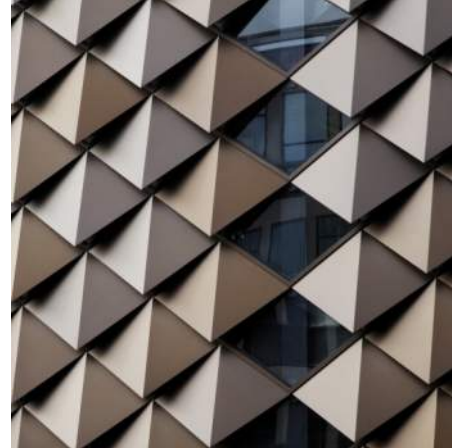
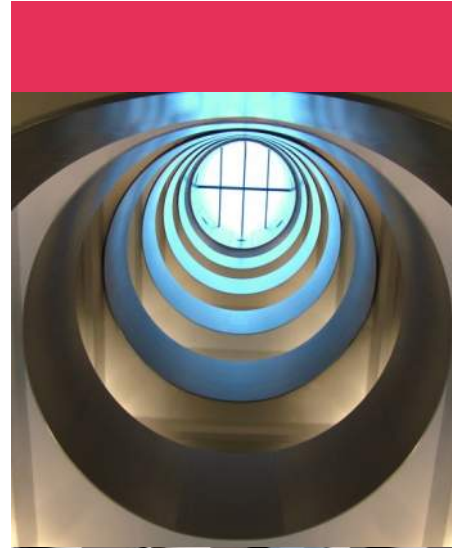


Land at Atherton Street, Manchester

Transport Statement

Curtins Ref: 79446-CUR-XX-XX-T-TP-00002
Revision: P02
Issue Date: 24 March 2022

Client Name: The Hut Group (THG)



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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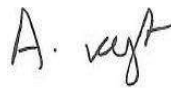


Control Sheet

Rev	Description	Issued by	Checked	Date
P01	1 st Draft	LL	AV	15 February 2022
P02	Issue for Planning	DD	AV	24 March 2022

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) Transport Planner		24 March 2022

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		24 March 2022

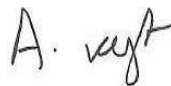
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		24 March 2022

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Appendices

Appendix A – Illustrative Plan

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by The Hut Group (THG) to provide transport and highways advice in relation to a development on Land at Atherton Street, Manchester.

1.1.2 In December 2020, The Hut Group (THG) obtained planning permission from Manchester City Council (MCC) (Planning reference: 126750/FO/2020) to refurbish the existing Great John Street Hotel to the north of Great John Street, south-west of Manchester City Centre. According to the Design and Access Statement submitted as part of the planning application:

“The intention is to refurbish the existing hotel, resulting in 21 hotel guest rooms (30 guest rooms currently) with refurbishment of ground floor areas, to create signature bar.

- *Refurbishment of guest room/bathrooms.*
- *Remodelling of existing guestrooms of Level 02 to create a larger ‘supersuite’*
- *New ground floor ‘glasshouse’ extension*
- *New Roof structure to create ‘destination’ rooftop bar’ and external roof terrace”*

1.1.3 Curtins was then appointed to consider the feasibility of providing parking bays on the eastern side of , Atherton Street intended for guests at the hotel following its redevelopment. In July 2021, Curtins produced a Feasibility Study for THG which gathered the following:

- Prior to Curtins’ involvement, EPR Architects suggested two potential options for the parking bays, and it is understood that Option 2 (with 4 parking bays, shown in **Figure 1.1** overleaf) was the preferred Option that Curtins was asked to consider;

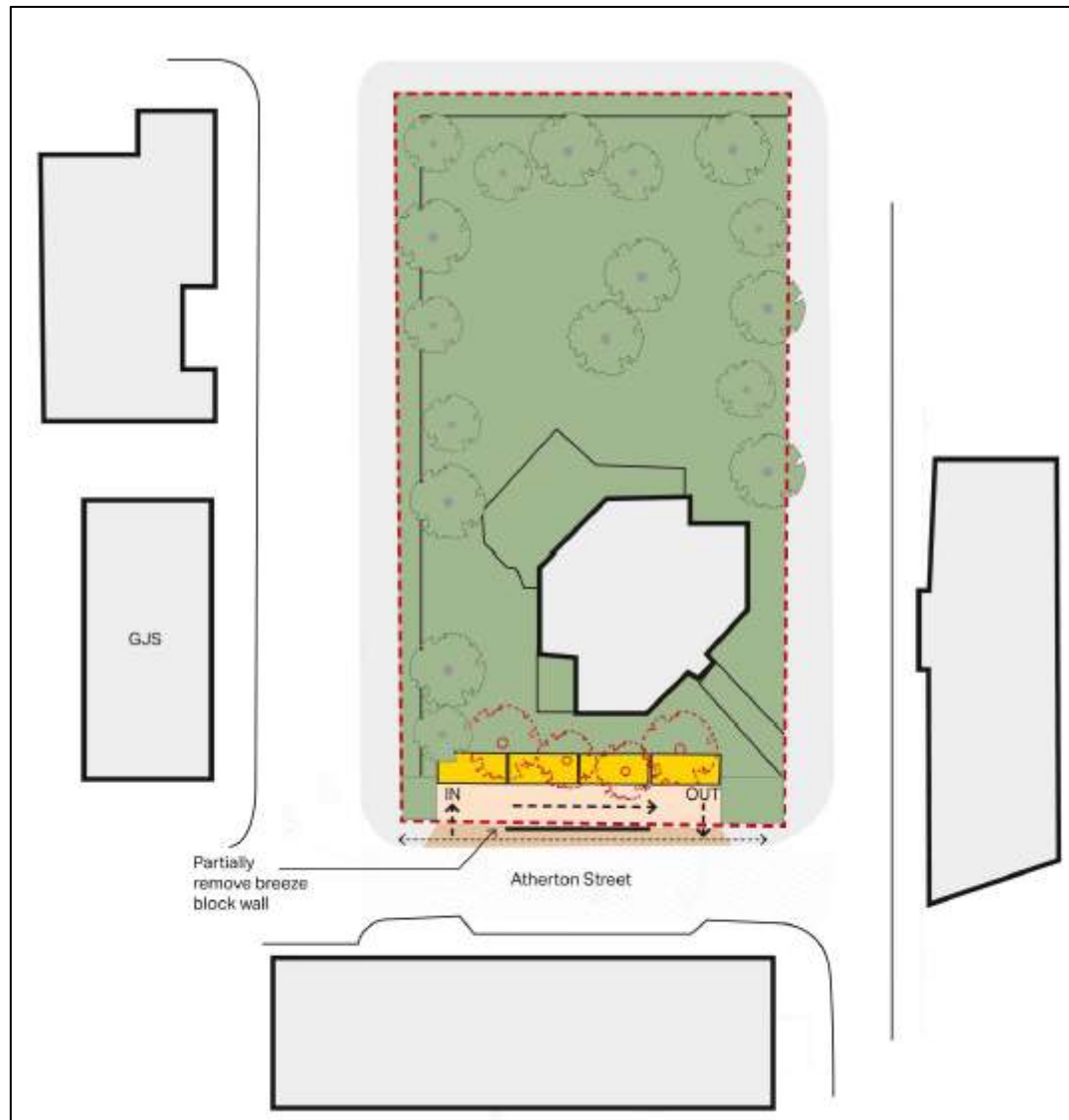


Figure 1.1 – Option 2 for Car Parking

(Source: EPR Architects, 2021)

- Provision of parking could impact on trees or their route protection areas, and the site also forms part of a conservation area, which are not considerations that Curtins can advise on. Instead, it was recommended that an arboriculture expert was consulted;
- Based on highway boundary information from MCC Highways, the area to the east of Atherton Street where the parking bays are proposed is not adopted highway and is private land. Notwithstanding, discussions with Euan Kellie Property Solutions (EKPS) have revealed that this area is part of the neighbouring Allied London Development but THG have access rights over this and into the proposed parking area;
- Curtins recreated the EPR proposals and undertook swept path analysis on the access arrangements. It was demonstrated that a large car could utilise the first 3 parking bays, whereas the fourth bay to the south is not accessible in the land provided. Additionally, the geometry of the

bays at 2.5m x 6m is considered appropriate, and an element of the wall can be retained without clashing with the vehicle manoeuvres;

- If the egress is classed as a road / access, then a vehicle egressing the parking area from a point 2m back from the carriageway edge / site edge should be able to see 25m to the left and right of the access, particularly to the right; and
- The vehicle is likely to be parallel to the road, but visibility is impeded by the wall. To resolve this and enhance pedestrian / vehicle safety, removal or lowering of the wall would be necessary. A wall below 600m would be required to satisfy visibility issues.

1.2 Purpose of the Report

- 1.2.1 Curtins attended a meeting with MCC Highways on 10th August 2021 to obtain their views on the proposals. Whilst MCC Highways could only undertake an initial review of the proposals, they were not aware of any insurmountable obstacles and stated the proposals appeared reasonable. MCC Highways suggested that if more detailed comments were required, a short traffic and transport Technical Note should be submitted with a planning application that also considers heritage and arboriculture.
- 1.2.2 This Transport Statement (TS) has been prepared to accompany the planning application for the parking spaces, and to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.3 Extracts from the feasibility study will also be included within this report where appropriate.
- 1.2.4 It is noted that EPR Architects have not been appointed beyond the feasibility stage of this project, and as such assume no responsibility for any subsequent drawings produced as part of this report. Notwithstanding, these drawings are referenced to provide context on the development of the design from the conceptual stage to the planning stage.
- 1.2.5 Curtins' drawings as part of the design development stage have been based on those prepared by LDA Design, who are the landscape architects appointed for the planning stage of this project.

1.3 Scope of the Report

- 1.3.1 This TS contains the following:
- A description of the existing situation and road network in the vicinity of the site; and
 - A review of the proposed site layout in terms of access and visibility splays.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location, existing situation, and surrounding highway network.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access and visibility splays.
- 1.4.3 **Section 4** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located within Manchester City Centre, to the south-west of the Deansgate / Spinningfields area. The site is set back from Quay Street, which leads onto the Manchester Inner Ring Road.
- 2.1.2 In a more local context, the site is located to the west of Breeze Gardens, which in turn is bound by Great John Street to the north, Lower Byrom Street to the east, Manchester Studios to the south, and Atherton Street to the west. **Figure 2.1** below shows the site in a local context relating to the local highway network.



Figure 2.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2018)

- 2.1.3 As mentioned in **Section 1.1** above, to the north of the site lies the consented development (Planning reference: 126750/FO/2020) for the refurbishment of the existing Great John Street Hotel to the north of Great John Street.
- 2.1.4 To the west of Atherton Street also lies a consented development (Planning reference: 127612/FO/2020) for:

“Part redevelopment and part refurbishment including the conversion of the existing Granada House building into a 175 bed hotel (Use Class C1) with associated private members club (Sui Generis); and

erection of new single storey rooftop bar and restaurant (Use Classes A3 and A4); external terrace and rooftop pool in addition to the erection of a new ten storey building for office (Use Class B1) and ground floor retail or workspaces (Use Class A1/A3 and/or B1); retention of Studios for current use as filming studios (Use Class B1) and erection of modular workspaces (Use Class B1) with associated access and servicing arrangements; public realm and other associated works”

- 2.1.5 The consented development is currently being constructed and is part of a wider consented development scheme (Planning reference: 118040/FO/2017) across the entirety of the former ITV Granada Studios HQ building and wider site, which was purchased by Allied London following ITV’s move to MediaCityUK. The site location in the context of the surrounding developments is shown in **Figure 2.2** below:

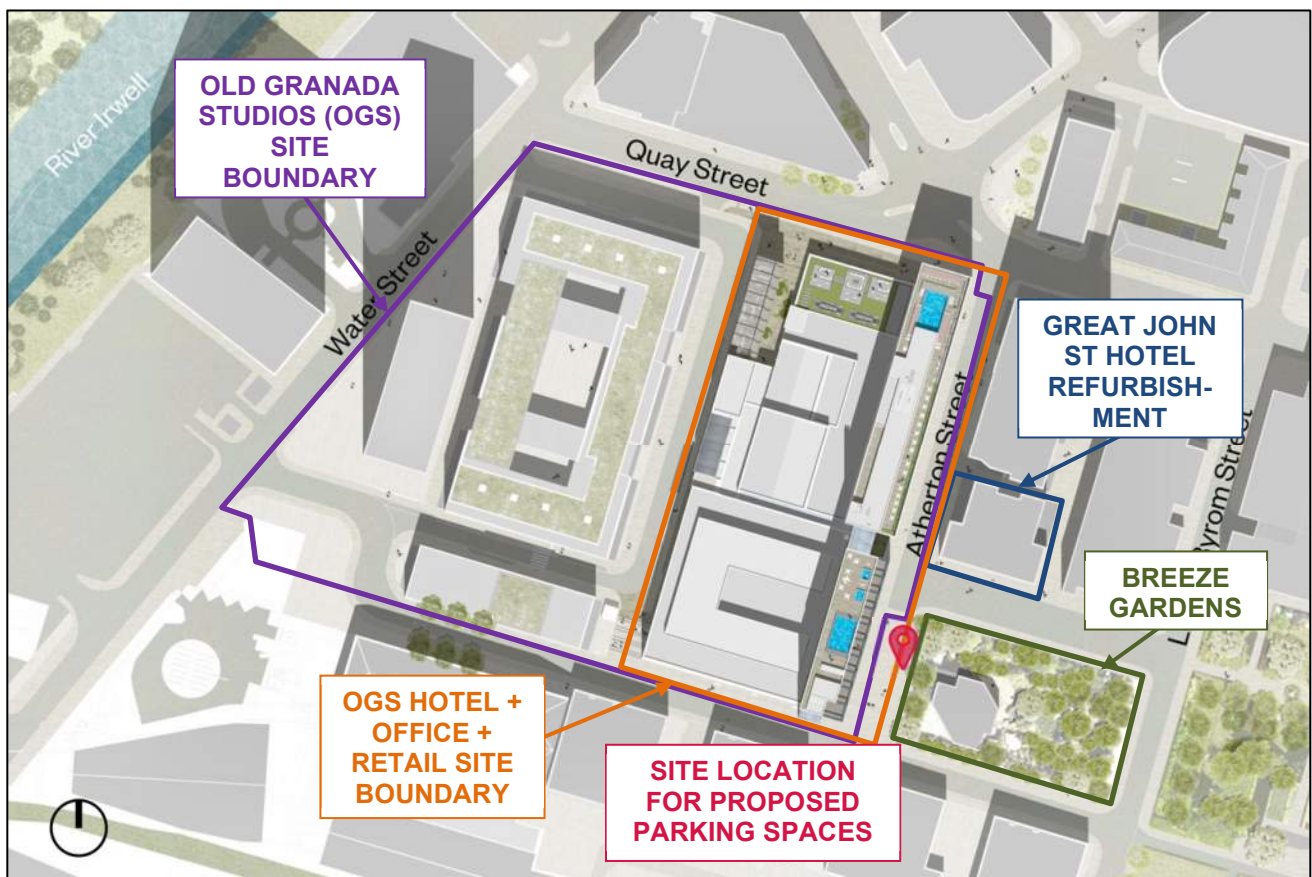


Figure 2.2 – Site Location in Relation to Surrounding Developments
(Source: Old Granada Studios (OGS) Masterplan, Levitt Bernstein, 2021)

2.2 Existing Use and Access

Atherton Street

- 2.2.1 The extent of Atherton Street where the site is located currently closed at the time of writing due to construction work on the neighbouring OGS hotel, office, and retail development. Curtins obtained highway boundary information from MCC Highways as shown in **Figure 2.3** below:

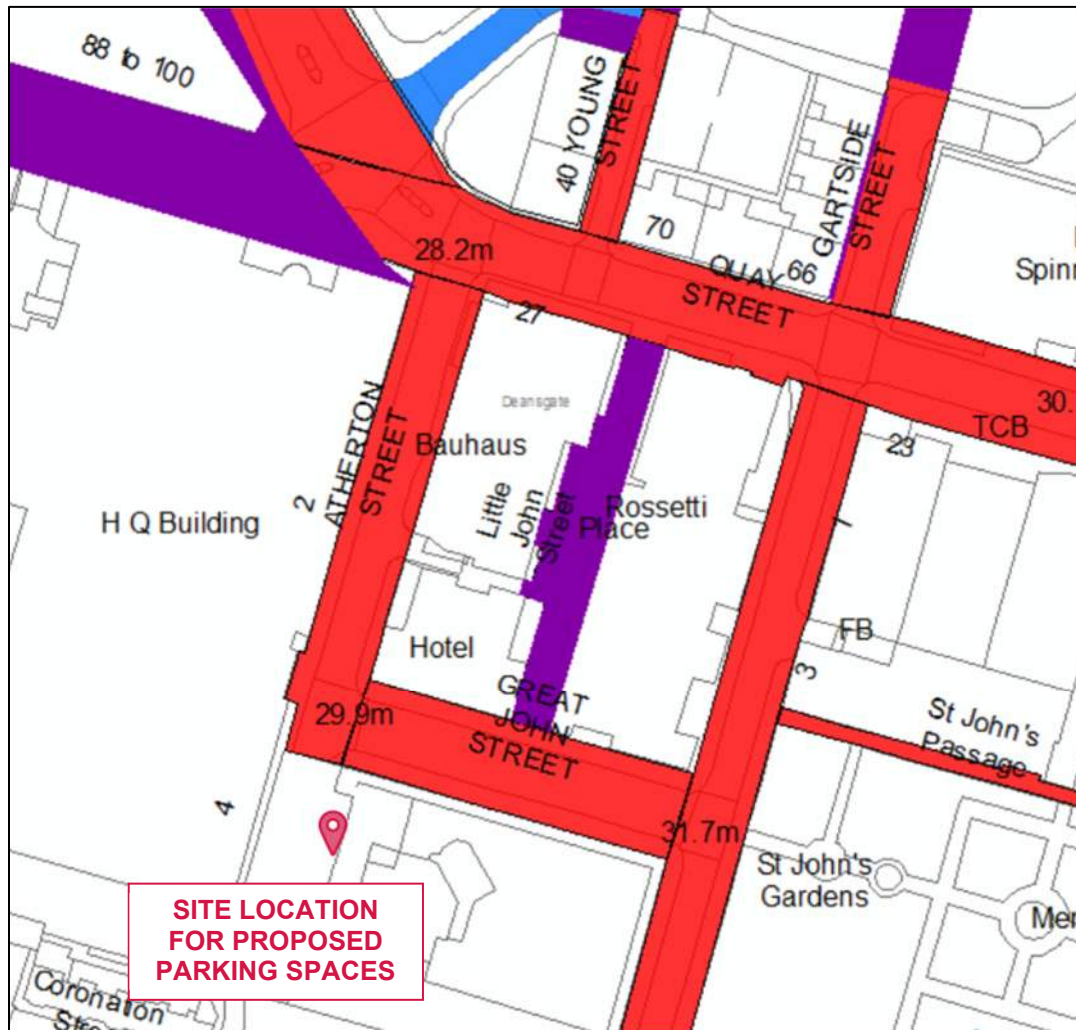


Figure 2.3 – Highway Boundary Data in the Vicinity of the Site
(Source: Manchester City Council, 2021)

- 2.2.2 The red areas on the above plan are adopted highway maintained at the expense of MCC, whereas the purple areas are former highways that are now stopped up. The area to the east of Atherton Street where the parking bays are proposed is white which suggests it is not adopted highway and is private land.
- 2.2.3 Discussions with Euan Kellie Property Solutions (EKPS) have revealed that this area is part of the neighbouring Allied London / OGS development, but The Hut Group (THG) have access rights over this. THG subsequently provided a plan which shows land that they have access rights over. An extract of this is reproduced below in **Figure 2.4**:



Figure 2.4 – Access Rights of The Hut Group over Land in the Vicinity of the Site
(Source: The Hut Group, 2021)

- 2.2.4 On this basis, it is understood that THG have access rights to the proposed parking area assuming vehicles stay within the areas highlighted above.
- 2.2.5 As part of the planning application for the neighbouring OGS hotel, office, and retail development, Vectos submitted a Transport Statement, Framework Travel Plan, and Waste & Servicing Strategy in 2020. It is understood that upon completion of the development, Atherton Street to the west of the site would be reopened to traffic primarily for servicing access, whereas entry to Grape Street to the south-west of the site would be managed by automatic bollards and intercoms. As such, it is not envisaged that there would be high volumes vehicular traffic to the west and south of the site.
- 2.2.6 **Figure 2.5** below is an extract from the Waste & Servicing Strategy produced by Vectos, demonstrating the proposed servicing arrangements to the west of the site:

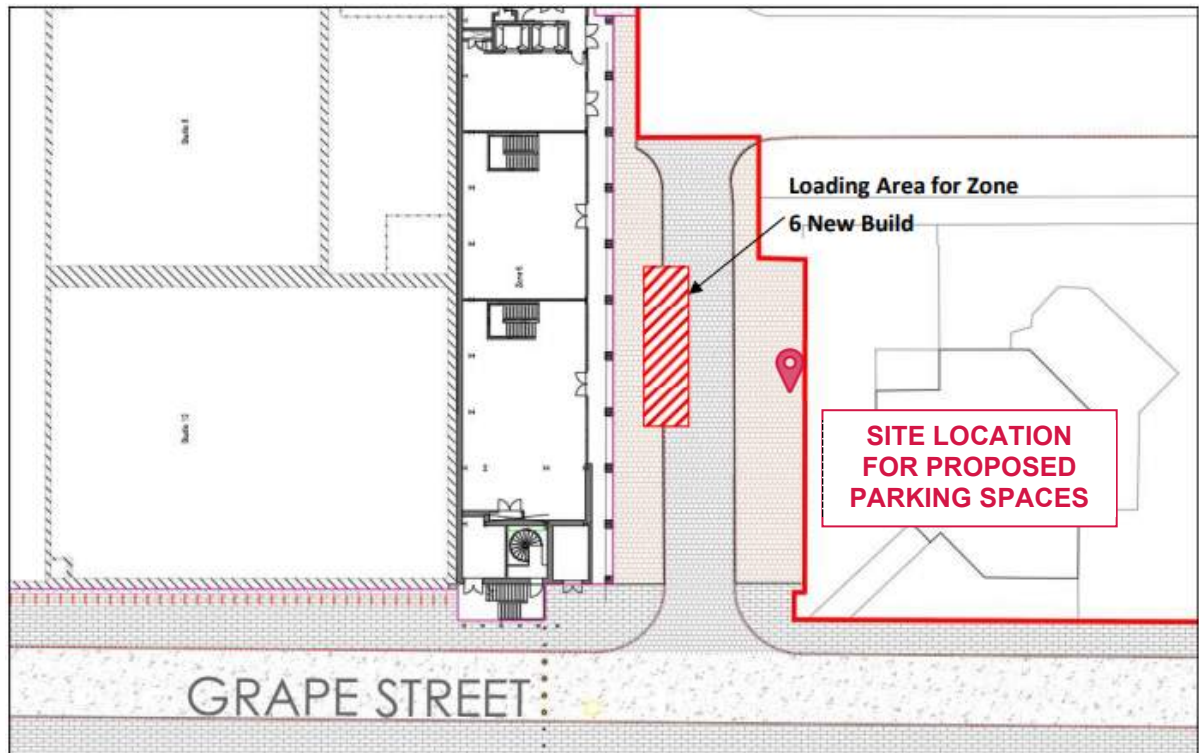


Figure 2.5 – Location of Layby for Neighbouring Development

(Source: Waste & Servicing Strategy for Planning Application Ref: 127612/FO/2020, Vectos, 2020)

- 2.2.7 Light goods deliveries to the office use would be made via the entrances shown in **Figure 2.5** above. The Waste & Servicing Strategy also states that the general strategy for servicing is that these areas would be considered shared use areas, and would be subject to a 5mph speed limit. Guests and pedestrians within that space would have higher priority, therefore vehicles would be limited to moving at walking pace.
- 2.2.8 Most occupiers would be instructed to undertake their servicing between 07:00 – 11:00. By exception, additional servicing would be permitted between 15:00 – 18:00. Postal or walk-in courier deliveries may be made to the hotel, restaurant and workspace uses via the eastern frontage entrances on Atherton Street as well. However, it is expected that these would be relatively low in number with no more than one or two deliveries per hour.
- 2.2.9 **Figure 2.5** above also shows that there would be cycle parking to the south of the OGS building, accessed off Grape Street. This further reinforces the shared use vision of the neighbouring development.

Breeze Gardens

- 2.2.10 To the east of the site, Breeze Gardens is not open to the public and instead is private land owned by Manchester Studios. The plot of land comprises a self-contained studio space and a walled garden area for filming uses. Breeze Gardens is accessed off the Grape Street pedestrianised area to the south of

the site. Grape Street is a private road, and there is no through access onto Grape Street from Lower Byrom Street.

2.3 Surrounding Highway Network

Atherton Street

- 2.3.1 To the west of the site, Atherton Street extends in a southerly direction for c. 120m from a priority junction with the A34 Quay Street to the north. Prior to the construction works on the neighbouring OGS hotel, office, and retail development, the section of Atherton Street to the west of the site was a private road with cobbled surfacing instead of tarmac, and gated from public access. The area comprised private car parking for staff and visitors of the former ITV Granada Studios HQ building.
- 2.3.2 Further to the north-west of the site, Atherton Street comprises a one-way single carriageway with an average width of 6.5m. Atherton Street was formerly two-way prior to the construction works on the neighbouring development, but at the time of writing, there are “NO ENTRY” road markings and road signs at its junction with the A34 Quay Street.
- 2.3.3 The usable width of the carriageway decreases to the north-west of the site to accommodate on-street pay-and-display parking bays owned and operated by Manchester City Council. The usable width of the carriageway has also decreased at the time of writing due to construction hoarding to the west, however it is envisaged that the original width of the carriageway will be reinstated once the development is completed.
- 2.3.4 The site is located within Zone 2 of the city's Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however charges and time restrictions do not apply to Blue Badge holders. Parking after 8pm and before 8am the next day is free (subject to parking restrictions). The bays are currently suspended and not in use due to construction hoarding, however it is envisaged that these will be reinstated upon completion of the development.
- 2.3.5 According to the 2020 Transport Statement by Vectos, the OGS hotel entrance would be located on the east of the building / fronting the western footway of Atherton Street. To facilitate drop-offs at the hotel entrance, a drop off area will be provided outside the hotel entrance (at the expense of 1 existing parking space), which has been agreed with MCC Highways Officers.
- 2.3.6 Atherton Street comprises footways of c. 2m-wide with dropped kerbs on both sides of the carriageway, with street lighting at regular intervals. Prior to the construction works, there were also dropped kerbs with tactile paving across the road in front of the entrance to the private car park, and also at its junction with the A34 Quay Street. The western side of the footway is currently inaccessible due to construction

hoarding; however it is envisaged that this would also be reinstated upon completion of the development.

- 2.3.7 The road is subject to a speed limit of 20mph, although there are no traffic calming measures to enforce this. At other lengths of the road, there are Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time).

Great John Street

- 2.3.8 To the north of the site, Great John Street extends for c. 65m between Atherton Street in the west and Lower Byrom Street in the east. The road comprises a two-way single carriageway with an average width of 9m, although the usable width of the carriageway is narrower due to the presence of on-street pay-and-display parking bays on both sides of the carriageway. Where there are no parking bays, the road is subject to TROs in the form of double yellow parking restrictions.
- 2.3.9 Due to the short length of stay for on-street parking bays, it is predicted that these facilities would not be used primarily by guests at the hotel. There are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with reduced mobility could utilise these on-street spaces.
- 2.3.10 There are wide footways of c. 3m in width along both sides of the carriageway, with dropped kerbs and tactile paving at its junction with Lower Byrom Street. There is also street lighting at regular intervals. The road is subject to a speed limit of 20mph, although there are no traffic calming measures to enforce this.
- 2.3.11 On approach to its junction with Atherton Street, there is a “Give Way” road sign, indicating that vehicles exiting the section of Atherton Street to the west of the site have the right of way.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposals include the creation of 3 car parking spaces to serve the refurbished Great John Street Hotel. These parking spaces would be located on a strip of land to the east of Atherton Street.
- 3.1.2 Due to the high accessibility of the site and its location within the city centre, it is envisaged that the majority of visitors of the site would not travel by car and would mostly arrive on foot, public transport, or be dropped-off, as such no car parking spaces were proposed during the initial planning application for the hotel.
- 3.1.3 Notwithstanding, with the vision for the refurbishment to create a 5-star hotel, it is expected that some guests would require valet parking options. As such, it is envisaged that the provision of the 3 new parking spaces would be sufficient to cater to the needs of these guests.

3.2 Proposed Access

- 3.2.1 It is noted that EPR Architects have not been appointed beyond the feasibility stage of this project, and as such assume no responsibility for any subsequent drawings produced as part of this report. Notwithstanding, these drawings are referenced to provide context on the development of the design from the conceptual stage to the planning stage.
- 3.2.2 Curtins' drawings as part of the design development stage have been based on those prepared by LDA Design, who are the landscape architects appointed for the planning stage of this project.

Design Development

- 3.2.3 Curtins obtained Ordinance Survey (OS) and topographical survey mapping to recreate EPR Architects' proposals. Curtins initially recreated the original 4 car parking spaces shown in **Figure 1.1** above and undertook swept path analysis to determine if the access arrangements and number of parking bays were acceptable. The swept path analysis of a large 5m car is shown in **Drawing 79446-CUR-00-XX-DR-TP-05001** to the rear of this report.
- 3.2.4 The analysis demonstrated that a large car could enter from the most northerly access point from Atherton Street, utilise the first 3 parking bays, then exit from the most southerly access point back onto Atherton Street. It was also found that an element of the existing wall can be retained without clashing with the vehicle manoeuvres, however the fourth bay to the south is not accessible in the land provided, and only parking for 3 vehicles can be accommodated.

- 3.2.5 Notwithstanding, a large car would be able to egress from the parking bays without conflict with the proposed loading area for the neighbouring development shown in **Figure 2.5** earlier.

Chosen Design

- 3.2.6 Following further discussions with LDA Design, it was agreed that the entirety of the existing wall could be removed, which would open up the area to the hotel frontage. There would also be some planting to the north and south of the 3 car parking bays and proposed street lighting near the southern-most parking bay. An existing hedge separating the space and the Manchester Studios site would be retained to ensure that the Manchester Studios site is kept private.
- 3.2.7 An illustrative plan of these spaces is shown in **Appendix A** to the rear of the report.
- 3.2.8 The updated manoeuvre for the 3 bays is shown in **Drawing 79446-CUR-XX-00-D-TP-05003** to the rear of the report, demonstrating a large car partially egressing then reversing back for better visibility (rather than a U-turn manoeuvre), and subsequently fully egressing from the car park area without conflict with the proposed loading area for the neighbouring development.
- 3.2.9 In addition to the above, the geometry of the bays at 3m x 6.1m is considered to be appropriate.

3.3 Proposed Visibility

- 3.3.1 **Drawing 79446-CUR-XX-00-D-TP-75001** to the rear of this report demonstrates that prior to exiting from the southern-most parking bay, a vehicle should be able to see, from their offside mirror, 25m to the north prior to moving off. Visibility to the south has not been considered as this would be clear from the driver's front view, and a car would not be able to exit from the bays to the south.

4.0 Summary and Conclusions

4.1 Summary

- 4.1.1 Curtins has been appointed by The Hut Group to provide transport and highways advice in relation to a development at Atherton Street, Manchester.
- 4.1.2 In December 2020, The Hut Group (THG) obtained planning permission from Manchester City Council (MCC) (Planning reference: 126750/FO/2020) to refurbish the existing Great John Street Hotel to the north of Great John Street, south-west of Manchester City Centre. Curtins was then appointed to consider the feasibility of providing parking bays on the eastern side of Atherton Street, intended for guests at the hotel following its redevelopment.
- 4.1.3 A review of baseline conditions and surrounding developments in the vicinity of the site has been undertaken. It is not considered that there are any conflicts on the highway nor with the neighbouring Old Granada Studios (OGS) development that are likely to be exacerbated by the proposed development.
- 4.1.4 The intention for Atherton Street to the west of the site is to be a shared use area with occasional service access, and would be subject to a 5mph speed limit. Guests and pedestrians within that space would have higher priority, therefore vehicles would be limited to moving at walking pace. It is also not envisaged that there will be high volumes of vehicular traffic associated with 3 parking spaces to the east of this shared space.
- 4.1.5 It has been demonstrated that a parking area for 3 vehicles is feasible subject to removal of the wall, and that safe and suitable access to the parking bays can be achieved.

4.2 Conclusions

- 4.2.1 From a traffic and transportation perspective, there are no reasons why the proposed development should not be granted planning approval.

Drawings

Drawing 79446-CUR-00-XX-DR-TP-05001-P05 – Swept Path Analysis: Large Car (Initial Design)

Drawing 79446-CUR-XX-00-D-TP-05003-P04 – Swept Path Analysis: Large Car (Chosen Design)

Drawing 79446-CUR-XX-00-D-TP-75001-P03 – Proposed Visibility Splays



ATHERTO

Little John

Place

Hotel

GREAT JOHN STREET

29.9m

25.00m

31.7m

VISIBILITY SPLAY MEASURED FROM
DRIVER'S OFFSIDE MIRROR, WHERE
DRIVER WILL LOOK BEFORE MOVING OFF

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. DRAWING BASED ON ORDNANCE SURVEY MAPPING.

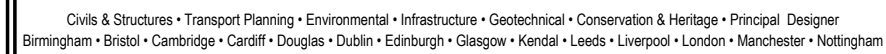
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 2.0x25.00m VISIBILITY SPLAYS BASED ON 20mph SPEED LIMIT
 PARKING BAYS (3m x 6.1m) - BASED ON LDA DESIGN DRAWING REF:
 8215-LDA-8001-P02 LANDSCAPE PLAN

VEHICLE PROFILE:



SITE CONTEXT (1:1500)

P03	TITLE UPDATED	24/03/22	DD	AV
P02	LAYOUT UPDATED	14/02/22	LL	AV
Rev:	Description:	Date:	By:	Chkd:



Status:

PRELIMINARY

Project:

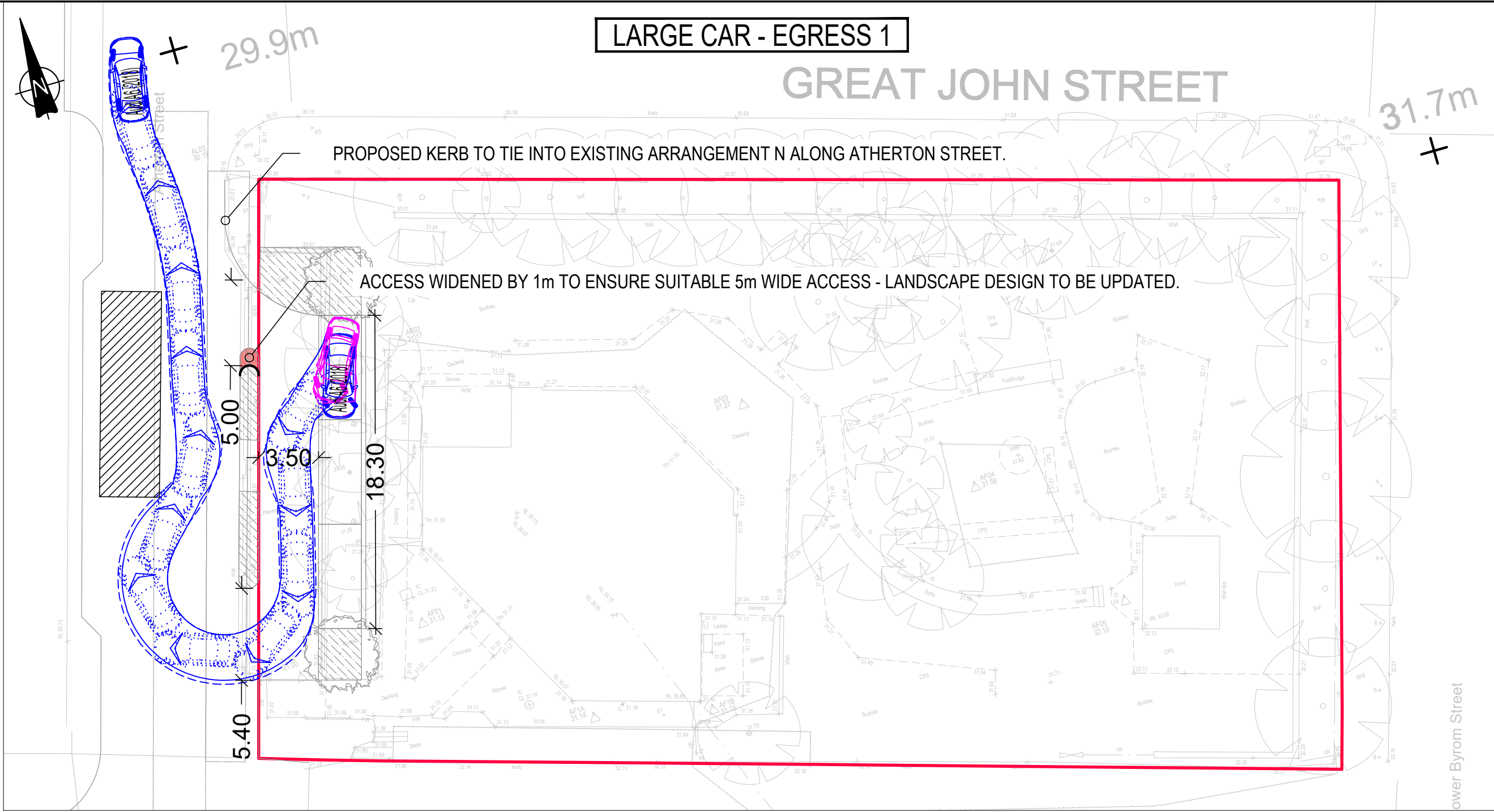
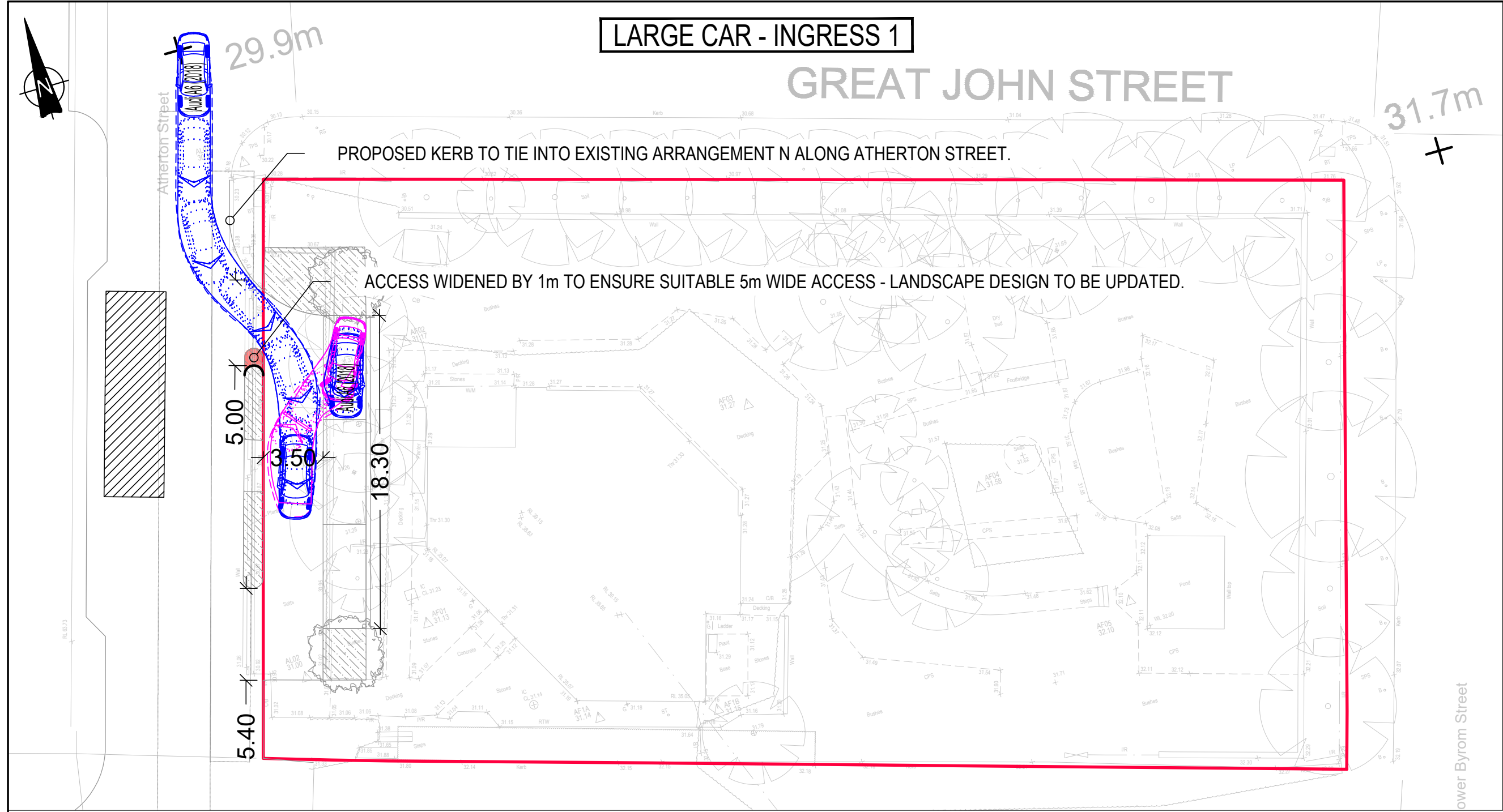
LAND AT ATHERTON STREET
MANCHESTER

Drg Title:

PROPOSED VISIBILITY SPLAYS

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Scale: 1:250									
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GENERAL NOTES:

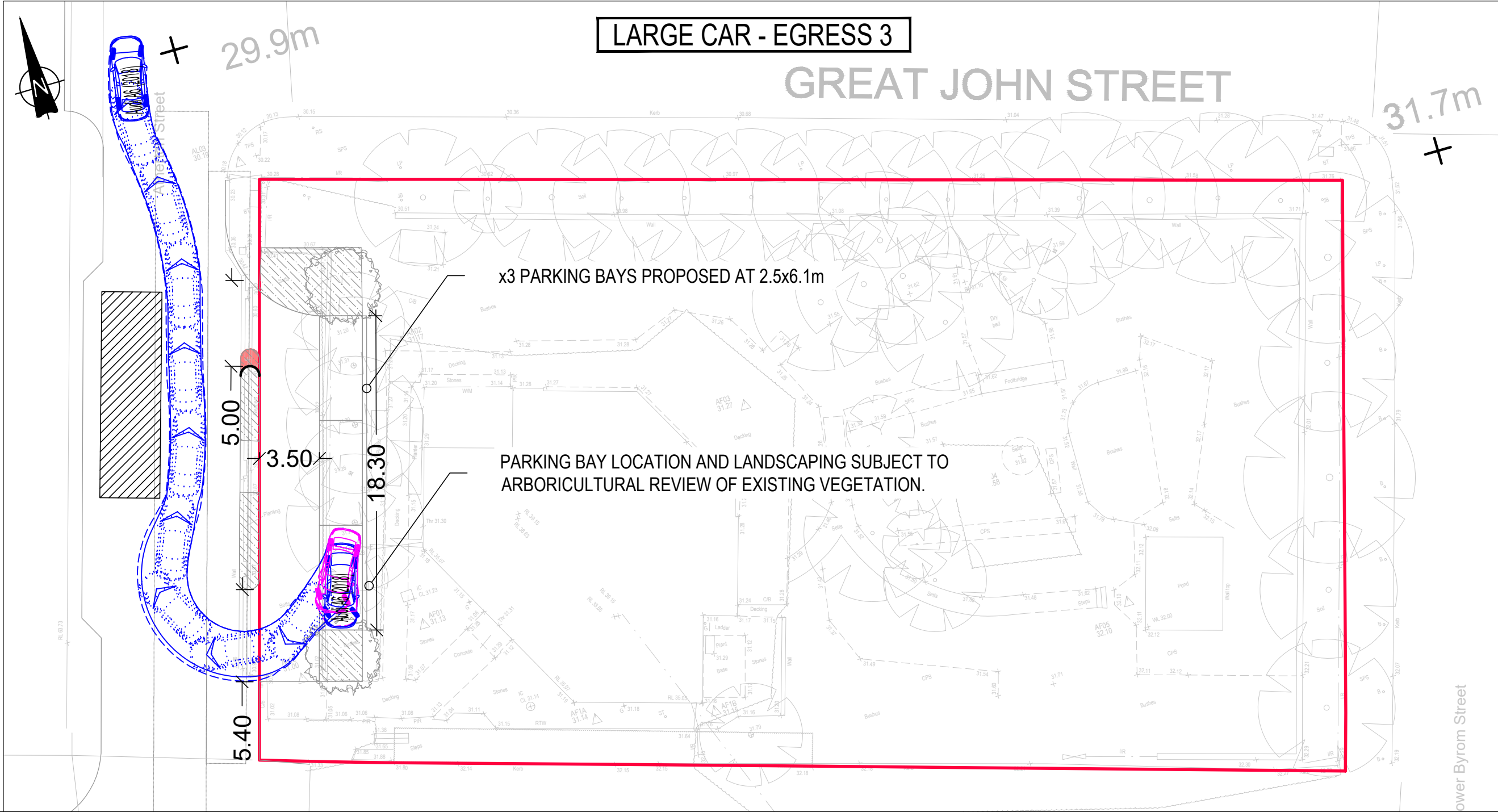
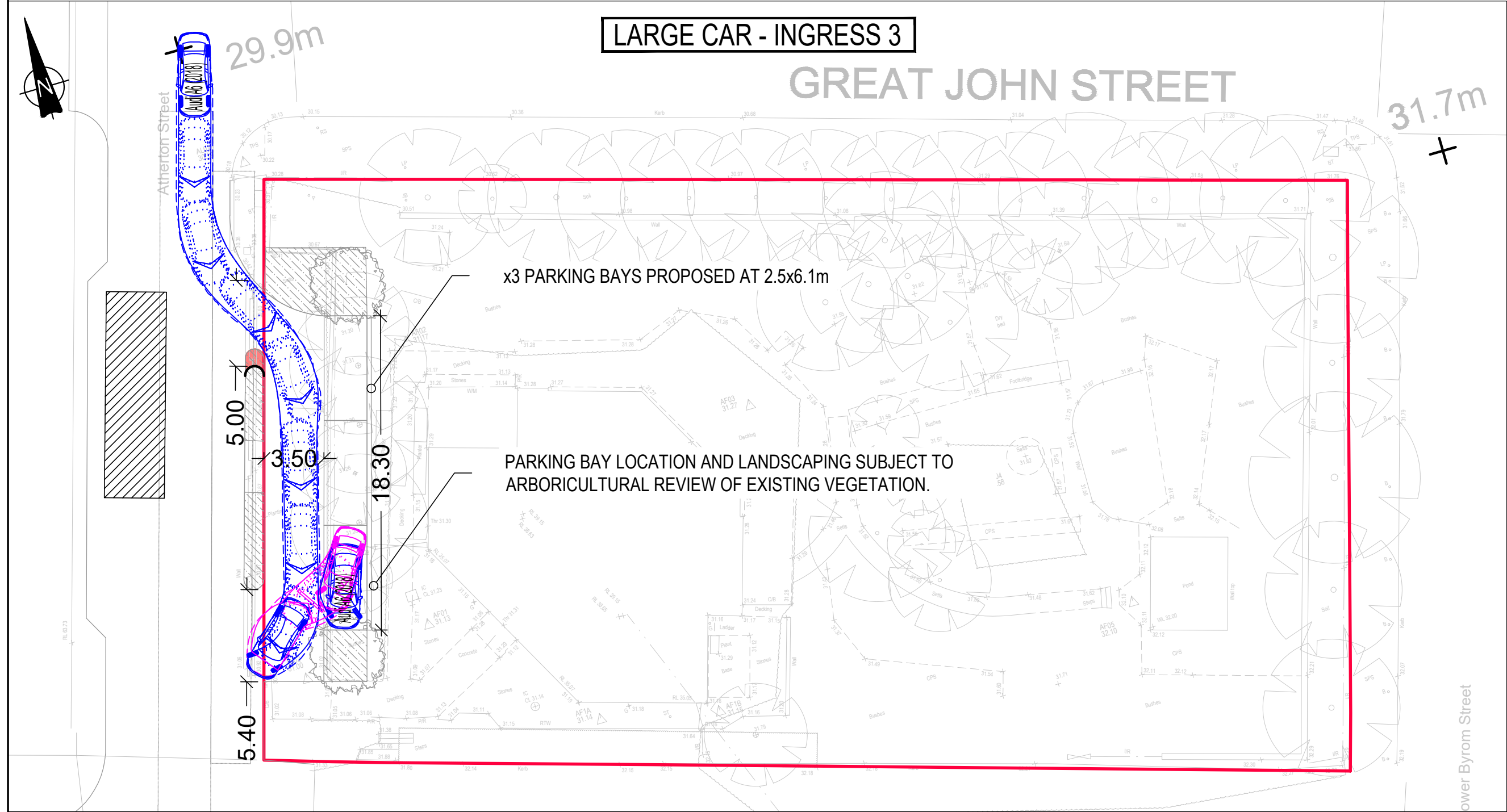
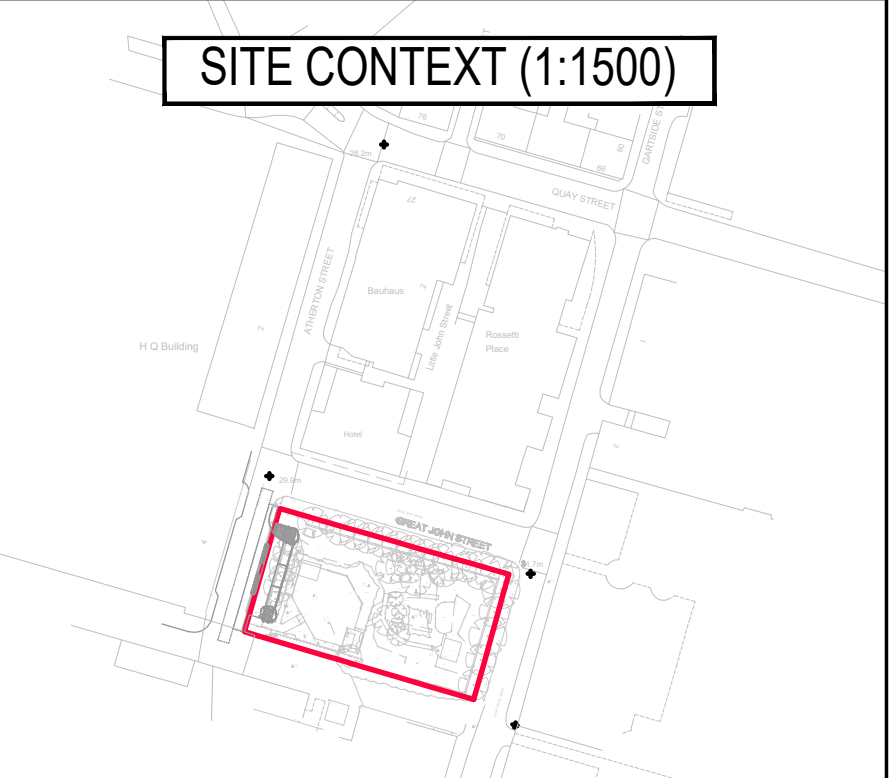
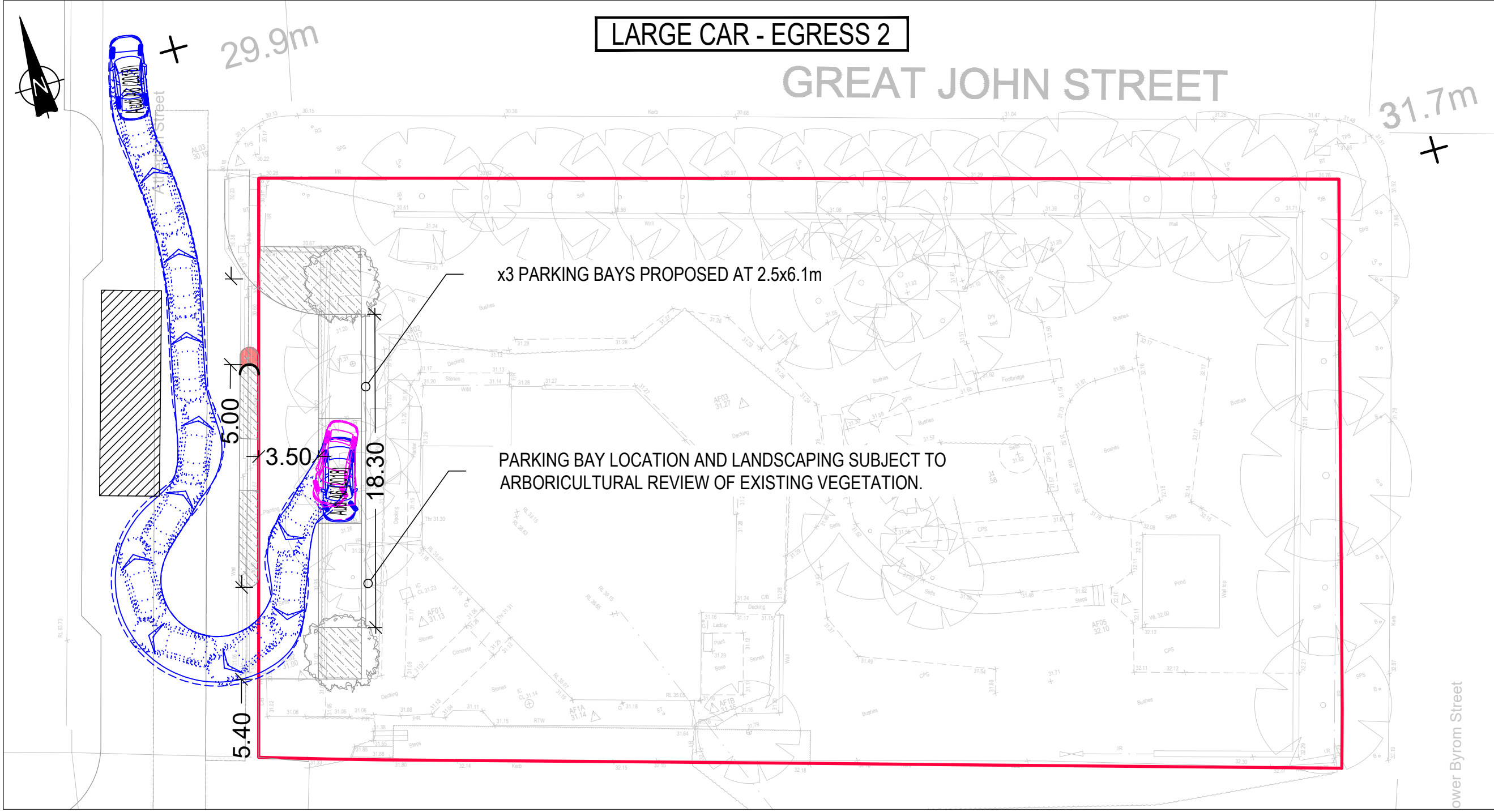
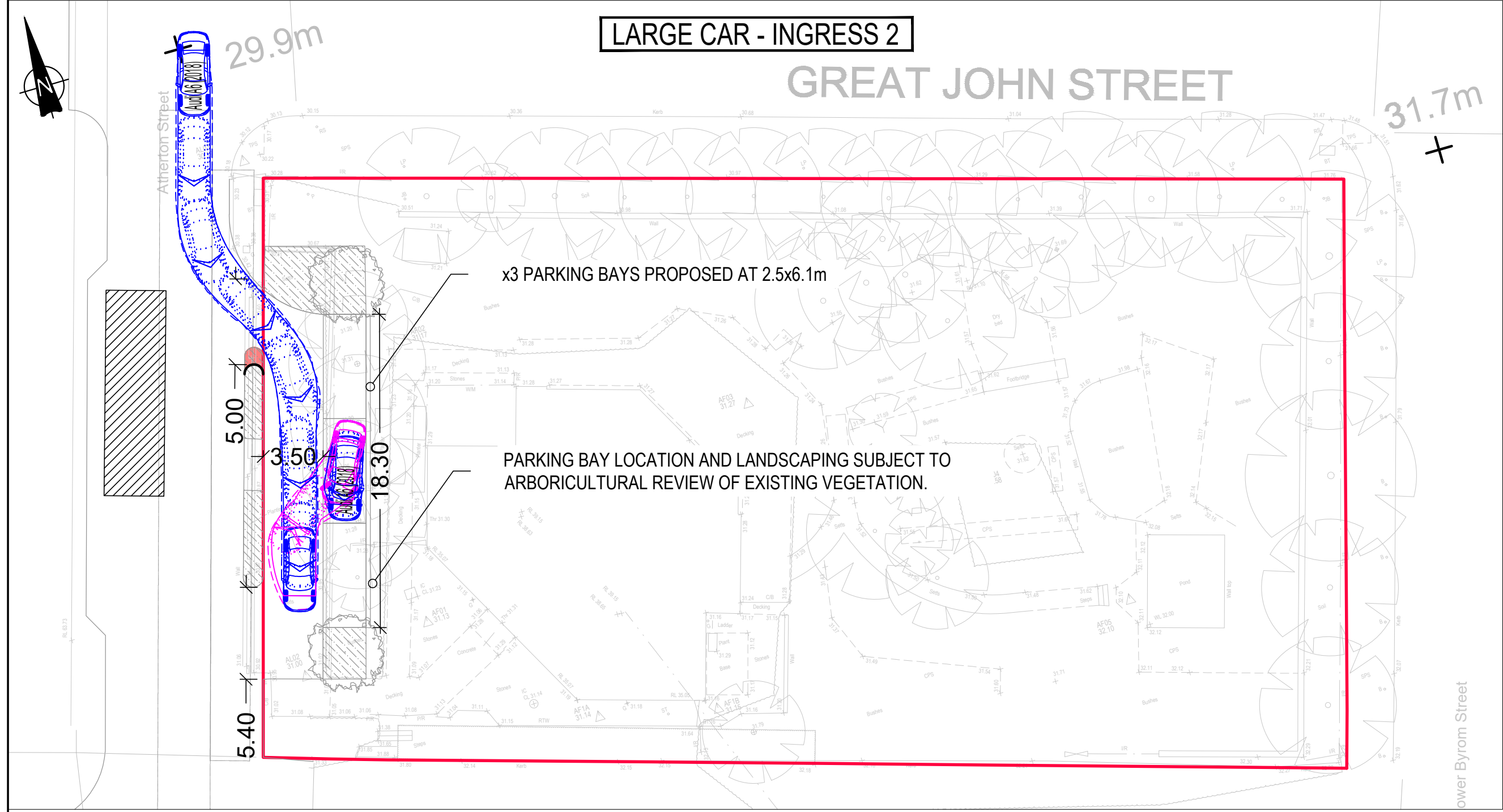
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- DRAWING BASED ON LDA LANDSCAPE LAYOUT.
DRAWING REFERENCE: 8215-LDA-8001 Landscape Sketch

KEY:

- PROPOSED KERB LINE
- INDICATIVE RED LINE BOUNDARY
- ADDITIONAL EXTENT OF LANDSCAPE REMOVED TO ENSURE 5m ACCESS
- INDICATIVE LOADING AREA FOR NEIGHBOURING DEVELOPMENT (PLANNING APPLICATION REFERENCE: 127612FO/2020) (according to Vecios' Waste Management Strategy)

VEHICLE PROFILE:

Audi A6 (2018)
Overall Length 4.939m
Overall Width 2.114m
Overall Body Height 1.457m
Min Body Ground Clearance 0.152m
Max Track Width 1.875m
Lock to lock time 4.09s
Kerb to Kerb Turning Radius 5.950m



P05	Title updated	24/03/22	DD	AV
P04	Landscape layout added and vehicle tracking updated	29/10/21	JM	LL
P03	Topo added	15/10/21	DD	AV
P02	Loading area of neighbouring development added	22/09/21	LL	AV
Rev:	Description:	Date:	By:	Chkd:

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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
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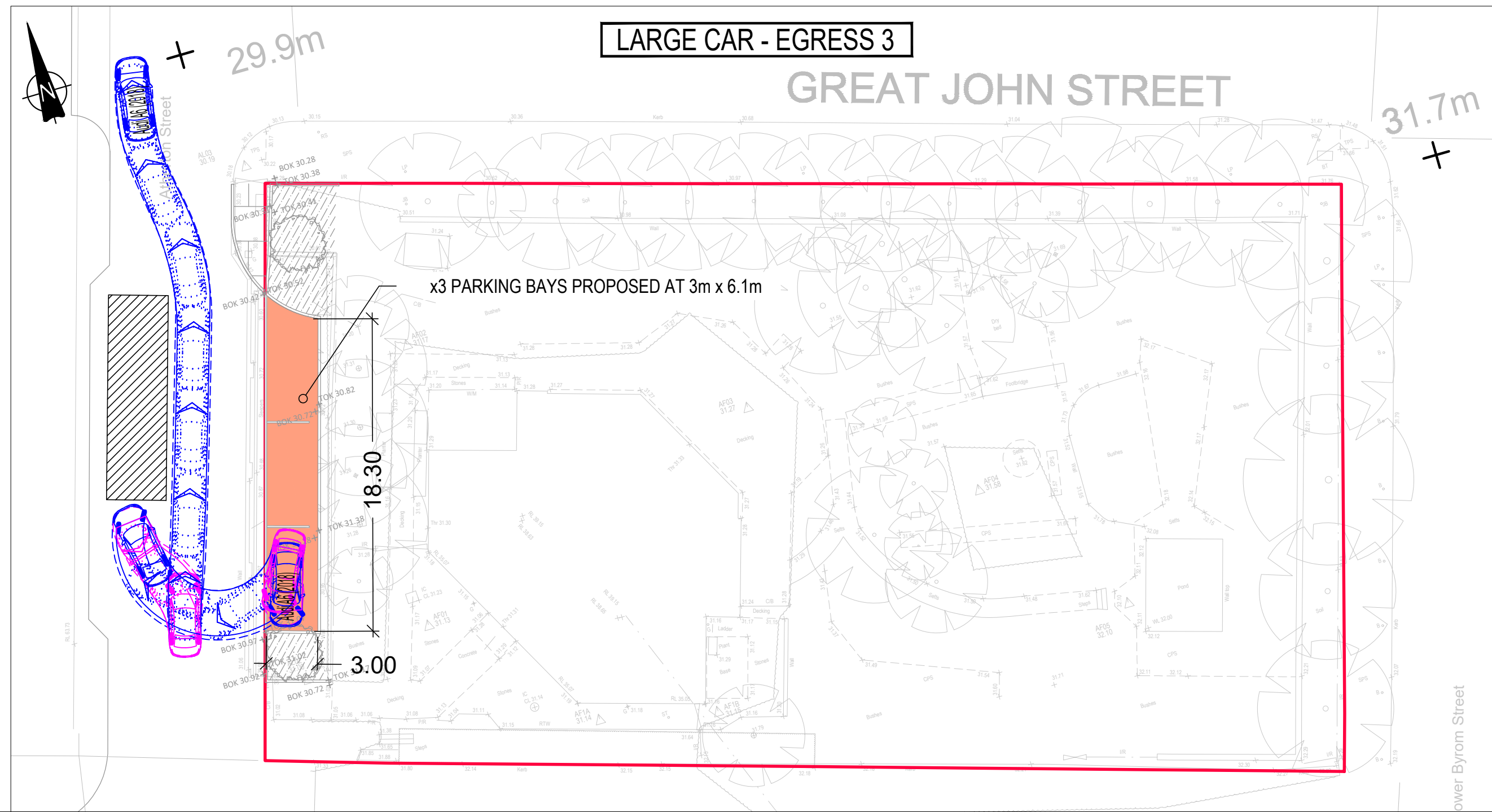
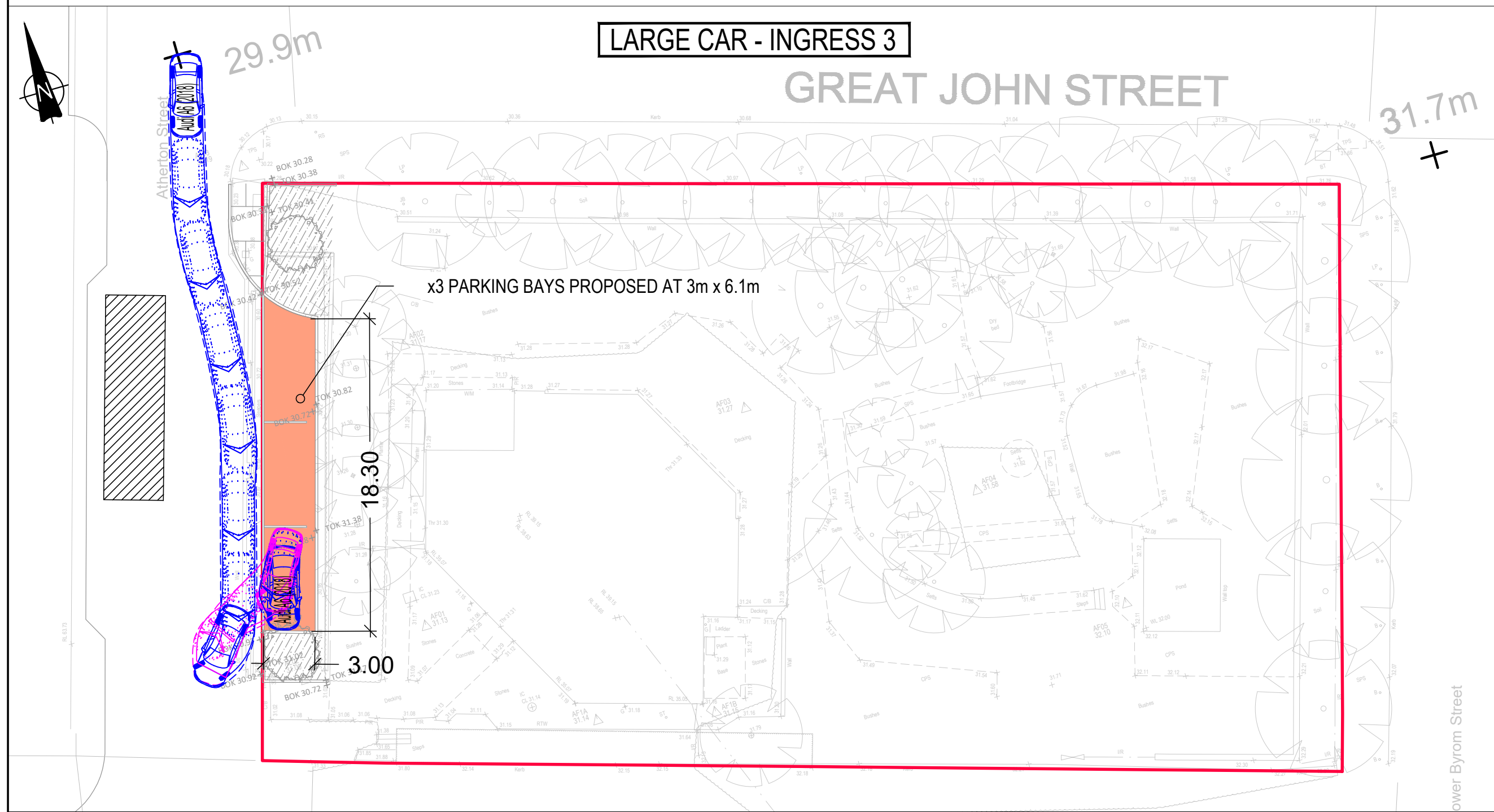
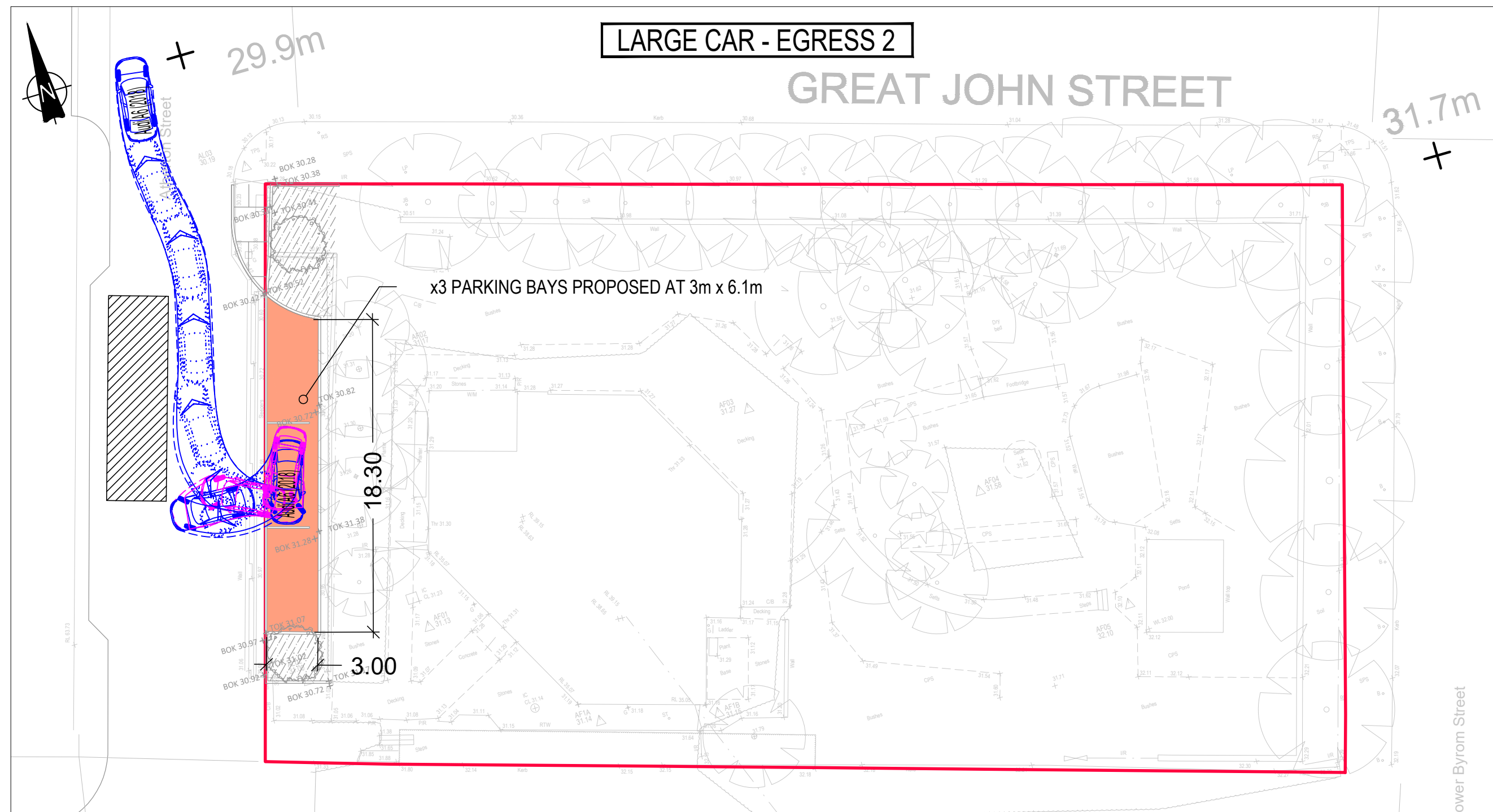
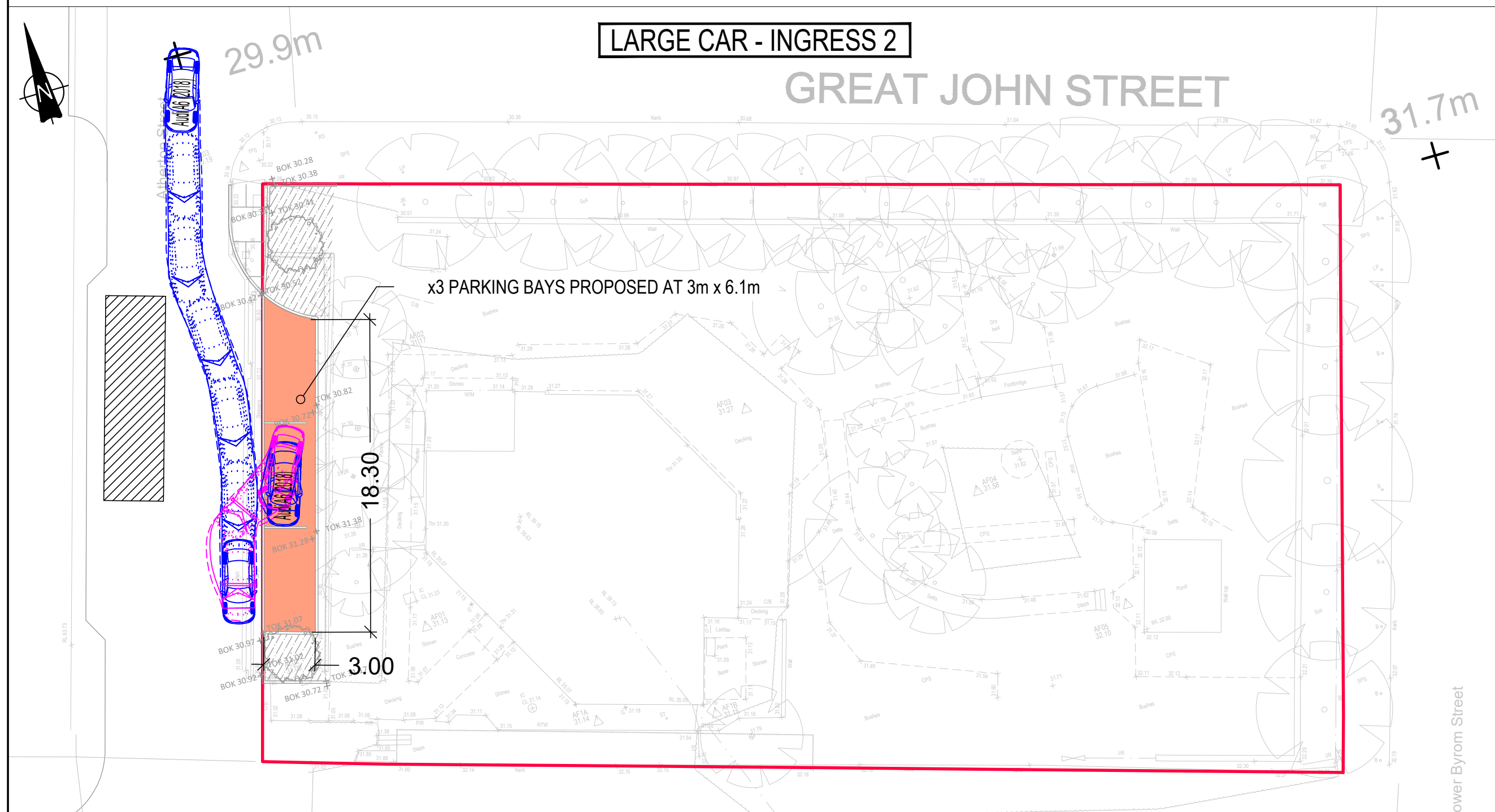
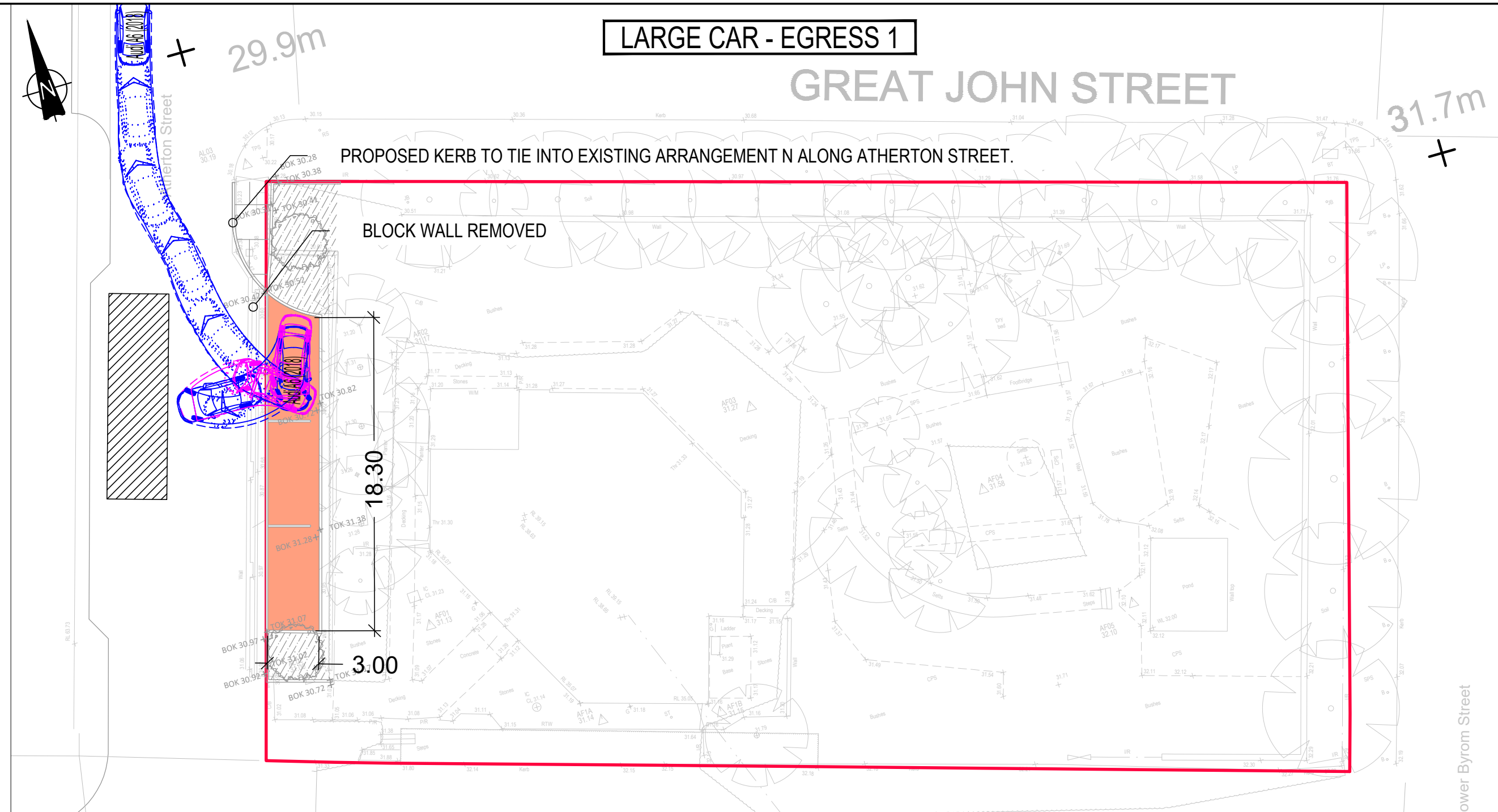
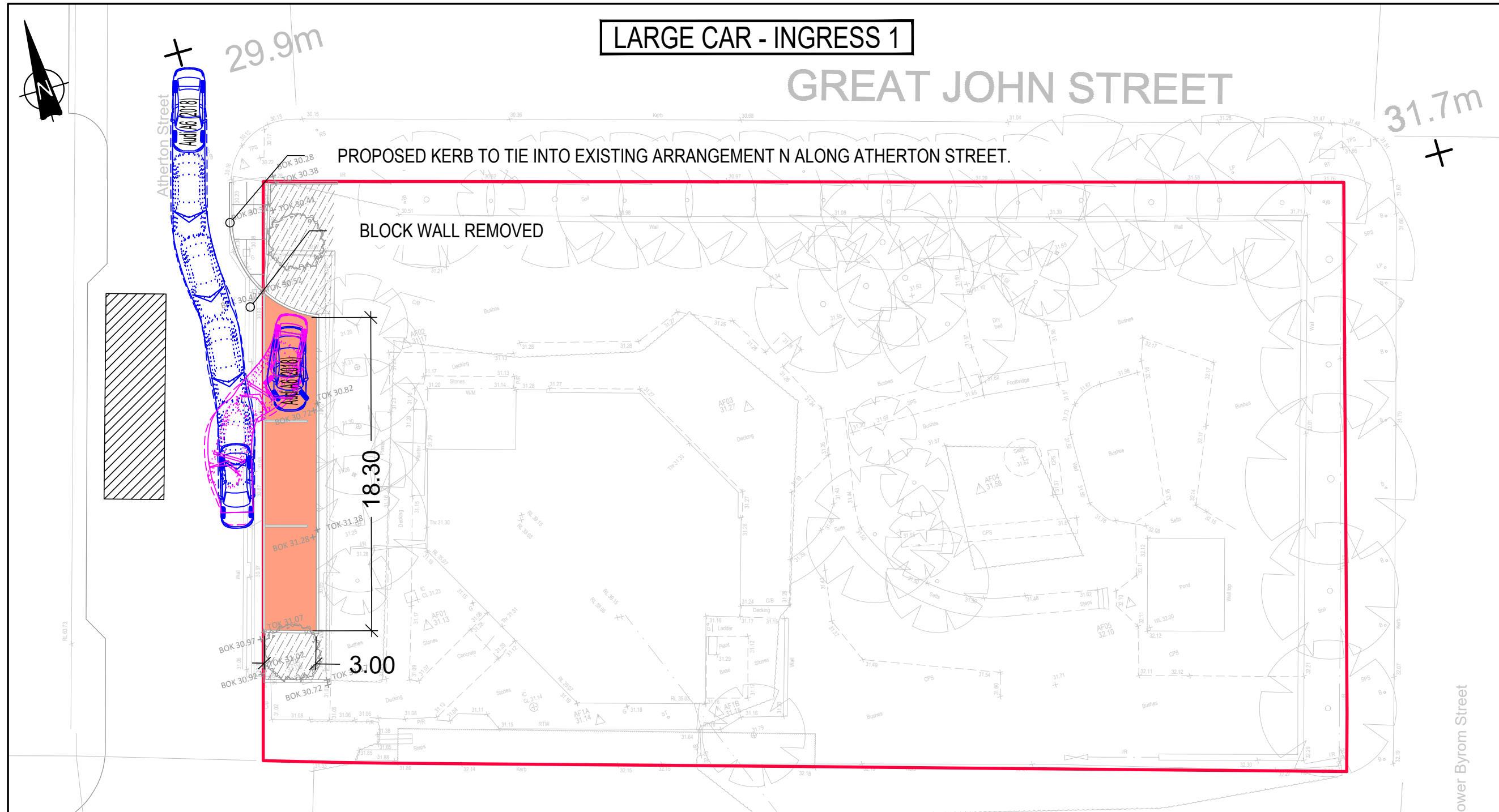
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Status: **PRELIMINARY**

Project: **LAND AT ATHERTON STREET MANCHESTER**

Orig Title: **PROPOSED PARKING ARRANGEMENT
LARGE CAR SWEEP PATH ANALYSIS
MANOEUVRE A**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	15/07/21	JM	JM	AV			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
79446	- CUR	- 00	- XX	- DR	- TP	- 05001	- P05



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
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- DRAWING BASED ON LDA LANDSCAPE LAYOUT.
DRAWING REFERENCE: 8215-LDA-8001-P02 Landscape Plan

KEY:

- INDICATIVE RED LINE BOUNDARY
- PARKING BAYS
- INDICATIVE LOADING AREA FOR NEIGHBOURING DEVELOPMENT (PLANNING APPLICATION REFERENCE: 127612/FO/2020) (according to Vectris' Waste Management Strategy)

VEHICLE PROFILE:

Audi A5 (2018)

Overall Length: 4.99m

Overall Width: 2.11m

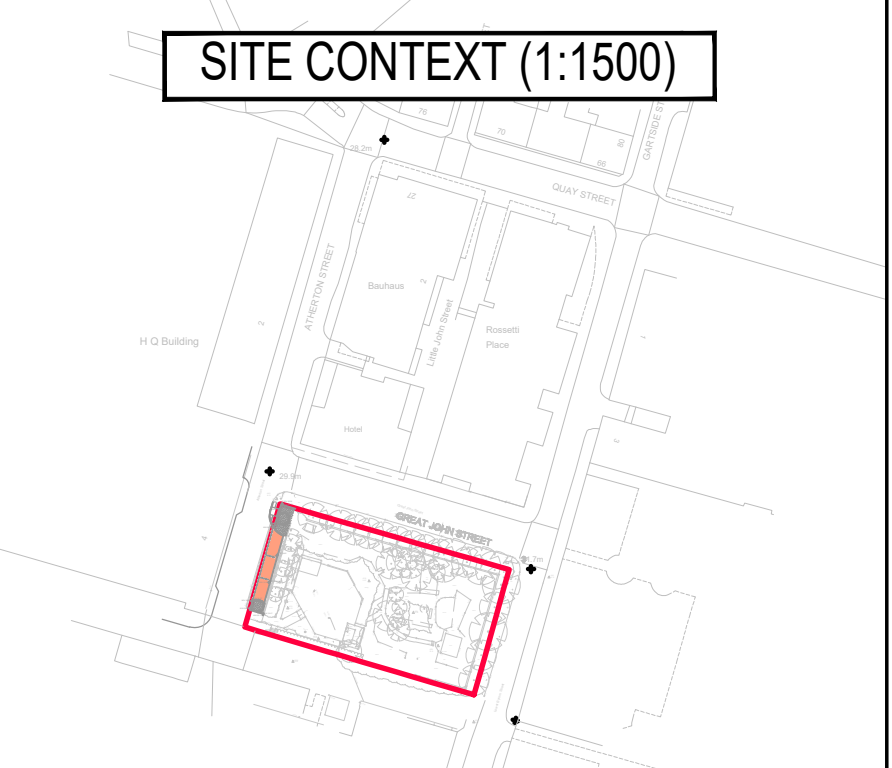
Overall Body Height: 1.42m

Min Body Ground Clearance: 0.14m

Max Track Width: 1.87m

Lock to lock time: 4.50m

Wheel to Wheel Turning Radius: 5.50m



P04	TITLE UPDATED	24/03/22	DD	AV
P03	LAYOUT UPDATED	14/02/22	LL	AV
P02	PROPOSED PARKING ARRANGEMENT UPDATED	25/11/21	LL	AV
Rev:	Description:	Date:	By:	Chkd:

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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG

0161 235 2394

manchester@curtins.com

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Status: **PRELIMINARY**

Project: **LAND AT ATHERTON STREET MANCHESTER**

Orig Title: **PROPOSED PARKING ARRANGEMENT LARGE CAR SWEEP PATH ANALYSIS**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	24/11/21	LL	JM	AV

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
79446	- CUR	- XX	- 00	- D	- TP	- 05003	- P04

Appendix A – Illustrative Plan



- LEGEND
- Proposed planting areas with feature Multi-stem trees
 - Proposed Parking area
 - Retained Laurel hedge
 - Retained Trees
 - Proposed Street lighting

READ THIS FIRST

Note for Contractors
This drawing should be considered along with the risk information contained in the CDM Pre Construction Information. This information will include details of the SIGNIFICANT risks which LDA Design has identified which may arise from constructing their designs shown on this drawing. A Competent Contractor should be aware of the typical risks associated with doing this work.

Note for Workers
DO NOT START YOUR WORK unless you know the Risks and Controls relating to the work on this drawing (including SAFE SEQUENCES OF WORK and EQUIPMENT).

STOP
Do not issue copies of parts of this drawing without the above Note for Workers (unless you are sure that the Workers can undertake the work safely).

LDĀDESIGN

PROJECT TITLE

DRAWING TITLE
Illustrative plan

ISSUED BY	Manchester	T: 0161 359 5684
DATE	Feb 2022	DRAWN CZh
SCALE@A1	1:100	CHECKED STo
STATUS	Final	APPROVED JSim

DWG. NO. 8215-8000-P02

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.
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Sources: Ordnance Survey...

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com