MANCHESTER
CITY COUNCIL

Development Management
Citywide Support (Highways)

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Memorandum

To	Sue Wills
From	Andrew Connell
Date	21 December 2022
Subject	**134775/FO/2022** **Erection of 2 x 3 storey apartment block comprising 42 apartments and erection of 29 x one and three storey dwellinghouses (Class C3) with access from Louisa Street and associated works, following the demolition of all existing buildings/structures**

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

The site is considered to be reasonably accessible by sustainable modes and is in close proximity to a number of local bus services.

With regard to the traffic impact of the number of trips on the adjacent highway network we await comments from TfGM.

Whilst the amount of on-site parking is acceptable (at just over 100% provision), we would query the following:

- For the apartments, the parking provided is tangential to the kerb line of the estate road and therefore comprises of sections of dropped kerb in excess of the recommended maximum double dropper length which should be addressed. Parking areas such as this are not adopted as part of any S38 submission.
- Driveway spaces (for the houses) should be a minimum of 3 x 6m whilst for the standard apartment parking spaces these should be a minimum of 2.4 x 4.8m and we seek verification that this is the case in each instance.
- The Design and Access Statement indicates that there are seven accessible spaces provided for the apartments. Whilst this amount is acceptable, we seek clarification as to where these are located and that the minimum dimensions of these bays are 3.6 x 6m.
- Each house should be provisioned with electric vehicle (EV) charging (minimum 7kW), whilst 20% of apartment parking spaces (6 spaces) should have EV provision with the infrastructure to allow further future conversion.

A secure and sheltered cycle store with 42 spaces is provided for the apartments and cycle storage is provided for each house. Visitor cycle parking is also provided. These arrangements are acceptable from a highway perspective.

In relation to waste management, we would make the following comments:
o Whilst the bin storage proposals for apartment waste are acceptable, it would appear that the required waste operative drag distance as set out in Manchester Waste Guidance GD04 exceeds the maximum of 10m for the refuse store to the north and this will need to be addressed.
o Drag distances for householders should not exceed 30m and this should be verified.

The revised junction access arrangements are acceptable to us given that the submitted swept path and visibility splay information provided confirms that adequate kerb radii's and junction visibility is provided. In addition to the proposed tactile paving at the junction, we require that the footway adjacent to the site on Louisa Street is resurfaced from the footway at the park to the substation with the redundant vehicle crossover (opposite house 84 Louisa Steet) being removed and converted to footway.

The internal estate road has a carriageway width of 5.5m with 2m footways on each side which complies with the minimum standards required for adoption. The shared space areas without formal footways on both sides will not be adopted nor will alleyways/ginnels or areas of landscaping.

The estate road will require a 20 mph speed limit which should be provisioned via the promotion of a traffic regulation order as part of the S278 agreement. The traffic calming indicated is acceptable in principle.

The junction off the main estate road providing rear access to plots 1-14, should be configured so that pedestrians walking on the southern footway have priority over motor vehicles accessing this area.

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

- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)
- 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.

An acceptable interim travel plan has been received and we require a full travel plan to be conditioned as part of any planning approval.

Should the planning application be approved it will be required that a Demolition and Construction Management Plan be conditioned which shall include, where appropriate the following details:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- 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;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- 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. Full Travel Plan
3. Demolition and Construction Management Plan.

FURTHER HIGHWAYS RESPONSE 04/01/2023: -

Following the receipt of comments from TfGM, we are now satisfied that the trips generated by the development can be accommodated on the highway network.

Highways Reference: 13895/FO/2022