



Memorandum

To Robert Griffin

From Andrew Connell

Date 14 June 2022

Subject 133748/FO/2022

Development of a residential accommodation block, comprising 42 no. residential units (Use Class C3) with ground floor commercial restaurant / cafe and retail units (Use Class E and sui generis), car parking, cycle parking and associated infrastructure.

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

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

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

We consider that there is an insufficient amount of on-site parking for this development. The provision of twelve on-site parking spaces for 42 residential units represents 28.5% provision which is inadequate. The area is already subject to significant demands for parking, with no capacity to support any further increase. Disabled parking is provided in addition to electric vehicle charging bays.

The proposed loading bay on Grandale Street would replace a length of the existing limited waiting bays. These district centre bays are well used and therefore it is considered unacceptable to remove these spaces.

Secure and sheltered cycle storage would be provided for 44 bikes which is acceptable.

Given that six retail units are proposed at ground floor, servicing demands are likely to be significant. Highways have concerns regarding the frequency of servicing vehicles attending the site additional to refuse collections, and how servicing activity will be managed. Highways would strongly prefer all servicing to be carried out within the curtilage of the site.

Pedestrian access arrangements are acceptable from a highway perspective.

Subject to the earlier comments, the proposed vehicle access off Grandale Street would provide sufficient visibility and the associated works would require highway alterations and changes to traffic regulation orders.

Therefore, should the planning application be approved then alterations to the highway will be required and would 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.

The submitted framework travel plan is acceptable (subject to a minimum monitoring period of 5 rather than 3 years), and should planning approval be granted, we would require a full travel plan to be conditioned.

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

- 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. Full Travel Plan;
3. Construction Management Plan.

FURTHER HIGHWAYS RESPONSE 09/11/2022: -

The on-street parking surveys undertaken in September 2022 clearly shows that there is an insufficient supply to satisfy the demand for parking in this area. Whilst it is now proposed to increase the number of on-site parking spaces on the development from 12 to 15 spaces (35.7% provision), this is still considered inadequate. In addition, we do not support the loss of on-street parking bays on Grandale Street.

Highways Reference: 13231/FO/2022