

CONTEXT:-

The application seeks consent for the installation of a replacement roof and chimneys in association with the provision of five additional ensuite bedrooms and two communal areas in the roof space; provision of cycle storage and erection of railings to front boundary.

HIGHWAYS SUMMARY:

Highways are satisfied the development will not offer an adverse impact on the highways. Note the comments regarding cycle storage, the waste management plan, and the construction management plan.

HIGHWAYS RESPONSE:

Carfax Court is situated on Lower Park Road, a predominantly residential area of Rusholme. New Carfax Court student accommodation building is immediately to the rear sharing the access with Carfax Court off Lower Park Road.

Lower Park Road is an adopted highway and is subject to a 20 mph speed limit. There are 7am to midnight parking restrictions on the road, with a maximum stay of three hours.

The proposal that could affect the highways are:

- the provision of the five ensuite bedrooms
- the proposal of bicycle parking shelters
- an improved waste storage facility to the rear
- a new boundary treatment to the front of the application site facing Lower Park Road.

TRIP GENERATION:

There could be an increase in traffic trips as a result of this development. However, it is not expected to have any material impact on the highway network. The construction works will generate trips but these too are expected to be accommodated on the highway network with trips avoiding the peak hour traffic flows.

ACCESSIBILITY:

The proposal site is located approximately 400 metres to the nearest bus stop identified as the Rusholme Centre bus stop F. This bus stop serves five bus routes. Another bus stop on Denison Road serves another five bus routes. The location is within walking distance of a broad range of local amenities including the universities, shops healthcare, sports facilities, and green spaces. The site is considered to be easy to travel to and from on public transport, by foot or by bicycle.

Overall the location can be considered to be a sustainable location in travel terms.

CYCLE PROVISION:

Proposed is for 30 cycle spaces. This offers a greater improvement on the cycle storage than is necessary for the proposed development and will benefit the student accommodation as a whole.

Drawing 04.01 sets out details of the means to secure the cycles, however there is a requirement to ensure the cycles are protected from the weather too.

It is recommended that the cycle stores are placed at a location that is either passively overlooked or is subject to CCTV protection or both. It is unclear if the storage facility furthest east of the main building is overlooked.

Cycle theft is a problem that can be reduced dramatically if care is taken in the design and the location the cycle storage facilities.

It is recommended that further information is provided setting out the structure the cycle racks will be placed on/in. Additionally to identify where the cycle storage facilities are overlooked from. Further to provide information on the security arrangements for the structures where applicable i.e. a coded door entry system.

PARKING:

No vehicle parking is being offered. The use of the additional 5 ensuite bedrooms is assumed to be by students. The location has been identified as a location that is very sustainable in transport terms. Highways are satisfied that, at this location and for the proposed developments use, that there is no parking requirement.

ELECTRIC VEHICLE CHARGING:

No EV charging is proposed

BOUNDARY TREATMENT:

A new boundary treatment to the front of the application site facing Lower Park Road is proposed.

The current front boundary wall consists of concrete panels and posts that are to be replaced with black railings. The railings will not impact users of the highway or unacceptably impede visibility for any drivers emerging from the nearby access.

Therefore highways are satisfied with the proposal to place the railing on the frontage to the property on Lower Park Road.

As the removal of the existing wall may damage the rear surface area of the footway, a dilapidation survey should be carried out prior to any work commencing. See the construction management plan information below.

REFUSE SERVICE:

It is stated in the D & A Statement that there will be an improved waste and recycling storage facility to the rear. The waste storage that is to the rear of building, as seen on the block plan 02.01, is assumed to be serviced from a lane to the side.

The presumption is that a refuse vehicle will reverse from Lower Park Road. As reversing a large vehicle can be a hazardous operation and no information has been provided as to the methodology of the refuse collection, it is advised that a waste management plan should be provided. This plan, with safety in mind, should particularly identify how the refuse containers and the refuse lorry meet.

CONSTRUCTION MANAGEMENT PLAN:

It has been stated that a Construction Management Plan will be in place during the construction period.

Should the planning application be approved, it is recommended that a Demolition and Construction Management Plan be conditioned which shall include the following details:

- A highway dilapidation survey including photographs and description on the condition of carriageway/footways on the construction vehicle routes into the site. This survey should also pay attention to the footway where the wall is to be demolished and new railing placed.
- 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 point/s 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;

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).

RECOMMENDED PLANNING CONDITION(S):

1. Provide the details of the Cycle Store as described above
2. Provide a Waste Management Plan
3. Provide a Construction Management Plan