Waterman Boreham
Transport Planning

Final
Issue 2

TRANSPORT STATEMENT

for

GREATER MANCHESTER POLICE DIVISIONAL HEADQUARTERS, CENTRAL PARK

on behalf of

ASK GOODMAN

DJC/J/209228
August 2009

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1. INTRODUCTION

Introduction

1.1 Waterman Boreham Ltd (WB) has been instructed by Ask Goodman to advise on transport and traffic issues relating to proposals for the relocation of the Greater Manchester Police (GMP) Divisional Headquarters to Central Park, Manchester.

1.2 This Transport Statement (TS) forms supplementary information to assist in the determination of a full planning application for the proposal.

1.3 WB has previously looked at another site within Central Park on behalf of GMP. This was for the development of new Force Headquarters and was considered in the TS 'Greater Manchester Police Force Headquarters, Central Park', dated November 2008. These Force Headquarters were granted planning permission, with construction on the site beginning in Spring 2009.

1.4 The entire Central Park site benefits from an extant planning approval for a business park for which a Transport Assessment (TA) was submitted and approved in 2001. This TA was reviewed as part of an updated assessment for the site produced in 2006, which reinforced the findings of the original document.

1.5 The November 2008 TS for the Force Headquarters considered the traffic generation for the development and provided a comparison with the details provided within the original TA for the business park.

1.6 This TS has been produced to consider the transport elements of the more detailed proposals for the site, which will give particular consideration to the specific operational requirements of GMP, the proposed end user of the development.

Scope

1.7 The Scope of this Transport Statement was established with the Local Highway Authority (LHA), who indicated that the requirements and process should follow the same course as used for the previous GMP site. This approach was agreed in Scoping meetings on the 6th April 2009 and 11th June 2009.

1.8 Following this introduction, the report is divided into further sections, as follows:

1.9 Section 2 of the report provides a description of the site and its location, together with a description of the development proposals.

1.10 Section 3 considers the trips to be generated by the proposed development and calculates the net trip difference from the extant development approval for this site.

1.11 Section 4 then provides a review of the accessibility to the site by various modes of travel, whilst Section 5 considers the servicing of the site.

1.12 The conclusions to the report are drawn together in Section 6.

2. EXISTING SITE AND DEVELOPMENT PROPOSALS

Site Location / Surrounding Highway Infrastructure

2.1 The site sits within Central Park which is approximately 2 miles from Manchester City Centre. Central Park is a new development formally known as North Manchester Business Park which aims to contribute to the economic regeneration and promote social inclusion within East Manchester.

2.2 Central park as a whole is a site of around 160 hectares, for which the infrastructure was designed to cater for over 130,000sq m of high quality business employment opportunities with associated facilities. It is estimated that, when complete, the overall development will provide in the order of 4,500 jobs.

2.3 The development area, which comprises 'Plot 3' and part of 'Plot 2' of the Central Park development, is a brownfield site which covers an approximate area of 2.11 hectares. To the north it is bound by Northampton Road, to the south by an existing railway line, to the east by The Gateway and additional brownfield land within Central Park to the west. Plan 1 shows the site location in a regional context and Plan 2 shows this location in a local context.

2.4 Central Park is located to the north of the A62 Oldham Road which is the main distributor route between Oldham and Manchester. The A62 is a single four lane carriageway with some localised duelling.

2.5 Vehicular access to the site is attained via Northampton Road. This is a 10m wide single carriageway running through the middle of Central Park, connecting Monsall Road with Thorp Road.

2.6 Thorp Road runs in a north/south direction to the east of the site, it is a 7.3m wide single carriageway which connects Oldham Road to Northampton Road and to the B6393, Lightbowne Road.

2.7 Monsall Road runs in a north east/south west direction to the west of the site, it is a 7.3m wide single carriageway connecting Oldham Road to the local road network of Harpurhey.

Proposed Development

2.8 The proposals for the site are to provide a new Divisional Headquarters (HQ) building for GMP with a total Gross Floor Area (GFA) of 11,639m². It is proposed that this new HQ, which will incorporate a number of cells, will provide the main centre for a number of different Sub Divisional stations of GMP.

2.9 As part of the development a total of 357 parking spaces will be established, with the majority of these spaces located adjacent to the HQ building to the west of the development site. As well as providing parking for staff working within the HQ and visitors, a number of the parking bays will be allocated for the use of GMP's operational vehicles.

2.10 The parking provision will include 18 spaces for visitors, of which three will be allocated for disabled use. This visitor parking will be accessed via a one-way link starting adjacent to the main site entrance, with the bays themselves being situated to the north of the site between the HQ building itself and Northampton Road.

2.11 The remainder of the parking will be allocated as Divisional parking and located beyond a controlled, security fence that will be controlled by a gate house to prevent unauthorised access.

2.12 This Divisional parking will all be surface level parking with 273 spaces being provided for staff parking, of which 15 will be made available as disabled parking bays. A further 66 parking spaces be provided to the rear (south) of the HQ building for the use of operations vehicles, which will equate to a total of 357 parking spaces at the site (including 339 'non disabled').

2.13 Based on the GFA of the proposed building (11,639m²) this number of spaces equates to a parking ratio of approximately 1 space per 35m². This is in line with the maximum parking standards of Manchester City Council (MCC).

2.14 It should be further noted that if the spaces which are allocated for the operational vehicles (and may reasonably be considered as storage areas) are removed from the total number of bays, the ratio reduces to 1 space per 44m², which is well within these maximum parking standards.

2.15 The proposed development is included here as Plan 3 for information, which was extracted from Aedas Architects drawing no. 2007.00349.AL_10_001 Rev K.

Site Access

2.16 The main access to Central Park is via The Gateway from the A62 Oldham Road. Access can also be gained from Northampton Road via Thorp Road and Monsall Road, both accessed from Oldham Road.

2.17 The main vehicular access to the site will be in the form of a priority junction from Northampton Road. The access junction is to be situated approximately 140m to the west of the roundabout connecting The Gateway with Northampton Road.

2.18 On the opposite side of Northampton Road there is a site for the 'The Manchester College', which is another development within Central Park. There is a vehicular access into this site in the form of a simple priority junction with Northampton Road located approximately 40m to the east of the proposed Divisional HQ access.

2.19 The proposals for the GMP site are to provide to provide a similar simple priority junction. This proposed layout is shown here as Plan 4.

2.20 Plan 4 also highlights the visibility which can be achieved by vehicles leaving the proposed development site. From this plan it can be seen that visibility splays in excess of 2.4m x 40m can be achieved in either direction along Northampton Road, this is recommended minimum visibility requirement in accordance with the standards as set out in the DfT (Department for Transport) guidance, "Manual for Streets".

2.21 It is proposed that at the entrance to the site the car park will be fenced off, with access being made available to permit holders via a Gatehouse. However, it is intended that this Gatehouse only be manned at times when the "Risk Level" for the building is deemed to be 'high' and, generally, access into the site will be via Access Control.

2.22 At the Force Headquarters site a holding area and search bay is provided to enable vehicle checks, however, GMP do not require similar checks at this site as access will only granted to permit holders, with all other vehicles directed to the visitor parking area and exit route that is proposed to the north of the proposed Headquarters building and is not within the secure area of the development.

2.23 Pedestrian access into the site is also from Northampton Road, although this segregated from the vehicular access, with pedestrian links provided to the footway in both directions alongside Northampton Road.

2.24 A secondary vehicular access is also proposed approximately 30m to the west of the main site entrance. This access will provide an alternative entry and exit to the site, which is to be used as a 'clear exit route' when the primary access is not available for use.

2.25 Due to the nature of this secondary access, it is envisaged that it will be required infrequently. This access will remain closed when not in use and will be opened manually when required.

3. TRIP GENERATION

Trip Rates

3.1 The site benefits from an extant planning approval for a business park for which a Transport Assessment (TA) was submitted and approved in 2001.

3.2 This TA was reviewed as part of an updated assessment for the site produced in 2006. This updated report revisited the content of the original TA, including additional analysis of the assumptions made with regards to traffic growth across the local highway network, and it was concluded that the findings of the original document remained true.

3.3 The details of the 2001 Transport Assessment, which were then confirmed by the review undertaken in 2006, indicated that there was sufficient capacity on the local highway network to cater for the increase in traffic as a result of the Central Park development.

3.4 In order to determine whether Central Park with the proposals for the Divisional Headquarters for GMP incorporated is likely to have sufficient local highway capacity, a comparison has been made with the 2001 Transport Assessment level of traffic generation.

3.5 For the assessment of the Force HQ development within Central Park it was agreed that the activities within the site could be split into core activities associated directly with their policing work and non-core activities is associated with GMP administration.

3.6 The non-core GMP characteristics are more akin to a traditional office environment and therefore 85th percentile office trip rates, derived from the TRICS database, have been used. However, the core GMP activity, policing, is expected to include overlapping shift patterns and by its very nature a higher dependence on car use. It is therefore proposed to apply a more robust trip rate, however, TRICS does not include examples of police developments, and therefore a doubling of the office trip rate has been applied as a proxy. A summary of the trip rates used is presented in Table 3.1 below.

Table 3.1 – GMP Trip Rates

Land Use	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Core GMP	3.204	0.300	0.368	2.532
Non-Core GMP	1.602	0.150	0.184	1.266

Source: Consultants Estimate
[1]Rate per 100 Sqm GFA

3.7 For the purpose of this assessment, the core GMP activity is assumed to include all of the ground floor space of the proposed development, which equates to approximately 5,380 Sqm of Gross Floor Area (GFA) with the non-core activity for the remainder, which totals 6,259 Sqm GFA. The following Table 3.2 summarises the likely trip generations for the two GMP elements.

Table 3.2 – GMP Trip Generations

Land Use	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Core GMP (DHQ)	172	16	20	136
Non-Core GMP (DHQ)	100	9	12	79
GMP Total	272	25	32	215

Source: Consultants Estimate

3.8 It is assumed that if the current proposed traffic generations are similar or less than that put forward in 2001 then there will be sufficient local highway capacity.

3.9 For this purpose, the assumed generations for the Force Headquarters (FHQ) calculated as part of the TS for this site (August 2008) have been retained, with the remaining traffic generated by the Central Park development being based on the 2001 TA. The following Table 3.3 summarises this assessment.

Table 3.3 – Comparison Between 2001 and Current Trip Generations

Land Use	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
GMP DHQ	272	25	32	79
GMP FHQ[1]	788	83	97	619
Remaining Central Park[2]	909	128	109	742
Total Central Park	1969	236	237	1576
2001 TA Trips	2011	288	323	1599
Difference	-42	-52	-86	-23

Source: Consultants Estimate
[1] Taken from Transport Statement (Nov '08) for FHQ Site
[2] 95,861Sqm

3.10 The comparison in the above Table indicates that the revised proposals will generate fewer trips than that predicted in the 2001 Transport Assessment. Therefore it is reasonable to assume that the impact on the local highway network will be similar to, or indeed less than, that predicted in the 2001 Transport Assessment.

3.11 As such the highway improvements proposed and subsequently agreed upon at the original application for the Central Park Development is expected to be sufficient to accommodate the traffic generated by this development.

4. ACCESSIBILITY

Access to the Proposed Development by a Choice of Transport Modes

4.1 The National Transport Planning Policy was revised following a comprehensive review by the Department of Environment, Transport and the Regions (DETR). This was followed by a revision of PPG13 which reflected the changes in national policy in relation to transport following the DETR transport review as set out in "A New Deal for Transport: Better for Everyone", published in July 1998. The following revised PPG13: Transport (March 2001) objectives are to integrate planning and transport to:

- Promote more sustainable transport choice for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

4.2 The accessibility of the proposed development on the site is therefore considered in this context for the following modes of travel:

- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

Accessibility on Foot

4.3 The Institution of Highways and Transportation (IHT) document entitled *'Guidelines for Providing for Journeys on Foot'* sets out 'desirable', 'acceptable' and 'preferred maximum' distances for commuting, walking to school and other journeys. These guidelines state that *'walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6km).'* Furthermore, the Department of the Environment publication "PPG13 – A guide to better practice" also states that *'distances of less than 1.6km are best suited to journeys on foot'*.

4.4 PPG13 states that walking is the "most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly under 2 kilometres".

4.5 The edge of city centre location of the site affords excellent accessibility by foot, bicycle and public transport. Therefore, non-car modes of travel represent realistic travel alternatives that reduce the reliance on the private motor vehicle in line with national, regional and local transport policy.

4.6 To assist the consideration of accessibility to the site by foot, pedestrian walk catchments have been prepared and are illustrated in Plan 5. This plan shows the '*Preferred Maximum'* catchments of 500, 1000 and 2000 metres from the site. These distances are taken from the IHT document entitled 'Providing for Journeys on Foot'. Table 4.1 details the suggested walking distances deemed to be significant in this document.

Table 4.1 Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School / Sight seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: '*Providing for Journeys on Foot*', IHT

4.7 From Plan 5 it can be seen that this walking catchment reaches a number of residential areas, including parts of Newton Heath, Collyhurst, Failsworth and Harpurhey, which highlights the excellent pedestrian accessibility to the development site.

4.8 Access can also be gained to numerous bus stops within 400m of the site, whilst Dean Lane Rail Station is within 1500m of the site.

4.9 All of the footways are considered to be appropriate in width, condition and lighting to make walking a safe and convenient mode of transport to and from the site. It is therefore considered the development is accessible for pedestrians.

Accessibility by Cycle

4.10 The Department of the Environment publication (1996) "PPG13 – A guide to better practice" states that *"the bicycle is the ideal mode of transport for journeys under 8km"*, whilst PPG13 (March 2001) states that cycling *"has a clear potential to substitute for short car trips, particularly those under 5km, and to form a part of a longer journey by public transport".*

4.11 PPG13 states that cycling has the *"potential to replace short car journeys, particularly those under 5 kilometres."* As such Plan 6 presents a 5km cycle catchment for the site. This distance equates to journey times of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.

4.12 The site's location at the edge of the City centre and close to residential areas of East Manchester ensures that cycling represents a realistic mode of travel for staff working at the site.

4.13 A 5km cycle journey will reach residential areas of Moston, Collyhurst, Newton Heath, Cheetham Hill, Failsworth and Manchester City Centre.

4.14 Within 800m of the site lies signed “on road” and “traffic free cycle routes”. The national cycle network on road route 60 as shown in Plan 7 is located to the west of the site, whilst designated Cycle Lanes are also provided on Northampton Road, Oldham Road and Lightbowne Road.

4.15 To the south of the site lies The National Cycle Route 66 which runs along the Rochdale Canal and provides a direct traffic free link to the Manchester City Centre.

4.16 The proposals for the new development includes parking for 48 bicycles. This is in line with current standards, which indicates a minimum of 29 spaces would be required for a development of this size, and will provide cycle friendly infrastructure throughout the site.

4.17 In conclusion, the proposed development will offer good accessibility by cycle, with cycling is considered to be an alternative mode of transport to the car use for many short journeys.

Accessibility by Bus

4.18 There have been major improvements to bus provision in the vicinity of the development and as such the services provided offer a realistic alternative to the private car.

4.19 Bus provision is excellent within the recommended 400m pedestrian catchment of the site. Bus stops are located on Northampton Road, Thorp Road, Lightbowne Road and Oldham Road the services available from these stops are summarised in Tables 4.2 – 4.7 these are listed in order of proximity to the site, the location of the stops are shown in Plan 8.

Table 4.2: Bus services from Bus Stop 1 – Northampton Road (Towards Moston) – 90m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
88	Manchester – Cheetham Hill	6	6	2

Source: GMPTE

Table 4.3: Bus services from Bus Stop 2 – Northampton Road (Towards Mcr) – 130m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
89	Manchester - Moston	6	6	2

Source: GMPTE

Table 4.4: Bus services from Bus Stop 3 – Thorp Road, Halliford Lane (Towards Manchester) – 330m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
80	Middleton – Manchester	3	3	-
151	Cheetham Hill - Chadderton	2	2	-

Source: GMPTE

Table 4.5: Bus services from Bus Stop 4 – Lightbowne Road, Thorp Road (Towards Manchester) – 360m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
188	White Moss- Manchester	2	2	-

Source: GMPTE

Table 4.6: Bus services from Bus Stop 5 – Lightbowne Road, Opposite Halliford Road (Towards Moston) – 380m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
188	Manchester – White Moss	2	2	-

Source: GMPTE

Table 4.7: Bus services from Bus Stop 6 – Oldham Road, Opposite Ten Acres Lane (Towards Oldham) – 400m

Bus Service	Route	Hourly Frequency		
		Mon-Sat Day	Mon-Sat Eve	Sun
24	Manchester - Rochdale	4	4	1
72	Manchester – Oldham	2	2	2
82	Manchester – Waterhead	6	6	3
83	Manchester – Sholver	6	6	2
180	Manchester – Greenfield	2	2	1
181	Manchester – Rochdale	2	2	1
182	Manchester – Rochdale	2	2	1
184	Manchester – Oldham	4	4	1

Source: GMPTE

4.20 Overall the high number of bus services which cover both the city centre and beyond ensures that these areas provide excellent links to the development.

Accessibility by Train

4.21 Government Guidelines suggest that a preferred maximum of 2000 metres is a *Suggested Acceptable Walking Distance* for commuting. The site is situated approximately 1500 metres away from Dean Lane Rail Station. The Station provides a direct service to a high number of regional stations, including Oldham and Rochdale in addition to providing a direct link to Manchester Victoria Rail Station. The frequencies are summarised in Table 4.8, below.

Table 4.8: Direct trains from Dean Lane Rail Station

Train Route	Frequency (per hour)		
	Mon – Fri	Saturday	Sunday
Manchester – Oldham - Rochdale	4	4	1
Rochdale - Oldham – Rochdale	4	4	1

Source: www.nationalrail.co.uk

4.22 A high number of regional destinations can be accessed from Manchester Victoria Station, these include, Leeds, Liverpool, Blackpool, Wigan and Bolton.

4.23 Manchester Victoria Station, provides access to the Metrolink Tram which serves a large number of areas within Greater Manchester, whilst proposals are in place to expand this catchment still further.

4.24 The Tram can also be used to access Manchester Piccadilly Station, from here, train services run to a high number of local and national destinations including Stockport, Warrington, Birmingham and London

4.25 A conversion of a section of heavy rail track into Tram lines has already commenced and is part of the Metrolink expansion due to be completed in 2011. The location of the site is excellently placed to benefit from this expansion due to its proximity to the already built Metrolink Interchange, which is located approximately 250m from the site.

4.26 Phase 3a of the Metrolink will see the opening of this service between Central Park and Victoria, whilst Phase 3b will then see this service expanded from Victoria, via Central Park, to Oldham and Rochdale.

4.27 The ability to access the site by rail provides a potential alternative to the car for staff. It can be concluded from the above appraisal that the redevelopment proposals would accord with the policies on transport and land use set out in PPG13 and GMLTP2

5. SERVICING ARRANGEMENTS

5.1 It is proposed that all servicing of the site is achieved via the main entrance such that all movements can be controlled from the gate house.

5.2 The largest vehicle that it is expected will be required to service the site would be for refuse collection. As such, Plan 9 has been produced to show the swept path of a large refuse vehicle servicing the site. As can be seen, any such vehicle could utilise the main access roads and entrance bay for the 'secure van dock' to manoeuvre comfortably within the site.

5.3 As noted previously, the proposals for these Divisional Headquarters incorporate a 'secure van dock' for transferring detainees from custody vehicles to the processing areas, holding rooms, detention rooms and cells within the main building.

5.4 Plan 10 shows the swept path of the largest custody vehicle which would be used to carry detainees. As can be seen from this drawing, this vehicle can manoeuvre comfortably through the site.

5.5 For completeness, the swept paths shown as Plans 9 and 10 also show the turning movements of these vehicles as they enter and leave the site onto Northampton Road. From this it can be seen that this proposed access can to accommodate these vehicles, whilst avoiding the provision of an over-designed junction, as recommended by DfT guidance ("Manual for Streets").

6. CONCLUSIONS

6.1 Waterman Boreham Ltd has been instructed by Ask Goodman to advise on transport and traffic issues relating to proposals for the relocation of the Greater Manchester Police (GMP) Divisional Headquarters to Central Park, Manchester.

6.2 The proposals for the site are to provide a new Headquarters building with a total GFA of 11,639m², with the site located in close proximity to the new GMP Force Headquarters, which is also located within the Central Park development.

6.3 The development will incorporate a total of 357 parking spaces, which will be provided at grade and will include both staff and visitor parking. As well as providing parking for staff working within the HQ and visitors, 66 of the parking bays will be allocated for the use of GMP's operational vehicles.

6.4 The main vehicular access to the site will be in the form of a priority junction from Northampton Road. The access junction is to be situated approximately 140m to the west of the roundabout connecting The Gateway with Northampton Road.

6.5 A secondary access will also be provided on to Northampton Road, approximately 30m to the west of the main site access. This alternative access will be not be in regular use and is to be used as a 'clear exit route' for the site when the primary access is not available for use.

6.6 The existing trip generation for the extant planning approval was compared against the predicted trip generation of the proposal and it was indicated that the revised proposals will generate fewer trips than that predicted in the initial, 2001 Transport Assessment. Therefore it is reasonable to assume that the impact on the local highway network will be similar to that predicted in the 2001 Transport Assessment.

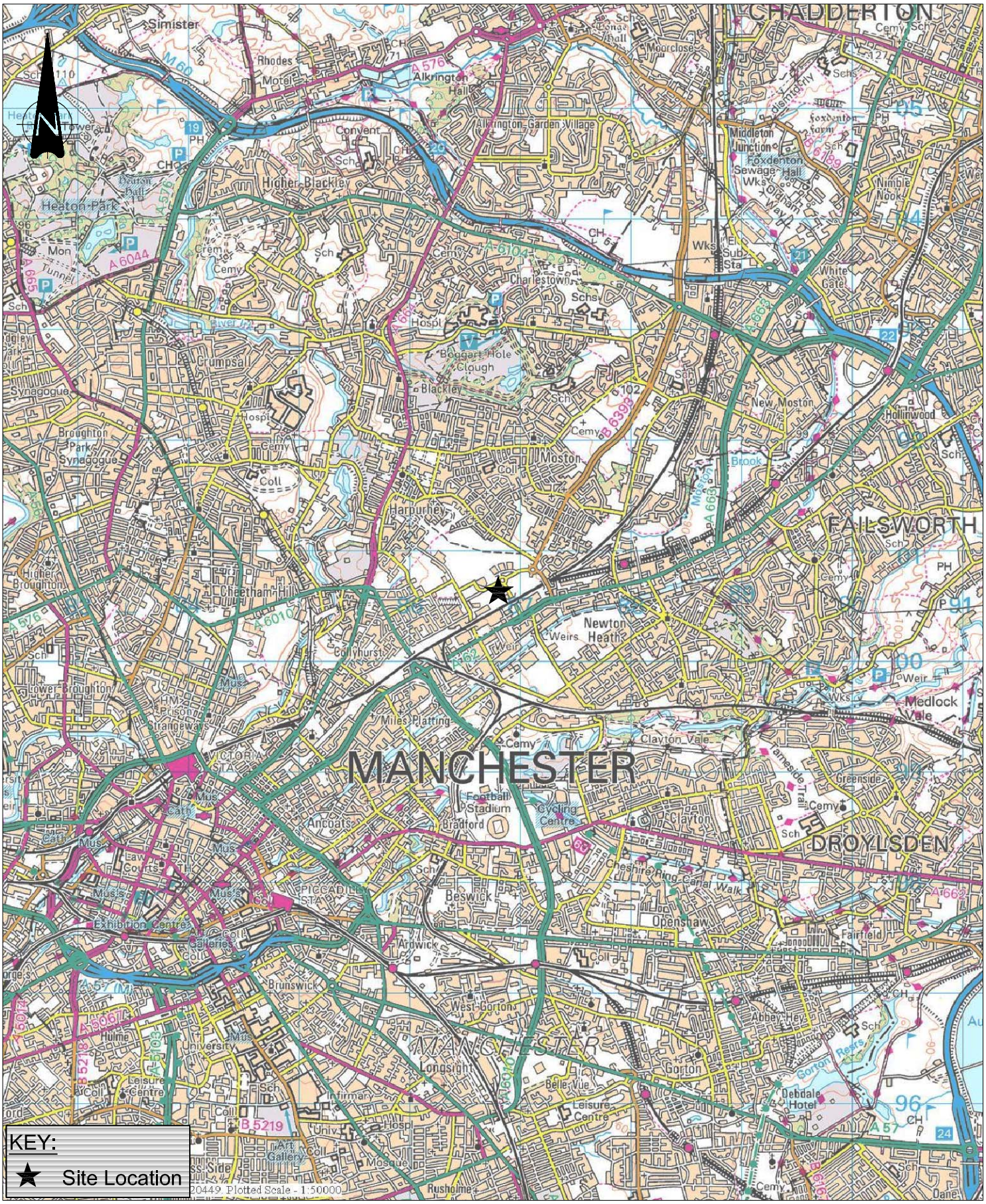
6.7 As such the highway improvements proposed and subsequently agreed upon at the outline application stage for the Central Park development is expected to be sufficient to accommodate the traffic generated by this development.

6.8 The site is well located for journeys by foot, bus and cycle and, therefore, the potential exists for a number of trips to be made by these alternative modes of transport ensuring that the need to travel to development by private car is reduced. This is in line with both local and national policy.

6.9 In conclusion, it is considered that the proposed development is situated in a sustainable location, with good accessibility and it is considered that the traffic generated by the proposed development will not cause a material impact on the surrounding highway network. The development proposals should therefore be considered acceptable in highway terms.

PLANS

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Client: Ask Goodman	Drawn: MY	Checked: KY	Approved: KY	REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Project: GMP Divisonal HQ Central Park	Scale @ A4: NTS	Date: 24-Jul-09							
Title: Plan 1: Regional Site Perspective	Project No.: 209228	Drawing No.: 007							
Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ For Information ☐ For Approval ☐ As Built ☐ _____	Rev: -	Team: J							

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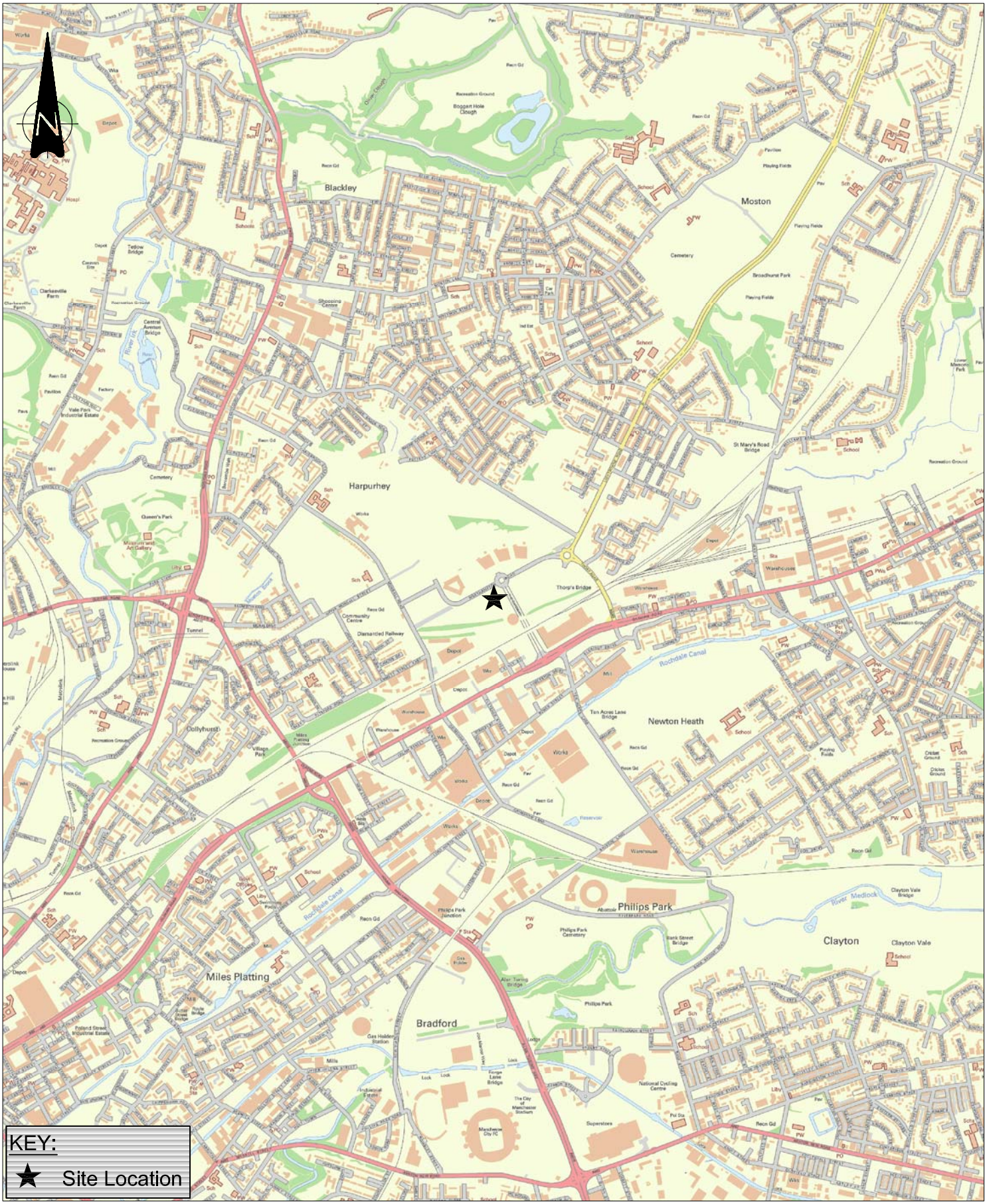
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Project: GMP Divisonal HQ Central Park	Scale @ A4: 1:20,000	Date: 24-Jul-09							
Title: Plan 2: Local Site Perspective	Project No.: 209228	Drawing No.: 008							
Purpose of Issue ☑ Preliminary ☐ For Tender ☐ For Construction ☐ For Information ☐ For Approval ☐ As Built ☐ _____	Rev: -	Team: J							

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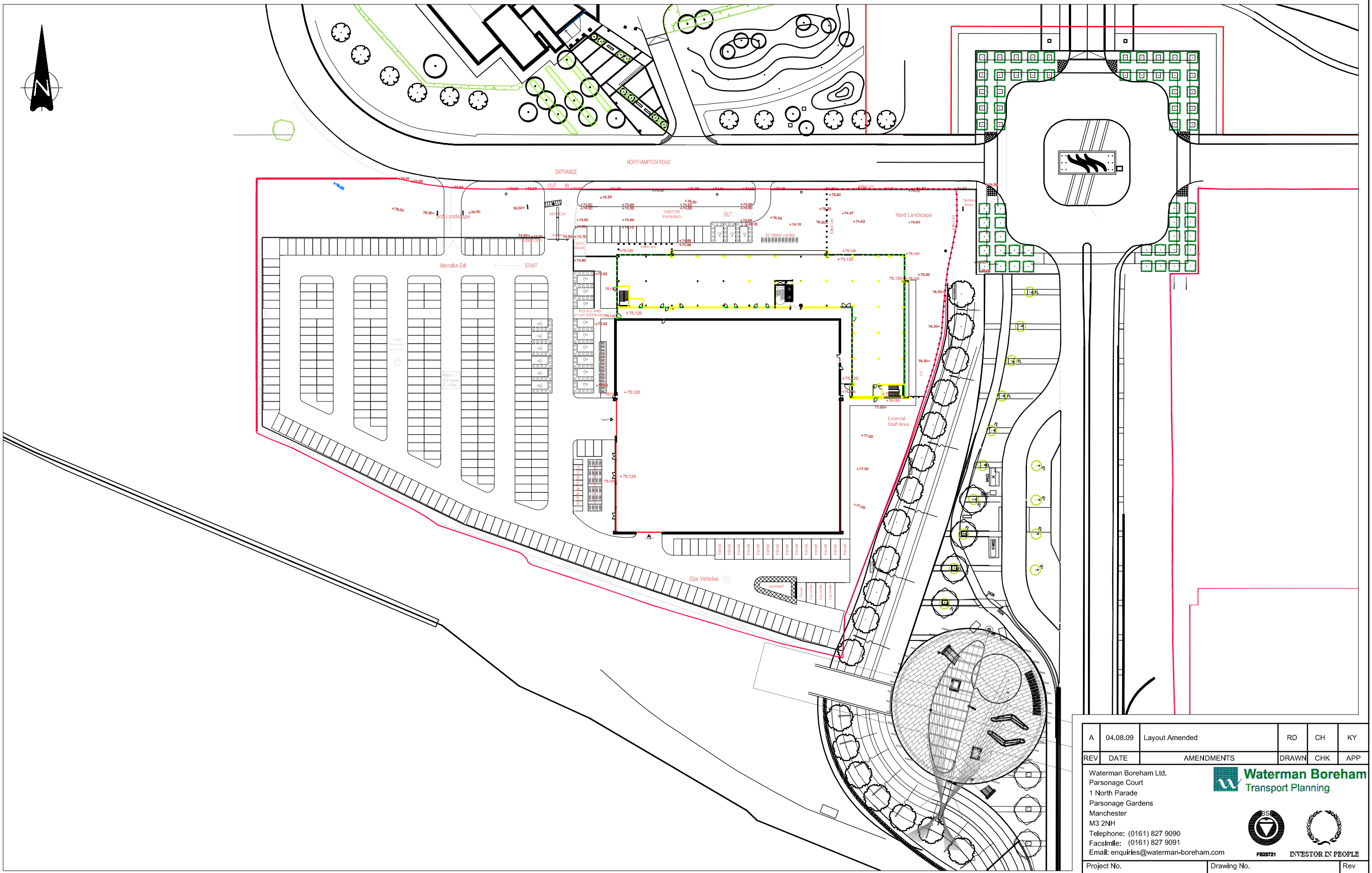
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Client	Project	Title	Team	Drawn	Checked	Approved
Ask Goodman	GMP Divisional HQ Central Park	Plan 3: Proposed Development Layout	J	MY	DC	KY
			Scale @ A3 1:1000		Date 30-Jul-09	

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	04.08.09	Layout Amended	RD	CH	KY

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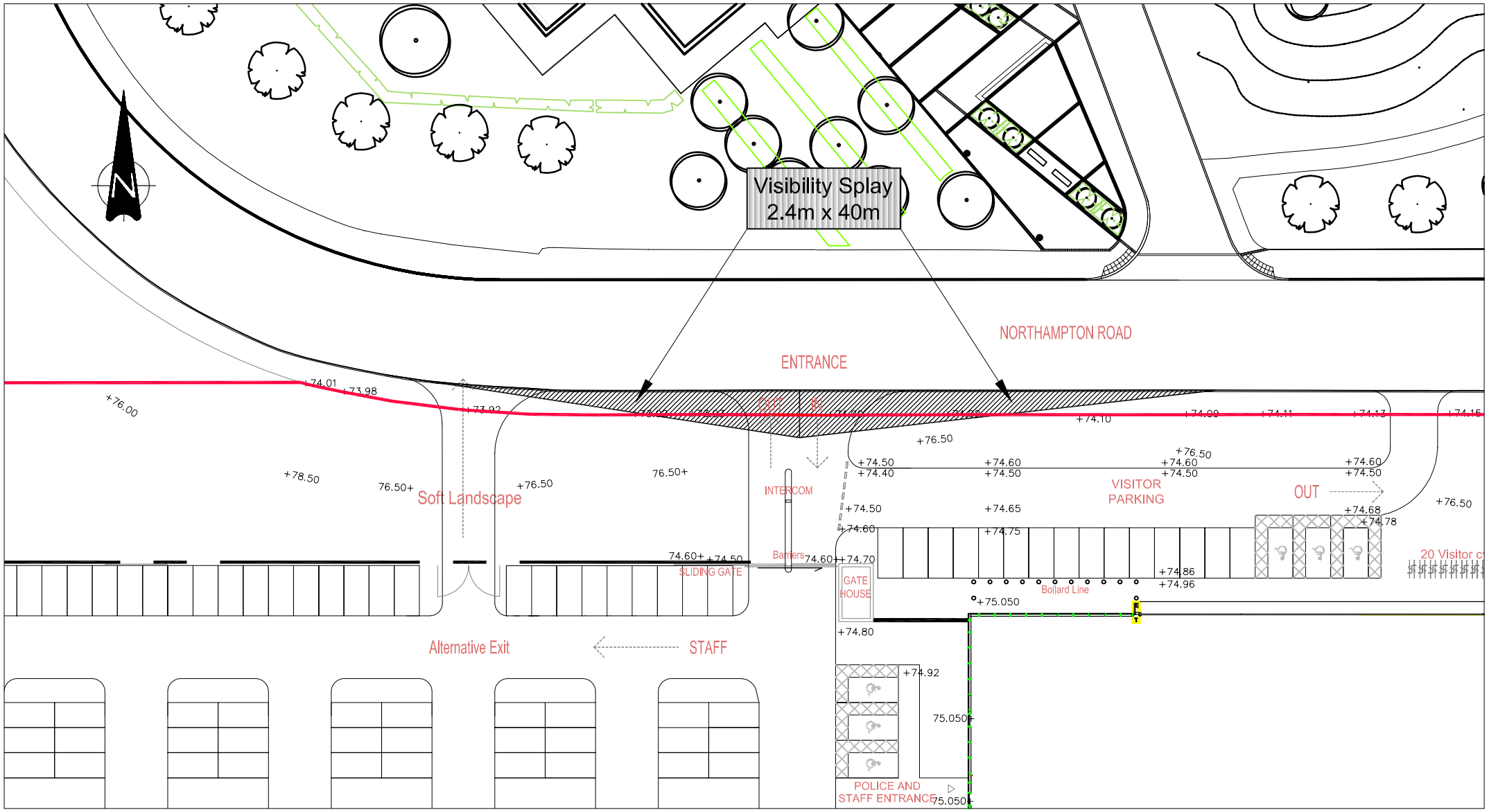
Project No.	Drawing No.	Rev
209228	015	A

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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REV	DATE	AMENDMENTS	DRAWN	CHK	APP

Rev	Team	Drawn	Checked	Approved
-	J	MY	DC	KY

Project No.	Drawing No.	Scale @ A4
209228	016	1:500

Client: Ask Goodman

Project: GMP Divisional HQ
Central Park

Title: Plan 4:
Proposed Site Access Layout

Purpose of Issue
- [x] Preliminary
- [ ] For Information
- [ ] For Tender
- [ ] For Approval
- [ ] For Construction
- [ ] As Built
- [ ] _____

Date: 30-Jul-09

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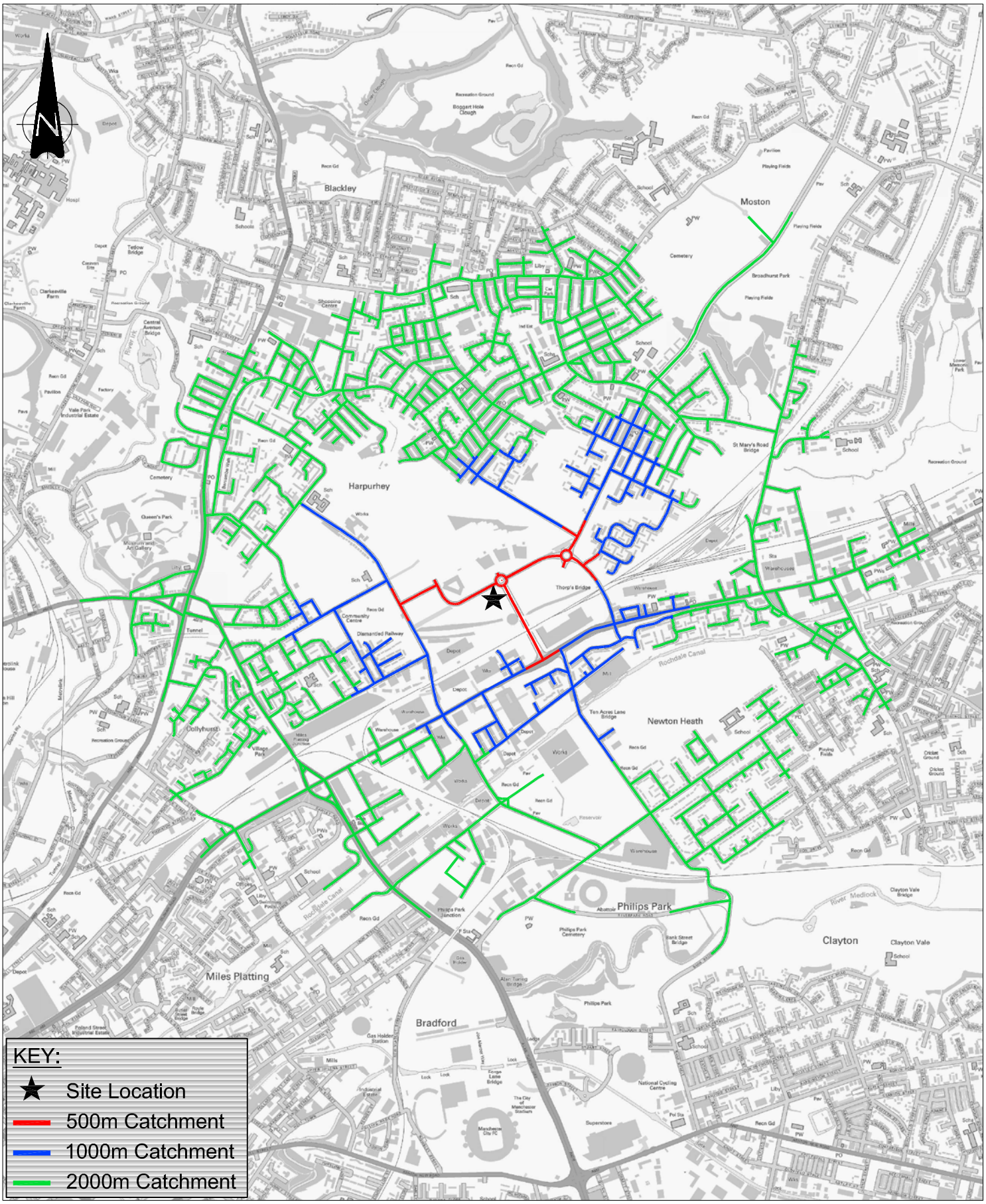
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Client: Ask Goodman	Drawn: MY	Checked: KY	Approved: KY	
Project: GMP Divisonal HQ Central Park	Scale @ A4: 1:20,000	Date: 24-Jul-09		
Title: Plan 5: Pedestrian Catchment	Project No.: 209228	Drawing No.: 010		
Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ For Information ☐ For Approval ☐ As Built ☐ _____	Rev: -	Team: J		

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KEY

★ Site Location

5km Catchment

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

Rev	Team	Drawn	Checked	Approved
-	J	MY	DC	KY

Project No.	Drawing No.	Scale @ A4
209228	012	NTS

Client: Ask Goodman

Project: GMP Divisional HQ
Central Park

Title: Plan 6:
Cycle Catchment

Purpose of Issue
- ☑ Preliminary
- ☐ For Information
- ☐ For Tender
- ☐ For Approval
- ☐ For Construction
- ☐ As Built
- ☐ _____

Date: 24-Jul-09

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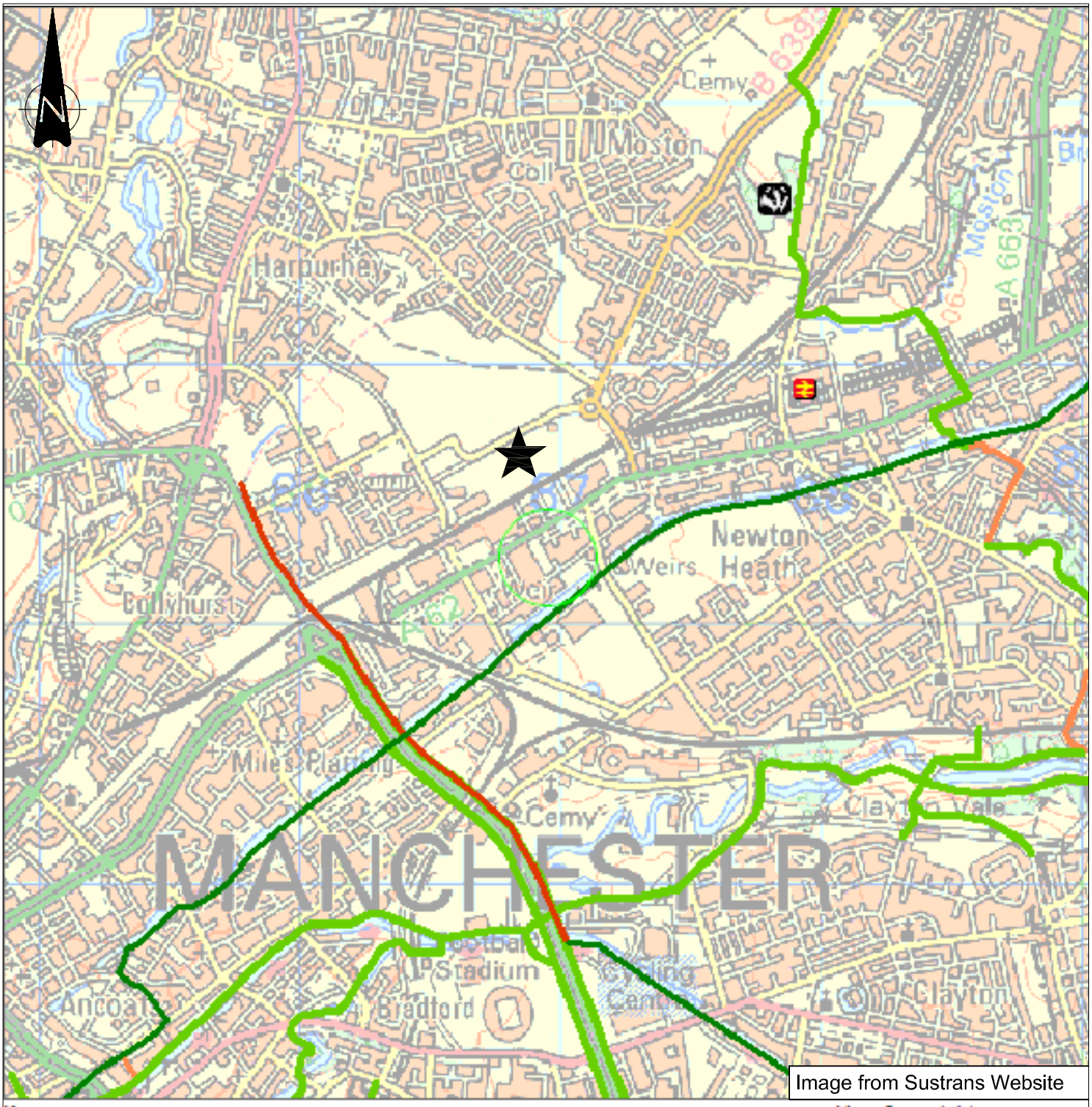


Image from Sustrans Website

Key

- National Cycle Network on-road route
- Other signed on-road cycle route
- National Cycle Network traffic-free route
  (including some forest tracks and paths alongside busy roads)
- Other traffic-free cycle route
- ★ Site Location

Map Copyright

Map width 2.6 miles

National Cycle Network

Client	Drawn	Checked	Approved
Ask Goodman	MY	DC	KY
Project GMP Divisional HQ Central Park	Scale @ A4: NTS	Date: 24-Jul-09	
Title Plan 7: Cycle Path Network	Project No.: 209228	Drawing No.: 011	
Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ For Information ☐ For Approval ☐ As Built ☐ _____	Rev: -	Team: J	

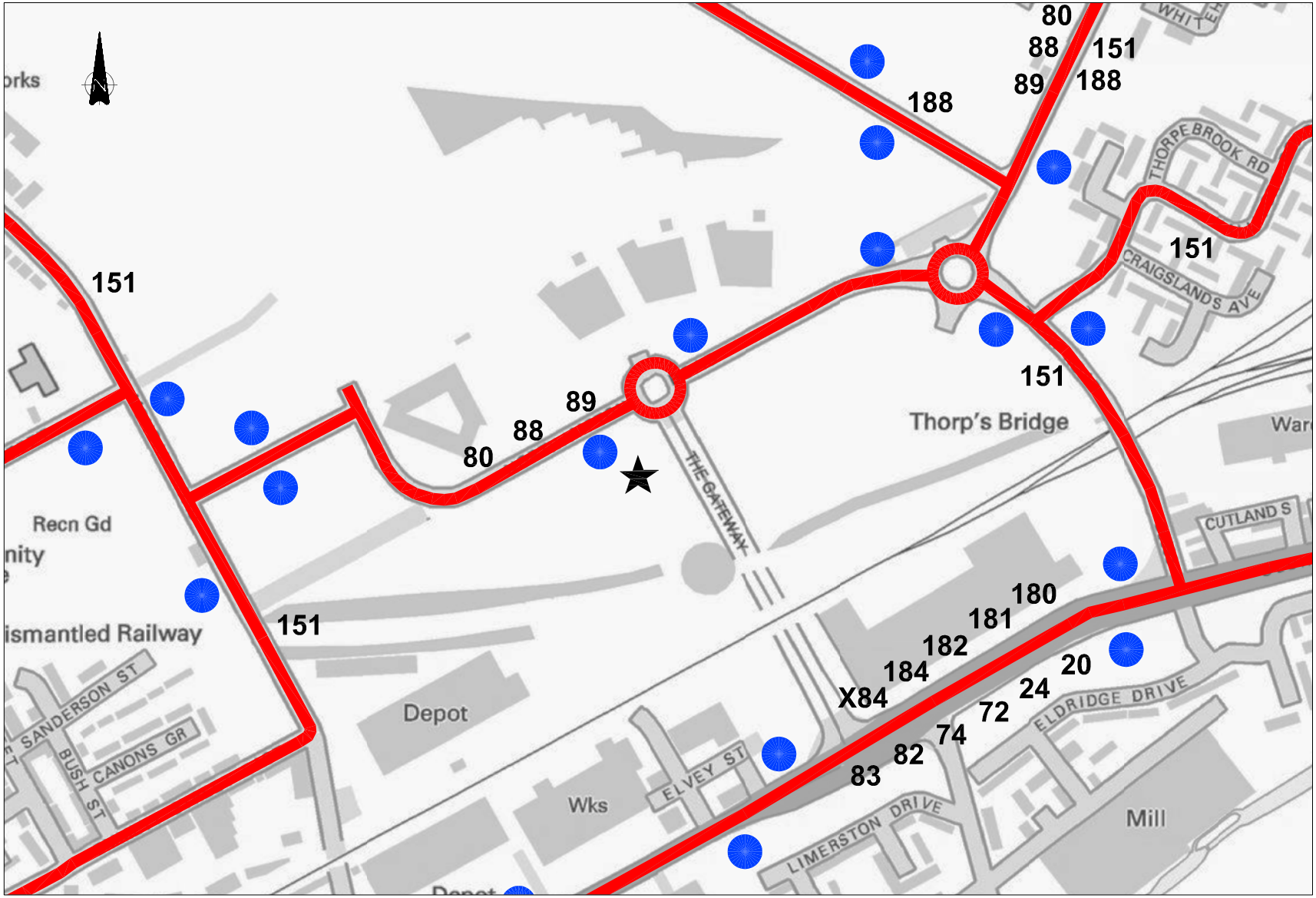
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KEY:

- Site
- Bus Stops
- Bus Routes
- 151 Bus Service

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Rev	Team	Drawn	Checked	Approved	
-	M	MY	DC	KY	

Project No.	Drawing No.	Scale @ A4
209228	013	1:5,000

Client: Ask Goodman

Project: GMP Divisional HQ
Central Park

Title: Plan 8:
Bus Routes & Stops

Purpose of Issue
- [x] Preliminary
- [ ] For Information
- [ ] For Tender
- [ ] For Approval
- [ ] For Construction
- [ ] As Built
- [ ] _____

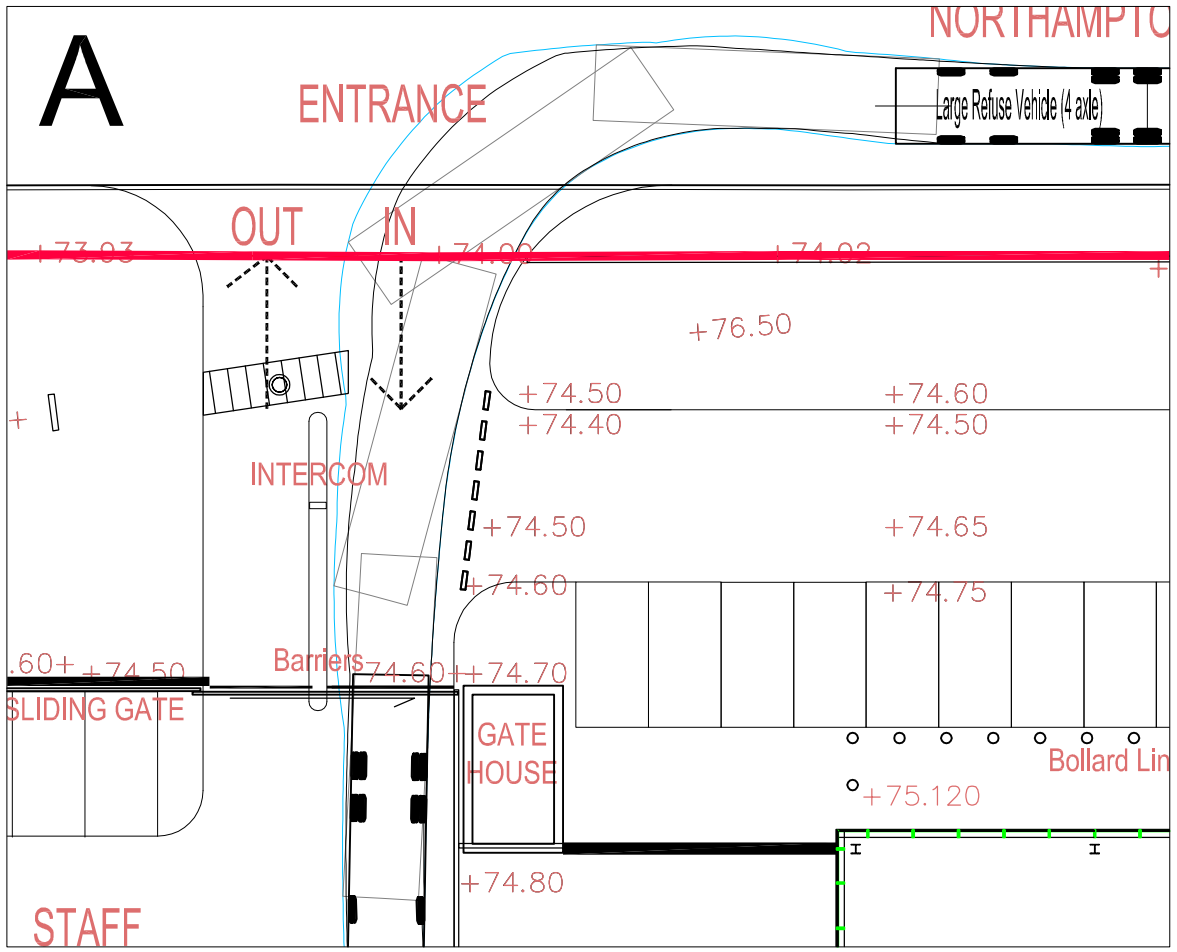
Date: 24-Jul-09

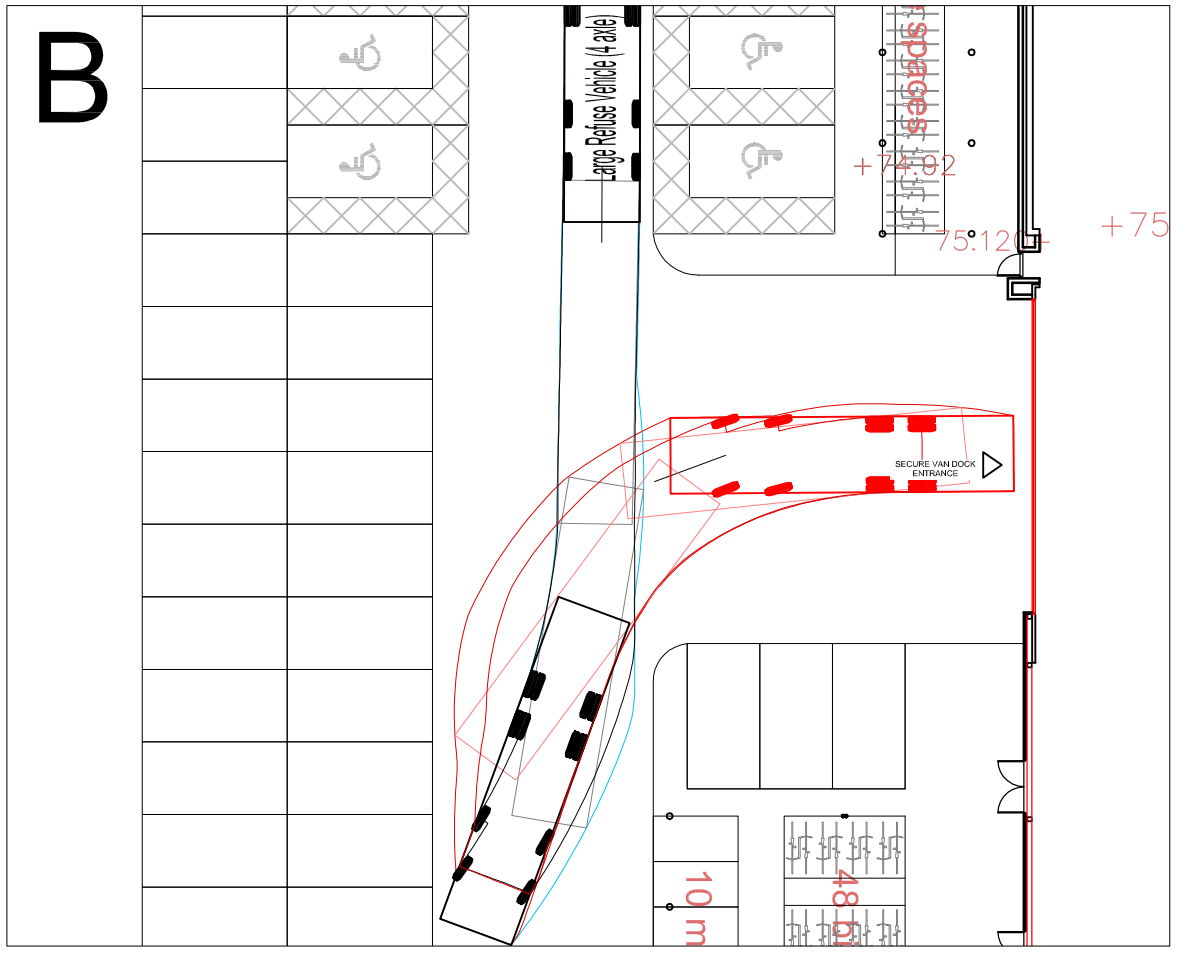
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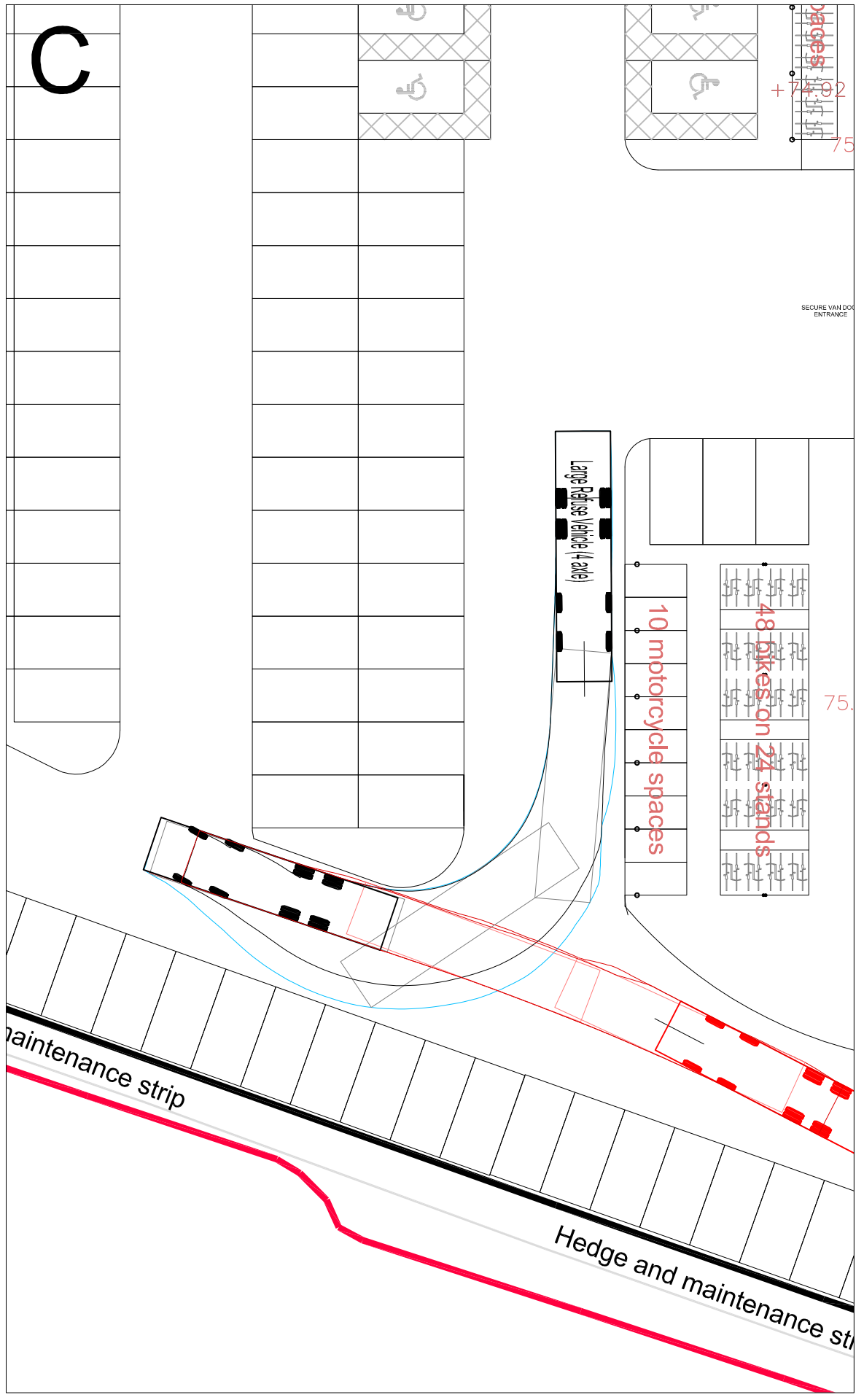
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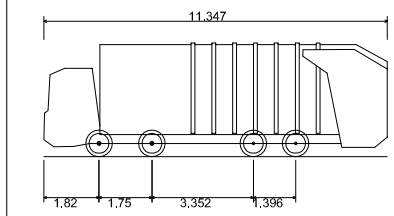
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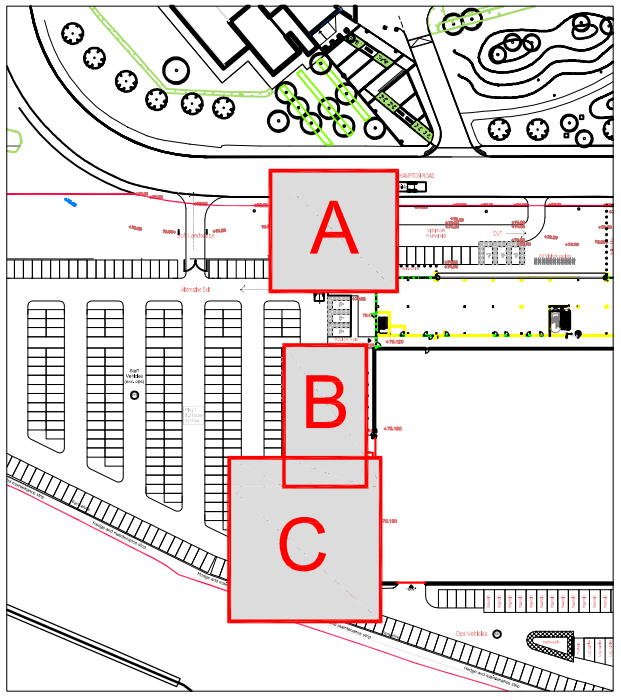








Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	11.330m



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	04/08/09	Layout amended, tracks amended to suit	RD	CH	KY

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Project No.	Drawing No.	Rev
209228	017	A

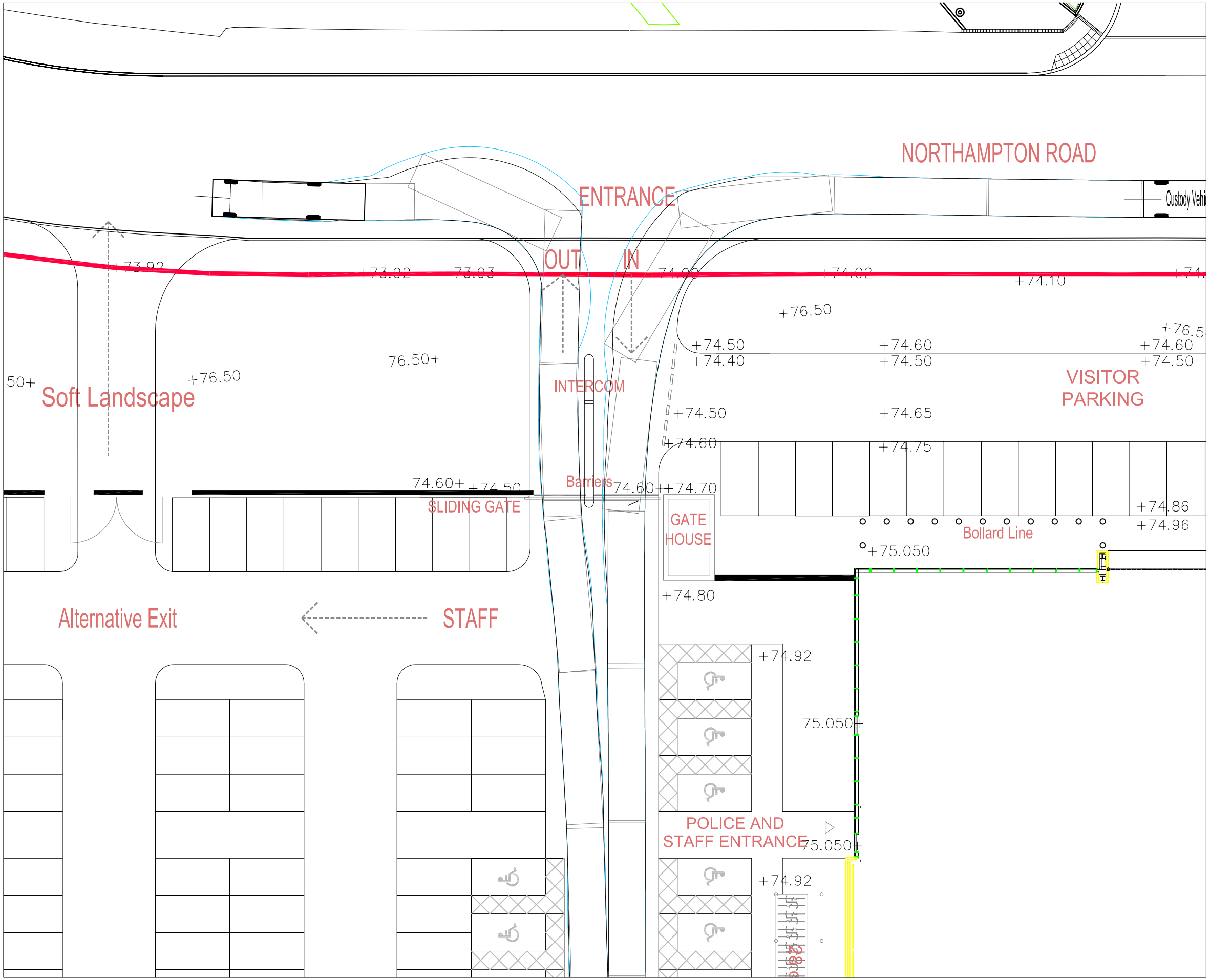
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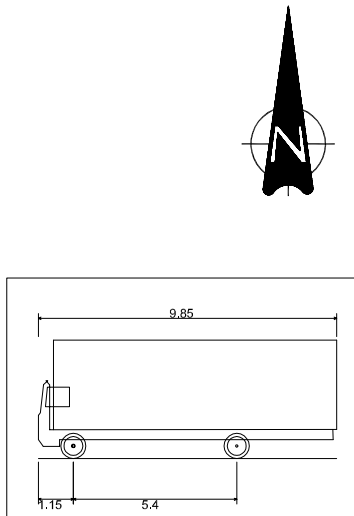
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Client	Project	Title	Team	Drawn	Checked	Approved
Ask Goodman	GMP Divisional HQ Central Park	Plan 9: Swept Path Analysis Large Refuse Vehicle	J	MY	DC	KJ
			Scale @ A3: 1:250		Date: 31-Jul-09	

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Custody Vehicle Updated	
Overall Length	9.850m
Overall Width	2.370m
Overall Body Height	3.910m
Min Body Ground Clearance	0.395m
Track Width	2.370m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	8.955m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Client	Project	Title	Team	Drawn	Checked	Approved
Ask Goodman	GMP Divisional HQ Central Park	Plan 10: Swept Path Analysis Large Custody Vehicle	J	MY	DC	KY
			Scale @ A3 1:250		Date 30-Jul-09	

Project No.	Drawing No.	Rev
209229	018	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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