No.	MCC Comments of 7th and 20th March	Comments
1	The Hyde Road/Pottery Lane junction has been re-modelled assuming stage 4 is called every cycle. TfGM are satisfied with updated modelling assessment and agree that the impact of the development would not warrant mitigation measures/CCTV camera.	Noted. No further action or contribution required.
2	Highways still request that a review of surrounding bus stops is undertaken with reference to TfGM latest bus stop infrastructure standards. Highways are happy to condition this with potential improvements where deemed necessary. The relocated bus stop at Wembley Road (NB) should also be constructed in alignment with TfGM standards regardless of current service provisions.	Noted and for discussion at the meeting of the 4th April.
3	The applicant has confirmed that driveways meet MCC minimum dimensions with EV provision at each property.	Noted. No further action required.
4	Adequate hatching/clearance has been provided around young persons accommodation disabled bays (as requested), as shown in updated site layout plan (Drawing Ref. KH007-A-100-P10). However, all 4no. spaces appear to have been converted to disabled provision. Highways request 2no. are retained as standard parking bays.	The planning site layout has been amended to retain 2no. standard parking bays - see attached drawing reference KH007-A-100-P11. No further action required.
5	Additional detail has been provided re. sports-pitch/community hub parking provision. Highways are satisfied with the level of parking provision on the basis that on-site operations and associated parking management would be taken forward within the Community Hub Operational Management Plan.	Noted. No further action required.
6	Additional double-yellow TROs have been proposed along the main site access road 'Road 1' in order to maintain visibility in the vicinity of the sports-pitch, community hub and young persons accommodation car park access points (Drawing Ref. CBO-0767-003 Rev A).	Noted. No further action required.
7	With regard to cycle parking, Highways still request secure and sheltered cycle parking is provided within the curtilage of each dwelling.	Noted and for discussion at the meeting of the 4th April.

No.	MCC Comments of 7th and 20th March	Comments
8	Sports/Community Hub cycle parking is currently being reviewed in response to ATE comments	The Sports/Community Hub cycle parking drawing has been updated to show 20 no. spaces. These drawings will be submitted in due course and the site layout plan updated accordingly. However, we would welcome further discussion on this point at the meeting of the 4th April.
9	The applicant has confirmed that boundary treatments with frontage onto the adopted highway would not exceed 600mm in height in order to maintain visibility.	Noted. No further action required.
10	The applicant has contacted TfGM Shelters Team with regard to Wembley Road (northbound) bus stop relocation which has been located north of the new Wembley Road site access. This is considered acceptable by Highways.	Noted. No further action required in relation to the relocated bus stop.
11	Double-yellow TROs have been added to the Mount Road and Wembley Road access junctions to protect junction visibility (Drawing Ref. CBO-0767-003 Rev A and CBO-0767-004 Rev A). Additional lengths of double-yellow TROS are also proposed along the rear of the junction bellmouths. The response states that plans have been updated to include double-yellow line TRO extension to maintain visibility in the vicinity of the proposed Wembley Way uncontrolled pedestrian crossing (Drawing Ref. CBO-0767-004 Rev A). This only appears to be shown to one side of the carriageway.	The general TRO point is for discussion at the meeting of the 4th April.
12	Highways accept adequate visibility will be provided at the driveways accessed from Wembley Road. H-bar markings are also shown on submitted plans.	Noted. No further action required.
13	The applicant has confirmed that the pumping station (and associated access) will be retained as part of the development.	Noted. No further action required.
14	The applicant accepts that the proposals will be supported by footway resurfacing around the site along with footway reinstatement where necessary.	Noted. No further action required.
15	It is noted that few driveway access points will be located within 10m of a junction. Highways consider this to be acceptable subject to subsequent S38 RSA1. The S38 RSA1 should be completed and submitted to Highways along with Designers Response prior to determination.	Noted that S38 RSA1 is to be completed. Look to agree at meeting of the 4th April that the layout is sufficiently fixed for this to be progressed.

No.	MCC Comments of 7th and 20th March	Comments
16	Plans have been submitted showing proposed extent of adoption (Drawing Ref. KH008-607-01). This is considered acceptable by Highways.	Noted. No further action required.
17	Revised plans show provision of speed-cushions at 'Road 5' given constraints for tabletop junction provision. This is considered acceptable by highways, although will be subject to detailed review as part of the S38 agreement process. It is noted that no dropped-kerbs/tactile paving is provided across the Road 2 junction. Whilst this would be picked up at detailed design stage, it is recommended that such provision is shown for the purpose of the RSA1.	All internal dropped kerbs /tactile have been removed from the updated planning site layout drawing (reference KH007-A-100-P11). However, Section 38 highways and drainage layout drawing have now been prepared which show these provisions (see attached drawings 30571/1/1 and 30571/1/2). Subject to point 15 above regarding the S38 RSA1, these Section 38 highways and drainage layout drawings will be the subject of the S38 RSA1. No further action required.
18	A plan has been submitted showing proposed bin presentation areas for dwellings with shared/private driveways (Drawing Ref. KH007-A-700-C). Further assessment is required to confirm whether such areas are located within 10m of the servicing point as required under MCC guidance document GD04 – Waste Storage and Collection Guidance for New Developments. These presentation areas should also be appropriately surfaced and should not hinder driveway/pedestrian access.	An updated bin presentation plan has been prepared which now accommodates MCC's standards (see attached drawing KH008-A0700-D)
19	In terms of the proposed Mannering Street pedestrian connection proposals, whilst it is acknowledged that no additional footway width is proposed on the southern side of the carriageway, any pedestrian access rights and associated dropped-kerb/tactile paving works on the existing hardstanding and adjacent verge (which is not adopted) would need agreement with the appropriate land-owner.	This point is for discussion at the meeting of the 4th April.
20	The applicant has confirmed that the shared footway/cycleway to the south of the site is currently under review with regard to potential improvements. Highways note that this has also been noted by ATE.	This point is for discussion at the meeting of the 4th April as this is linked to the full development viability position.

No.	MCC Comments of 7th and 20th March	Comments
21	The applicant has confirmed that on-road refuse servicing will take place for both the community hub and young persons accommodation (at 'Road 1') and bins will not be placed out onto the footway to await servicing. The shown maintenance access allows for access to the sports pitches. All other deliver/servicing vehicles associated with the community hub or young persons accommodations is likely to comprise transit van sized vehicles which could be accommodated within the associated car parks.	Noted. No further action required.
22	The applicant proposed to relocate the construction access point further north along Wembley Road which would impact upon the existing NB bus stop. Whilst Highways still have concerns regarding the location of the constructions access due to proximity of Holmcroft Road junction and high school, Highways would be happy to review the proposals further as part of a CMP condition whereby further feedback from Highways Network Management and Road Safety Teams which will guide appropriate/safe construction access options. Due to the sensitive nature of the surrounding area and scale of works, Highways may also request construction access is subject to the RSA process.	This construction access would no longer impact on the northbound bus stop based on the location now agreed with TfGM. Point for further discussion at the meeting of the 4th April.

Updated Planning Site Layout Drawing

N

MANNERING STREET

MOUNT ROAD

WEMBLEY ROAD

HARLOW DR

MATTHEWS LANE

BRITLAND AVENUE

BRAITON DRIVE

BARRET

Ward Bdy

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

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

3m level buffer

4 no. car parking spaces

6.00

5.50

3.65

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.

Accommodation Schedule
Mount Road, Gorton

KELLEN HOMES

House Type		Bed No.	Type	No.	Sqft	Total Sqft	Split
Private							
Hic	Hickory	2	Semi	73	767	55991	24.09%
Olive	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%
Hic	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:	**15.643**	**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**

Revision	Date	Amendment	Initials
P11	26.03.24	Amended to highway comments.	BOP
P10	26.02.24	Disabled parking bays added to YP accommodation. Netball & Cricket pitch amended.	BOP
P9	23.01.24	Pumping station layout amended.	BOP
P8	07.11.23	Cricket pitch added to layout.	BOP
P7	03.10.23	EV Charging points added, Subs amended.	BOP
P6	02.10.23	Combined Netball & Basketball Court added.	BOP
P5	19.09.23	Hickory HT1 semi's roofs changed back to up and over and not hipped.	RGC
P4	11.09.23	Plots 1 and 3 amended 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

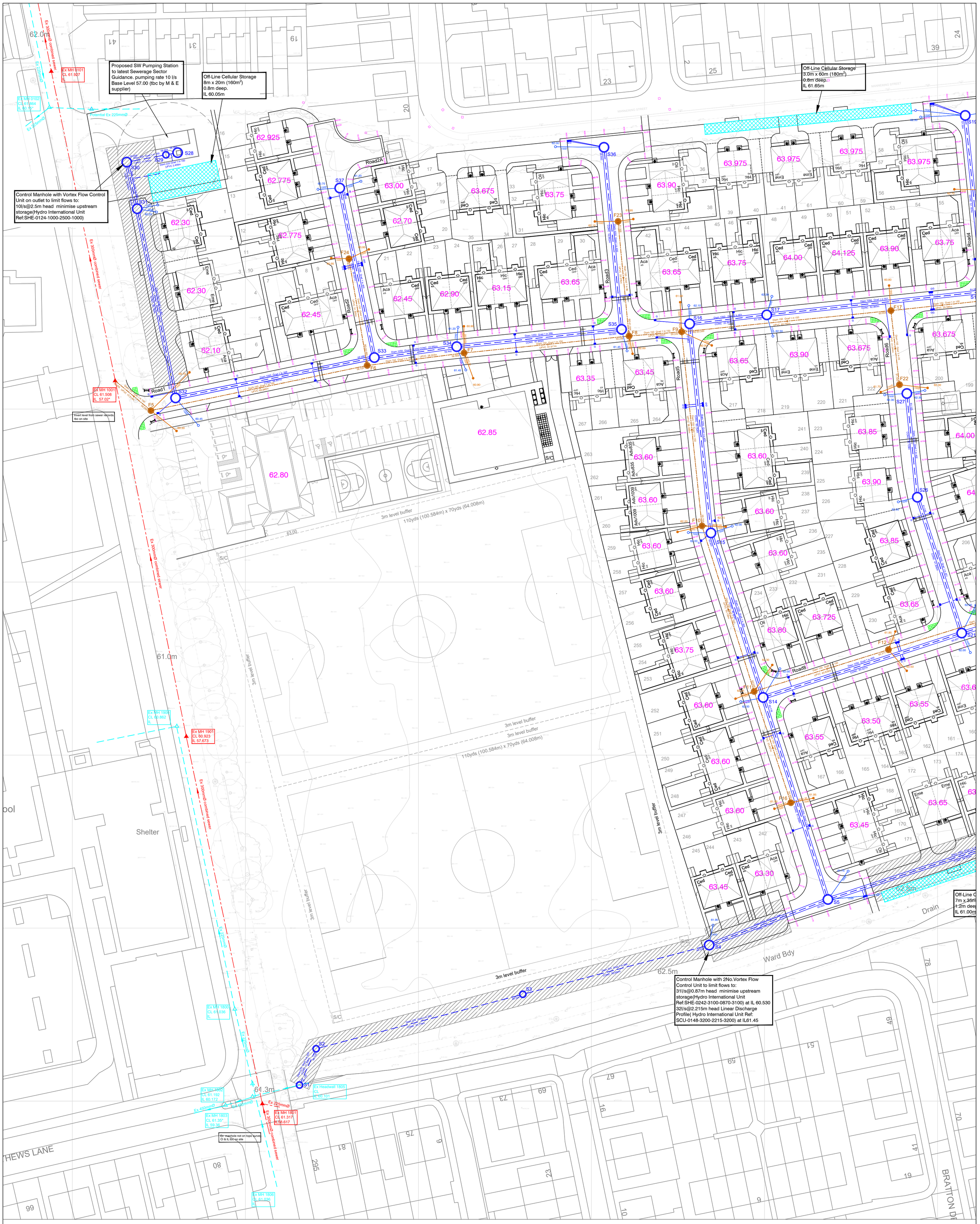
Development
MOUNT_ROAD
Location
GORTON
Marketing Name

Drawing Title
CADSITELAYOUT
Job No.
KH007
Drawing No.
A-100
Revision
P11
Scale @ A0
1:500
Drawn By
BOP
Date
25.08.23
Checked by
RGC
Date Checked

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

0 2.5 5 10 15 25 m
SCALE BAR 1:500

Section 38 Drawings



NOTES

1. Setting out shall be undertaken using only the information given. Distances should not be scaled from this drawing.
2. All sewers shall be constructed in accordance with Sewerage Sector Guidance and the Design & Construction Guidance.
3. The minimum gravity pipe diameter under adoptable highways shall be 150mm
4. It is the responsibility of the Contractor to verify all information given with regards to existing services and drainage connections etc. prior to commencing the works. The rates shall include for hand dig around services where necessary. The Contractor shall adhere to the CDM Regulations at all times
5. The outsides of all sewers shall be a minimum of 1.0m from kerb lines and the outside of manholes shall be a minimum of 0.5m from kerb lines
6. Existing flows in watercourses, sewers and land drains shall be maintained at all times
7. Only trained personnel shall be permitted to enter confined spaces
8. All materials to bear the relevant B.S. Kitemark and comply fully with the specifications. All concrete & concrete products must use Sulphate resistant cement (unless the site investigation report proves that sulphate attack from soils and groundwater will not occur to withstand a class 3 condition).
9. All opening notices etc. as required under highways acts etc. are to be obtained prior to commencement of works. All works are to be inspected by L.A., NHBC or the Network Operator as applicable.
10. Where "Ultra Rib" UPVC pipes (or similar approved) are used in adoptable drainage they shall still be handled and laid in accordance with the specification and guidance issued by the High Performance Pipe Association.
11. A Class S Bed and surround must be used for such pipes. Trench backfill in highways to within 1m of highway shall, as directed by the Highway Authority be a suitable granular material all in accordance with Sewers for Adoption cl. 4.3.4.
12. Slab levels shall not be varied without reference to the Engineer for guidance

KEY

S.W. Foul

- Proposed sewer
- Disconnection Manhole
- 13.50 — Proposed Plot Level
- Existing Combined sewer
- Existing SW sewer
- Proposed highway gully
- Proposed level
- × 29.35 — Existing Level
- Sewer Easement
- SW Attenuation Tank (refer to Dwg No 30571/12/1-4 for details)
- Tactile Paving & Dropped Kerb (exact location to be agreed on site with the LA engineer)
- Street Nameplate (exact location to be agreed on site with the LA engineer)

North Point

Quality Ass.
UKAS 005 Quality Assurance ISO 9001:2008 SGS Certificate GB02/54539

Project
Mount Road Gorton

Client
Kellen Homes

Title
Highways And Drainage Layout Sheet 1

PRELIMINARY

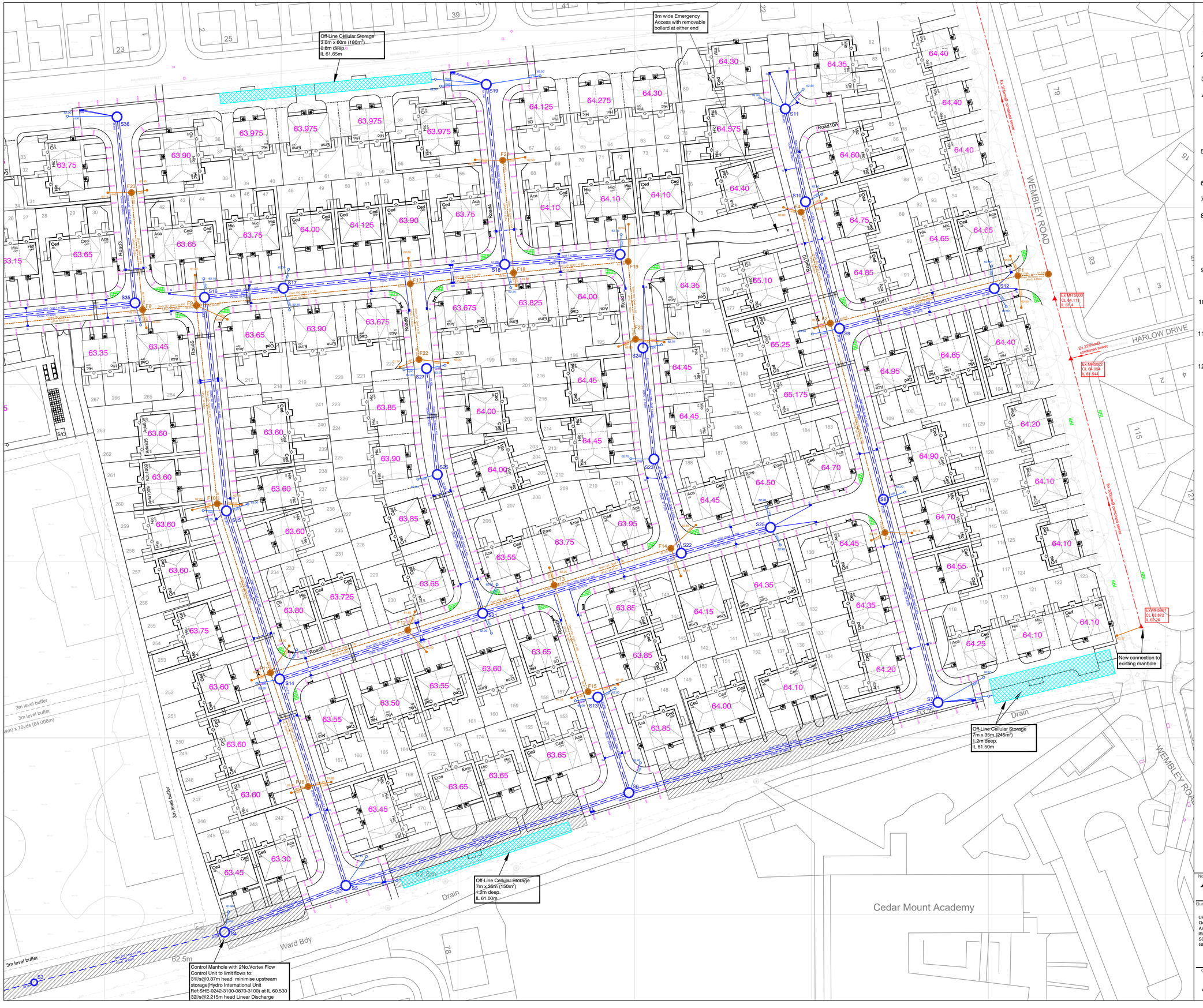
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EDINBURGH BELLSHILL

Original Size: A1

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Drawn: KF
Checked By: SAP
Date: March 24
Scale: 1:500

Drawing No.: 30571/1/1
Revision:



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- 48.270 + — Proposed level
- × 29.35 — Existing Level
- Sewer Easement
- SW Attenuation Tank
- Tactile Paving & Dropped Kerb (exact location to be agreed on site with the LA engineer)
- Street Nameplate (exact location to be agreed on site with the LA engineer)

North Point

Quality Ass.
UKAS 005
Quality Assurance
ISO 9001:2008
SGS Certificate GB02/54539

Project
Mount Road, Gorton

Client
Kellen Homes

Title
Highways And Drainage Layout Sheet 2

Original Size
A1

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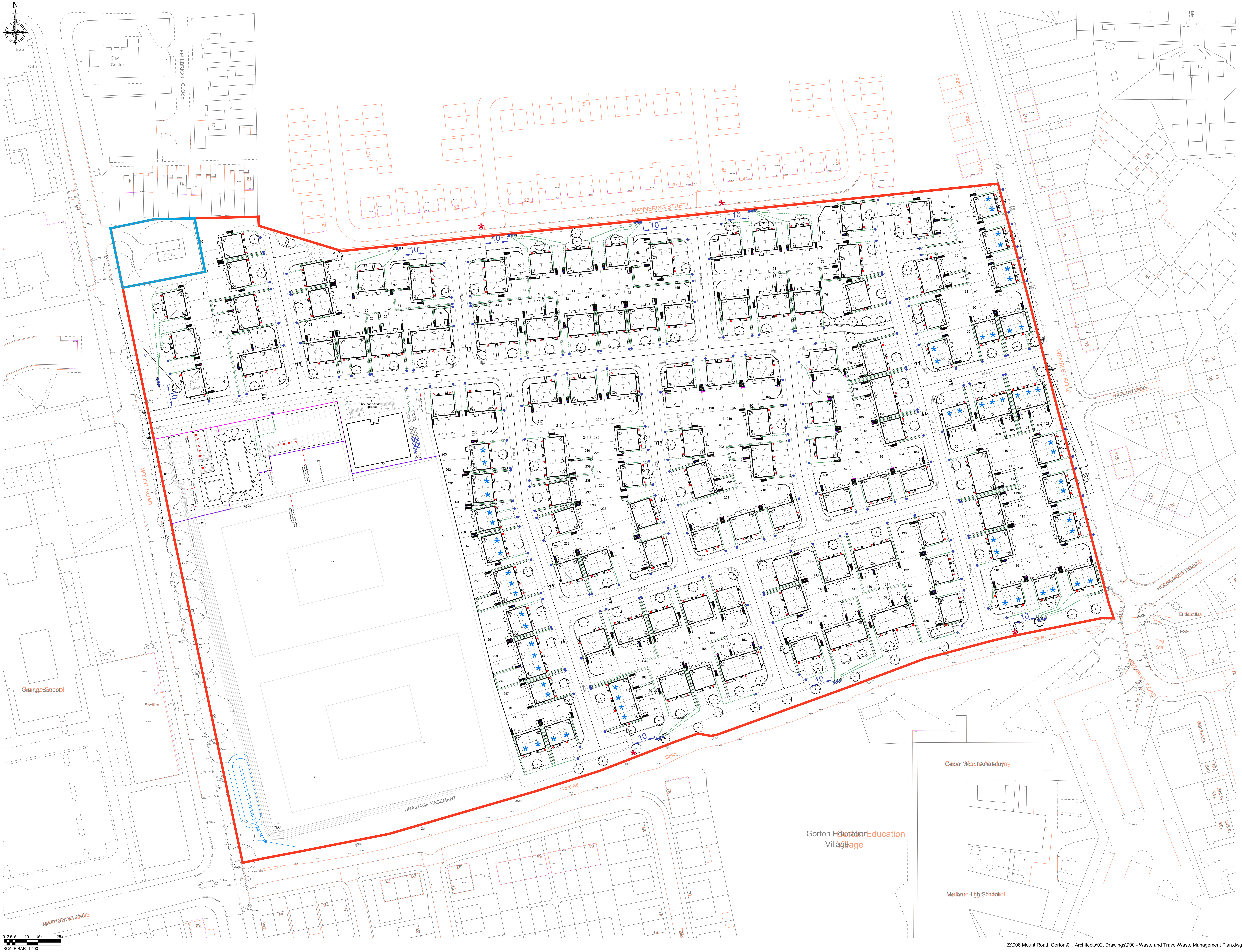
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Checked By: SAP
Date: March 24
Scale: 1:500

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EDINBURGH BELLSHILL

Drawing No. 30571/1/2
Revision

PRELIMINARY

Bin Presentation Plan



Legend

- Bin Storage Area
- Refuse Route — Proposed route of bins from dwelling to collection point

Revision	Date	Amendment	Initials
D	21.03.24	Bin temporary storage areas on private drives have been located up to ten metres from proposed highway.	BG
C	09.02.24	Minor alterations to the travel distances and bin routes for Apartments and Community centre added	RGC
B	08.09.23	Updated in line with amended planning layout rev P3	KLW
A	27.06.23	Cribs for plots 51-52, 63-64, 138-139, 166-167, 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	Scale @ A1
D	1:500

Drawn By	Date
BP	18.04.23

Checked by	Date Checked
RGC	20.04.23

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KELLEN HOMES

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