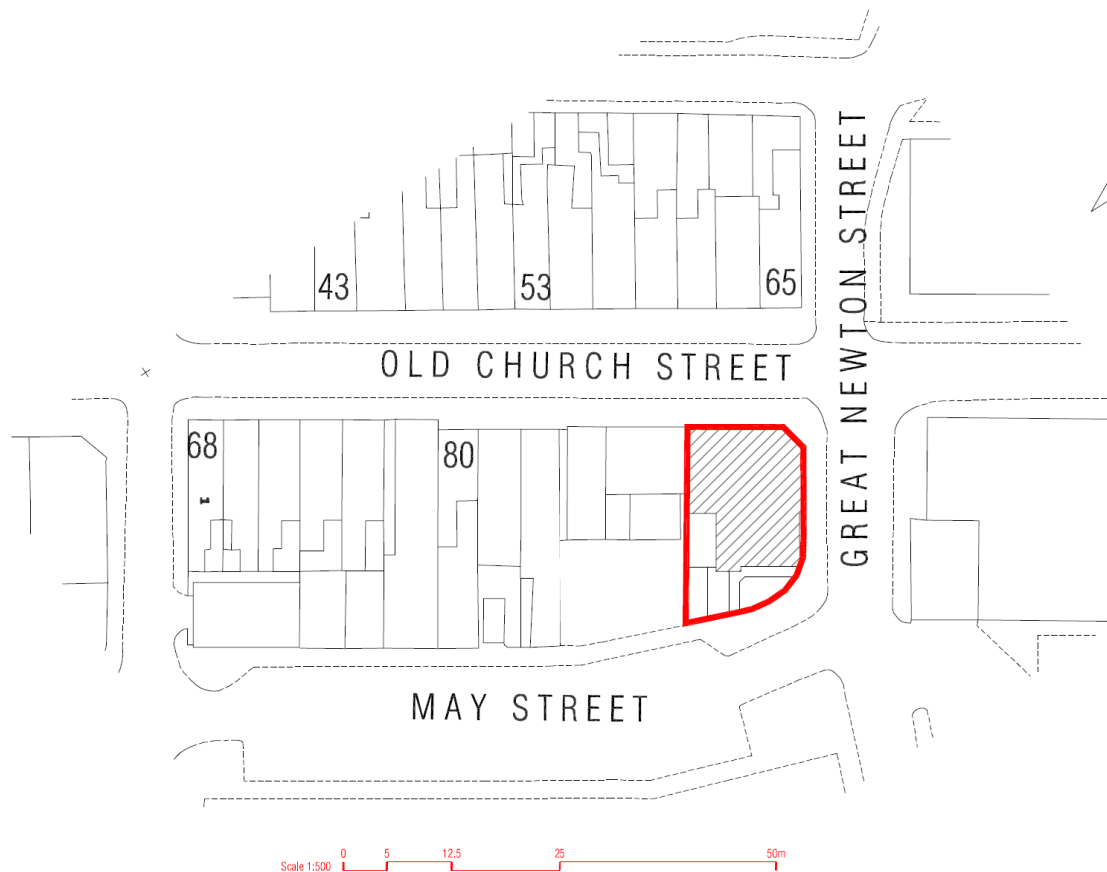


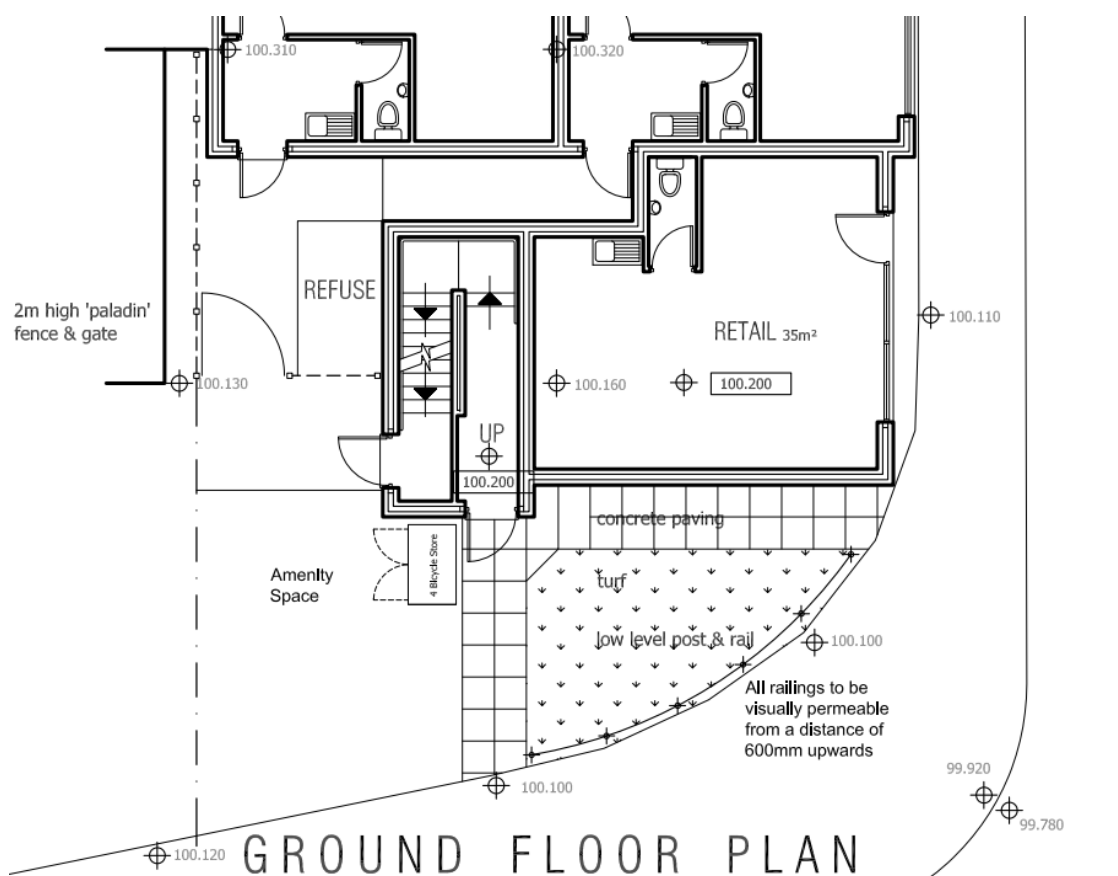
Response to Highway Comments

for

Erection of a two storey building with additional floorspace within the roof space and incorporating a basement (for ancillary storage) to form 3 no. retail units (Use Class E) and 3 no. duplex offices (Use Class E) on the upper floors with associated landscaping, car parking and boundary treatments to the rear | 92 - 96 Old Church Street Newton Heath Manchester M40 2JF (Resubmission of Planning Grant 094879/FO/2010/N1)



1. Many thanks for detailed assessment, with the following conclusions drawn by the Highways Officer,
 - a. *"It is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns"*.
 - b. *Concerning safety, the officer has concluded, "Highways have no concerns about highway safety issues within the vicinity of the site"*.
 - c. *The site is well accessed by sustainable modes.*
2. Concerning cycle arrangement, the officer commented, *"In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/visitor cycles. Given the use class of the building, this should accommodate 4 cycles. It is noted that cycle hoops are already in place along Old Church Street."*
 - a. Revised drawing (102) indicate secured and sheltered cycle storage for 4 cycles, within the curtilage of the site.



Revised Drawing 102

3. Concerning boundary treatment, the Officer commented, *"It is*

recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600 mm upwards to ensure adequate visual permeability for child pedestrians”.

- a. As shown in the above drawing, suggested boundary treatment has been incorporated within the proposed drawing.
4. The Highways Officer commented, ***“The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway”.***
 - a. This is reflected in the drawings.
 5. The Highways Officer commented, ***“A separate bin store is in place for retail and office use at the rear of the site. The Transport Statement confirms that waste collection will be consistent with the neighbouring properties. It is requested that more information is provided regarding the proposed servicing of the retail units. Information should include whether the waste collection will be private or council and where the bin collection point will be. The applicant should also confirm that the bins are taken back to the bin store immediately after collection. Any bins left on the footway or May Street will impinge pedestrian, cyclist and parking vehicles movements”.***
 - a. Proposed collection is anticipated to be private however, future tenants will have a discretion to choose between the council or private.
 - b. The proposed bin collection point will be at the rear of the development, on May street. This arrangement is consistent with other properties on Old Church St.
 - c. Applicant confirms that the bins will be taken back to the bin store immediately after collection, as any bins left on the footway or May Street will impinge pedestrian, cyclist and parking vehicles movements.
 6. The Highways Officer commented, ***“A Construction Management Plan should be provided by the applicant prior to any construction works beginning”***
 - a. Applicant confirms that CMEP plan will be submitted prior to commencement of construction works, once planning permission has been granted and parameters of proposed development have been determined.

7. Concerning parking spaces, the Highways Officer commented, “*There are 2 car parking spaces located within the site's curtilage. It is unclear whether the parking space will be allocated to the retail or office aspect of the development*”.

- a. In the revised drawings' submission, parking spaces within the site's curtilages have been removed.
- b. Previously approved Planning Permission (094879/FO/2010/N1) had the provisioning of two car parking spaces. However, upon careful reflection and based on highways comments and revised design standards, applicant want to remove provision of car parking spaces within the curtilage of the building as highlighted in the revised drawings. This is for the following reasons:
- c. Given the sustainable site location, there are ample car parking spaces in the vicinity;
- d. Car parking space could impact on adopted highway and vehicles/pedestrian flow;
- e. Dropped kerb driveway access that would have been required for car parking provision, would have been located across an existing Goods Vehicle Loading and Unloading bay and pedestrian footway, with a potential to negatively impact circulation.
- f. Car parking space within curtilage negatively impacts on future occupant amenity space and waste/cycle circulation.
- g. Thus, revised drawings remove any parking space within the curtilage of the building.



Google Image: Indicating ample parking spaces in vicinity of the proposed development. May Street provides 22 parking spaces. A further 23 parking spaces parking bays are also in place on Smallwood Street. Around 20+ car parking spaces are available on Milwright St, whilst Asda/Iceland car parking provision (off Heathfield St/Crawford St junction) exceeds 50+ spaces, which are often underutilized.

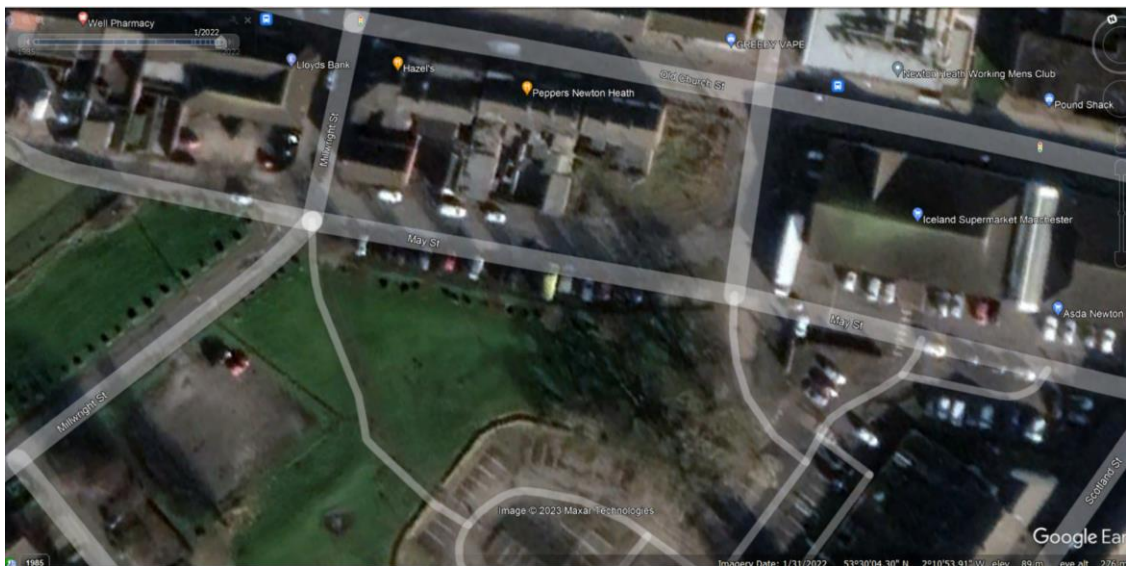


Maystreet car park - indicating availability of ample car parking spaces.

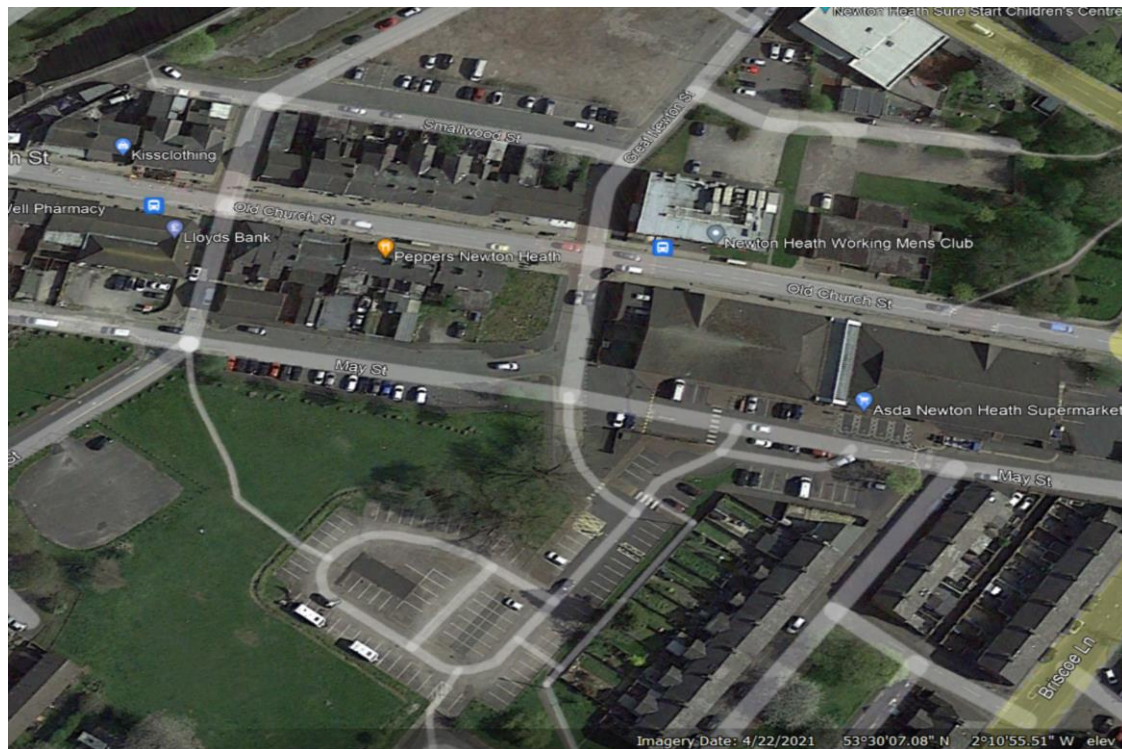


Maystreet car park - indicating availability of ample car parking spaces.





Google Image dated 31st March, 2021: Indicating ample parking spaces in vicinity of the proposed development.



Google Image: Indicating ample parking spaces in vicinity of the proposed development.



Google Image dated 22nd April, 2020: Indicating ample parking spaces in vicinity of the proposed development.



Google Image dated 14th May, 2019: Indicating ample parking spaces in vicinity of the proposed development.



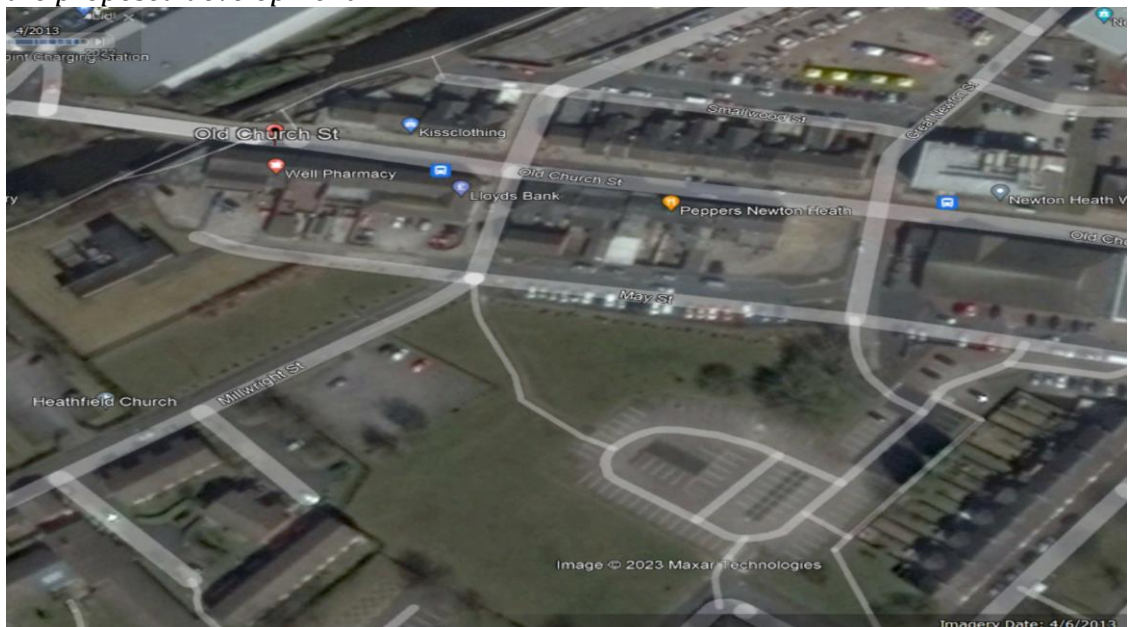
Google Image dated 19th April, 2018: Indicating ample parking spaces in vicinity of the proposed development.



Google Image dated 24th March, 2017: Indicating ample parking spaces in vicinity of the proposed development.



Google Image dated 17th Sep, 2016: Indicating ample parking spaces in vicinity of the proposed development.



Google Image dated June, 2013: Indicating ample parking spaces in vicinity of the proposed development.

We trust that this statement and enclosures are sufficient to provide information about the proposed development. However, should you require any further information or a site visit to discuss any concerns, please do not hesitate to contact us.