 We also have a Lone Working Policy as sometimes this becomes necessary, but we try and keep this to an absolute minimum for the safety of our own staff. Lone Working is normally only ever done with the consent of the young person's parents or carer.

IT and GDPR

3.18 Our IT management is contracted out to a reputable IT specialist firm based in Stockport. All of our computers and phones are encrypted before staff are permitted to use them. Staff all have 'work' phones to allow compliance with GDPR and safeguarding rules. We have recently run a test of our system, allowing three IT specialists to try and hack our system. This proved impossible to do and gave us great satisfaction in relation to our cyber security.

3.19 We have a GDPR policy in place and an appointed GDPR manager who is regularly trained. All staff are also trained in GDPR and are fully aware of its crossover into safeguarding. For example, all photographs of young people are kept secure on a cloud based system and before any photographs are used we double check that we have the necessary consents. If we do not have specific consent we either do not use the photograph or block out the young person's face.

3.20 We work on a cloud based system and any paperwork is kept to a minimum. If hard copy documents are kept with personal information they are stored in a locked cabinet.

Security

3.21 GMYF do not anticipate using a separate company for security. GMYF currently work on authorised key holders able to open/lock up on their own and have not experienced any problems with this. Access to the hub is then anticipated to be controlled so that access can only be gained with permission.

3.22 We anticipate having CCTV installed at the youth and community hub as this does act as a deterrent. Security systems are evolving all the time and we will use the system most appropriate at the time of construction. We would like to be able to facilitate access to trusted groups without the presence of a caretaker/centre manager on site.

Parking

3.23 The sports, youth and community facilities will benefit from 40 secure car parking spaces with GSM access and 20 secure cycle parking spaces for visitors to utilise during operational hours. At the current time GMYF do not anticipate making a charge for use.

Booking System

3.24 To book the community hub, GMYF anticipate the most effective method will be ringing the hub to make a booking, with a phone line operational during opening hours of the hub backed by an answer machine for messages. It will also be possible to call in to discuss bookings when the hub manager is available. At the current time GMYF do not anticipate making a charge for use. Access for key holders and others has been explained above.

3.25 Booking of sports pitches on an ad hoc basis is not anticipated. The use of the sports pitches will be dealt with by creating partnerships with local providers so as to create a sustainable relationship and community football ethos.

3.26 Information regarding the booking of facilities will be placed on the GMYF website.

Terms of Use

3.27 All community groups and other users will be expected to sign an agreement regulating their use. This will contain the terms of use. Any complaints or reports will need to be made to the hub manager.

3.28 All groups will need to comply with the terms of GMYF insurance explained above.

4 PLAYING PITCH AND ANCILLARY FACILITIES USE

General Principles of Use

4.1 The pitches are to be affiliated with grass root junior football clubs based within the local community. A number of local clubs have approached GMYF already and since the Community Consultation, are keen to be affiliated clubs.

4.2 Those clubs affiliated with local youth cricket, basketball and netball clubs and interested in using the ancillary facilities can do under agreement with GMYF.

4.3 All affiliated partners will have to adhere to rules of use and will have to agree and sign Hire Agreements. Only affiliated clubs will be able to use the pitch/sports element.

4.4 Hire Agreements duration to be of a decent length of time for clubs to have security of use to help establish and build up club and sport membership with young people from local community.

Age Groups

4.5 Users will be of 8-17 years of age on average.

Operating Hours

Term Time

4.6 Late Spring/Summer Monday- Friday 6-9pm subject to planning permission (note no floodlights installed although ducting will be provided for future installation- the reason for this is due to energy usage and cost)

4.7 Autumn and Winter Monday – Friday 6pm-9pm

4.8 Saturday and Sunday available from 10am-7pm

Outside of term time

4.9 Available Monday- Sunday depending on season due to daylight available with formal play from 6pm-9pm

4.10 Please note that each grass pitch will only be suitable for 4.5 hours of play per week.

4.11 It is not envisaged at this stage to have all sports (football, cricket, basket/netball) played at the same time. Usage will dovetail to prevent overuse and pressure on parking, highways and noise.

4.12 The pitches/courts will only be used for the specific sports use intended for.

Cost

4.13 There will be no cost to use these facilities to our affiliated clubs.

4.14 All users to be affiliated and on a Hire Agreement.

Weather

4.15 The pitches will be of FA standard and will have a substantial new drainage system installed by an accredited civils engineer and pitch contractor with a robust maintenance regime managed by GMYF in accordance with SE/National groundsmen protocols to ensure the pitches are never closed to use and can withstand the proposed 4.5 hours of play per week per pitch.

4.16 The pitches and courts will be open to the elements and expectation is that they can be used during wet weather.

4.17 There will be an appropriate watering programme during period of hot dry weather.

4.18 Extreme weather such as hard frost and snow would halt usage due to Health and Safety reasons and potential for slips and trips.

Appropriate Footwear

4.19 Only suitable sports footwear will be permitted to be used on the grass pitches and courts

4.20 Boot/footwear checks and brush down area provided and required prior to going into building. The brushes will be secured to external station and an external cold water tap and trap grid over drain to allow for water run off and collection of grass/mud to prevent blockages.

4.21 The pitches and courts will be secured and part of a robust appropriate maintenance programme to ensure they can be used to their full potential.

4.22 There will be a regular weekly inspection and record of condition.

4.23 No smoking /vaping on site.

4.24 No dogs permitted to be on site within court/pitch areas.

4.25 No food to be consumed within pitch/courts area.

4.26 Only water bottles permitted in pitch/courts area.

4.27 No signage (fixed or mobile) to be erected without approval of GMYF.

4.28 The use of mobile phones and cameras is prohibited when pitches and courts are in unless approved by GMYF- (safeguarding reasons)

4.29 All users and spectators to sign in to access court/pitch areas. Roll to be recorded by lead Coach/Team user.

CBO Drawings

Existing no waiting double yellow lines north of, and extending partially across, proposed site access

The implementation of no waiting double yellow lines in location shown on Mount Road to be promoted through the Traffic Regulation Order making process, with any subsequent Traffic Regulation Order (which may differ to that shown) implemented as part of the S278 process

Existing no waiting double yellow lines at speed hump

No waiting double yellow lines to be provided on site access road over identified lengths

ROAD 1

ROAD 2

MOUNT ROAD

Vehicle barrier
4 no. car parking spaces

Ped. gate

Maintenance vehicle access gates

Community Hub

Vehicle access barrier

Football/Pitches car parking (Laid-out spaces inc. 2 no. accessible, 6no EVCPs)

Bicycle storage

Football/pitch storage container

Consolidated Netball & Basketball Court

Location of boundary fence to site access (segregation from football pitches 1&2)

3m level buffer

110yds (100.584m) x 70yds (64.008m)

S/C

6.115m

Rev.	Date	Revision Details	Drawn	Check	App.
A	29.02.24	Update to notes	SFB	SFB	PRC

Jactin House
24 Hood Street
Ancoats
Manchester
M4 6WX
T: 0161 327 1931
E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client
Kellen Homes and GMYF

Project
Land at Mount Road, Gorton, Manchester

Drawing Title
Access Drawing: Mount Road

Drawn	Checked	Approved
SFB	PRC	PRC

Scale / Size	Date
1:500 @ A3	15.02.24

Status	Drg No	Rev
Information	CBO-0767-003	A

No waiting double yellow lines to be provided on site access road over identified lengths

Provision of H Bar markings to be investigated as part of the detailed design process

Green dotted line shows 2.4 x 52 metre visibility splays at proposed access based on 34mph design speed

The implementation of no waiting double yellow lines in location shown on Wembley Road to be promoted through the Traffic Regulation Order making process, with any subsequent Traffic Regulation Order (which may differ to that shown) implemented as part of the S278 process

The implementation of no waiting double yellow lines in location shown on Wembley Road to be promoted through the Traffic Regulation Order making process, with any subsequent Traffic Regulation Order (which may differ to that shown) implemented as part of the S278 process

Existing bus stop to be relocated approximately 53 metres to south

Proposed new dropped crossing point with tactile paving and bollards to both sides to prevent parking on the footway

Rev.	Date	Revision Details	Drawn	Check	App.
A	29.02.24	Update to notes	SFB	SFB	PRC

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Client

Kellen Homes and GMYF

Project

Land at Mount Road, Gorton, Manchester

Drawing Title

Access Drawing: Wembley Road

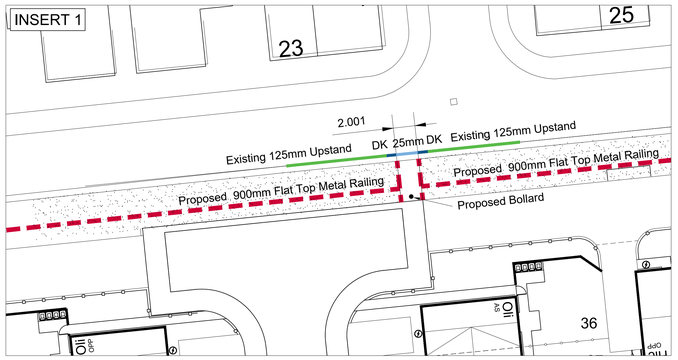
Drawn	Checked	Approved
SFB	PRC	PRC

Scale / Size	Date
1:500 @ A3	15.02.24

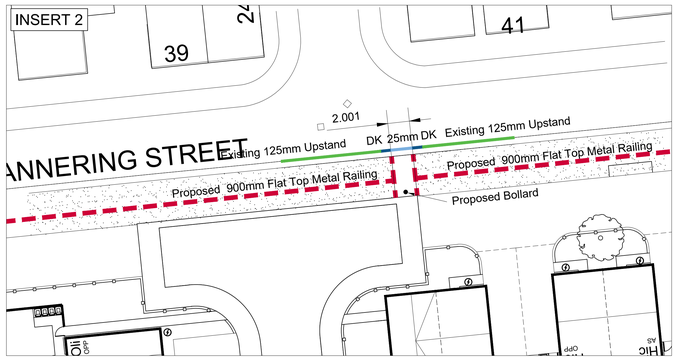
Status	Drg No	Rev
Information	CBO-0767-004	A

Plan Showing Extent of Adoption & Mannering Street Detail

INSERT 1



INSERT 2





A	29.02.2024	Detail showing access to Mannering Road added	ASB
Revision	Date	Amendment	Initials

Development	**Mount Road**
Location	Manchester
Marketing Name	-
Drawing Title	Extent of Adoption
Job No.	**KH008**
Drawing No.	**607-01**
Revision	**A**
Scale @ A0	1:500
Drawn By	ASB
Date	13.02.2024
Checked by	-
Date Checked	-

1st Floor, 103 Dalton Avenue, Birchwood Park, Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Z:\008 Mount Road, Gorton\02. Engineers\5. Engineering\6. Internal Drawings\base plan eng Rev M.dwg

Bin Presentation Plan

N

ESS

TCB

Day Centre

FELLBRIGG CLOSE

62.0m

MANNERING STREET

WEMBLEY ROAD

HARLOW DRIVE

HOLMCROFT ROAD

61.5m

MOUNT ROAD

61.0m

64.3m

63.7m

62.8m

62.5m

Drain

Ward Bdy

DRAINAGE EASEMENT

Grange School

Shelter

Cricket Wicket (20.12 x 3.05m)

Cricket Wicket (20.12 x 3.05m)

no. car parking spaces

SC

El Sub Sta

ESS

Ppg Sta

Cedar Mount Academy

Gorton Education Village

Melland High School

MATTHEWS LANE

ROAD 1

ROAD 2

ROAD 3

ROAD 4

ROAD 5

ROAD 6

ROAD 7

ROAD 8

ROAD 9

ROAD 10

0 2.5 5 10 15 25 m

SCALE BAR 1:500

Legend

Bin Storage Area

Refuse Route
Proposed route of bins from dwelling to collection point

Revision	Date	Amendment	Initials
C	09.02.24	Minor alterations to the travel distances and bin stores for Apartments and Community centre added.	RGC
B	09.09.23	Updated in line with amended planning layout rev B	KLW
A	27.06.23	Crime lin plots 51-52, 63-64, 129-130, 160-167, 174-175, 206-207 updated. Bin routes adjusted.	KLW

Development
Mount Road

Location
Gorton Manchester

Marketing Name
-

Drawing Title
WASTE MANAGEMENT

Job No.	Drawing No.
KH008	**A-700**
Revision **C**	Scale @ A1 1:500
Drawn By BP	Date 18.04.23
Checked by RGC	Date Checked 20.04.23

1st Floor, 103 Dalton Avenue, Birchwood Park, Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Z:\008 Mount Road, Gorton\01. Architects\02. Drawings\700 - Waste and Travel\Waste Management Plan.dwg

Alternative Temporary Construction Access


N
MANNERING STREET
Mount
Academy
Access for
r
esidents only
h
VERNEY ROAD
HARLOW DR
Temporary
c
onstruction
A
MOUNT ROAD
Grange School
Shelter
Cedar Mount Academy
Gorton Education
Village
Melland High School
MATTHEWS LANE
BRITLAND AVENUE
BRIGHTON DRIVE
DRAINAGE EASEMENT
Legend
All plots to be provided with a
secure cycle point.
MOUNT ROAD
GORTON
KH008
A-100
P7
1:500
25.08.23
BDP
RGC
KELLEN
HOMES
1st Floor, 103 Dalton Avenue, Birchwood Park,
Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
SCALE BAR 1:500