Proposed Residential Development at the Former Belle Vue Ambulance Site, Gorton

Transport Statement

On behalf of **Homes and Communities Agency**

Project Ref: 3006/5501 | Rev: R1 | Date: April 2014

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1 Introduction

1.1 Background

1.1.1 This Transport Statement has been prepared by Peter Brett Associates LLP (PBA) on behalf of the Homes and Community Agency (HCA) to support an outline planning application for residential development at the former Belle Vue Ambulance Site in Gorton (hereafter referred to as 'the site'). The location of the site is shown by the Site Location Plan in **Appendix A** and an indicative masterplan for the development is shown in **Appendix B.**

1.1.2 The site lies within the administrative area of Manchester City Council (MCC). The scope of this Transport Statement was agreed through a scoping note sent to MCC. The scoping note and subsequent correspondence from MCC shown in **Appendix C**.

1.2 Scope of the Report

1.2.1 In accordance with the scope agreed with MCC (shown in **Appendix C**) , this report has been structured as follows:

- Section 2 provides a review of national and local policy relevant to the development;
- Section 3 details the existing conditions in the vicinity of the site with regards to walking, cycling, public transport, local facilities and existing highway conditions;
- Section 4 provides further details on the proposed development and associated trip generation;
- Section 5 concludes the report and provides recommendations.

2 National and Local Policy

2.1 National Policy

National Planning Policy Framework (NPPF)

2.1.1 The NPPF was published in March 2012 and is the over-arching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies in relation to transport provision for new developments. These are detailed in the following paragraphs.

2.1.2 Paragraph 32 states that:

"All developments that generate significant amounts of movement should be supported by a *Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- the opportunities for sustainable transport modes have been taken up…to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development."

2.1.3 Crucially, this paragraph goes on to state that ***"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."***

2.1.4 Paragraph 34 of the NPPF states that "*plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."*

2.1.5 Paragraph 35 sets out various ways in which developments should incorporate opportunities for the use of sustainable transport modes. This includes giving priority to pedestrians and cycle movements; ensuring access to high quality public transport facilities; creating safe layouts which minimise conflict between traffic and pedestrians and cyclists; and considering the needs of people with disabilities.

Guidance on Transport Assessment, 2007

2.1.6 This document was published by the Department for Transport and the Homes and Communities Agency in 2007 and is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport Assessments (TAs) and Transport Statements (TSs). The guidance applies to England only

2.1.7 With regards to the principles of assessment, the guidance states that a properly prepared TA will help local planning authorities to assess the development's compatibility with the relevant planning policy framework (usually the Local Development Framework) and the relevant transport strategy (usually the Local Transport Plan). It states that a TA will allow the transport implications of proposed developments to be properly considered and, where appropriate, will help identify suitable measures to achieve a more sustainable and environmentally sound outcome.

2.1.8 Therefore, in preparing a TA, the following considerations will be relevant:

- **Encouraging environmental sustainability**: including reducing the need to travel (especially by car, tackling the environmental impact of travel, the accessibility of the location and other measures which may assist in influencing travel behaviour.
- **Managing the existing network**: including making the best possible use of existing transport infrastructure and managing access to the highway network.
- **Mitigating residual impacts**: including through demand management, through improvements to the local public transport network and walking and cycling facilities, through minor improvements to existing roads and through the provision of new or expanded roads.

2.1.9 It also provides guidance of on what level of assessment is required for a new development, with Appendix B providing suggested thresholds below which a formal assessment may not be needed and above which the preparation of a TS or a TA would be appropriate. With regards to residential houses, the guidance suggests TS is required for developments comprising between 50 and 80 units, with a TA required for more than 80 units. Although the indicative plan in **Appendix B** shows only 14 units, to ensure robustness a TS has been prepared for the development.

2.1.10 This TS has been prepared in accordance with this guidance.

Manual for Streets (MfS)

2.1.11 Manual for Streets, published in March 2007, provides guidance for practitioners in England and Wales involved in the design, construction, adoption and maintenance of new residential streets, and is also applicable to existing streets subject to re-design. MfS aims to assist in the creation of streets that:

- help to build and strengthen the communities they serve;
- meet the needs of all users, by embodying the principles of inclusive design;
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are cost-effective to construct and maintain; and
- are safe.

2.1.12 Manual for Streets also provides street geometry guidelines, including guidelines for forward visibility, visibility splays and junction spacing.

2.1.13 The scheme design is consistent with the guidance set out in Manual for Streets.

2.2 Local Policy

2.2.1 As stated previously, the site is within the boundary of MCC.

MCC Core Strategy (Adopted July 2012)

2.2.2 Manchester's Core Strategy was adopted on the 11th July 2012, replacing significant elements of the Unitary Development Plan for the City of Manchester. The Core Strategy contains several objectives and policies pertaining to transport.

2.2.3 Firstly, **Spatial Objective S05 – Transport** seeks to improve the physical connectivity of the City through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. **S05** also states that access to the facilities and opportunities of the Regional Centre and Manchester Airport from residential areas will be particularly important, as will improving links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.

2.2.4 In addition, **Policy SP1 – Spatial Principles**, sets out the key spatial principles which will guide the strategic development of Manchester to 2027. In relation to transport, all development must maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. **Policy SP1** also sets out Core Development Principles. In relation to transport, it is stated that development should improve access to jobs, services, education and open space being located to reduce the need to travel and provide good access to sustainable transport provision.

2.2.5 One of the key indicators of the delivery strategy contained within the Core Strategy is the amount of new residential development within 30 minutes public transport travel time of health facilities, schools and employment area, with a target set of maintaining a level of 100% for GP surgery, a primary and secondary school, and employment area, and a major retail centre.

2.2.6 **Policy CC5 – Transport** states that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest, and proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. It states that the Council will seek to ensure that development includes adequate parking provision for cars and bicycles, which should be based on the parking standards described in **Appendix B**. Similarly, Policy **H1** states that proposals for new residential development should take account of the need to prioritise sites which are in close proximity to centres or high frequency public transport routes.

2.2.7 **Policy T1 – Sustainable Transport** seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking and to support the needs of residents and businesses to prepare for carbon free modes of transport.

2.2.8 **Policy T2 – Accessible Areas of Opportunity and Need** states that the Council will actively manage the pattern of development to ensure that new development:

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites, including links with East Manchester to employment locations, Central Park and Eastlands in particular;
- With the exception of the City Centre, all new development should provide appropriate car parking facilities taking account of the guidance provided in **Appendix B** of the Core Strategy.; and
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues

Greater Manchester's third Local Transport Plan 2011/12 – 2015/16

2.2.9 Greater Manchester's third local Transport Plan contains the policies of the Transport for Greater Manchester (TfGM) for the provision of safe, integrated, efficient and economic

transport to and from and within their area. The document sets out a long term strategy to 2026.

2.2.10 LTP3 sets out objectives derived from key themes consistent across national and local strategic priorities. These are:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with the UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and the provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

MCC Manchester Streetscape Manual: Volume 1 – New Residential Streets (Adopted June 2009)

2.2.11 The MCC Manchester Streetscape Manual, adopted June 2009 expands upon the principles set out in Manual for Streets (MfS)[1]. Although in most cases, the principles described in MfS apply in Manchester, the Streetscape Manual highlights where more specific policies apply.

2.2.12 The Streetscape Manual includes specific requirements for carriageway and roadway design, as well as junction spacing and parking design, which have been taken into account in the masterplan for the development.

MCC Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007)

2.2.13 The document was produced by MCC as a means of guiding those involved in the development process in the preparation of design and access statements. It sets out the MCC's stance on a wide range of issues, including transport and ease of movement, as well as MCC's development principles.

[1] Department for Transport (2007), Manual For Streets

3 Existing Conditions

3.1 Introduction

3.1.1 This section provides a description of the site location and the previous function; a review of the existing pedestrian, cycle and public transport facilities and services in the immediate area; and a review of the local highway network in terms of its operation and safety record.

3.2 Site Location and Existing Context

3.2.1 The location and the wider context of the application site is shown in **Figure 3.1** below.

Figure 3.1: Site location and wider context



3.2.2 As shown by **Figure 3.1**, the northern boundary of the site is adjacent to All Saints Primary School, while the southern boundary of the site is adjacent to a residential property and an Army Reserve Centre. The eastern boundary of the site is adjacent to Gorton Park and the western boundary is adjoined by Belle Vue Street.

3.2.3 Access to the site is currently via a single gated access on Belle Vue Street.

3.3 Permitted Site Use

3.3.1 The site was previously an ambulance station. The site currently comprises a detached two storey building which includes a garage/depot, offices, changing areas, locker facilities and kitchen. An existing secure car park (with approximately 35 spaces) is located to the northern part of the site accessed from Belle Vue Street via a gated entrance. In addition there is a layby which runs along the front of the building providing an additional parking area (around 8 spaces) and access to the garage. A telecoms mast is located in the south east corner of the site,

3.4 Existing Pedestrian and Cycling Facilities

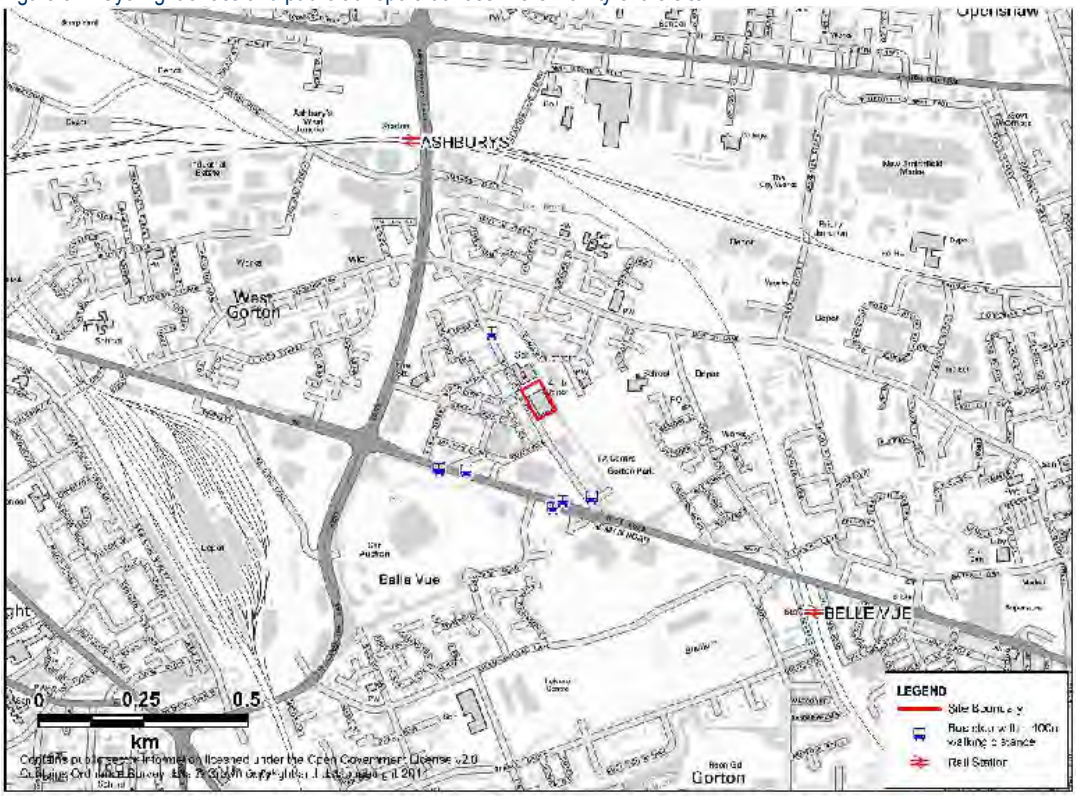
3.4.1 Belle Vue Street has footways on both frontages, as does Coalburn Street and Birch Street which are the nearest roads which form a junction with Belle Vue Street. In addition, Hyde Road (A57), which is located to the south of the site and forms a junction with Belle Vue Street, also has footways on both frontages.

3.4.2 With regard to cycling, the site is approximately 400m (equivalent to 1 minute's cycling time) from Gorton Lane, which is classified as *'suggested unsigned quieter routes avoiding busy main roads* by Transport for Greater Manchester (TfGM) cycle maps[2] (shown in **Appendix D)**. Furthermore, Gorton Lane provides access to on-road routes classified as having *'facilities to help cyclists, such as cycle lanes, bus lanes and advanced stop lines at traffic signals'* which provide access to the centre of Manchester, as well as to Ashburys rail station. This indicates that the site is well located with regard to cycle infrastructure.

3.5 Existing Bus and Rail Services

3.5.1 A map indicating public transport in the vicinity of the site is shown in **Figure 3.2**.

Figure 3.2: Cycling facilities and public transport facilities in the vicinity of the site



3.5.2 The bus stops available on Belle Vue Street are eastbound only and have a limited service. Therefore, the nearest bus stops for both eastbound and westbound services are located on Hyde Road, as shown in **Figure 3.2**. These stops are within the recommended maximum walking distance of 400m metres for the majority of the site, as stated in 'Guidelines for Providing for Journeys on Foot' published in 2000 by the Institution of Highways and Transportation.

[2] http://cycling.tfgm.com/maps/districts/8-Manchester-aug2013.pdf

3.5.3 The bus stops on Hyde Road are served by bus service number 201, 203 and 204. The bus stops on Belle Vue Street are served by the infrequent bus service number 54. The routes and frequency of these services is included within **Table 3.1.**

Table 3.1: Bus services and frequencies (correct as of 04/02/2014)

No.	Route	Mon-Fri Frequency	Sat Frequency	Sunday Frequency
54	Cheetham - Rusholme - Trafford Centre	Once per day (05:19)	N/A	N/A
201	Hattersley - Hyde - Denton - Manchester	Every 15 mins (05:06 to 06:16) Every 10 mins (06:16 to 19:29) Every 30 mins (19:29 to 23:53)[3]	Every 30 mins (05:56 to 07:51) Every 10 mins (07:51 to 17:40) Every 15 mins (17:40 to 19:26) Every 30 mins (19:26 to 23:53) Every hour (23:53 to 02:58)	Every 30 mins (07:20 to 23:53)
	Manchester - Denton - Hyde - Hattersley	Every 10 mins (05:15 to 19:32) Every 30 mins (19:32 to 00:02)[4]	Every 30 mins (05:33 to 07:55) Every 15 mins (07:55 to 08:27) Every 10 mins (08:27 to 18:52) Every 30 mins (19:12 to 00:23) Every hour (00:23 to 02:23)	Every 30 mins (06:59 to 23:42)
203	Stockport - Reddish - Manchester Night Service	Every 15 mins (05:21 to 06:11) Every 10 mins (06:11 to 18:54) Every 15 mins (18:54 to 20:33) Every 30 mins (20:33 to 23:03) Every 15 mins (23:03 to 00:13)[5]	Every 15 mins (06:13 to 08:06) Every 10 mins (08:06 to 18:45) Every 15 mins (18:57 to 19:33) Every 30 mins (19:33 to 23:03) Every 15 mins (23:03 to 00:13) Every hour (00:13 to 03:29)	Every 30 mins (07:36 to 11:15) Every 15 mins (11:15 to 19:03), Every 30 mins (19:03 to 00:13)
	Manchester - Reddish - Stockport Night Service	Every 15 mins (04:48 to 05:24) Every 10 mins (05:24 to 19:34) Every 15 mins (19:34 to 20:21) Every 30 mins (20:21 to 23:57)[6]	Every 15 mins (05:52 to 08:04) Every 10 mins (08:04 to 19:22) Every 30 mins (19:22 to 23:57) Every hour (23:57 to 02:53)	Every 30 mins (06:44 to 10:09), Every 15 mins (10:09 to 18:32), Every 30 mins (18:32 to 23:57)
204	Hyde - Denton - Belle Vue - Manchester	Every 40 mins (06:06 to 08:27) Every 30 mins (19:12 to 23:42)	Every 30 mins (18:48 to 23:42)	Every 30 mins (08:58 to 23:42)
	Manchester - Belle Vue - Denton - Hyde	Every 30 mins (16:57 to 23:42)	Every 30 mins (19:42 to 23:42)	Every 50 mins (08:46 to 10:16), every 30 mins (10:16 to 23:32)

3.5.4 As indicated by **Table 3.1**, the site is served by several frequent bus services on both weekdays and Saturdays and Sundays. Furthermore, as indicated by **Table 3.1**, the site is served by several bus services which operate relatively frequently in both early morning and late night on weekdays and Saturdays, with later buses also available on Fridays and Saturdays. Relatively early and late services are also available on Sundays. Therefore, shift workers and those with different working hours will also have public transport access to employment destinations.

[3] On Fridays, an hourly late night service is available from 00:58 to 02:58

[4] On Fridays, an hourly late night service is available from 00:23 to 02:23

[5] On Fridays, an hourly late night service is available from 01:29 to 03:29

[6] On Fridays, an hourly late night service is available from 00:53 to 02:53

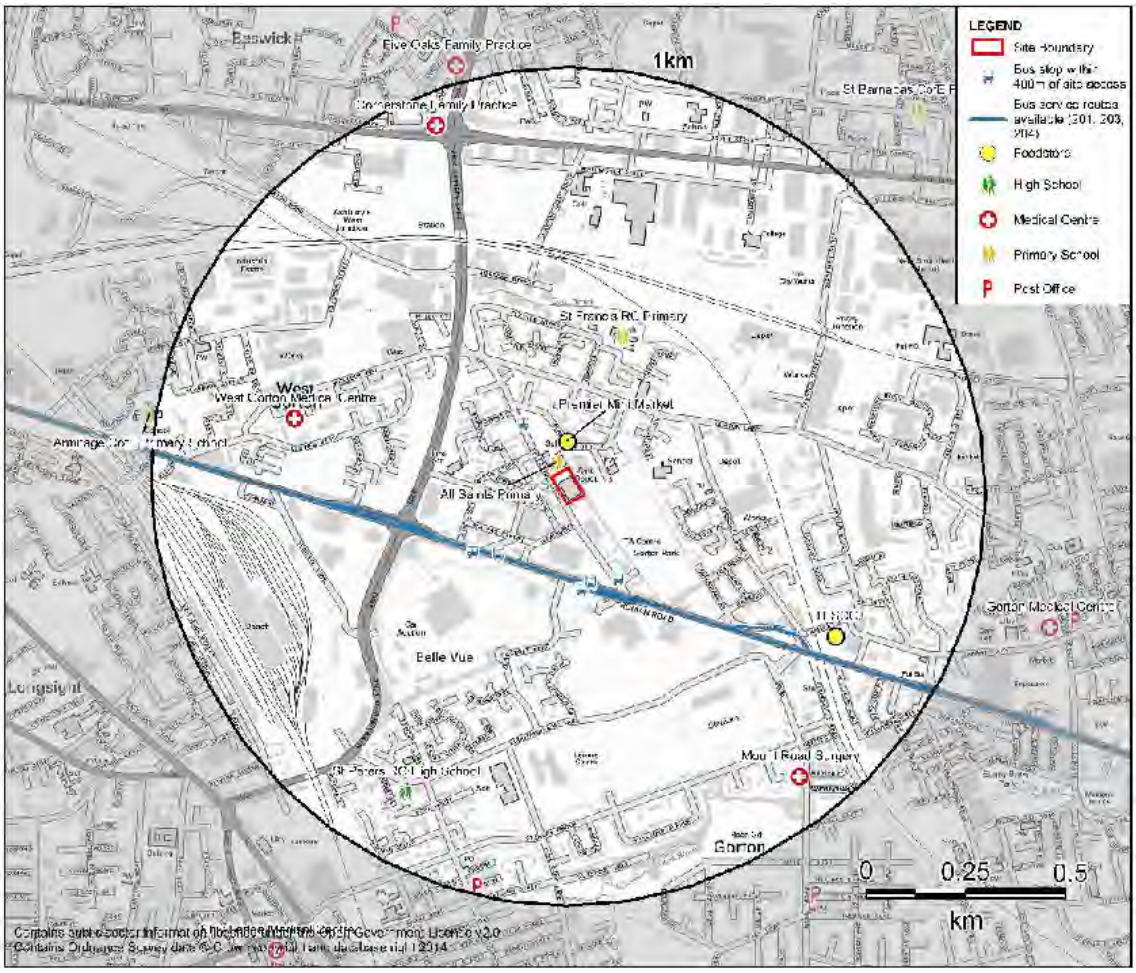
3.5.5 As shown by **Figure 3.2**, Ashburys rail station is located approximately 650m to the north-west of the site (approximately 10 minutes' walk from the site access). Belle Vue is located approximately 800m to the south east of the site (approximately 10 minutes' walk from the site access). Ashburys provides services to Manchester Piccadilly, with approximately 3 per hour, although the number of services is higher during the morning peak. Belle Vue also provides services to Manchester Piccadilly, with a frequency of one service every two hours, although again the number of services is higher during the morning peak.

3.5.6 Thus, the site is well located with regards to frequent public transport services, including bus services and rail links, with access to employment destinations etc. by bus possible from early in the morning to late at night.

3.6 Existing Facilities and Employment Opportunities

3.6.1 Existing facilities within approximately 1km of the site boundary, including schools, foodstores, post offices and medical centres, are shown in **Figure 3.3**. **Figure 3.3** also shows the routes of regular bus services (201, 203 and 204) available to the site, as discussed in **Section 3.5**

Figure 3.3: Map of existing facilities



3.6.2 As indicated by **Figure 3.3**, there is a local convenience store (Premier Mini Market) located within 5 minutes' walking time from the site access on Belle Vue Street. There is also a larger supermarket (Tesco) within 20 minutes' walking time from the proposed access on Crossley Street, although **Figure 3.3** indicates that it is accessible by public transport.

3.6.3 There are several medical centres located within approximately 1km of the site, all of which are currently accepting patients. West Gorton Medical Centre is the closest centre, within a walking distance of 12 minutes. Cornerstone Family Practice and Five Oaks Family Practice are also accessible via cycle routes from Gorton Lane.

3.6.4 With regard to schools in the vicinity of the site, All Saints Primary School is located adjacent to the site and thus within minimal walking distance. In addition, St. Francis RC Primary School is located to the north of the site, within 8 minutes walking time.

3.6.5 In addition, St Peter's RC High School is located approximately 700m to the south west of the site, within 13 minutes walking time. St Peter's RC High School is also accessible via cycle routes from Gorton Lane, as shown by the TfGM cycle map in **Appendix D**. This includes an on road route with cycling facilities on Pottery Lane. In addition, East Manchester Academy is located approximately 1.4 km to the north of the site.

3.7 Existing Local Highway Network

3.7.1 The highway network surrounding the site is shown in **Appendix E**.

3.7.2 The site is adjacent to Belle Vue Street. Belle Vue Street forms a junction with Gorton Lane to the north west of the site. Belle Vue Street also forms a junction with Hyde Road to the south east of the site.

3.7.3 Belle Vue Street is a single carriageway road with a speed limit of 30 mph. Gorton lane is a single carriageway road. To the north west of the site, Gorton Lane forms a junction with the A6010/Pottery Lane, which provides access to the north and south of Manchester.

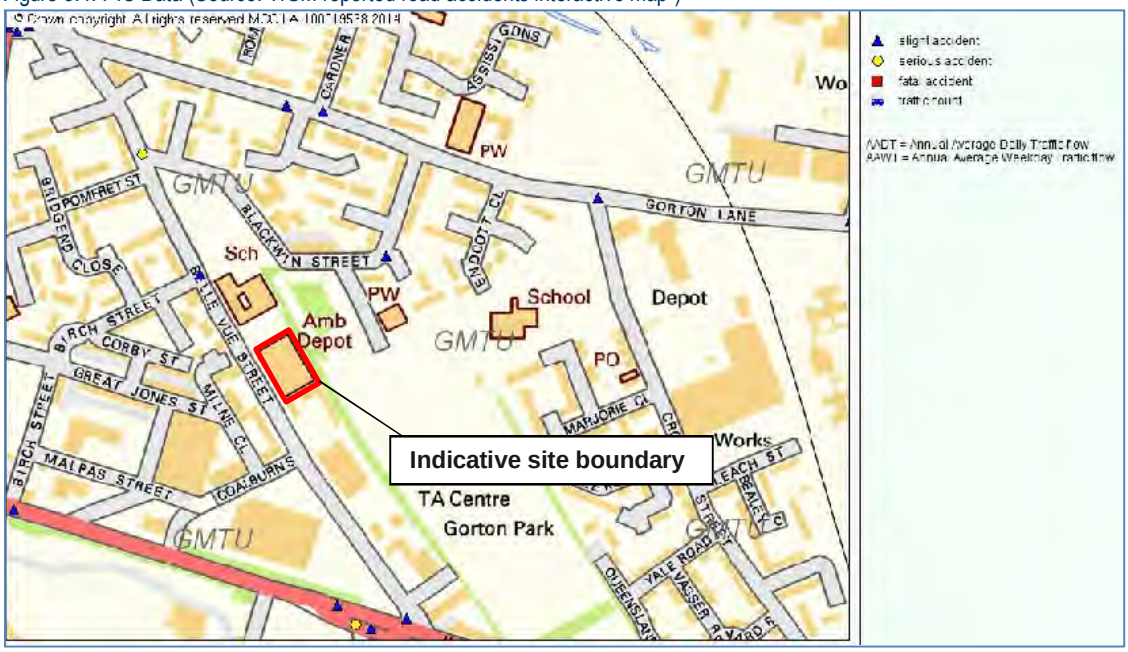
3.7.4 Hyde Road is a four lane single carriageway road. In the westbound direction, the A57/Hyde Road provides access to the centre of Manchester. In the eastbound direction, it provides access to Denton and Hyde, as well as South Yorkshire.

3.8 Personal Injury Collision History

3.8.1 Personal injury collision (PIC) data for the links and junctions in the vicinity of the site has been taken from TfGM online accident data[7]. **Figure 3.4** shows the location of PICs in the vicinity of the site from a period of 2009 to 2013 (5 years).

[7] http://www.gmtu.gov.uk/gmaccidents/#

Figure 3.4: PIC Data (Source: TfGM reported road accidents interactive map[8])



3.8.2 As shown by **Figure 3.4**, between 2009 and 2013, there were a total of 10 PICs in the vicinity of the site. Eight were slight and two were serious. Given the relatively low number of PICs across a five year period and in particular, a low number of PICs on Belle Vue Street, it is concluded that there are no road safety issues associated with the design of the local highway network in the vicinity of the site.

[8] http://www.gmtu.gov.uk/gmaccidents/#

4 Proposed Development

4.1 Development Schedule

4.1.1 The proposed development will provide up to 14 residential dwellings as shown by the indicative masterplan is included in **Appendix B.**

4.2 Parking Provision

4.2.1 Due to the outline nature of the proposals, precise details on levels of car parking provision have yet to be determined. It is expected that car parking will be provided at an average rate of 1.5 off-street spaces per dwelling, in line with Greater Manchester Parking Standards[9] and the views of MCC will be sought when a full planning application is being prepared.

4.3 Access Proposals

4.3.1 Access will be provided via a single priority controlled junction from Belle Vue Street. The access to the development will not be gated.

4.3.2 Visibility splays for the new access will be based on Manual for Streets (MfS) guidance, with Belle Vue Street subject to a 30mph speed limit. Access drawings are shown in **Appendix F**. A 2.4 x 43m visibility splay can be achieved in both directions based on this guidance. Furthermore, as indicated by the highway status information in **Appendix F**, this visibility splay extends across adopted highway only and does not extend into third-party maintained land. Therefore, visibility is not at risk of obstruction.

4.3.3 In addition, a junction radii of 6m is provided, along with 2m footways along both sides of the new access. This is highlighted by the drawings in **Appendix F**.

4.3.4 According to Manchester Enterprise, the provider of waste collection services for households in Manchester, a typical vehicle has the following dimensions:

- Length 36'6" (11.13m) – With bin lift safety arms extended
- Width 9'8" (2.95m) – Mirror to mirror
- Height 12'3' (3.73m) – top of exhaust

4.3.5 A representative vehicle has been tracked to assess the ease of access for refuse vehicles. The tracking, shown in **Appendix F**, indicates that the vehicle can access the site for servicing through reversing from Belle Vue Street. As indicated by the tracking, during the manoeuvre at least 4m of the carriageway will be available to other traffic.

4.4 Sustainable Transport Provision

4.4.1 As identified in previous sections, the site is very well located with regard to walking, cycling and public transport. In particular, there are frequent bus services within close proximity of the site, as well as good walking and cycling links to key facilities.

4.4.2 In order to further enhance the sustainable transport potential of the site, several measures will be included as part of the development proposals to encourage the use of sustainable transport.

4.4.3 Firstly, 2m footways (in line with MCC Streetscape Manual requirements) will be provided through the scheme, including tactile paving and dropped kerb crossing points where this is

[9] http://www.tfgm.com/journey_planning/LTP3/Documents/Greater-Manchester-Parking-Standards.pdf

considered appropriate. This will facilitate pedestrian access to nearby bus stops, encouraging the use of public transport.

4.4.4 In addition, the site will be designed to a 20 mph speed limit, which is conducive to walking and cycling. Cycling will be further encouraged by providing at least 1 secure cycle parking space per dwelling.

4.5 Trip Generation

4.5.1 As set out in the scoping note in **Appendix C**, given the scale of the proposed development, it is considered that trip generation would be negligible in the weekday morning and evening peak periods. Furthermore, it should also be noted that the site was previously an ambulance station and is also likely to have generated trips in both the AM and PM peak periods.

5 Conclusions

5.1 Conclusions

5.1.1 Based on the findings of the previous sections of this report, several conclusions have been drawn.

5.1.2 Firstly, the proposed development would provide up to 14 dwellings. As set out in the Scoping Note in **Appendix C** which was sent to MCC, given the scale of the proposed development, it is considered that trip generation would be negligible in the AM and PM peak. Therefore, taking into account the principles set out in the National Planning Policy Framework, PBA concludes that this development would have a negligible impact on the local highway network.

5.1.3 The site's location is also extremely sustainable in terms of excellent levels of walking and cycling accessibility to a range of local facilities including two primary schools and a local convenience store within a 10 minute walking distance of the site. Furthermore, a secondary school is also located within approximately 12 minutes' walk of the site. Two GP surgeries, Ashburys rail station and St Peter's RC High School are also well connected to the site by the cycle routes on Gorton Lane.

5.1.4 In terms of public transport facilities, bus stops are located within 400m of the site, providing access to a number of frequent bus services to central Manchester as well as other destinations such as Hyde and Stockport. Furthermore, there are a number of early and late running bus services available, which may be suitable for shift workers. Ashburys and Belle Vue rail stations are located approximately 650m to the north west of the site (10 minutes' walk) and 800m to the south east of the site (8 minutes' walk) respectively. These provide services to Manchester Piccadilly and other destinations. Thus, future residents of the site will have excellent access to frequent public transport services.

5.1.5 TfGM accident data indicates that there are no existing safety issues in the vicinity of the site, based on a 5-year analysis period from 2009 to 2013.

5.1.6 Finally, sustainable travel will be further encouraged by the provision of 2m footways across the development, design of the development to 20 mph and cycle parking provision of at least 1 cycle space per dwelling.

5.2 Recommendations

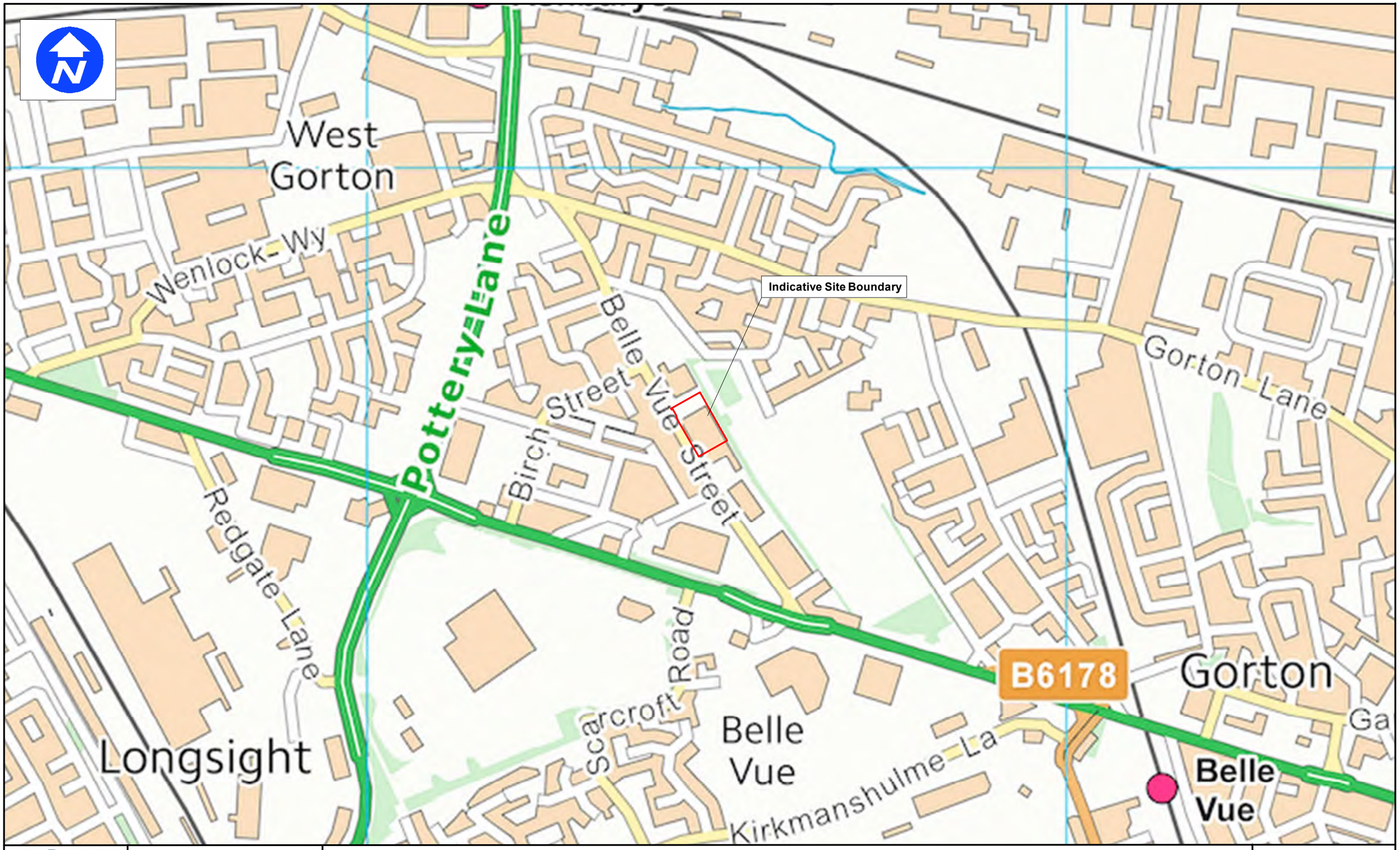
5.2.1 Paragraph 32 of the NPPF, which advises that in making decisions, local planning authorities should take account of whether opportunities for sustainable transport modes are taken up, safe and suitable access to the site is provided and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

5.2.2 This TS demonstrates that development is in a highly sustainable location; existing sustainable transport in the vicinity of the site includes nearby frequent bus services which run throughout the week as well in the early morning and late at night, as well as two train stations which provide services to Manchester Piccadilly station and are within 10 minutes' walk. There are also numerous local facilities within walking and cycling distance via designated cycle routes. Furthermore, the trip generation from the development is considered to be negligible and therefore will have negligible traffic impacts.

5.2.3 Thus, the development is in accordance with national policy as well as aspirations set out in local policy, including the MCC Core Strategy, including Policy T1 and T2 relating to sustainable transport, as well as the objectives set out in Greater Manchester LTP3.

Therefore, taking the above into consideration, the development should be granted planning permissions.

Appendix A Site Location Plan



www.peterbrett.com

Peter Brett Associates LLP
MANCHESTER
Tel: 0161 245 8900 Fax: 0161 245 8901

Client

HCA

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Proposed Residential Development at the Former Belle Vue Ambulance Site, Gorton

Site Location Plan

Date: 07/04/2014

Scale: 1:5,000

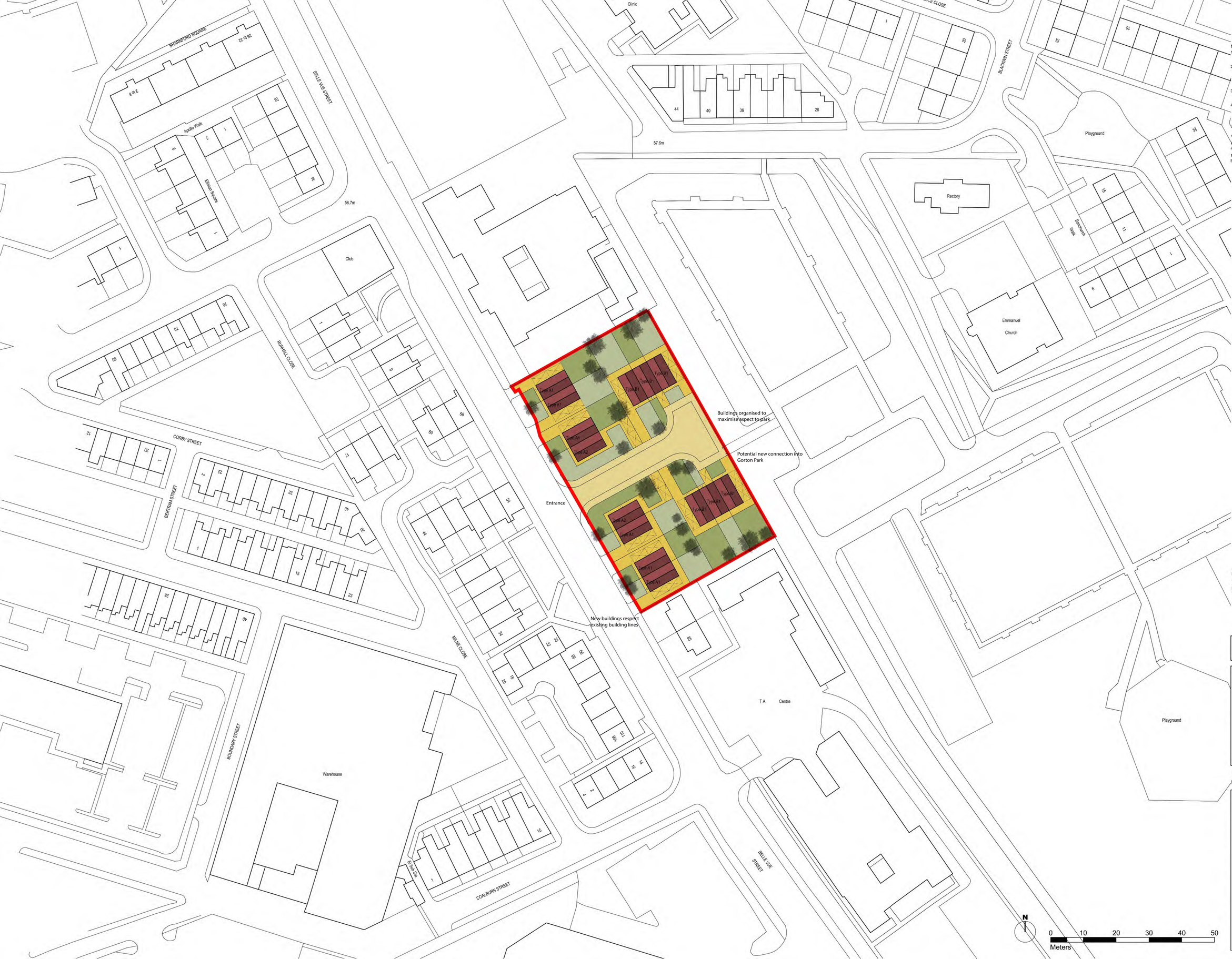
Drawn By: TW Checked By: NK

Rev: 01

Figure Number

Figure A.1

Appendix B Indicative Masterplan



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drawing originated by: SL — date: 19/02/2014

revisions	drawn/reviewed	date
REV A 4no. units omitted	SL/JF	17/03/14
REV B Extent of road and footpath clarified	SL/JF	31/03/14

Schedule of accommodation

House type	Number
A1 (3B/5P)	6
A2 (3B/5P)	2
B1 (2B/4P)	6
Total	**14**

PLANNING

All Saints, Gorton

Ambulance Site Plan

Scale: 1:500 @ A1
Reviewed by : JF

job	drawing	rev
6596	SP(20)02	B

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Appendix C Scoping Note and Correspondence with MCC

Thomas Woollett

From: l.worthington1@manchester.gov.uk
Sent: 17 March 2014 12:08
To: Thomas Woollett
Subject: RE: Belle Vue Ambulance Station Pre-Application
Attachments: 6596_SP(20)02_A_.pdf

Good afternoon Thomas,

MCC would not typically adopt such a wide area of carriageway, which could potentially be used as a parking Courtyard. However, adopting would be considered if the carriageway was narrowed to around 5.50m width with a 2.0m wide footway on either side. It is understood the feature may be to provide a turning head for Refuse Collection Vehicles, however, given the length of the access road from its junction with Belle Vue Street, a turning head may not necessarily be required. I also not the middle plots of the two blocks of three properties would not be able to move waste bins from the rear of the property to the collection point along the access road as the only access routes shown on the forwarded plan run through the end plots driveway accesses and parking spaces.

Hope this is of use.

Regards,

Lee Worthington
Development Assessor

Highways, Citywide Support part of Neighbourhood Services
Manchester City Council
Hammerstone Road Depot
Gorton
Manchester
M18 8EQ

Tel: 0161 234 5153
E-mail: l.worthington1@manchester.gov.uk

Thomas Woollett <twoollett@peterbrett.com>

14/03/2014 14:22

To "l.worthington1@manchester.gov.uk" <l.worthington1@manchester.gov.uk>
cc James MacPherson <jmacpherson@peterbrett.com>
Subject RE: Belle Vue Ambulance Station Pre-Application

Lee,

As shown by the newest version of the masterplan (attached), there are no longer parking spaces within the courtyard. Given that there are no parking spaces and it is therefore not a parking courtyard, will Manchester City Council adopt the courtyard, or will MCC not adopt courtyards at all (whether they are parking or not)?

Regards,

Thomas Woollett
Environment, Energy and Sustainability

For and on behalf of Peter Brett Associates LLP
61 Oxford Street, Manchester, M1 6EQ
t 01612458900
f 0161 245 8901

e twoollett@peterbrett.com
w www.peterbrett.com

Hannah, Reed and Associates Limited is now part of the PBA Group

From: l.worthington1@manchester.gov.uk [mailto:l.worthington1@manchester.gov.uk]
Sent: 13 March 2014 10:48
To: James MacPherson
Subject: RE: Belle Vue Ambulance Station Pre-Application

James,

MCC will not adopt any parking courtyards.

Regards,

Lee Worthington
Development Assessor

Highways, Citywide Support part of Neighbourhood Services
Manchester City Council
Hammerstone Road Depot
Gorton
Manchester
M18 8EQ

Tel: 0161 234 5153
E-mail: l.worthington1@manchester.gov.uk

James MacPherson <jmacpherson@peterbrett.com>

11/03/2014 15:44

To "l.worthington1@manchester.gov.uk" <l.worthington1@manchester.gov.uk>
cc
Subject RE: Belle Vue Ambulance Station Pre-Application

Lee

Further to our telephone conversation last week, can I clarify one final point from below.

Will Manchester City Council [MCC] adopt Courtyard's if they are not gated? Or is it just gated accesses that MCC will not adopt?

Kind regards

James

Regards,

James MacPherson
Associate

For and on behalf of Peter Brett Associates LLP
61 Oxford Street, Manchester, M1 6EQ
t 0161 245 8900
m 07887 418615
f 0161 245 8901
e jmacpherson@peterbrett.com
w www.peterbrett.com

Hannah, Reed and Associates Limited is now part of the PBA Group

From: l.worthington1@manchester.gov.uk [mailto:l.worthington1@manchester.gov.uk]
Sent: 27 February 2014 11:08
To: James MacPherson
Cc: d.jones5@manchester.gov.uk; i.jarvis@manchester.gov.uk
Subject: Belle Vue Ambulance Station Pre-Application

James,

As promised, [please find my comments regarding the former Belle Vue Ambulance Station pre-application below;

A Transport Statement would be required and should include the trip generation and an assessment of public transport, Pedestrian and cycle accessibility. Analysis of PT service frequencies should include the pre 08:00 and post 18: service frequencies;

Analysis of pedestrian and cycle catchments should be based upon actual walking/cycling routes, not crow-fly distances or radii from the development;

It appears the development will include a central parking courtyard. Will this be gated or not? If it is to be gated, we would require a description of how access will be controlled and how the gates will be operated. experience of similar facilities has shown manually operated gates tend to be left open, compromising the security of the courtyard. This is an issue also identified in a number of Crime Impact Statements

If the courtyard is to be gated, we would also require a description of how servicing access would be provided and the locations of the waste storage and collection points plus who will be responsible for moving waste containers between the storage and collection points;

I assume the courtyard is not to be adopted. For reference MCC will not adopt a gated access;

The use of 30mph visibility splay along the Belle Vue Street frontage is acceptable in principle;

The parking spaces in the courtyard should measure a minimum 2.40m wide by 4.80m long with a 1.20m wide access strip along one side and one end of each disabled parking space;

Will parking spaces be allocated, if so how?

Are the parking spaces for residents only or will visitor parking be provided. If so how many visitor spaces will be provided and where. Will they be marked accordingly?

Will there be any modification to the existing Ambulance Station vehicle access if this is used to access the development? If this access is modified, it will require a s278 agreement covering the modifications to the kerbline along Belle Vue Street.

I hope the above is of use,

Regards,

Lee Worthington
Development Assessor

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E-mail: l.worthington1@manchester.gov.uk

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Thomas Woollett

Subject: FW: Belle Vue Ambulance Station Pre-Application

From: "l.worthington1@manchester.gov.uk" <l.worthington1@manchester.gov.uk>
To: "James MacPherson" <jmacpherson@peterbrett.com>
Subject: RE: Belle Vue Ambulance Station Pre-Application

Good morning James,

Further to our earlier telephone conversation:

Having been out on site and noted the footway widths and existing Traffic Regulation Orders plus the width of Bell Vue Street carriageway, it may be possible to reverse a Refuse Collection Vehicle off Belle Vue Street into the development for waste servicing, subject to RCV vehicle swept-path tracking plots showing this can be achieved without the RCV swinging out into the opposite lane of Belle Vue Street;

The forwarded masterplan shows an extremely wide section of footway flanking a turning head. Concerns here would include residents and visitors parking vehicles off-street but entirely on the wide footways, damaging the surfaces. Furthermore, these areas a wide and costly to maintain;

Experience has shown that turning heads are used by residents as parking areas. If that happens in this location, RCV's would not be able to turn and exit the site in forward gear. Traffic Regulation Orders would not be applied as TRO's are not typically applied in residential areas and are extremely difficult to enforce effectively. Therefore there is little that can be effectively done to ensure the turning head remains unobstructed;

One option may be to reduce the wide footways in order to provide visitor parking spaces, however driveway accesses would still be required;

Alternatively the carriageway width could be maintained at 5.0m with a 2.0m wide footway on either side and a 600mm hard-surfaces servicing strip across the top of the cul-de-sac. The property plots along the access road could then be brought forward to either provide larger front or rear gardens. If larger front gardens are provided, additional in-curtilage visitor parking could be provided, potentially without vehicles having to park on-street; and

The existing 'No Loading' Traffic Regulation Order in place along Belle Vue Street would require amendment at the applicants cost, to take the access road bell-mouth into account. A S278 agreement would also be required to cover the reinstatement of the Belle Vue Street footways across the existing Ambulance Station vehicle accesses and the design and construction of the new access road vehicle access, plus relocation of any services and other licensed networks located in the Belle Vue Street footway. Again this would be at cost to your client, however it may be possible to incorporate the S278 agreement works into the S38 agreement works.

Regards,

Lee Worthington
Development Assessor

Highways, Citywide Support part of Neighbourhood Services
Manchester City Council
Hammerstone Road Depot
Gorton
Manchester
M18 8EQ

Tel: 0161 234 5153
E-mail: l.worthington1@manchester.gov.uk

James MacPherson <jmacpherson@peterbrett.com>

24/03/2014 09:31
To
"l.worthington1@manchester.gov.uk" <l.worthington1@manchester.gov.uk>
cc
Subject
RE: Belle Vue Ambulance Station Pre-Application

Hi Lee

Will call to discuss now.

Thanks

James

From: l.worthington1@manchester.gov.uk [mailto:l.worthington1@manchester.gov.uk]
Sent: 27 February 2014 11:08
To: James MacPherson
Cc: d.jones5@manchester.gov.uk; i.jarvis@manchester.gov.uk
Subject: Belle Vue Ambulance Station Pre-Application

James,

As promised, [please find my comments regarding the former Belle Vue Ambulance Station pre-application below;

A Transport Statement would be required and should include the trip generation and an assessment of public transport, Pedestrian and cycle accessibility. Analysis of PT service frequencies should include the pre 08:00 and post 18: service frequencies;

Analysis of pedestrian and cycle catchments should be based upon actual walking/cycling routes, not crow-fly distances or radii from the development;

It appears the development will include a central parking courtyard. Will this be gated or not? If it is to be gated, we would require a description of how access will be controlled and how the gates will be operated. experience of similar facilities has shown manually

operated gates tend to be left open, compromising the security of the courtyard. This is an issue also identified in a number of Crime Impact Statements

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Will parking spaces be allocated, if so how?

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I hope the above is of use,

Regards,

Lee Worthington
Development Assessor

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E-mail: l.worthington1@manchester.gov.uk<mailto:l.worthington1@manchester.gov.uk>

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<6596_SP(20)02 AmbulanceSite_OptionA copy.pdf>

TECHNICAL NOTE

Job Name: Belle Vue Ambulance Site, Belle Vue

Job No: 30061

Note No: 001

Date: 20 February 2014

Prepared By: Thomas Woollett

Subject: **Transport scoping note for Belle Vue Ambulance Site, Belle Vue**

1. Introduction

1.1 Peter Brett Associates (PBA) has been appointed by the Homes and Community Agency (HCA) to provide transport and highways advice in support of an outline planning application for a proposed residential development on the Belle Vue Ambulance Site, Belle Vue. A site location plan is attached. Access is currently provided from Belle Vue Street via two priority controlled junctions.

2. Development Proposals

2.1 The proposed development will provide for up to 16 residential dwellings, with access provided via a single priority controlled junction from Belle Vue Street. A preliminary masterplan for the site is attached to this note.

2.2 Visibility splays for the proposed access junction will be in accordance with Manual for Streets [MfS], with a 2.4 x 43m visibility splay provided based on the 30mph speed limit of Belle Vue Street.

3. Trip Generation

3.1 Given the scale of the proposed development, it is considered that trip generation would be negligible in the weekday morning and evening peak periods and junction assessments will not be required for the local highway network, or the proposed site access. When considering the residual impact of the proposed scheme, it should also be noted that the site was previously an ambulance station and is also likely to have generated trips in both the AM and PM peak periods.

4. Scope of Documentation

4.1 Based on the scale of the development, it is proposed that a short Transport Statement (TS) will be sufficient to support the planning application. Based on the conclusion that the development would not have a severe impact on the local highway network it is proposed junctions assessments are not required. Therefore, the TS would set out the current policy context relevant to the site, existing conditions, development proposals (including parking and

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
30061/Brief/TN001	-	20.02.14	TW	JM	JM	MP
30061/Brief/TN001	A					

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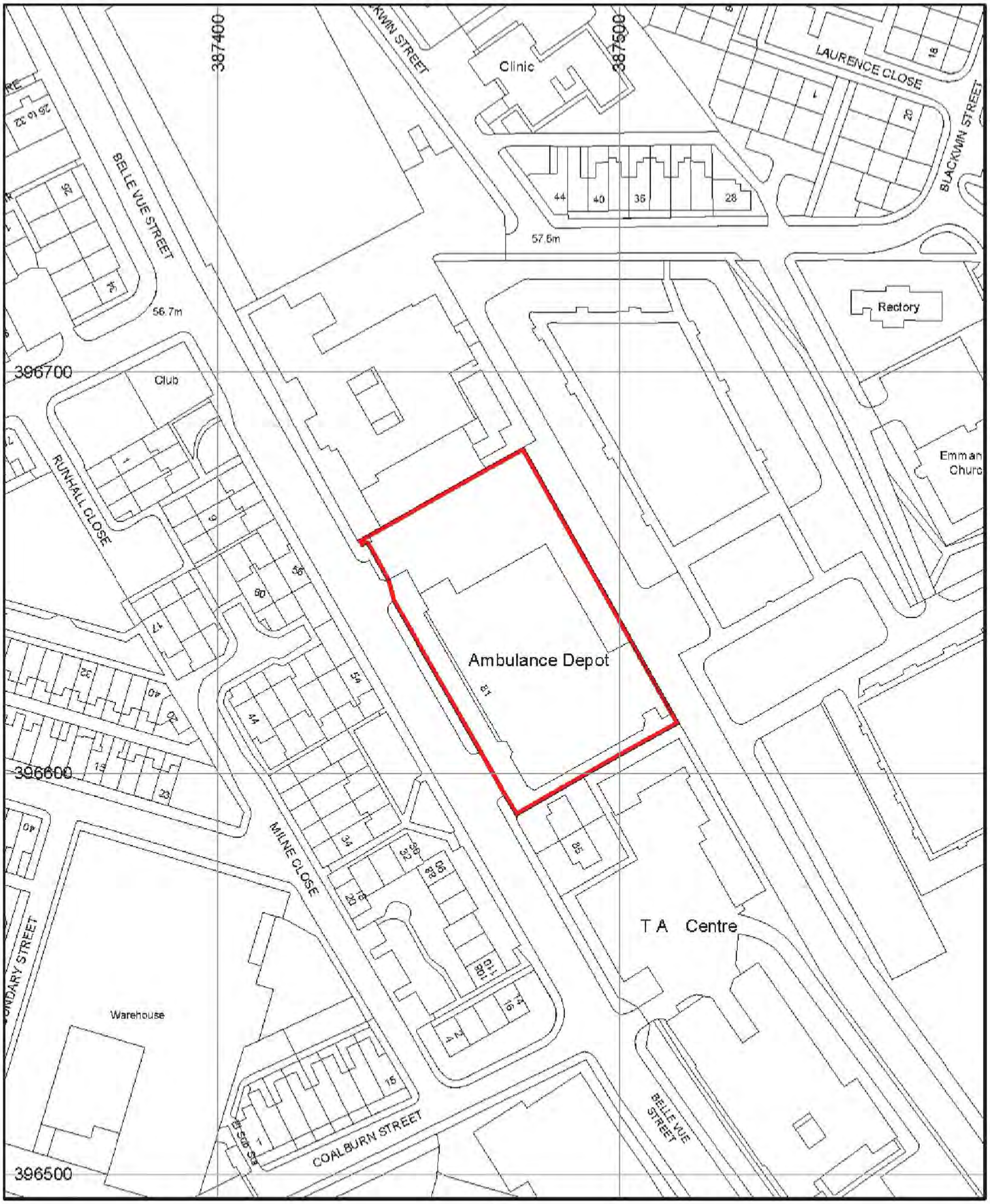
access), and finally summarise the development.

3.2 With regard to a Travel Plan, we would consider this not to be required to support the planning application based on the scale of development and would be grateful for confirmation of this by MCC.

Attachment 1 Site Location Plan
Attachment 2 Preliminary Masterplan



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AMBULANCE STATION
BELLE VUE STREET
BELLE VUE
MANCHESTER
M12 5PW

ITP NO.
-

PCS NO.
-

DRG NO.
SXC835

DATE
04/07/2013

SCALE
1:1,250

SIZE
A4

N

Homes & Communities Agency

Spatial and Market Intelligence
Tel: 0300 1234500
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www.homesandcommunities.co.uk

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drawing originated by: SL date: 19/02/2014

revisions	drawn/reviewed	date
REV _	_/_	_/_/_

PRELIMINARY

All Saints, Gorton

Ambulance Site Plan Option A

Scale: 1:500 @ A1
Reviewed by : JF

job	drawing	rev
6596	SP(20)02	_

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Appendix D TfGM Cycle Map

Using the map

Traffic-free routes

These are ideal routes for families and less experienced cyclists

Traffic-free routes with a good surface. Suitable for utility cycling and commuting.

Traffic-free routes, which have a rougher surface and may become muddy in bad weather.

Shared use route along canal towpath where pedestrians have priority. Consists of both good and rough surfacing. Some sections may become muddy in bad weather.

On-road routes

On-road routes with facilities to help cyclists, such as cycle lanes, bus lanes and advanced stop lines at traffic signals. These facilities may appear on one or both sides of the roads shown.

Recommended signed routes on quieter roads, avoiding busy main roads.

Suggested unsigned quieter routes avoiding busy main roads.

The cycle network in Greater Manchester also includes sections of the Sustrans National and Regional Cycle Network routes (**www.sustrans.org.uk**). Where these are shown, they are labelled with the appropriate route number.

see over

Map 8: Manchester

Traffic Free Route – good surface
Traffic Free Route – rough surface
Traffic Free Route – canal towpath
On Road Route – with cycling facilities
On Road Route – signed but with no facilities
20 mph speed limit
On Road Route – advisory/quiet route
Footpath – please walk your bike
Pedestrian Crossing
Toucan Crossing
Bicycle Lockers – BLUE (Route User Club)
Bicycle Lockers – Non-BLUC
Cycle Parking
Cycle Shop
Rail Station
Metrolink Station
NCN National Route
NCN Regional Route
Library
Museum / Art Gallery
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Health Centre
Fire Station
Tourist Information Centre

Walking time: 0 1 2 3 4 5 6 7 8 9 10 minutes
Cycling time: 0 1 2 3 4 5 minutes
Scale 1:19,200 0 200m 400m 600m 800m 1km
0 1/4 mile 1/2 mile

Every care has been taken to ensure that the information given on these maps is correct as at January 2013. Contains Ordnance Survey data. © Crown copyright and database right 2013.

Highway defects

To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority on **0161 234 5000** or email **contact@manchester.gov.uk**

Getting started

Making the most of your travel choices

Have you ever considered cycling part of your journey? Why not try cycling to the bus/train/Metrolink station, leaving your bike at one of the cycle parking options available and continuing your journey by public transport.

Cycle training and practical support

If you are new to cycling, considering taking the next steps towards commuting by bike, have concerns about navigating busy rush hour traffic or want to develop your road side maintenance skills why not take part in the FREE training sessions that are on offer. These can be tailored to suit the needs of both new and existing cyclists and are delivered by qualified local cycle instructors at a time and location suited to you.

There is a wealth of practical information on how to get started, planning your journey and the various cycle parking options available on the Transport for Greater Manchester website.

To find out more and sign up to TfGM cycling newsletter visit **www.tfgm.com/cycling**

Useful contacts

For information on train, bus and Metrolink services or to book a bike on a train contact Traveline on **0871 200 22 33** or visit **www.tfgm.com**

British Cycling, the recognised governing body for cycle sport in the UK **www.britishcycling.org.uk**

Canal and River Trust, the recognised charity entrusted with the care of 2000 miles of inland waterway network in England **www.canalrivertrust.org.uk**

CTC, The National Cycling Charity **www.ctc.org.uk**

Sustrans, the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day. **www.sustrans.org.uk**

www.bikeright.co.uk – A Manchester based cycle training company that delivers a range of cycling courses and sessions.

www.bromptondock.co.uk – Simple, convenient folding bike hire located just outside the main entrance of Piccadilly Rail station, next to the footbridge.

There are many local groups, cycle forums, cycling clubs and charitable organisations that support cycling initiatives. For further information on these groups, events and what's on in your area visit **www.tfgm.com/cycling**

Why cycle?

To save money

- Replace car journeys with cycle trips for shorter journeys
- Cycling is estimated to cost 7 pence per mile compared to a car journey at around 48 pence per mile
- For every 100 miles travelled the saving could be up to £41

To save time

- For many shorter journeys cycling is often quicker than other forms of transport
- Beat rush hour traffic by commuting by bike

For your health and fitness

- Cycling is an effective low impact form of exercise which can improve your strength, stamina and aerobic fitness
- Regular cycling will increase your physical activity levels and contribute to reducing the effects of coronary heart disease, obesity, certain types of cancer and type 2 diabetes
- Cycling supports improvements in your emotional health, helps reduce stress and promotes general wellbeing

To be with friends and family

- Cycling is an easy activity that the whole family can take part in together
- Enjoy a social ride, meet friends, relax, have fun or challenge yourself

For your environment

- Cycling is good for the environment as it produces virtually no atmospheric pollution or noise
- Over 50% of journeys are less than two miles – many of these journeys could be made on bicycle or foot. Could you reduce your carbon footprint?

July 2013

One of a series of 10 maps covering the whole of **Greater Manchester**, aimed at encouraging people of all ages and abilities to cycle.



Manchester

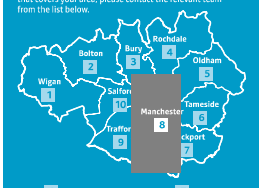
City Centre, Chorlton, Didsbury, Harpurhey, Hulme, Northenden

better bycycle

MAP 8

Cycling in Greater Manchester

For information about cycling, or to request a paper map that covers your area, please contact the relevant team from the list below.



Bolton 2
www.bolton.gov.uk
01204 336 677

Bury 3
www.bury.gov.uk
0161 253 5353

Manchester 8
contact@manchester.gov.uk
www.manchester.gov.uk
0161 234 5000

Oldham 5
cycling@oldham.gov.uk
www.oldham.gov.uk
0161 770 4360

Rochdale 4
www.rochdale.gov.uk
01706 924 615

Salford 10
Traffic.Transport@salford.gov.uk
www.salford.gov.uk
0161 793 3801

Stockport 7
road.safety@stockport.gov.uk
www.stockport.gov.uk
0161 474 4593

Tameside 6
cycling@tameside.gov.uk
www.tameside.gov.uk
0161 342 3704

Trafford 9
www.trafford.gov.uk/cycling
0161 912 4312

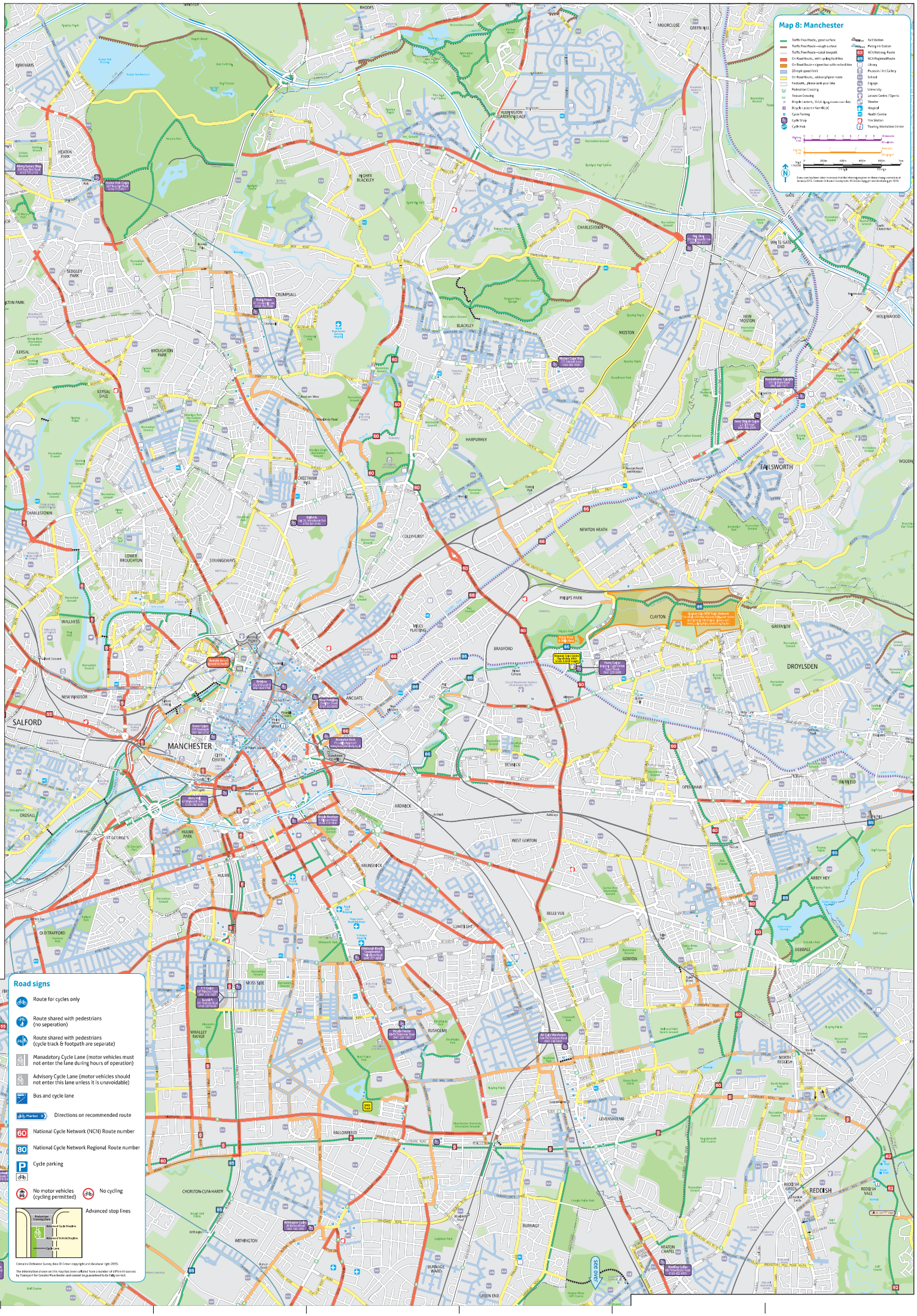
Wigan 1
transportstrategy@wigan.gov.uk
www.wigan.gov.uk
01942 489 257

All maps available from:

Transport for Greater Manchester
cycling@tfgm.com
www.tfgm.com/cycling
0300 123 1675

Transport for Greater Manchester

AGMA ASSOCIATION OF GREATER MANCHESTER AUTHORITIES


Map 8: Manchester
Traffic Free Route, good surface
Traffic Free Route, rough surface
Traffic Free Route, canal towpath
On Road Route, with cycling facilities
On Road Route, signed but with no facilities
20 mph speed limit
On Road Route, advisory/quiet route
Footpath, please walk your bike
Pedestrian Crossing
Toucan Crossing
Bicycle Lockers, Not 4K LIC
Cycle Parking
Cycle Shop
Cycle Hub
Rail Station
Metrolink Station
NCN National Route
NCN Regional Route
Library
Museum / Art Gallery
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Health Centre
Fire Station
Travel Information Centre
Miles
Kilometres
Minutes
Every care has been taken to ensure that the following map is as accurate as at January 2015. Contains Ordnance Survey data © Crown copyright and database right 2015
Road signs
Route for cycles only
Route shared with pedestrians (no seperation)
Route shared with pedestrians (cycle track & footpath are separate)
Manadatory Cycle Lane (motor vehicles must not enter the lane during hours of operation)
Advisory Cycle Lane (motor vehicles should not enter this lane unless it is unavoidable)
Bus and cycle lane
Directions on recommended route
National Cycle Network (NCN) Route number
National Cycle Network Regional Route number
Cycle parking
No motor vehicles (cycling permitted)
No cycling
Advanced stop lines
Pedestrian Crossing Zone
Advanced Cycle Stopline
Advanced Vehicle Stopline
Cycle Lane
Contains Ordnance Survey data © Crown copyright and database right 2015.
The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.
SALFORD
MANCHESTER
CITY CENTRE
CHEETHAM HILL
HARPURHEY
BLACKLEY
CRUMPSALL
HIGHER BLACKLEY
CHARLESTOWN
KERSAL
BROUGHTON PARK
LOWER BROUGHTON
STRANGEWAYS
COLLYHURST
MOSTON
NEW MOSTON
FAILSWORTH
NEWTON HEATH
PHILIPS PARK
CLAYTON
BRADFORD
DROYLSDEN
ANCOATS
BESWICK
OPENSHAW
ARDWICK
WEST GORTON
BELLE VUE
ABBEY HEY
GORTON
DEBDALE
LONGSIGHT
BRUNSWICK
HULME
MOSS SIDE
RUSHOLME
FALLOWFIELD
LEVENSHULME
BURNAGE
REDDISH
NORTH REDDISH
HEATON CHAPEL
WITHINGTON
CHORLTON-CUM-HARDY
OLD TRAFFORD
ORDSALL
ST GEORGE'S
NEW WINDSOR
WALLNESS
HEATON PARK
SEDGLEY PARK
KERSAL DALE
CHARLESTOWN
ALDERLEY EDGE

Appendix E Local Highway Network



peterbrett www.peterbrett.com Peter Brett Associates LLP MANCHESTER Tel: 0161 245 8900 Fax: 0161 245 8901	Client HCA Contains Ordnance Survey data © Crown copyright and database right 2014	**Proposed Residential Development at the Former Belle Vue Ambulance Site, Gorton** Local Highway Network	Date: 07/04/2014 Scale: 1:5,000 Drawn By: TW Checked By: NK Rev: 01 Figure Number **Figure E.1**

Appendix F Access Drawings



Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

INFORMATION

FORMER AMBULANCE STATION, BELL VUE

ACCESS APPRAISAL

Client

HCA

Date of 1st Issue: 02.04.14	Drawn by: IE
A3 Scale: 1:500	Checked by: TW
Drawing Number: 30061/005/001	Revision: -

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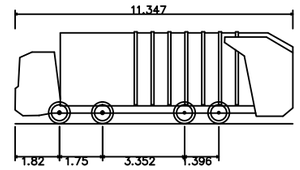
BIRMINGHAM
Tel: 0121 633 2900

user name: ian ellison

File Location: drawing3.dwg





Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

FORMER AMBULANCE STATION, BELL VUE

SWEPT PATH ANALYSIS

Client

HCA

Date of 1st Issue: 02.04.14	Drawn by: IE
A3 Scale: 1:500	Checked by: TW
Drawing Number: 30061/005/002	Revision: -

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BIRMINGHAM
Tel: 0121 633 2900

user name: ian ellison

File Location: drawing3.dwg

MANCHESTER
CITY COUNCIL

Neighbourhood Services
Citywide Support Services –
Highways
Hammerstone Road
Gorton
MANCHESTER M18 8EQ

To reply please contact:

Shahzad Malik
Tel: 0161-234 1337
Fax: 0161-274 7246
E-mail: s.malik@manchester.gov.uk
Our Ref: NS/SM
Your Ref:

Date: 7 April 2014

For the attention of Thomas Woollett

Peter Brett Associates LLP
61 Oxford Street
Manchester
M1 6EQ

Dear Sirs
Highway Enquiries – Land off Belle Vue Street Manchester

I refer to the letter dated 31 March 2014, regarding the above site and would comment as follows:-

Please find attached a plan showing the extent of the adopted public highways within the vicinity of the site in red, together with other relevant details.

My records indicate that Belle Vue Street is adopted highway maintainable at public expense

My records indicate that there are areas abutting the site that do not form part of the adopted highway. I do not have any record of their status other than these areas are not adopted. However, I would recommend that the title deeds of the property/land ownership documents be examined to establish the actual ownership details. Although not adopted, these areas may fall under the control of another City Council Department. Accordingly, I would suggest that you contact the Corporate Property Records Section, telephone number 0161 234 1208, to ascertain land ownership details in relation to your site.

My records indicate that the City Council has neither approved or been notified of any New Road Schemes or Highway Improvement Schemes within 200 metres of the site identified on the plan submitted with your enquiry. This is the current position, and I am unable to comment at this present time on any future proposals that could affect the site.

The Definitive Map of registered public rights of way, which is held within my Department, has been checked and confirms that the site is not affected. I am not in a position to comment on the existence of any private rights of way or any prescriptive rights of way established by usage under Section 31 (i) of the Highways Act 1980, (other than the adopted highways shown in red on the attached plan). I would, suggest that the possibility of private or public

rights affecting the site be taken into consideration, and that you undertake the appropriate investigations into these matters at this present time on any future proposals that could affect the site.

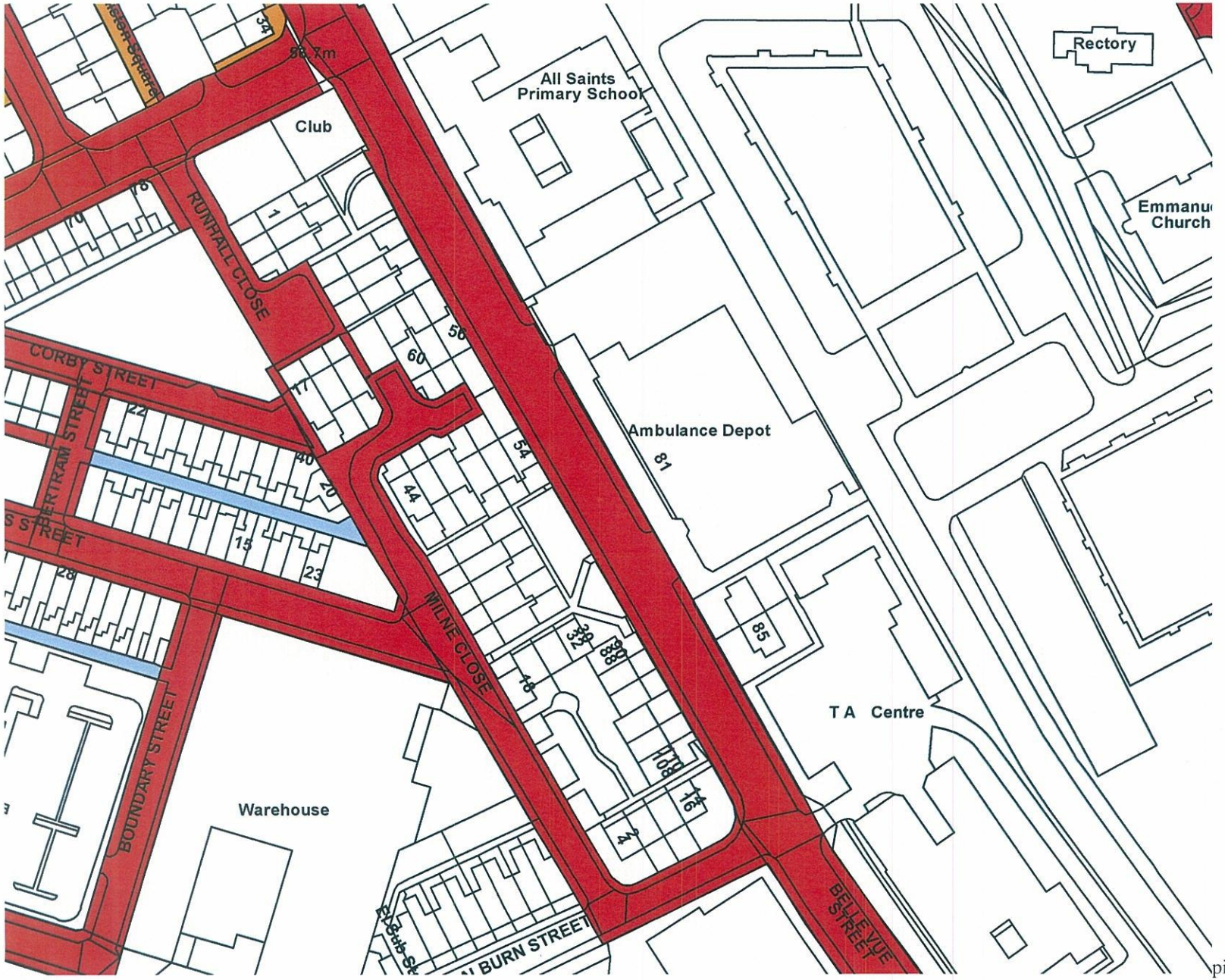
I would advise you that there are no proposed road closure/traffic regulation orders under consideration affecting the roads in and around the property.

I trust this information is of assistance and return your plan for future use.

Yours faithfully

Shahzad Malik
Technical Administrator

Encs



MANCHESTER CITY COUNCIL

Map Legend

Highway Status
- Adopted
- Unadopted
- Maintained

Road Closures
- Proposed
- Legal
- Diversion

Alley Gating
- Adopted
- Unadopted
- Maintained
- Proposed

Proposed Schemes
- Road
- Rail
- Traffic Orders

Private Developments

Field Footpath

N

Scale: 1:1250

Date plan produced:
13/03/2014

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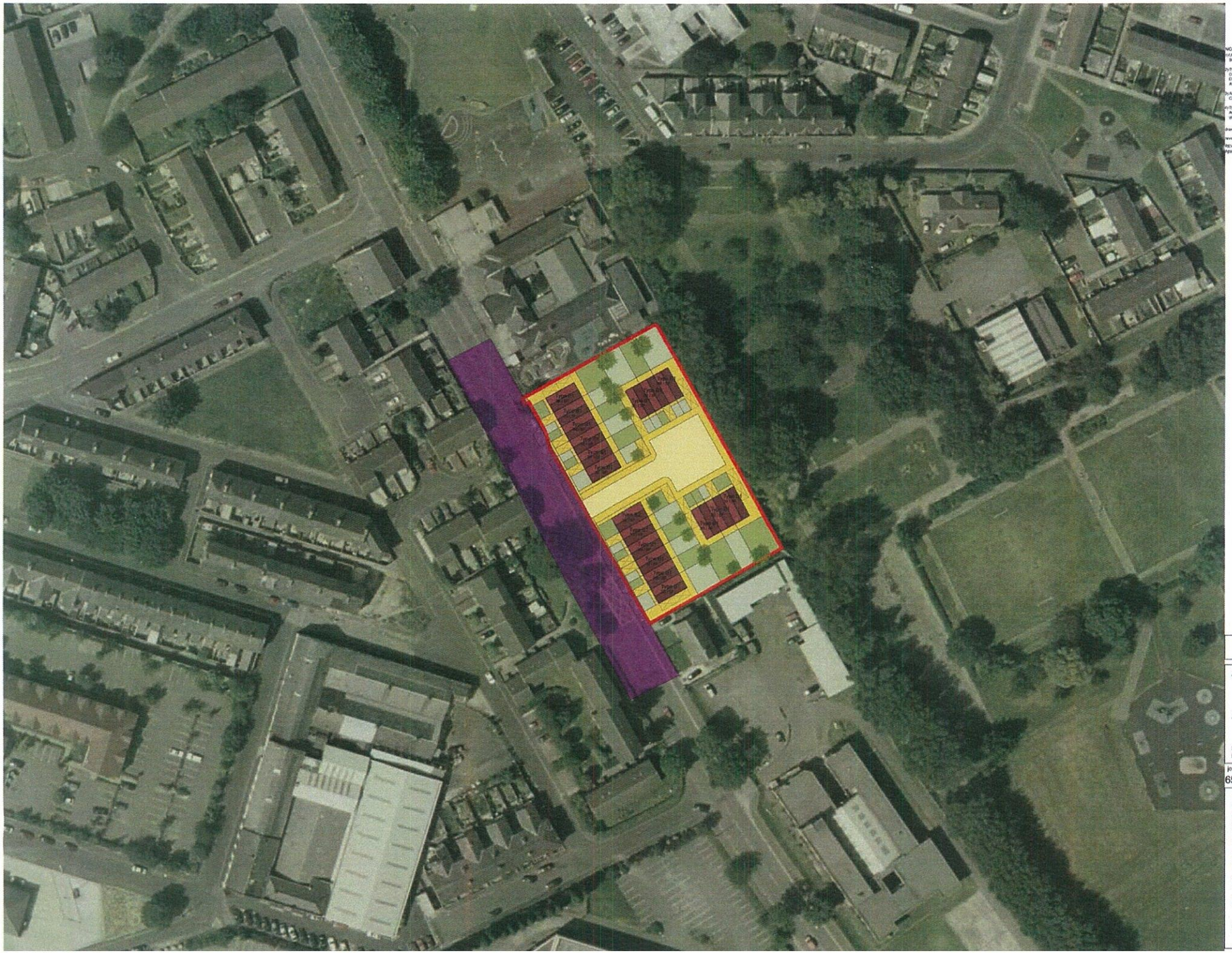

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2) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF IBI TAYLORYOUNG.
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drawing originated for: SL date: 19/02/2014

revisions	drawn/checked	date
REV A	BL/JF	27/03/14

Apartments Limited

PRELIMINARY

All Saints, Gorton

Ambulance Site Plan Option A

Scale: 1:500 @ A1
Reviewed by : JF

job	drawing	rev
6596	SP(20)02	A

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Cheshire
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F: 01625 542 250
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INVESTORS IN PEOPLE

>

13/03/2014 10:29

<s.malik@manchester.gov.uk>
cc James MacPherson <jmacpherson@peterbrett.com>
Subject highway boundary data request

Shazad,

Further to our conservation yesterday, please find attached two plans which show the area for which highway boundary data is required. This required area is shown in purple. To make the areas a bit easier to locate, the All Saints site is located adjacent to Endcott Close, off Gorton Lane. The Ambulance Site is located off Belle Vue Street.

Please could you provide a quote for extracting the highway boundary data and if you need any further information please let me know.

In addition, I have a couple of questions:

Firstly, will the data request for the areas in the two plans be treated as a single data request, and thus be costed as a single data request? (as opposed to being costed as two requests due to two plans being submitted)

Secondly, I think you mentioned that 5 different sets of information (including highway boundary data) are provided for each data request – please could you tell me what these are, and could you tell me whether they include Public Rights of Way information?

Many thanks,

Thomas Woollett
Environment, Energy and Sustainability

For and on behalf of Peter Brett Associates LLP
61 Oxford Street, Manchester, M1 6EQ
t 01612458900
f 0161 245 8901
e twoollett@peterbrett.com
w www.peterbrett.com

Hannah, Reed and Associates Limited is now part of the PBA Group

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All Saints Masterplan.pdf Ambulance Site Masterplan.pdf