



Memorandum

To Emily Booth

From Andrew Connell

Date 22 February 2023

Subject **136140/JO/2023**

Variation of planning permission 113955/FO/206 to make elevational alterations including alteration to roof together with the configuration of the car parking area, means of access and landscaping

We have reviewed the above application in relation to highways and our comments are as follows:

Five parking spaces are now proposed equating to 50% provision. We consider this acceptable in an area which is covered by a resident parking zone. Each of the spaces should be provisioned with electric vehicle charging (minimum 7kW) as per the recently revised building regulations and we require confirmation that bay sizes are compliant (2.4 x 4.8m for standard bays and 3.6 x 6m for the accessible bay) with a 6m minimum aisle width.

A cycle store is now housed internally and provides a more secure environment. It is confirmed that one cycle space per dwelling is provided which is acceptable to us.

Boundary treatments and gate arrangements are acceptable to Highways.

The bin store is located internally, and we seek verification as to how the bins will be transported to a designated collection point in accordance with MCC GD04 guidance (maximum 10m waste operative bin drag distance to collection vehicle). It is presumed that waste collection can now take place from Caterham Street rather than Every Street which is preferable given the amount of traffic being carried by the respective roads.

Vehicle access is now proposed from Caterham Street rather than from Every Street which is acceptable to Highways. The footway to this section of Caterham Street as well as the adjacent section of Tutbury Street (which has a redundant vehicle crossover to be removed) will need resurfacing as part of S278 agreement works.

Whilst the pedestrian access arrangements are acceptable, we would recommend that no doors other than fire doors open outwards onto adjacent walkways.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used: https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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 developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team.

The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)
- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Whilst it is noted that a Construction Management Plan has previously been approved, given that the site layout has been amended, we require that a revised Construction Management Plan is conditioned as part of any approval which should include:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Construction Management Plan.

Highways Reference: 14165/VAR/2023