



Bell Munro <bellmunrostore@gmail.com>

Re: Saddlecote Close Preliminary Proposals for Re-Model

1 message

Mamad Razavi <m.razavi@manchester.gov.uk>

7 June 2018 at 15:05

To: Alan Morris <amorris@bellmunro.co.uk>

Cc: Abraham Halpern <ahalpern@newparkcommercial.co.uk>, Chris Munro <cmunro@bellmunro.co.uk>, Simon Berry <sberry@bellmunro.co.uk>, Paul Sant <p.sant@manchester.gov.uk>, Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>, store@bellmunro.co.uk

Hi Alan,

Thank you for your enquiry.

Speed cushions are acceptable as shown on your revised drawings.

As I mentioned before although it is an improvement but we still think it not ideal but based on the confirmation we received from HDCT, you can go ahead and make the alterations as shown on the drawings you sent on **6TH June** .

I trust this helps.

Kind Regards

Mamad

On 7 June 2018 at 14:43, Alan Morris <amorris@bellmunro.co.uk> wrote:

Hi Mamad,

Thank you for the below. I'm glad I sent an email to clarify!

We will progress the works as shown on the drawings issued yesterday morning with the inclusion of the double yellow lines. Are you asking for a table top construction or are the cushions acceptable as agreed on site? The table top was discussed and would mean more problems with levels at the top of the site to the existing adopted road which is why speed cushions were discussed?

Can you please confirm why the road is still not acceptable in your opinion? The existing adopted road is 1:12 and we have proposed a betterment to 1:20 on the area of road to be adopted? On site we were asked to provide a betterment to the private road which is what I believe we have done? It is now within the Councils 1:20 max fall?

We want a hybrid application for the development please.

Kind Regards,

Alan Morris

For and on behalf of Bell Munro Consulting



Bell Munro Consulting Limited

Consulting Civil and Structural Engineers

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5 Archway

Manchester

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Tel: 0161 209 8032

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Registered in England, registered address as above. Company number - 4951973

VAT registration number - 826072242

From: Mamad Razavi <m.razavi@manchester.gov.uk>

Sent: 07 June 2018 14:27

To: Alan Morris <amorris@bellmunro.co.uk>

Cc: Abraham Halpern <ahalpern@newparkcommercial.co.uk>; Chris Munro <cmunro@bellmunro.co.uk>; Simon Berry <sberry@bellmunro.co.uk>; Paul Sant <p.sant@manchester.gov.uk>; Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>; store@bellmunro.co.uk

Subject: Re: Saddlecote Close Preliminary Proposals for Re-Model

Hi Alan,

Thank you for your enquiry.

To avoid any confusion, I can reconfirm the following which we discussed;

With regards to S278 works on Saddlecote Close, based on HDCT confirmation, works can go ahead as your **revised drawings which were sent to us on 6th of June 2018.**

With regards to S38 agreements, works can go ahead once we receive the revised drawings/information which we requested based on our comments sent to **Dave Trueman on 16th May 2018.**

As discussed should you wish to have two separate agreements, please let me know so instead of hybrid S38/278 agreement we can have two separate agreements.

I trust this helps but should you require any additional clarification please let me know.

Kind Regards

Mamad

On 7 June 2018 at 13:56, Alan Morris <amorris@bellmunro.co.uk> wrote:

Hi Mamad,

Thank you for your time on the phone. This is just an email to clarify our conversation – if I have misinterpreted anything, please do let me know.

- The Highways development control team have given the 'ok' to keep the road as is currently constructed and will adopt subject to the construction build up's being to adoptable standards. Something which will be confirmed during the works when the construction build up is exposed at the point of connection to the new development road and is inspected by a member of [Manchester](#) City Council highways team.
- Mamad assumes an agreement was made with the planners during the consultation stages that the road would be adopted to ensure the development would go ahead, but this is not confirmed and Mamad has no confirmation of this.
- The gradients may be highlighted at the Stage 3/4 road safety audit stage which is after completion of the Construction. If it does get flagged at this stage, what happens next?
- Bell Munro Consulting are to revise all S38/S278 highways drawings to show the area of Saddlecote Close included.
- The drawing showing the initial double yellow lines and traffic calming measures on Saddlecote Close is to be implemented. Mamad has not seen this drawing but assumes it was part of the initial planning application – BMC to confirm.
- A Hybrid S38/S278 application will be used to ensure the fact that 2 different land owners are involved does not slow up the application.

Kind Regards,

Alan Morris

For and on behalf of Bell Munro Consulting

BMC

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From: Mamad Razavi <m.razavi@manchester.gov.uk>

Sent: 07 June 2018 12:40

To: Alan Morris <amorris@bellmunro.co.uk>

Cc: Abraham Halpern <ahalpern@newparkcommercial.co.uk>; Chris Munro <cmunro@bellmunro.co.uk>; Simon Berry <sberry@bellmunro.co.uk>; store@bellmunro.co.uk; Paul Sant <p.sant@manchester.gov.uk>; Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>

Subject: Re: Saddlecote Close Preliminary Proposals for Re-Model

Hi Alan,

Thank you for your enquiry.

It means that although we still think that the gradients are too steep but based on instruction which we received from MCC's HDCT you can

proceed with detailed design and implementation of your proposals subject to the implementation of the agreed highways scheme including

double yellow lines and traffic calming measures which were recommended at planning stage.

I trust this helps.

Kind Regards

Mamad

On 7 June 2018 at 12:28, Alan Morris <amorris@bellmunro.co.uk> wrote:

Good afternoon Mamad,

Can you please clarify the below email?

Kind Regards,

Alan Morris

For and on behalf of Bell Munro Consulting



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Registered in England, registered address as above. Company number - 4951973

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From: Mamad Razavi <m.razavi@manchester.gov.uk>

Sent: 07 June 2018 12:20

To: Alan Morris <amorris@bellmunro.co.uk>

Cc: Abraham Halpern <ahalpern@newparkcommercial.co.uk>; Chris Munro <cmunro@bellmunro.co.uk>; Simon Berry <sberry@bellmunro.co.uk>; store@bellmunro.co.uk; Paul Sant <p.sant@manchester.gov.uk>; Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>

Subject: Re: Saddlecote Close Preliminary Proposals for Re-Model

Good afternoon Alan,

Thank for your enquiry.

Having checked your proposals, we can confirm that we still believe that the gradient is too steep and unsafe.

However, having discuss the proposals with Highways Development Control Team we have been instructed to proceed with the adoption of the above development

subject to the implementation of the agreed highways scheme including double yellow lines and traffic calming measures.

I trust this helps.

Kind Regards

Mamad

On 6 June 2018 at 08:37, Alan Morris <amorris@bellmunro.co.uk> wrote:

Good morning Mamad,

Please find attached a set of preliminary drawings for the proposals of work at Saddlecote Close, Crumpsall. As discussed on site, we have offered a betterment in levels of the currently private road (1:20 from approximately 1:12) and offered speed cushions, rather than the table tops initially suggested.

I have provided the following drawings for your initial comments, after which we can start to get all drawings detailed for a full technical submission as required.

J4284/SAD01 – site plan showing the existing levels and gradients

J4284/SAD02 – site plan showing the proposed levels and gradients and proposed location of speed cushions.

J4284/SAD03 – a longitudinal section through the centreline of the road showing existing and proposed levels.

J4284/SAD04 – A red line drawing showing the proposed extent of required adoption works (as discussed we have kept this to back of footpath due to footway widths).

Obviously these drawings are not fully designed and detailed, however as discussed on site, we want to get a preliminary acceptance of the drawings by Highways from which we can then get everything worked up for the full technical submission.

We look forward to hearing from you soon.

Kind Regards,

Alan Morris

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