Our Ref NW90684.004

21 February 2013

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Dear Ben

WHITE LION, WITHINGTON
REVISED ACCESS PROPOSAL

This letter sets out the highways justification for the proposals to amend the existing access to the residential parking area of the While Lion Public House site in Withington, South Manchester.

The site location is presented in **Figure 1.1**.

Planning consent was granted in 2010 to convert the White Lion Public House to a foodstore and residential units. This content has been implemented and the development has been operational for a number of years.

Following the opening of the foodstore an issue related to the residents parking area has become apparent and the following sections of this letter provides commentary on the current difficulties experienced by residents and pedestrians.

The current 'build out' arrangement (presented in attached plan N01915-D001) prevents resident's vehicles from turning left into the site from Wilmslow Road and entering the residents parking area.

Currently residents have to drive 'through' the loading/disabled parking area and adjacent the Sainsbury's front doors. As a consequence the current arrangement leads to the following issues:

- Residents are at present driving very close past the front door of the store, raising safety concerns particularly for pedestrians exiting the store;
- The existing vehicular left turn into the narrow access of the residents parking area along the NE side of the building is very tight, requiring 2-3 point turns; again raising safety concerns;
- In the event the disabled parking bays are occupied, resident's vehicular access is compromised (encouraging further dangerous manoeuvring); and
- When a service vehicle is unloading this too prohibits residents accessing the parking area safely.

Notwithstanding the above points it should be noted that vehicles exiting the site/residents car park cannot turn right due to the presence of the physical island on Wilmslow Road.

To mitigate the aforementioned issues it is proposed that the access from Wilmslow Road be reverted back to the previous kerb alignment arrangement which allowed vehicles to turn left from Wilmslow Road into the residents parking area. **Figure 1.2** demonstrates the proposals as well as illustrating the vehicle tracking of a large family car.

No other amendments to the development site are proposed.

It is JMP's view that this proposal provides a number of safety benefits including:

- Reduction in the potential conflict of pedestrians with vehicles as they exit the Sainsbury's; and
- Removes any issues of access when a delivery vehicle is stationary in the loading/disabled parking area and potentially blocking the access to the resident's car park.

As part of JMP's discussions with Manchester City Council [MCC] highways department these proposals have been tabled and as a consequence have confirmed that:

> ***"We don't see any major issue with the adjustment - it will improve the accessibility and the highway safety for the residents."***

A copy of the correspondence received from MCC is appended to this letter for reference.

Based on the information presented within this letter and its enclosures JMP recommend that the access proposals are granted consent.

Yours sincerely



Sam Denby
Principal Transport Planner

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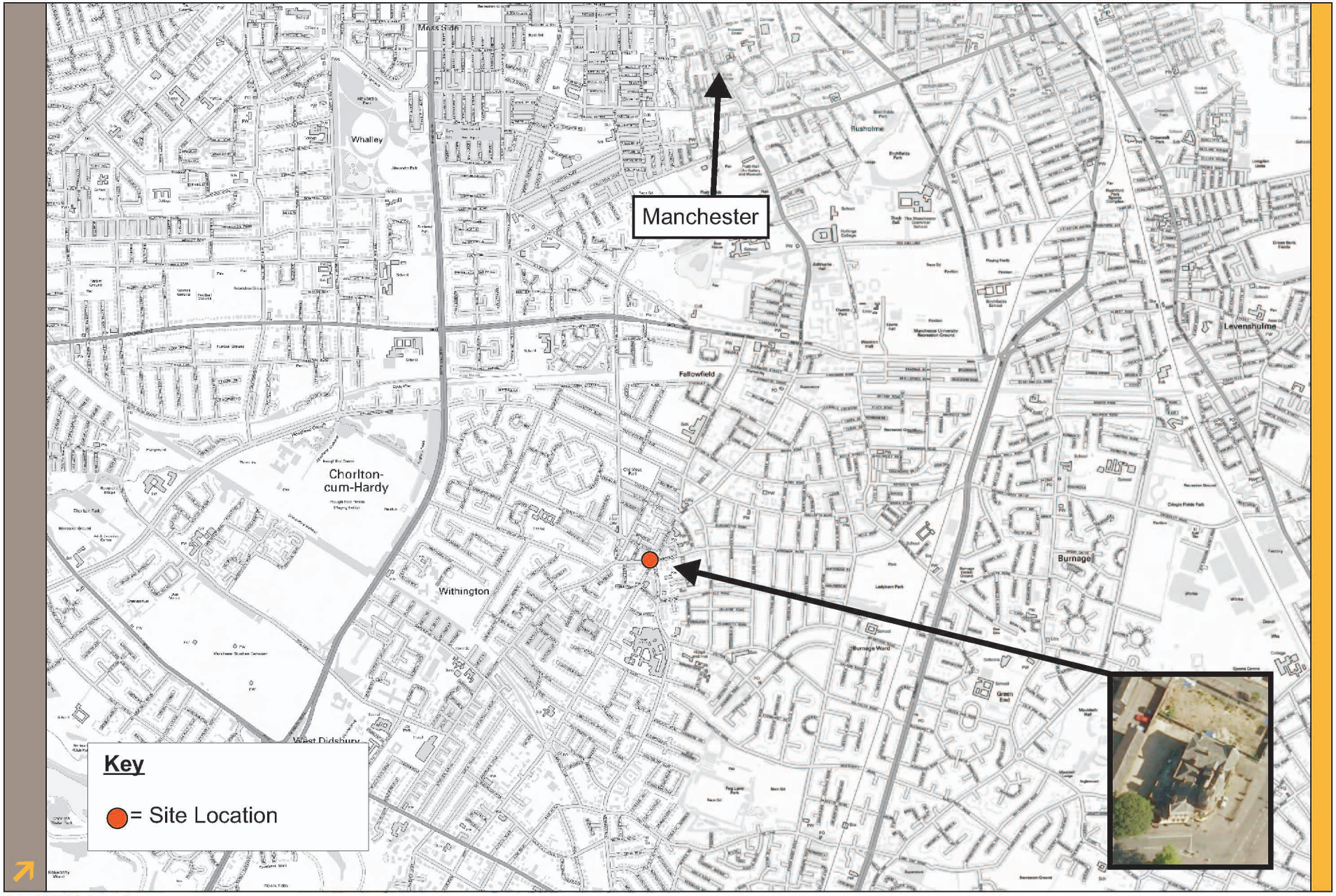
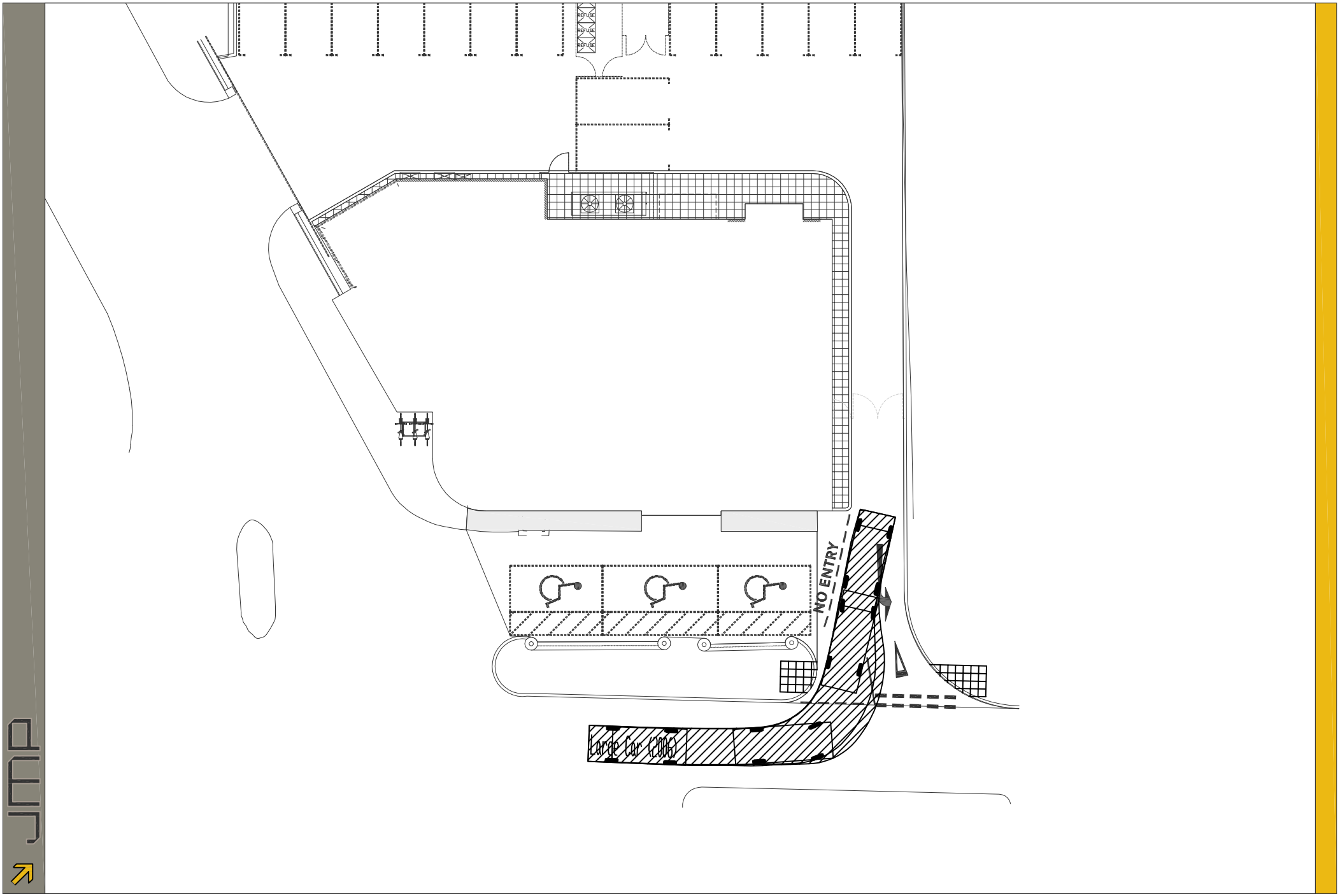
Mobile 0779 290 5081
Email sam.denby@jmp.co.uk

enc. Figure 1.1 Site Location
Figure 1.2 access proposals
Existing access arrangement N01915-D001
MCC Email



Ref : NW90684 site location
Contains ordnance survey data © crown copyright & database right 2010
Image © 2009 Bluesky / Image Reproduced Courtesy of Google Earth™ Mapping Service

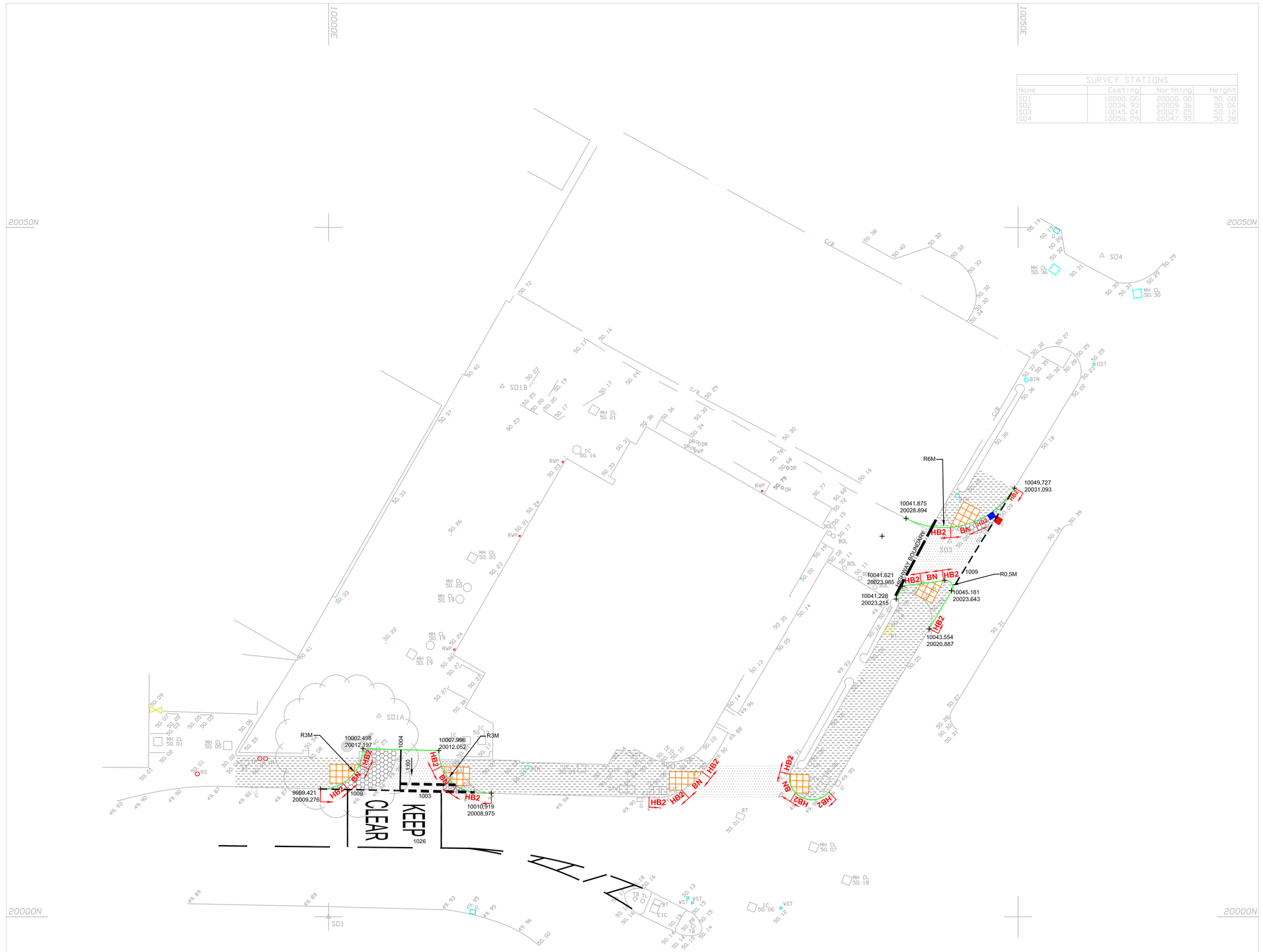
Site Location Figure 1.1



Ref: \NWT\2013\NW…NW90684-001.dwg

Figure Title: PROPOSED ACCESS AMENDMENTS

Figure 1.2





GENERAL

1. ALL ADOPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 6TH EDITION DATED MARCH 2006.

2. ALL HIGHWAY WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION AND BRITISH STANDARDS.

3. ALL PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS

4. ALL EXISTING INVERT LEVELS TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS.

5. ALL MATERIALS TO BEAR THE RELEVANT B.S.KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR)

6. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS., ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED), ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS, ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

C.D.M. REGULATIONS 2007

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS, WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED, THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY SBA BELOW>

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION.

3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE,
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

I) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
II) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
III) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

ROAD MARKING SCHEDULE

DIAG No.	LINE	GAP	WIDTH	SIZE	COLOUR	COMMENTS
1003	600	300	200	–	WHITE	
1004	4000	2000	100	–	WHITE	
1009	600	300	100	–	WHITE	

Note:

THE COLOUR OF PERMANENT ROAD MARKINGS SHALL BE AS DESCRIBED IN THE SCHEDULE ABOVE. ALL PERMANENT WHITE ROAD MARKINGS SHALL BE OF APPLIED THERMOPLASTIC SCREED MATERIAL TO BS 3262. APPLIED SCREED MARKINGS SHALL BE LAID 3MM THICK AND A MINIMUM OF 2MM. THIS THICKNESS IS EXCLUSIVE OF SURFACE APPLIED SOLID GLASS BEADS. THE METHOD OF THICKNESS MEASUREMENTS SHALL BE IN ACCORDANCE WITH BS EN 1436

ROAD MARKING SPECIFICATION - TYPE 1 (100MCM2/LUX)

DAY VISIBILITY

1. LUMINANCE FACTOR OF ALL WHITE THERMOPLASTIC ROAD MARKINGS SHALL BE A MINIMUM OF 80, COMPLYING WITH TABLE 5:CLASS LF6:BSEN1871.

2. THE LUMINANCE FACTOR OF ALL YELLOW THERMOPLASTIC ROAD MARKINGS SHALL BE A MINIMUM OF 50, COMPLYING WITH TABLE 5: CLASS LF2:BSEN1871.

NIGHT VISIBILITY

3. IMMEDIATELY AFTER APPLICATION AND THROUGHOUT THE PERIOD OF 24 MONTHS THEREAFTER, RETROREFLECTIVITY OF ALL WHITE THERMOPLASTIC ROAD MARKINGS SHALL NOT BE LESS THAN 100MCD/M2/LUX, WHEN MEASURED IN ACCORDANCE WITH TABLE 2:CLASS R2 OF BS EN1436.

SKIDDING RESISTANCE

4. SKIDDING RESISTANCE SHALL BE MEASURED IN ACCORDANCE WITH ANNEX D: BS EN1436.

5. THE SKIDDING RESISTANCE OF ALL LONGITUDINAL ROAD MARKINGS SHALL NOT BE LESS THAN 45, COMPLYING WITH TABLE 7, CLASS S1 OF BS EN1436.

6. THE SKIDDING RESISTANCE OF ROAD MARKINGS, ARROWS, LETTERS, NUMERALS, 'DRAGON'S TEETH', HATCHING AND ANY LARGE SURFACE AREA SHALL NOT BE LESS THAN 55, COMPLYING WITH TABLE 7: CLASS S3 OF BS EN1436. THE SKIDDING RESISTANCE OF ANY ROADMARKINGS WITHIN AREAS OF ANTI-SKID SHOULD BE A MINIMUM PSV OF 75,

7. WHERE SPECIFIED, THE SKIDDING RESISTANCE OF TRANSVERSE YELLOW BAR MARKINGS SHALL NOT BE LESS THAN 65, COMPLYING WITH TABLE 7: CLASS S5 OF BS EN1436, AS DEFINED IN THE HIGHWAYS AGENCY ADVICE NOTE 1/90.

NOTE :

TYPE 1 = 100MCD/M2/LUX 2 YEAR PERFORMANCE SPECIFICATION IS TO BE USED FOR ALL GENERAL LINING.

8. ALL SCREED THERMOPLASTIC, EXTRUDED THERMOPLASTIC AND SOLID GLASS BEAD MATERIALS SHALL HAVE A CURRENTLY VALID PRODUCT CERTIFICATE ISSUED UNDER THE KITEMARK SCHEME.

9. FORMULATIONS WHICH EXHIBIT A MINIMUM SKIDDING RESISTANCE VALUE OF 55 SHALL BE REQUIRED FOR USE AT CERTAIN LOCATIONS AS DIRECTED BY THE ENGINEER, COMPLYING WITH TABLE 7: CLASS S3 OF BS EN 1436.

10. ALL NEW SIGN PLATES TO BE CLASS REF 1 MATERIAL.

11. ALL SIGNS TO HAVE A MINIMUM CLEARANCE OF 450MM FROM THE CARRIAGEWAY EDGE.

12. MARKING TO DIAGRAM 1055.1 SHALL COMPLY WITH BS873:PART 4 (1987) AND CONSIST OF ALUMINIUM CASTINGS COMPLYING WITH LM-4M OR LM-6M OF BS1490, OR ALUMINIUM FORGINGS COMPLYING WITH 2014A T6 OF BS1472.

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN WYG ENVIRONMENT PLANNING TRANSPORT LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Notes:

1. This is not a construction drawing and is Intended for illustrative purposes only.
2. White lining is indicative only.

CARRIAGEWAY CONSTRUCTION

FULL DEPTH CARRIAGEWAY CONSTRUCTION

SURFACING: 40MM THICK STONE MASTIC ASHPALT SMA 10 SURF SUPPLIED AND LAID IN ACCORDANCE WITH THE GENERAL REQUIREMENTS OF THE SPECIFICATION FOR HIGHWAY WORKS AND BS EN 13108

BINDER: 60MM THICK DENSE MACADAM 0/20MM AGG, 100/150 PEN SUPPLIED AND LAID IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS

150MM THICK DENSE MACADAM 0/32MM AGG, 160/220 PEN SUPPLIED AND LAID IN ACCORDANCE WITHTHE SPECIFICATION FOR HIGHWAY WORKS

SUB BASE: 300MM THICK SUB-BASE IN TYPE 1 GRANULAR MATERIAL, LAID AND COMPACTED TO THE SPECIFICATION FOR HIGHWAY WORKS CLAUSES 701, 801, & 803. CBR HERE ESTIMATED AS 3% TO BE ESTABLISHED ON SITE PRIOR TO STARTING WORKS. CONTRACTOR TO REFER RESULTS TO A REPRESENTATIVE OF THE LOCAL AUTHORITY AND THE DESIGN MANUAL FOR ROADS AND BRIDGES VOLUME 7, SECTION 2, PART 3 CHAPTER 3 FOR FURTHER GUIDANCE ON SUB-BASE CAPPING RELATIONSHIP. TERRAM '2000' GEOTEXTILE MEMBRANE TO BE LAID BENEATH CAPPING/SUB BASE LAYER TO MANUFACTURER'S PROPRIETRY REQUIREMENTS.

NARROW WIDENING

AS FULL DEPTH CARRIAGEWAY CONSTRUCTION BUT BASE LAYER AND SUB BASE/CAPPING REPLACED WITH 350MM ST4 CONCRETE ON 50MM SAND BLINDING COURSE INCORPORATING 500MM SURFACE/BINDER STEPPED TIE IN

PLANE REGULATE AND INLAY

EXISTING SURFACE AND WHERE REQUIRED BINDER LAYERS PLANED OFF TACK COATED AND REPLACED WITH REQUIRED DEPTH OF REGULATING SURFACE/BINDER LAYER AS SPECIFIED ABOVE.

KERBS FOOTWAYS AND PAVED AREAS

FLEXIBLE FOOTWAY CONSTRUCTION

SURFACE COURSE:- 30MM THICK AC 6 DENSE SURF 160/220. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108

BINDER COURSE:-50MM THICK 20MM AC 20 DENSE BIN (60MM THICK AT VEHICLE CROSSINGS).SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108

SUB BASE:- 150MM TYPE 1 SUB BASE 200MM AT VEHICULAR CROSSINGS. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW.

FOOTWAY SURFACE PLANE REGULATE AND INLAY

EXISTING FOOTWAY SURFACE COURSE REMOVED, PREPARED, TACK COATED THEN OVERLAIN WITH REQUIRED DEPTH OF REGULATING DENSE SURFACE LAYER AS SPECIFIED ABOVE.

KERBING

ALL KERBS, CHANNELS, EDGINGS ETC TO BS 7263-3:2001

HB2 — PRECAST CONCRETE 'HALF BATTERED' KERB 125X255, BS REF 'HB2' SET WITH 125MM FACE UNLESS OTHERWISE INDICATED

EF — PRE-CAST CONCRETE 'FLAT TOP' EDGING 200X50, BS REF 'EF', FLUSH WITH FOOTWAY SURFACE

BN — DROPPED KERB CONSISTING OF PRECAST CONCRETE 'BULL NOSE' KERB 125 X 150, BS REF 'BN' , AND TAPER KERBS 125 X 255/150, BS REF 'DL1' , 'DR1'

TACTILE PAVING

450X450X65 CONCRETE 'BUFF' TACTILE BLISTER PAVING FLAGS ON 50MM 4:1 SAND/CEMENT BED ON 150MM TYPE 1 GRANULAR SUB-BASE MATERIAL TO CLAUSE 803

HIGH FRICTION SURFACE DRESSING TO HAPAS CATEGORY 1, MIN PSV 70, MAX AAV 14, BUFF, RED OR BLACK COLOUR, GUYANESE BAUXITE, COMPRISING A TWO COMPONENT, BITUMEN MODIFIED EPOXY BINDER AND A GRADED (1MM TO 3MM) CALCINED BAUXITE AGGREGATE DETERMINED IN ACCORDANCE WITH BS 812 PART 114

OUTFALL POINT TO CONNECT INTO EXISTING GULLY TAIL PIPE LOCATION AND NATURE OF SEWER TO BE CONFIRMED ON SITE PRIOR TO COMMENCING ANY DRAINAGE WORKS.

EXISTING GULLY GRATING AND FRAME TO BE REMOVED TO TIP AND POT FILLED WITH MIX ST2 CONCRETE TO BELOW FORMATION LEVEL.

REV:	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

SAINSBURY'S

PROJECT:

WHITE LION, WITHINGTON

DRAWING TITLE:

GENERAL ARRANGEMENT

SCALES:

1:200 at A1

DRAWN:	CHECKED:	DATE:
MC	MC	17.09.10

Savell Bird & Axon
part of the WYG group
Croxley House 14 Lloyd Street Manchester M2 5ND
t: 0161 835 2400 f: 0161 835 3400 e: sba@sbax.co.uk

DRAWING NUMBER: N01915-D001

REVISION: -

Sam Denby

From: m.ash@manchester.gov.uk
Sent: 28 January 2013 16:23
To: Sam Denby
Subject: Re: White Lion site - Withington
Attachments: Fig_2.pdf; Road Acces Details.pdf; Old Site Layout.xls

Hello Sam,

I have had a look and run it past my manager Ian Graham.

We don't see any major issue with the adjustment- it will improve the accessibility and the highway safety for the residents. The only minor concern is pedestrians having to check behind them for approaching vehicles, but this is no different to other accesses throughout the city. Please note any amendments required on the adopted highway must go through our "Contact Manchester" switchboard to allow licensed contractors to carry out the work. It is also worth contacting the planners to get a view on whether an application is required.

I trust this is useful

Best regards

Malcolm

Malcolm Ash
Citywide Highway Support Services
Neighbourhood Services
Manchester City Council
Hammerstone Road Depot
Gorton
Manchester
M18 8EQ

Tel: 0161 234 5162

Sam Denby <Sam.Denby@jmp.co.uk>

28/01/2013 15:46

To "Malcolm Ash (m.ash@manchester.gov.uk)" <m.ash@manchester.gov.uk>
cc
Subject White Lion site - Withington

Afternoon Malcolm,

As discussed please find attached a plan (Figure 2) for the junction proposals at the White Lion site in Withington.

You will notice that the current built out arrangement (presented in plan N01915-D001) prevents resident's vehicles from turning left into the site from Wilmslow Road into the residents parking area. Currently residents have to drive 'though' the loading/disabled parking area and adjacent the Sainsbury's front doors. It should be noted that vehicles exiting the site/residents car park cannot turn right due to the presence of a physical island on Wilmslow Road.

Our client simply wishes to revert the access back to the previous kerb alignment arrangement which allowed vehicles to turn left from Wilmslow Road into the residents parking area. No other amendments are proposed. It is JMP's view that this proposal provides a number of safety benefits including: