TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

MANCHESTER CITY COUNCIL

PROPOSED RE-DEVELOPMENT OF 162 – 166 OLDHAM ROAD IN ANCOATS, MANCHESTER TO PROVIDE 30 RESIDENTIAL APARTMENTS AND A GROUND FLOOR RETAIL UNIT

TRANSPORT STATEMENT

VTC (Highway & Transportation Consultancy)
29 Howick Park Drive
Preston
PR1 0LU

Tel : 01772 740604
Fax : 01772 741670
E-mail : vtc.consultants@btinternet.com
Web : www.vtc-consultancy.co.uk

8th August 2016

C O N T E N T S

1. Introduction

2. Site Location and Existing Use

3. Existing Highway Network

4. Proposed Re-Development Scheme

5. Traffic and Parking Impact of the Proposed Development

6. Accessibility of the Proposed Development

7. Conclusions and Recommendation

References

Figure 1 – Site Location

Figure 2- Existing On and Off Street Parking near the Site

Existing Site Plan

Appendix 1 – Road Safety Information

Appendix 2 – Proposed Re-development Scheme

Appendix 3 – Sustainable Transport Information

Photographs

1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of 162-166 Oldham Road in the Ancoats area of Manchester. The proposed re-development scheme would provide 30 residential apartments and a small retail unit in a sustainable transport location that is accessible to existing employment opportunities, bus routes, local shops and leisure facilities.

1.2 The TS has been prepared in accordance with the 'Guidelines on Transport Assessment', by the Department for Transport (Ref. 1).

1.3 During the preparation of the TS, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- a review of the road safety records for the existing highway network,
- an examination of the proposed re-development plans,
- an assessment of the traffic generation for the proposed development and the traffic impact on the existing highway network,
- consideration of the parking requirements for the proposed development, and,
- consideration of the accessibility of the proposed development by sustainable transport – walking, cycling and public transport in accordance with the National Planning Policy Framework (Ref. 2). A Framework Travel Plan (FTP), has been prepared for the planning application and a Full Travel Plan will be prepared prior to occupation of the proposed development.

1.4 The following sections describe these investigations.

2. Site Location and Existing Use

2.1 The site is located at numbers 162-166 Oldham Road in Manchester, approximately 1.5 kilometres north-east of Manchester city centre, as shown in Figure 1.

2.2 The site is bounded by Poland Street on its south-west boundary and Portugal Street to the south-east (rear), side, as shown on the Existing Site Plan.

2.3 The ground floor of the site is occupied by a firm of solicitors (Nicholas and Partners), and the building has two upper floors, as shown in Photograph 1. There is a car park with 10 parking spaces within the site which has an access off Portugal Street. The site has an area of approximately 0.057 hectares (570 sq. m).

3. Existing Highway Network

3.1 The site is located on the south-east side of the A62 Oldham Road which is one of the main transport corridors serving Manchester city centre. The route connects with the A665 Great Ancoats near the city centre and continues in a north-easterly direction towards Oldham and junction 22 on the M60 motorway.

3.2 Oldham Road is a two lane dual-carriageway road at the site frontage and has a 30 mph speed limit with a good system of street lighting, as shown in Photograph 2. There is a bus stop in front of the site with regular bus services operating bettwen Manchester city centre and Oldham and other key centres in Greater Manchester. There are cycle lanes on both sides of Oldham Road and a bus lane to the south west of the site (towards Oldham). There are pedestrian crossing facilities at the junction of Oldham Road / Butler Street which is less than 200 metres from the site. There are shops located along Oldham Road, to the south west of the site, including hot food takeaways and a small convenience store.

3.3 Poland Street runs along the south-west perimeter of the site, and has a 20 mph speed limit. There are single yellow lines on each side of the road to prohibit parking between 8.00 a.m. – 6.00 p.m. on Monday – Saturday as part of a controlled parking zone. On-street parking is permitted along Poland Street between 6.00 p.m. – 8.00 a.m. on Monday – Saturday and all day Sunday. There are several car parks located off Poland Street and Silk Street, as shown in Photographs 3 and 4. Poland Street is shown in Photograph 5. There are also short stay parking bays (pay-and-display), located on Silk Street, Radium Street and George Leigh Street, as shown in Figure 2.

3.4 Portugal Street is on the south-east side of the site, and is part of the controlled parking zone with single yellow lines on both sides of the road. The road has a 20 mph speed limit. Portugal Street has a carriageway width of 3.4 metres. The site has an existing access onto Portugal Street that serves a car park with 10 spaces, as shown in Photograph 6. There is a public car park available off Portugal Street with pay and display parking available for approximately 12 cars. Portugal Street serves several commercial premises including a car sales company and a motorcycle sales and repair centre.

3.5 An examination of the road safety records that are held on the national road safety website (www.crashmap.co.uk), shows that there have been no recorded injury accidents on Portugal Street or Poland Street during the most recent 3 year data period (2012 – 2014, inclusive), as shown in Appendix 1. There have been 2 recorded injury accidents in the vicinity of the junction of Oldham Road / Poland Street during the 3 year search period. The details of these accidents are included in Appendix 1 and show that there has only been 1 slight injury accident involving a vehicle turning at the junction of Poland Street and Oldham Road (involving a collision between a car and a motorcyclist on the 13.4.2014. Therefore, based on the recent road safety data, the highway network that serves the proposed development does not have any significant road safety problems.

4. Proposed Re-Development Scheme

4.1 The proposed re-development scheme is shown in Appendix 2. The proposed re-development would provide 30 residential apartments and a ground floor retail unit with a floor area of 81 sq.m..

4.2 There would be a total of 8 single bedroom apartments, and 22 twin bedroom apartments on the 6 upper floors of the proposed building.

4.3 The proposed development would include 10 parking spaces (with 2 accessible for disabled drivers and passengers), with the access being located in the same position as the existing access off Portugal Street. Cycle parking would be provided within the building for 36 cycles (120% provision).

4.4 A refuse collection area will be provided on the ground floor.

5. Traffic and Parking Impact of the Proposed Development

5.1 The proposed development would have the same number of car parking spaces as the existing building and, therefore, there should be no significant increase in the traffic generation of the proposed development compared with the existing use of the site. The proposed parking provision would encourage residents and employees at the proposed retail unit to walk, cycle and use public transport. The proposed development would be located in a highly accessible location for trips to be made by sustainable transport, as described in the next section of the report.

5.2 Because of the relatively low number of parking spaces that would be provided at the proposed development and the excellent accessibility for trips to be made by sustainable transport means that the traffic impact of the proposed development will be low. The Guidance on Transport Assessment (Ref. 1), indicates that no detailed traffic assessment should be required for proposals that generate less than 30 two-way vehicle trips during the weekday peak periods and this will be the case for the proposed development.

5.3 The proposed car parking provision at the development would be in accordance with the recommendations of the Third Greater Manchester Local Transport Plan (GMLTP3 – Ref. 3). This states the following in relation to 'Parking in New Development':

In new development, high levels of free parking can encourage car travel, rather than the use of more sustainable modes, and so work against our other objectives. We will therefore continue to apply appropriate parking standards to new development as a means to manage demand and encourage the greater use of public transport, walking and cycling.

The (parking) standards are generally set at a maximum level of parking and for different uses, but Districts have the flexibility to vary these locally, e.g. to set lower levels of parking in areas that are highly accessible by public transport such as town centres.

In determining the appropriate level of car parking, factors such as the nature and scale of the development, the character and setting of its location, the current and future levels of public transport provision and opportunities for walking and cycling in the area, the safety of road users and pedestrians and the need to reduce congestion, improve air quality and reduce carbon emissions will all need to be considered.

Greater Manchester Local Transport Plan 2011-2016

5.4 The Greater Manchester Parking Standards are advisory and do not prevent the application of tighter standards for car parking as standards for car parking are expressed as a maximum. The car parking standards recommend an average number of off-street parking spaces per dwelling of 150%. The proposed development would provide 33% car parking spaces per dwelling and this is below the maximum standard and this is considered to be acceptable because of the excellent accessibility of the site by public transport and for pedestrians and cyclists.

5.5 The proposed parking provision of 33% is similar to the provision for a recent development proposal that was approved on nearby Bengal Street where 63 car parking spaces will be provided for 199 residential units (Manchester City Council planning permission 111742/FO/2016/N1).

5.6 As described in Section 3 of this report and as shown in Figure 2, there are additional on and off-street parking spaces available within a short walking distance of the site, if required. These additional parking spaces include on-street parking bays and off-street car parks with 24 hour and contract parking.

6. Accessibility of the Proposed Development

6.1 The proposed development would be highly accessible by sustainable transport because it is located on Oldham Road which is one of the main bus corridors serving Manchester city centre. The site is also within a convenient walking and cycling distance of a wide range of shops, amenities and Manchester city centre.

6.2 There are bus stops located close to the site and regular bus services operating to, and from, Manchester city centre and key centres in Greater Manchester. There are cycle lanes along Oldham Road to assist cyclists and an off-road cycle route available via Butler Street and the Rochdale Canal. There is good provision for pedestrians in the area with footways and pedestrian crossing facilities at main junctions. Information about the sustainable transport facilities that exist in the area is included in Appendix 3.

6.3 Overall, the proposed development will be sustainable in transport terms and, therefore, complies with the recommendations in the National Planning Policy Framework (NPPF – Ref. 2). A Framework Travel Plan has been prepared for the proposed development to identify the main measures that will be implemented as part of a Full Travel Plan when the development is completed.

7. Conclusions and Recommendation

7.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of 162-166 Oldham Road in the Ancoats area of Manchester. The proposed re-development will provide 30 residential apartments and a ground floor retail unit in a sustainable transport location.

7.2 The TS shows that the existing highway network that serves the site has a, relatively, good road safety record with no evidence of any significant highway safety problems.

7.3 The proposed development would generate a low number of vehicle movements onto the existing highway network and these will be similar in number to the existing use of the site because the car parking provision will be the same. The proposed car parking provision of 33% is considered to be appropriate because the site is well located for access by public transport and for walking and cycling trips. The proposed car parking provision is similar to that for a recently approved development of 199 residential units on nearby Bengal Street which proposes 32% parking. There are additional on-street parking bays and car parks in the area for visitors.

7.4 The proposed development would be located close to the existing bus services that operate along Oldham Road and would be within a convenient walking, or cycling, distance of local schools, shops, employment opportunities and local amenities including in Manchester city centre.

7.5 Overall, the proposed re-development will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. Guidance on Transport Assessment
Department for Transport, 2007
ISBN : 978 0 11 552856 9

2. National Planning Policy Framework
Department for Communities and Local Government
March, 2012
ISBN : 978-1-4098-3413-7

3. Third Greater Manchester Local Transport Plan (GMLTP3)
Association of Greater Manchester Authorities 2011 – 2016

Figure 1

Site Location

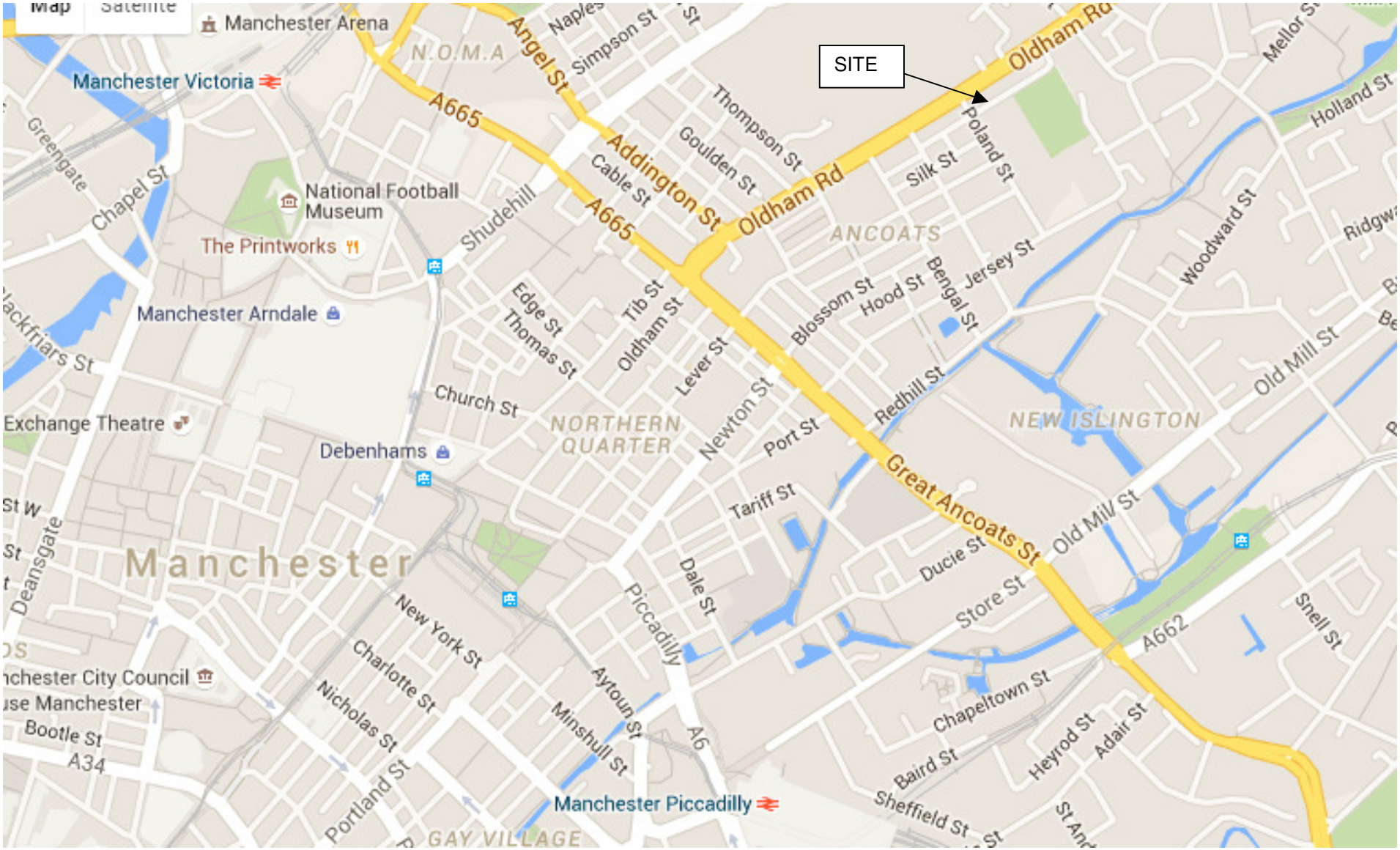
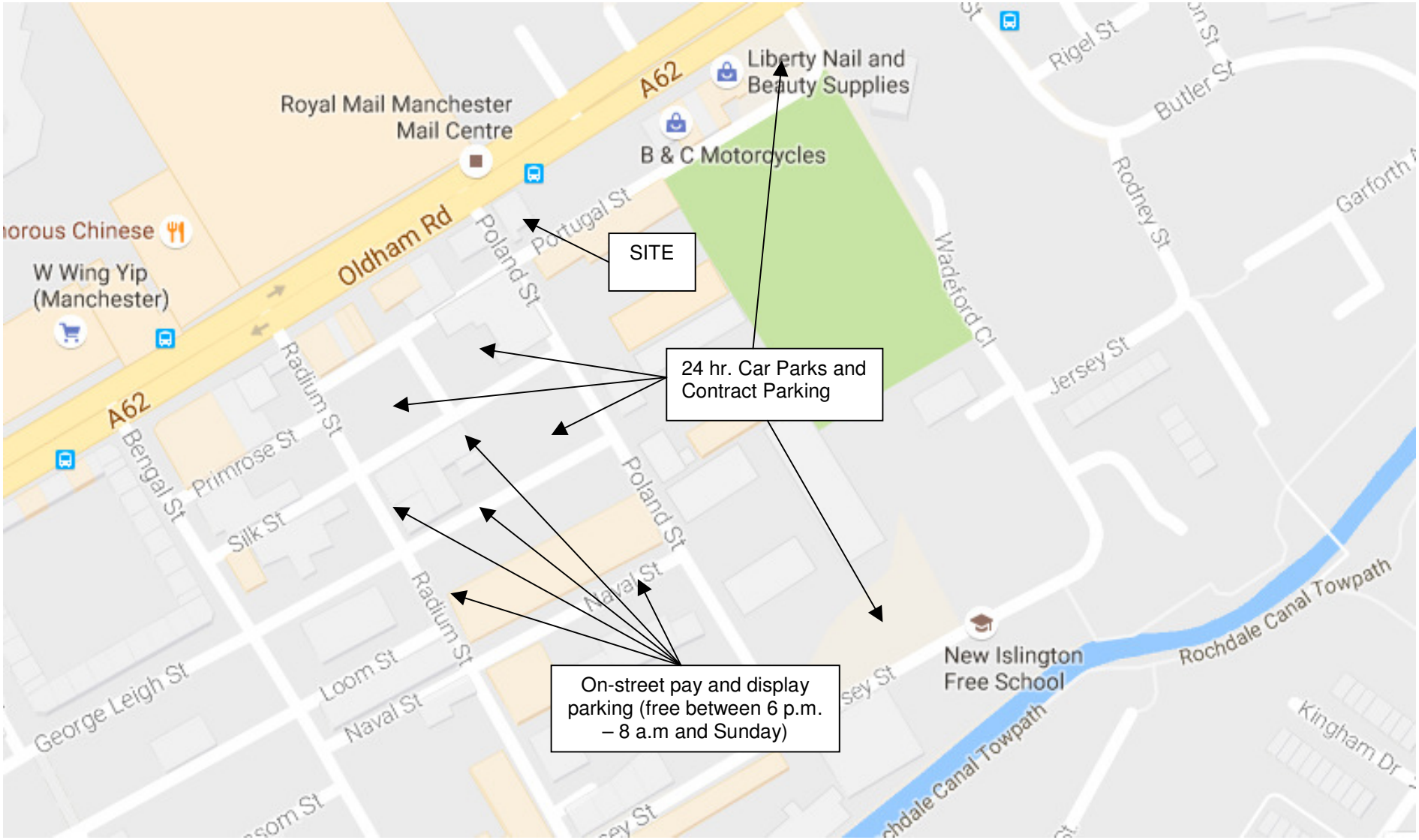


FIGURE 1

Site Location

Figure 2

On and Off-Street Parking Near the Site



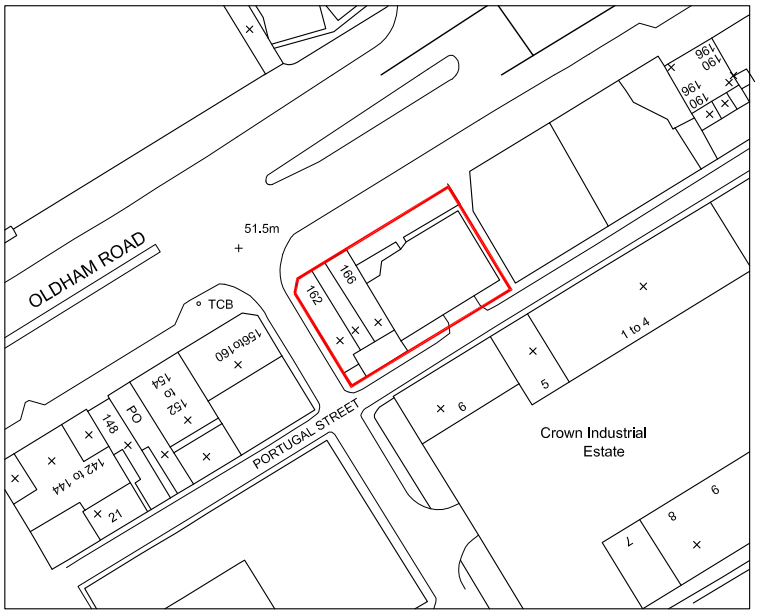
100 m

On-street bays :
Silk Street = 6
Radium Street = 5
George Leigh Street = 9
Naval Street = 4

FIGURE 2

On and Off-Street Parking Near the Site

Existing Site Plan



REV	DATE	DESCRIPTION	DRAWN

CLIENT

I.V. HOLDINGS

PROJECT

162 OLDHAM ROAD
MANCHESTER

DRAWING TITLE

SITE LOCATION PLAN

STATUS

FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	010	00

SCALE	DATE	DRAWN	CHECKED
1:1250@A4	APR 16	CH	

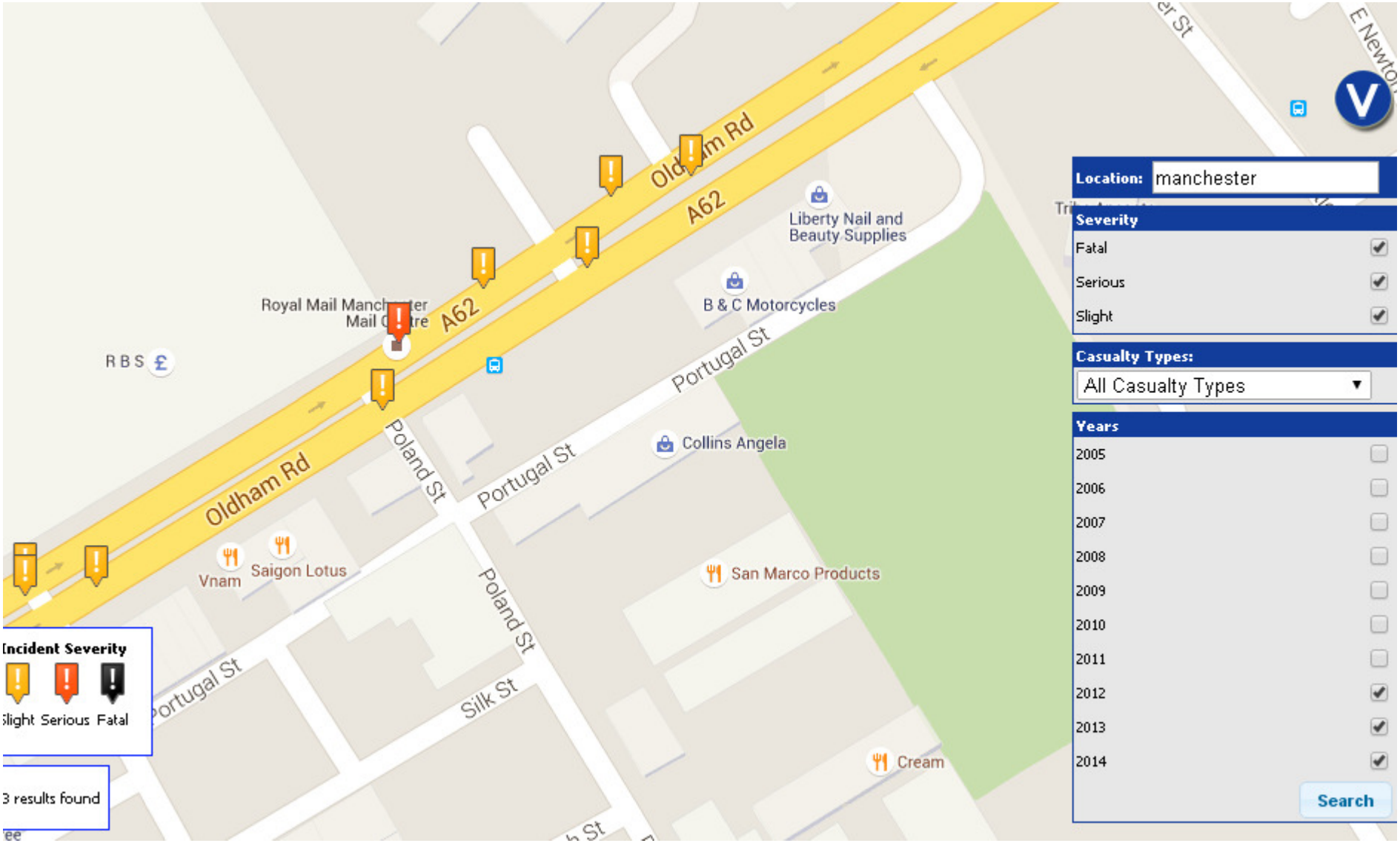
DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

www.bohoarchitecture.com

BO/HO

Appendix 1

Road Safety Information



Road Safety Information

Crash Report including Vehicle and Casualty Information

Crash Date:	Sunday, April 13, 2014	**Time of Crash:**	2:10:00 PM	**Crash Reference:**	201406A085207
Highest Injury Severity:	Slight	**Number of Vehicles:**	2	**Number of Casualties:**	1
Highway Authority:	Manchester			**OS Grid Reference:**	385076 398974
Local Authority:	Manchester City				
Road Number:	A62	**Road Type:**	Dual carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	**Junction Control:**	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre
1	Car (excluding private hire cars 2005 onwards)	7	Male	36 - 45	Vehicle is in the act of turning right
2	Motorcycle over 500cc (2005 onwards)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Crash Report including Vehicle and Casualty Information

Crash Date:	Saturday, June 15, 2013	**Time of Crash:**	3:10:00 PM	**Crash Reference:**	201306A074218
Highest Injury Severity:	Serious	**Number of Vehicles:**	2	**Number of Casualties:**	1
Highway Authority:	Manchester			**OS Grid Reference:**	385080 398990
Local Authority:	Manchester City				
Road Number:	A62	**Road Type:**	Single carriageway		
Weather Description:	Fine with high winds				
Road Surface Description:	Dry				
Speed Limit:	30	**Junction Control:**	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre
1	Goods vehicle 7.5 tonnes mgw and over (1999 onwards)	4	Male	46 - 55	Vehicle is in the act of turning left
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Casualties

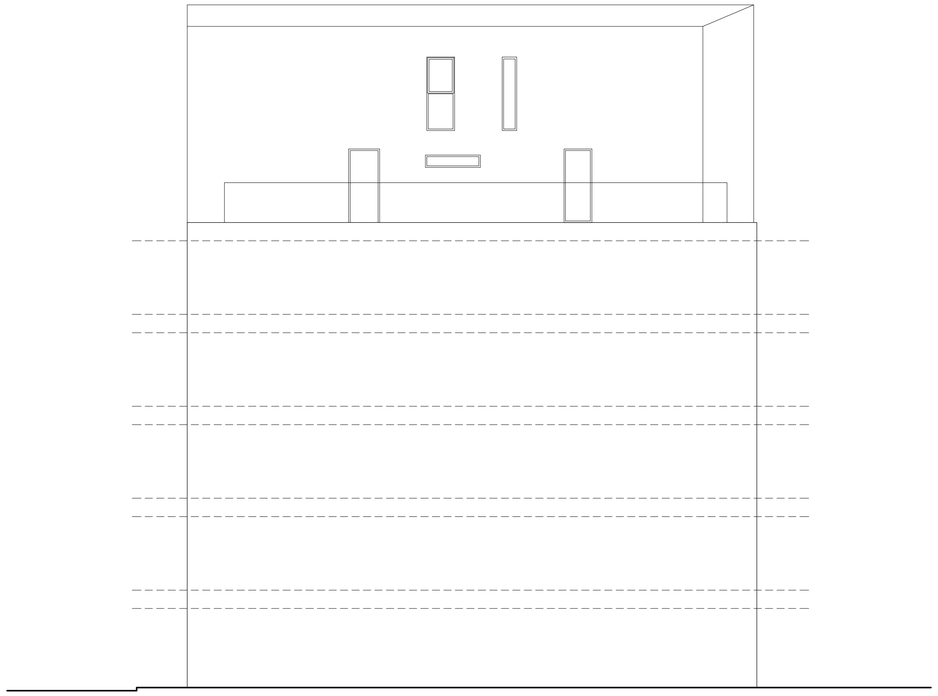
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Appendix 2

Proposed Re-development Scheme





REV	DATE	DESCRIPTION	DRAWN

CLIENT

I.V. Holdings

PROJECT

162-166 Oldham Road
Manchester

DRAWING TITLE

N.E. & S.E. ELEVATIONS

STATUS

SKETCH

PROJECT No	DWG TYPE	DWG No	REV
OLR	SK	201/4	04

SCALE	DATE	DRAWN	CHECKED
1:100 @ A1	MAY'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO

POLAND STREET

RESIDENTIAL ENTRANCE

RETAIL ENTRANCE

RETAIL UNIT

81m² / 871sqft

PARKING
10 SPACES
(2 access.)

270m²

CYCLES 36 No.
DOUBLE STACKED 25m²

SWITCH 7m²

CIRCULATION (38m²)

REFUGE

RETAIL

REFUSE
26m²

660l

660l

660l

660l

SUB STN. 26m²

WATER METER

660l

660l

1100l

1100l

1100l

240l

1100l

1100l

RESIDENTIAL

ESC.

existing dropped kerb reused

PORTUGAL STREET

REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
GROUND FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	200	

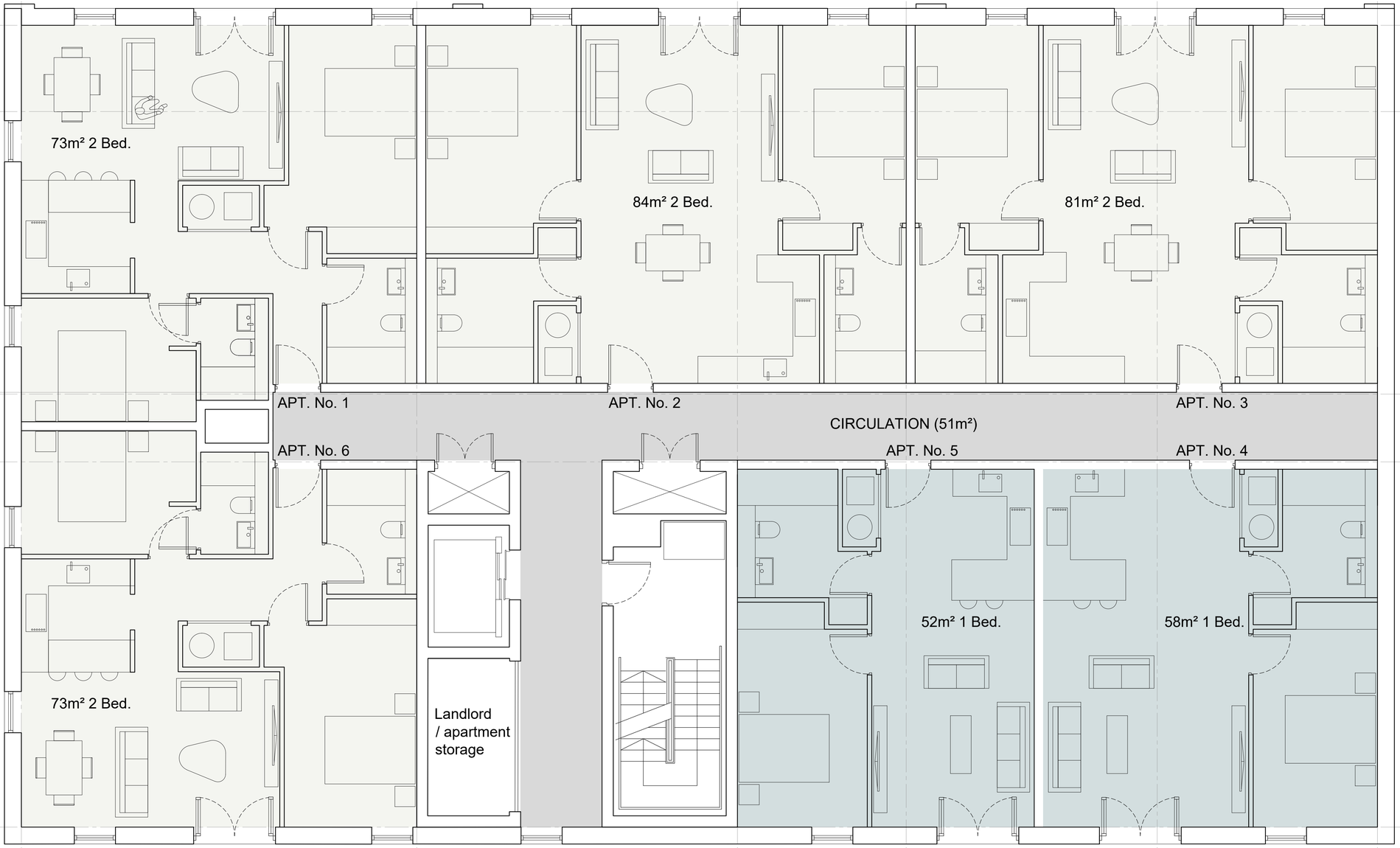
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
FIRST FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	201	

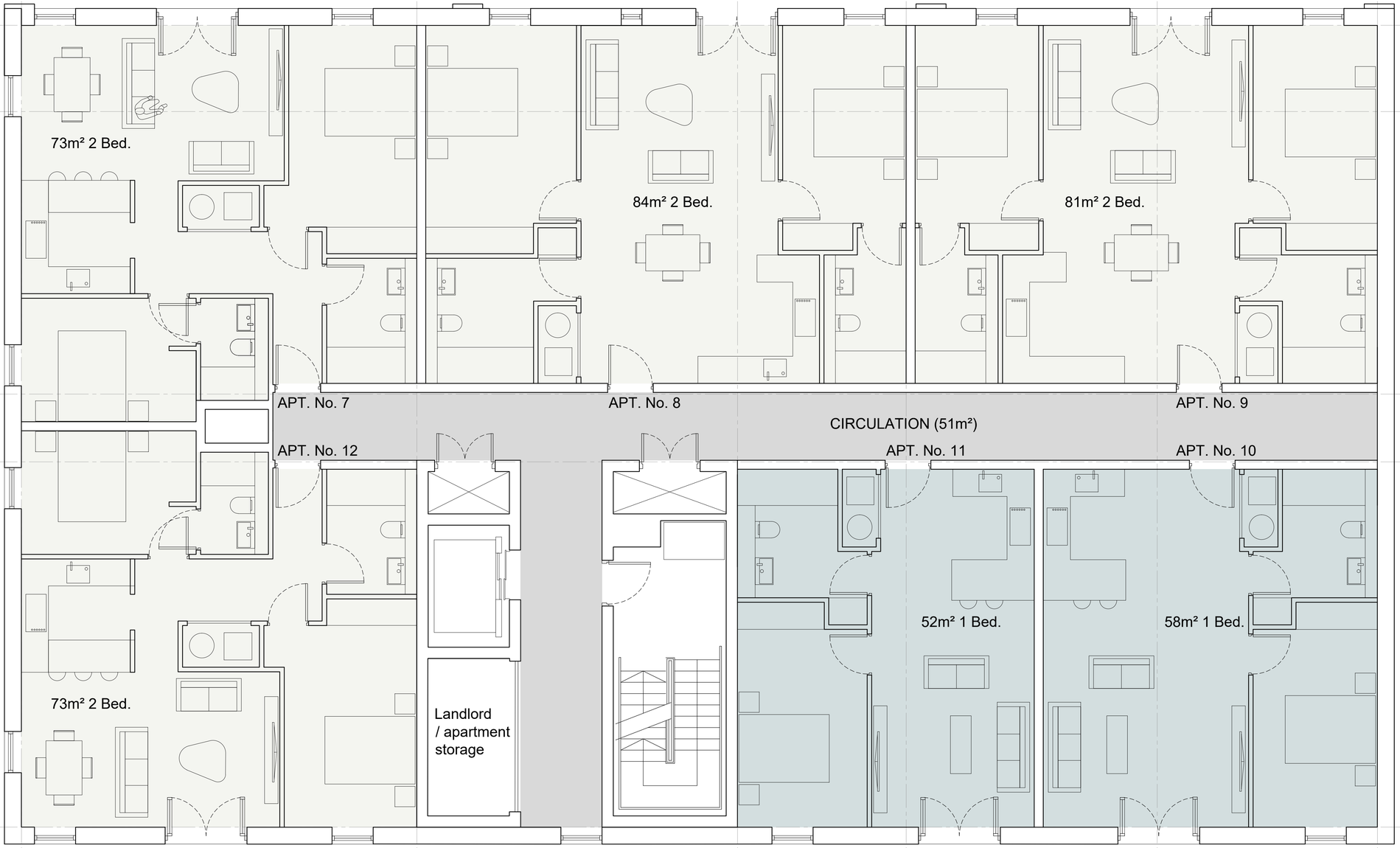
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
SECOND FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	202	

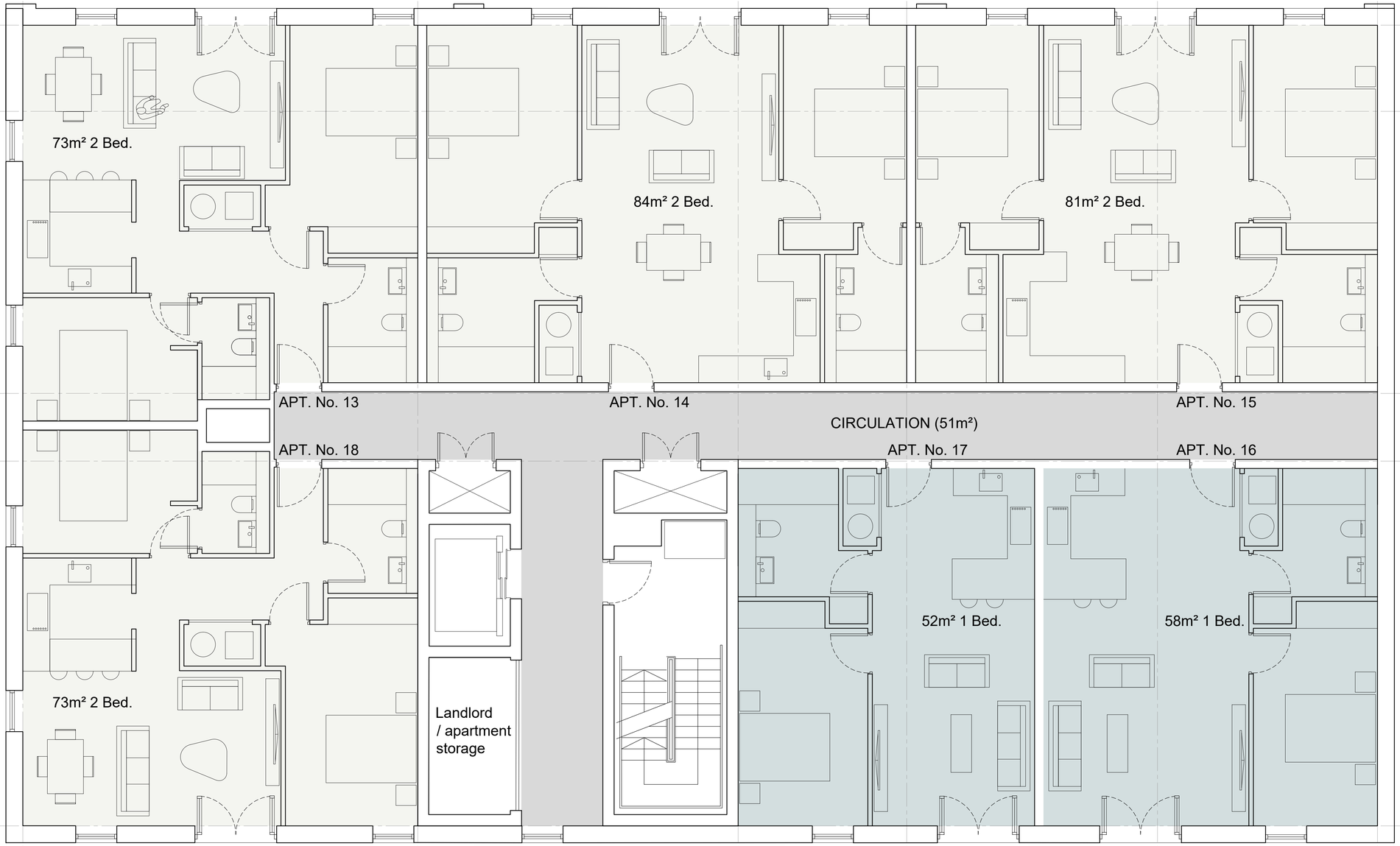
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
THIRD FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	203	

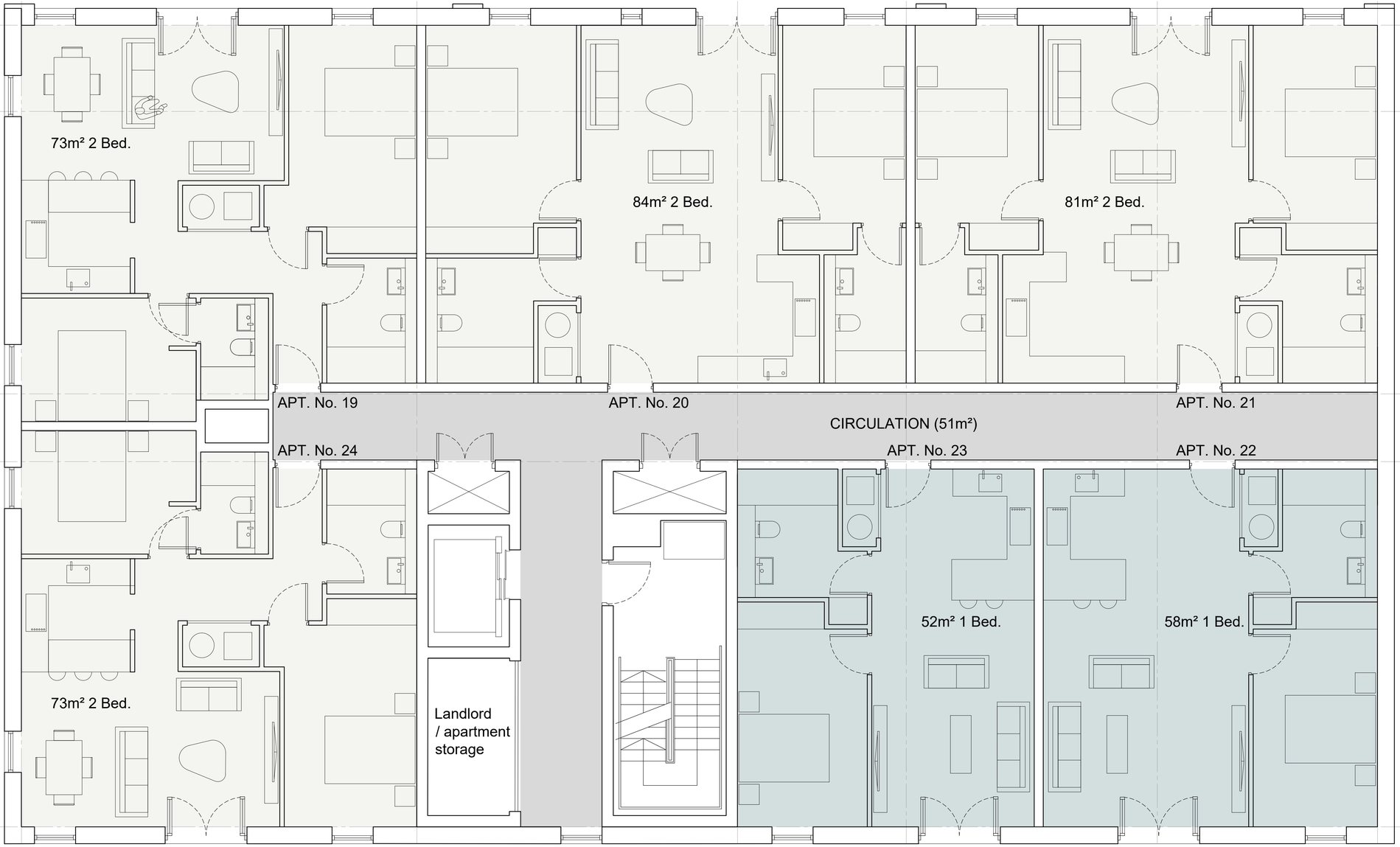
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
FOURTH FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	204	

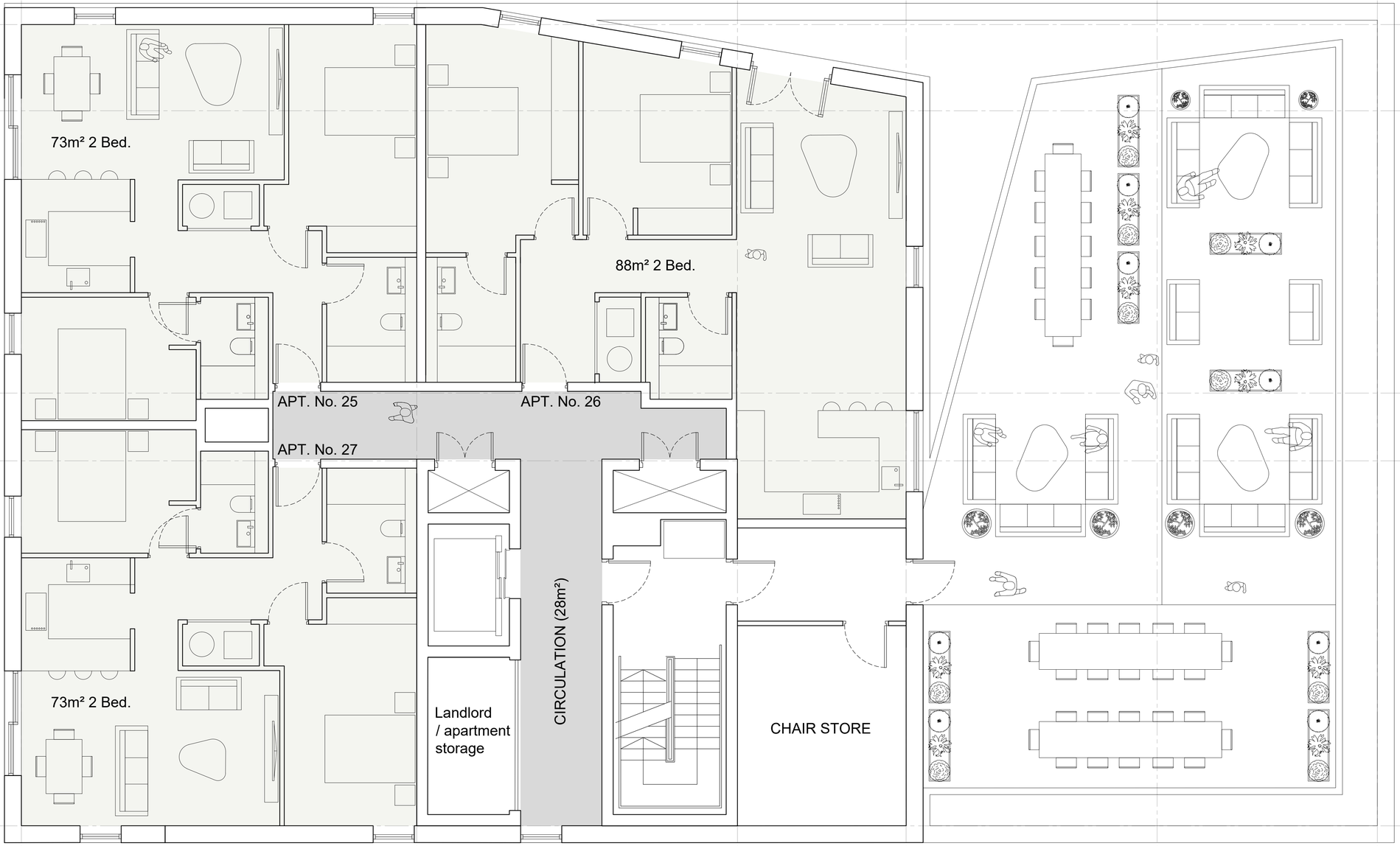
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
FIFTH FLOOR PLAN

STATUS
FOR PLANNING

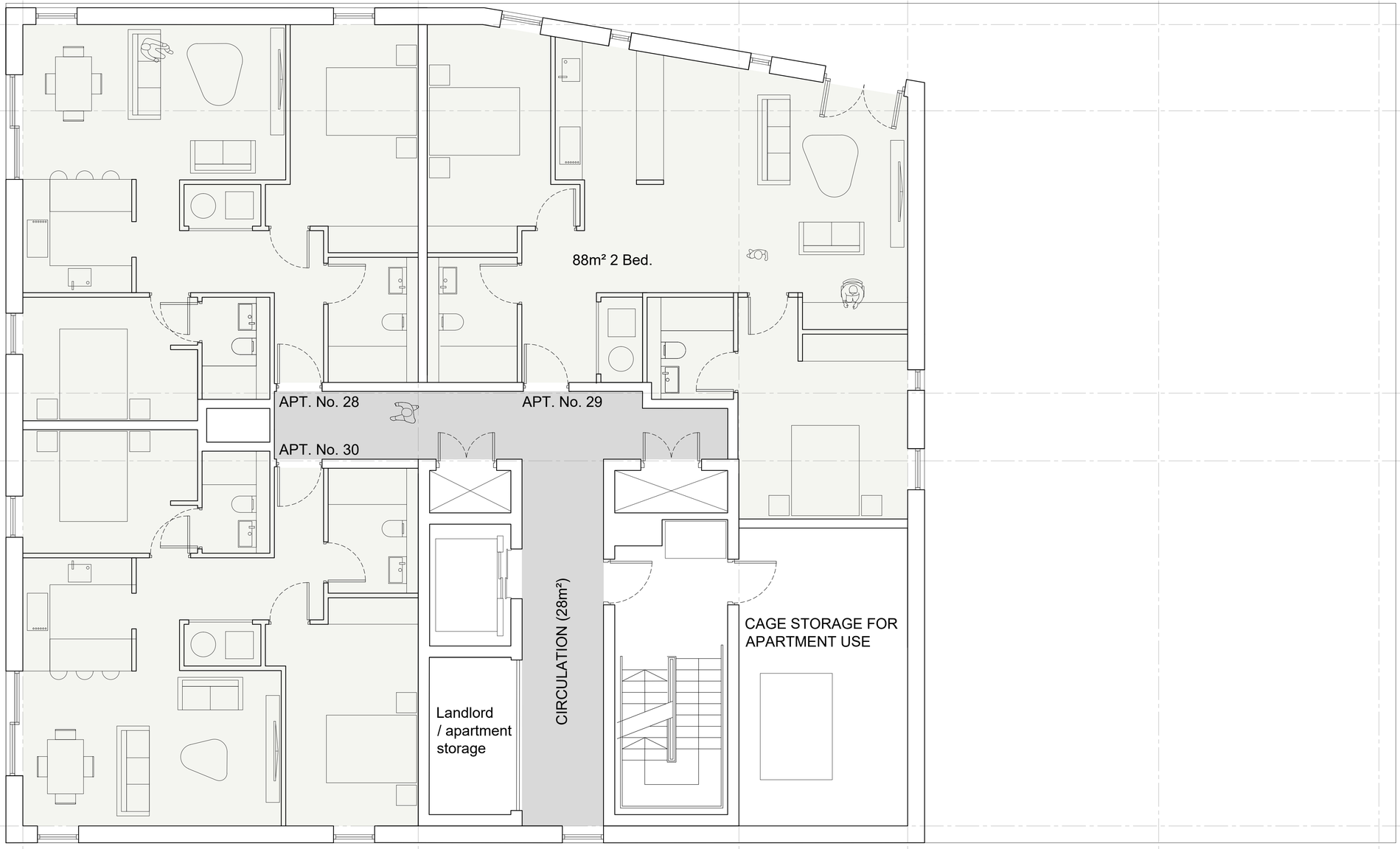
PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	205	

SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH
Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
SIXTH FLOOR PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	206	

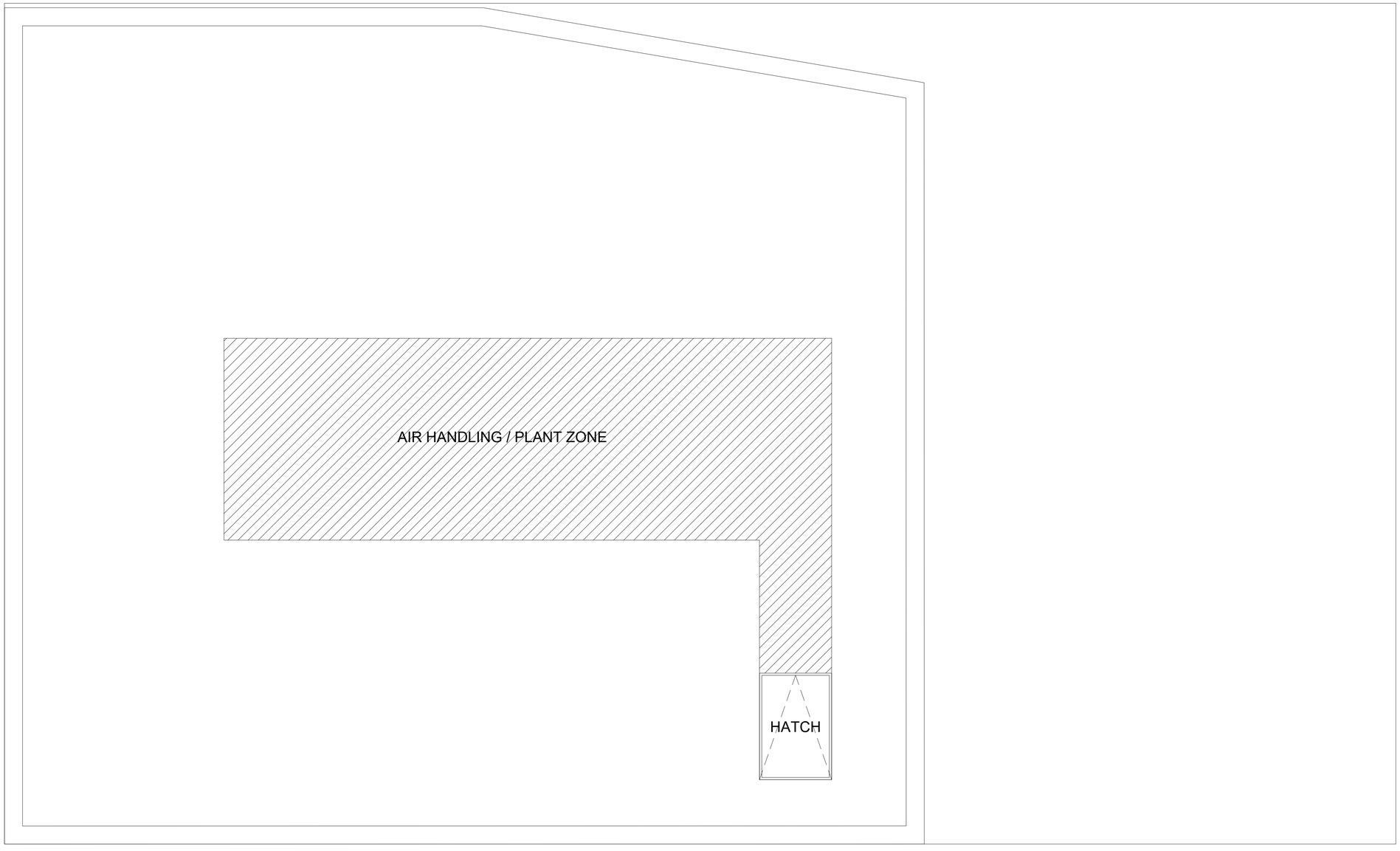
SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO



REV	DATE	DESCRIPTION	DRAWN

CLIENT
I.V. Holdings

PROJECT
162-166 Oldham Road
Manchester

DRAWING TITLE
ROOF PLAN

STATUS
FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	207	

SCALE	DATE	DRAWN	CHECKED
1:50@A1	JUL'16	CH	

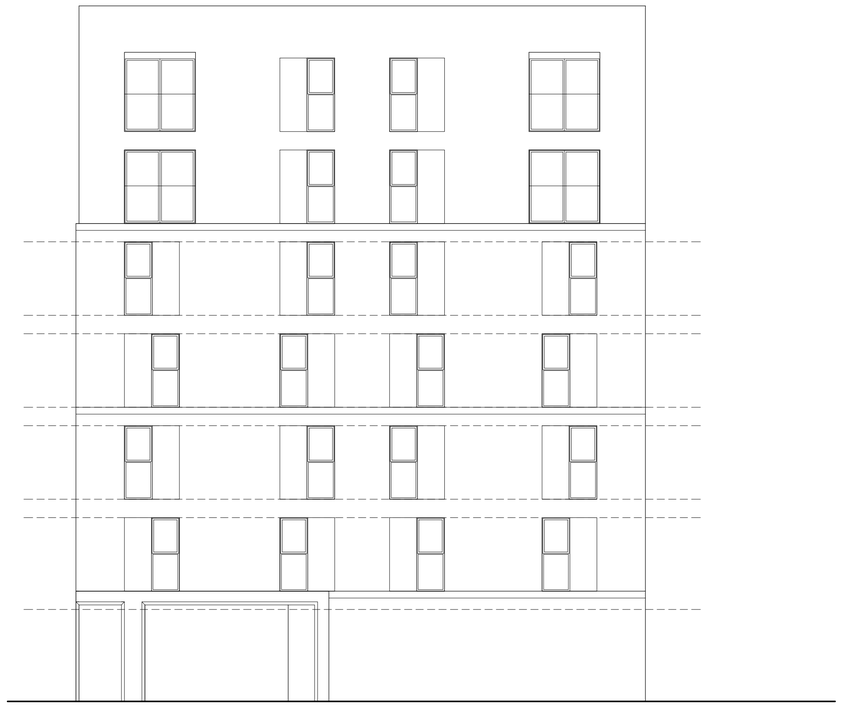
DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

176c Burton Road
Manchester
M20 1LH

Company Number OC397506

BO/HO





REV	DATE	DESCRIPTION	DRAWN

CLIENT

I.V. Holdings

PROJECT

162-166 Oldham Road
Manchester

DRAWING TITLE

N.W. & S.W. ELEVATIONS

STATUS

FOR PLANNING

PROJECT No	DWG TYPE	DWG No	REV
OLR	PL	300	

SCALE	DATE	DRAWN	CHECKED
1:100 @ A1	JUL'16	CH	

DO NOT SCALE DRAWINGS. USE ONLY DIMENSIONS GIVEN. CONTRACTOR TO CHECK SITE DIMENSIONS AND REPORT ANY VARIATIONS OR OMISSIONS TO BOWLES HOSTY LLP IMMEDIATELY. THIS DRAWING IS COPYRIGHT OF BOWLES HOSTY LLP AND MUST NOT BE REPRODUCED OR USED WITHOUT PERMISSION

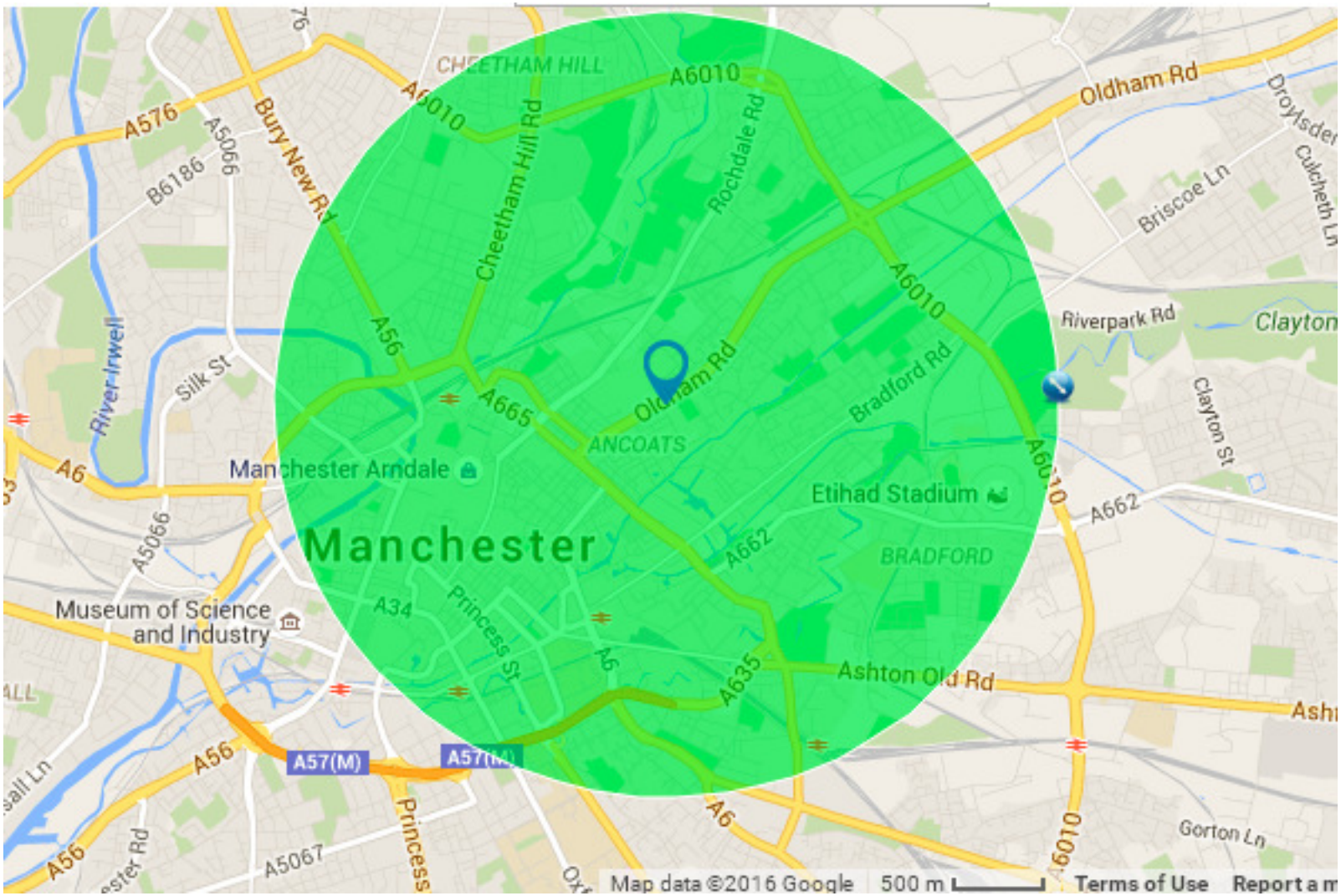
176c Burton Road
Manchester
M20 1LH

Company Number OC397506

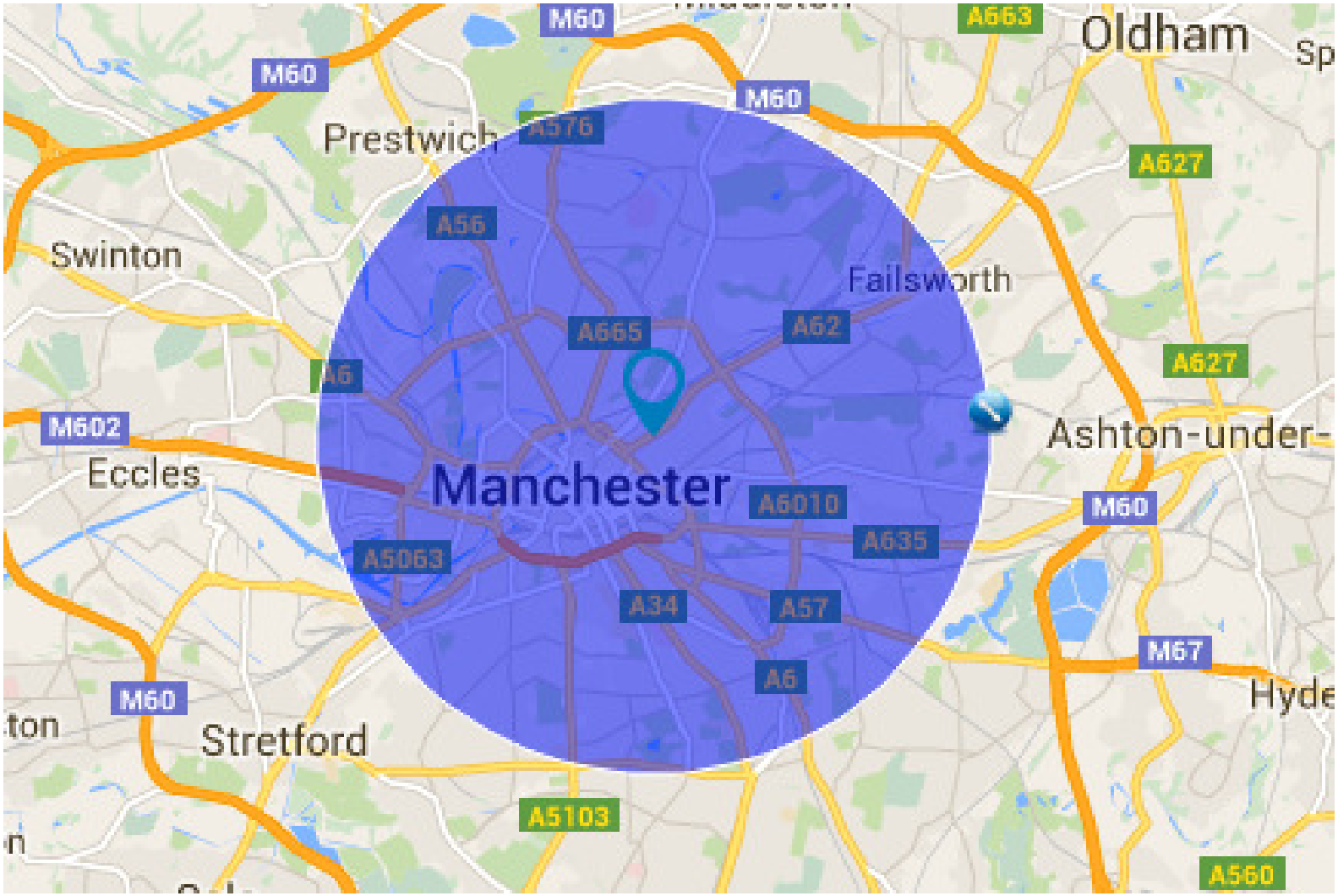
BO/HO

Appendix 3

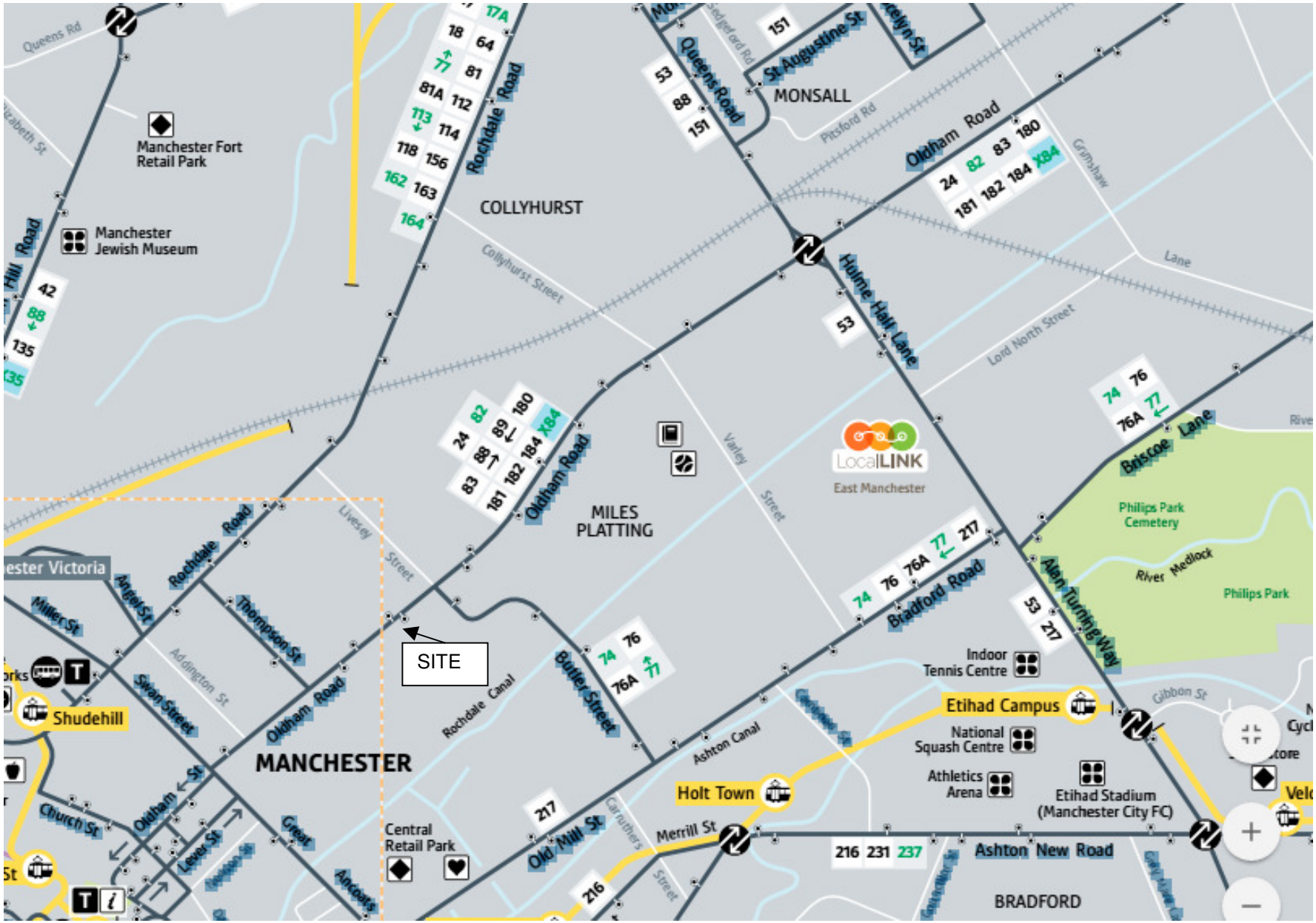
Sustainable Transport Information



2 kilometre Walking Catchment from Site



5 kilometre Cycling
Catchment from Site



Bus Services Operating Along Oldham Road Past the Site

Photographs



Photograph 1

Existing building at 162 – 166 Oldham Road



Photograph 2

Oldham Road at the site frontage



Photograph 3

On-street parking bays on Silk Street



Photograph 6

24 hour car park off Poland Street



Photograph 5

Poland Street



Photograph 6

Existing access onto Portugal Street