

Our Reference: 086593-CUR-XX-XX-T-TP-00001-P02

MCC Planning Reference: 140644/VO/2024

15 October 2024

Gorton Square – Transport Note

Curtins has been appointed by Halliday Meecham Architects to provide transport and highways advice in relation to a planning application for the conversion of part of the existing car park at the Tesco Extra, Gorton store to a new public square which would effectively serve as an extension to Gorton Market.

The proposed scheme was developed by Halliday Meecham Architects and submitted to Manchester City Council (MCC) for approval.

Following planning submission, MCC Highway Officers reviewed the submitted documents and provided a number of comments which covered the followings elements;

- Site access;
- Pedestrian provision;
- Car parking;
- Cycle parking;
- Refuse and servicing; and
- Construction management.

Each of the points is considered below and to assist the reader the comment is reproduced in italics, followed by Curtins' response underneath. This Note is supported by appendices containing supplementary information.

A draft version of this document (P01, dated 4th October 2024) was shared with MCC Highways, who provided updated comments on 14th October 2024. The note has been updated to address these comments and incorporate further information from the client.

1.0 Proposed Development

Overview

The proposed development would convert part of the existing Tesco Extra, Gorton car park into a gateway with improved landscaping and public realm. Seating and an outdoor dining area, lighting, play elements, trees and planting, temporary market stalls, bins and waymarking signs would be provided.

Bollards would be provided along the western boundary of the site to define the boundaries and provide protection to pedestrians.

The proposed layout, which has been updated to address MCC Highways' comments, is provided in **Appendix A** at the rear of this note.

Access

The proposed scheme will utilise the existing vehicular access into the Tesco Extra store via Garratt Way. The Garratt Way access/egress forms the secondary access point to the store with the primary access via a signal controlled junction on Hyde Road. A new pedestrian and cycle access will be provided between the existing vehicular access and the Tesco Extra. There will also be a new zebra crossing across the access road to the existing Gorton Market entrance.

1.HIGHWAYS RESPONSE ACCESS

The proposals will retain the existing vehicular access at Garrett Way and as such no off-site highways works/S278 are required. The alignment of the internal access road will change which likely reduce vehicular speeds. However, Highways recommend that this is supported by some internal speed limit signage given that the access road will now route through an area likely to attract a higher level of pedestrian movement, including children.

Drawing 086593-CUR-XX-00-D-TP-75001 at the rear of this note illustrates the general arrangement, along with 20mph visibility splays at the access junction.

The existing Garratt Way / car park access junction will be unchanged. Within the site, the route of the access road will be amended, bending to the west, to provide additional land for public realm adjacent to the Gorton Market building. As mentioned by MCC Highways, this will likely also result in lower vehicular speeds.

There is currently no speed limit signage internally within the Tesco Extra store.

As shown by the updated layout, 10mph speed limit signage will be provided within the site.

It is recommended that the proposed railings/pedestrian barrier running alongside the access road is set-back at least 450mm from the kerb-line in order to account for any vehicle body overhang. A swept-path assessment has been shown but it is unclear what vehicle has been tracked and axle/body overhang is not differentiated. Clarification is sought.

Drawings 086593-CUR-XX-00-D-TP-05001 and **086593-CUR-XX-00-D-TP-05002** at the rear of this note demonstrate a 7.9m fire tender and 7.5t box van, respectively, entering, traversing, and exiting the site.

There would be no overhang along the internal access road. Nonetheless, the layout has been updated in line with MCC Highways' request for the railings / barrier to be set back 450mm along the access road.

2. PEDESTRIAN PROVISION

A new 2m wide pedestrian access into the main public realm area will be provided, connecting from the existing Garratt Way footway, and min. 2m wide pedestrian routes are provided through the site which is considered acceptable to Highways.

However, it is unclear how these pedestrian routes will provide crossing provision or integrate with the remaining area of car park located to the far-west/adjacent to Tesco.

As detailed by the updated layout, a timber knee rail will be installed along the southern boundary (excluding the market area) and the southern part of the western boundary, with bollards provided along the rest of the western boundary. This will protect pedestrians and the landscaping.

The adjacent area is not expected to be resurfaced as part of the proposed development. Halliday Meecham has advised MCC and Tesco to decommission this area from vehicular use due to the limited space available for circulation and most importantly the safety of pedestrians' spillage from the square.

A new 2m wide footway is proposed to run along the eastern side of the access road. This is of sufficient width and kerbing would be required adjacent to the access road carriageway. Again, it is unclear how the southern section of this pedestrian route would integrate with the remaining car park area to the south.

The proposed footway along the access road will direct pedestrians from Garratt Way to the 'yellow brick road' and onto the crossing, while pedestrians from Hyde Road will be able to walk alongside Tesco.

As shown by the layout, pedestrians will be able to use the existing crossing (on the eastern side of the proposed temporary market stalls) to access the car park. This crossing would be c. 35m east from the southern extent of the footway along the eastern side of the access road.

Pedestrian routes around the market stalls should retain min. 2m width, particularly as there appears to be a narrow strip of block-paving in-between the market stalls and retained car-park circulation routes.

The narrow spaces between the market stalls and the retained car park circulation routes would not be a pedestrian route. The pedestrian route is provided by the wide 'yellow brick road' footway along the northern side of the temporary market stall, which the market stalls will face onto with metal barriers to the rear (i.e. the southern side).

Providing a 2m-wide footway between the market stall and the retained car park circulation routes would be detrimental to pedestrian amenity. It would either require narrowing the yellow brick road (which would be a much busier route when the market stalls are open) to provide a second footway along the southern side, or reorienting the market stall to face to the south and shifting them north so a single footway is provided on the southern side (which would not be in line with the proposed crossing across the access road to the west).

A crossing is proposed across the access road which will link both areas of public realm. Currently this appears to be designed with yellow-brick surfacing. Highways recommend that the crossing is demarcated as a raised zebra-crossing style facility in order to enhance both pedestrian/driver awareness and slow vehicle speeds. Dropped-kerbs/tactile paving at either side should also be provided together with appropriate lighting.

As shown by the updated layout, this will be a raised zebra crossing with flashing amber beacons.

Drawing 086593-CUR-XX-00-D-TP-75001 at the rear of this note advises that tactile paving be provided at this crossing.

Highways recommend that kerbing and boundary treatments around the whole site should be considered further given that there are areas of landscaping which may be utilised by children which are in close proximity to active vehicle routes.

As detailed by the layout, the boundary treatment have been amended, including barriers and bollards along the site boundary which will protect pedestrians.

REFUSE & SERVICING Highways assume that any requirements for refuse or servicing (i.e. associated with external market stalls) would align with existing operations at Gorton Market although confirmation is required.

This is correct.

Parking Provision

3.PARKING

The submitted application form states that the proposals would require the removal of 44no. standard car parking spaces, 12no. family parking spaces and 4no. (Tesco) collection point bays. Highways note that the existing car-park frequently has existing high levels of demand given that it accommodates both Tesco and Gorton Market. Further evidence is therefore required which demonstrates that parking demand currently does not exceed the reduced level of overall provision resultant of the proposals in order to ensure that the proposals would not result in overspill parking demand on the surrounding highway network. Any parking bay reprovision across the wider site should also be clearly identified at this stage. The application does not provide adequate detail on how the existing car park, including parking bays, circulation area, crossings and hatching will be updated to accommodate the proposals. Boundary treatments should also ensure that drivers within the car park are able to differentiate between the car park and areas of public realm. Highways request that such details are submitted and agreed prior to determination.

The following section details the existing parking demand.

Within the redline boundary, c. 47 standard car parking spaces, five Parent + Child bays, two Click + Collect bays, and one motorcycle space will be removed. A trolley rank will also be removed. It is expected that the potential relocation of the Click + Collect bays (which are approximately the size of two car parking spaces each) and trolley rank would lead to the loss of three further vehicle spaces in the wider car park. Immediately adjacent to the site, seven further Parent + Child and four standard spaces will be removed.

Prior to construction of the proposed development, all non-standard parking provision will be relocated to a suitable position elsewhere within the wider car park.

Overall, this equates to a loss of c. 68 standard car parking spaces, and one motorcycle space.

The car park currently provides c. 532 spaces which would reduce to c. 464 spaces.

4. CYCLE PARKING

A number of short-stay cycle stands are proposed to the south-western corner of the site which are welcomed by Highways. The level of demand should be continuously monitored and additional provision provided when necessary.

The proposed development will provide cycle stands and a cycle repair station. As requested by MCC Highways, further cycle parking could be provided in the future if demand is found to outstrip supply.

2.0 Parking Survey

Curtins commissioned an independent surveying company, Nationwide Data Collection, to undertake a parking occupancy survey of the 532-space Tesco Extra, Gorton car park on Friday 13th September and Saturday 14th September between 07:00 and 19:00.

The full results are provided in **Appendix B** at the rear of this note. **Figure 1** summarises the accumulation throughout both days and how this compares to the existing and proposed capacity.

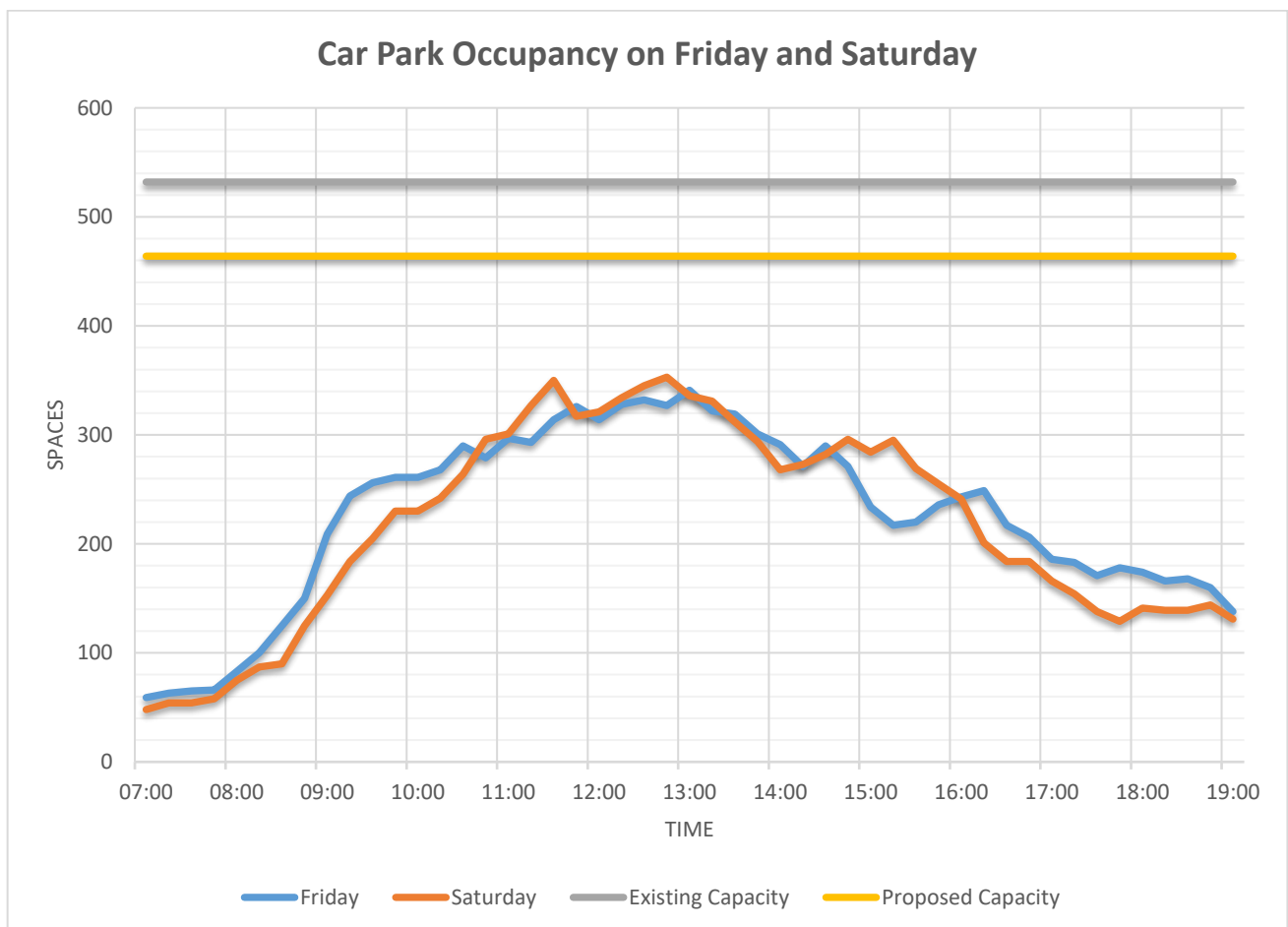


Figure 1 – Car Park Occupancy on Friday and Saturday, Compared to Existing and Proposed Capacity

As can be seen above, the car park operates well below capacity at all times, with the occupancy below 50% for most of both days.

The maximum accumulation was 341 vehicles on the Friday and 353 vehicles on the Saturday.

This equates to 66% of capacity on the Saturday with the existing capacity and 76% with the proposed capacity.

As such, the car park would continue to operate below capacity at the busiest periods of the week.

It is also noted that Tesco are comfortable with the reduction in parking provision and will continue to offer sufficient car parking provision to cater for demand.

3.0 Construction Management

5.CONSTRUCTION MANAGEMENT

Highways request that a Construction Management Plan is conditioned with any approval. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction/works. This should include commentary on types and frequency of vehicular demands, evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway and associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality and should work to safely manage ongoing vehicular and pedestrian movement experienced around the existing car-park, Tesco Store and Market. Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams"

Warden, the main contractor, has prepared a Construction Management Plan, which will be shared with MCC shortly.

4.0 Conclusion

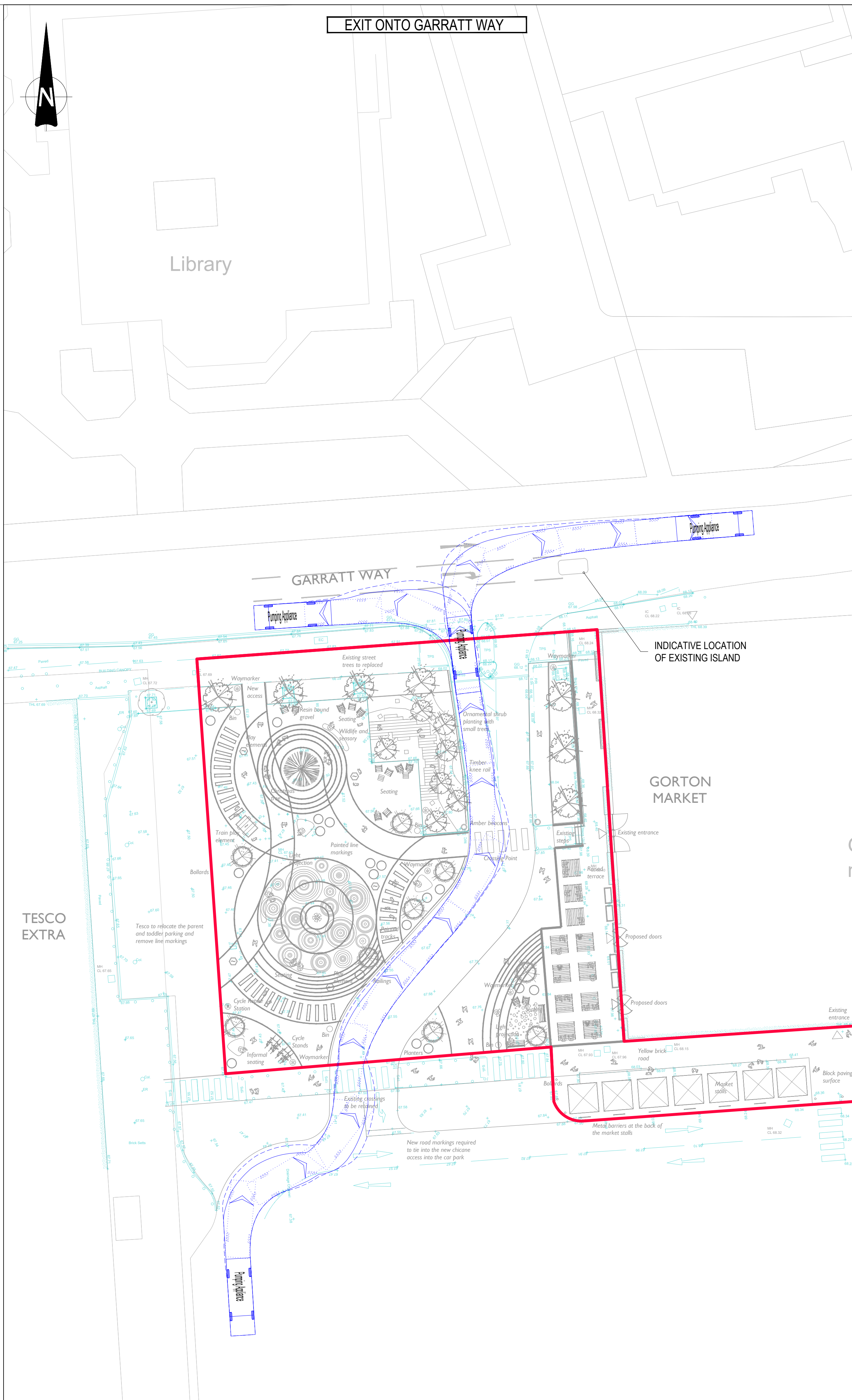
It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposal should not be granted planning approval.

086593 Gorton Square

Transport Note

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Drawings

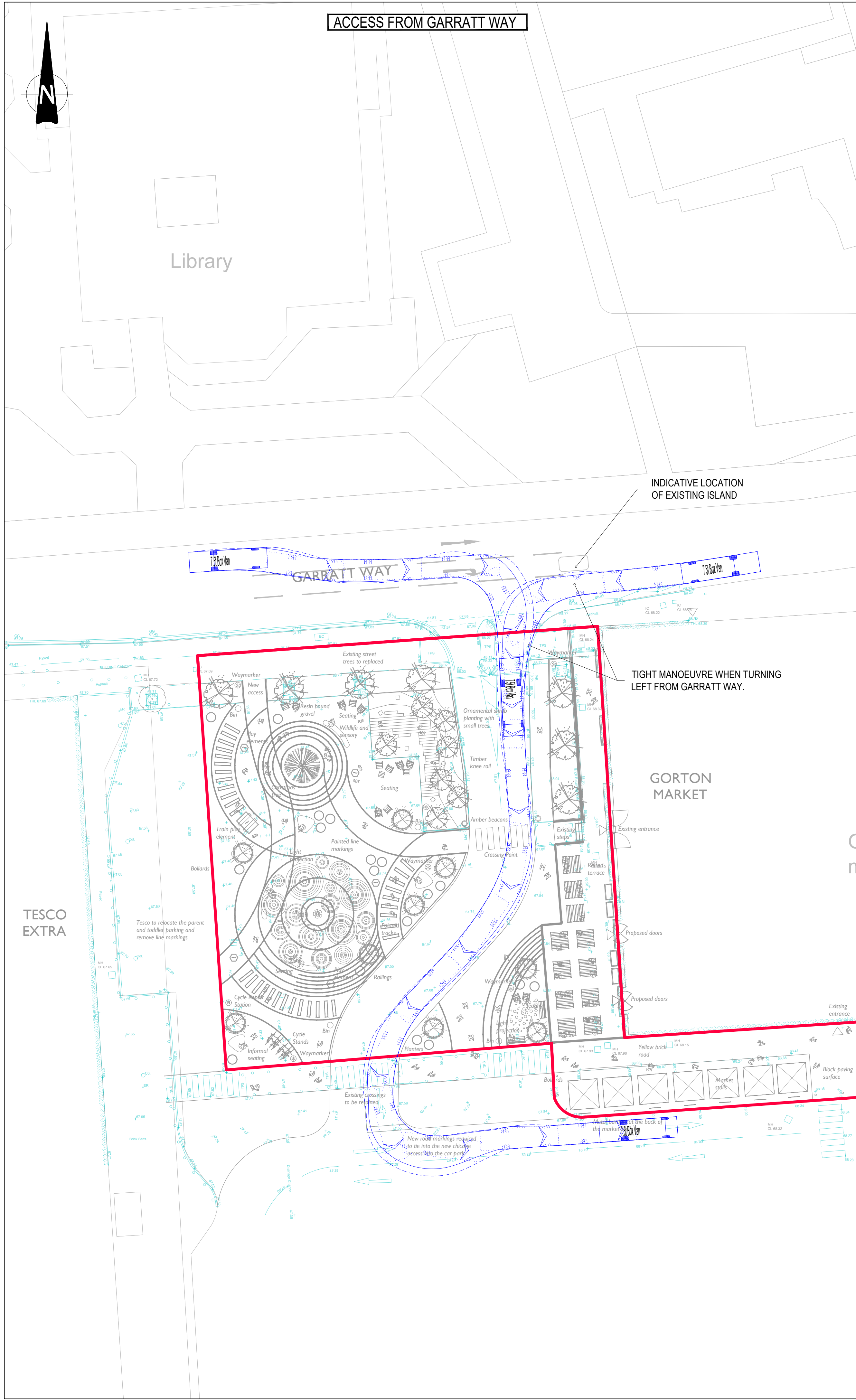


1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON DEP'S LAYOUT 'S493.01F Landscape Scheme'

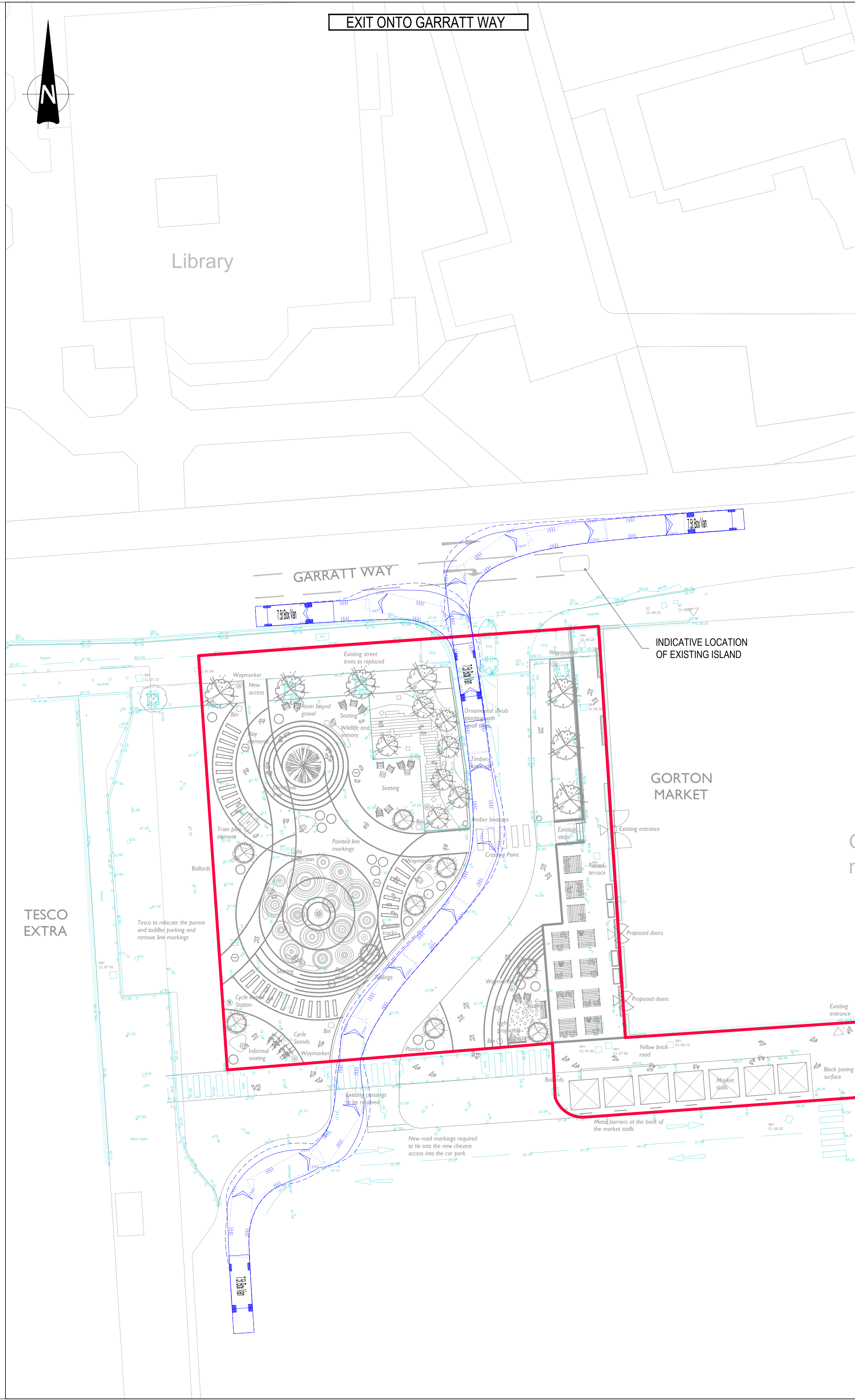
Pumping Appliance	7
Overall Length	2
Overall Width	3
Overall Body Height	0
Min Body Ground Clearance	2
Track Width	4
Lock to lock time	7
Kerb to Kerb Turning Radius	

Rev:	Description:	Date:	By:	Chkd:
Curtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham				
Status:				
PRELIMINARY				
Project:				
GORTON SQUARE				
Dwg Title:				
SWEPT PATH ANALYSIS 7.9m FIRE TENDER				
Drawn By	Designed By	Checked By		
JM	JM	AT		
	Date	Scales @ A1		
	17/09/24	1:250		
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision	
86953 - CUR - XX - 00 - D -TP- 05001			P01	

ACCESS FROM GARRATT WAY



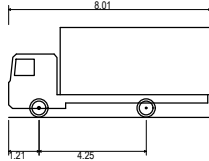
EXIT ONTO GARRATT WAY



GENERAL NOTES:

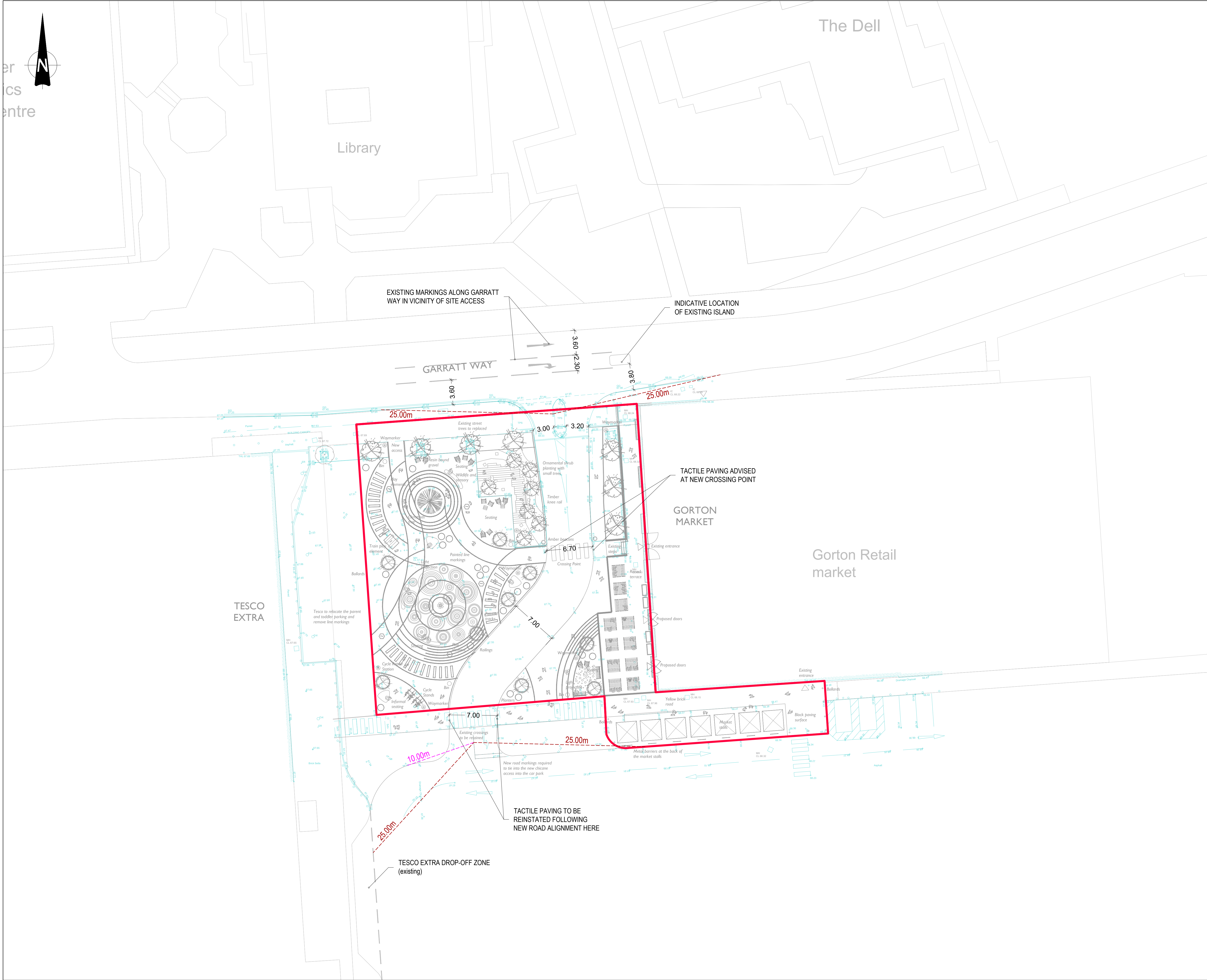
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6. BASED ON DEP'S LAYOUT '5493.01F Landscape Scheme'

VEHICLE PROFILE:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.550m
Min Body Ground Clearance 0.150m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.450m

Rev:	Description:	Date:	By:	Chk:	
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Status:	PRELIMINARY				
Project:	GORTON SQUARE				
Orig Title:	SWEPT PATH ANALYSIS 7.5t BOX VAN				
Drawn By	JM	Designed By	JM	Checked By	AT
		Date	17/09/24	Scales @ A1 1:250	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
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GENERAL NOTES:

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6.

BASED ON DEP'S LAYOUT '5493.01F Landscape Scheme'

KEY:

2.40 x 25.00m

RED LINE BOUNDARY AS SUPPLIED BY DEP LANDSCAPE

25.00m

PROPOSED VISIBILITY SPLAYS (20mph)

10.00m

PROPOSED TANGENTIAL VISIBILITY SPY

Rev:	Description:	Date:	By:	Chkd:		
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Status:	PRELIMINARY					
Project:	GORTON SQUARE					
Orig Title:	GENERAL ARRANGEMENT VISIBILITY SPLAYS					
Drawn By	JM	Designed By	JM	Checked By	AT	
		Date	17/09/24		Scales @ A1	1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number						Revision
86953 - CUR - XX - 00 - D -TP- 75001						P01

Time & Projects\869001 - 08700086953 - TPM Gorton Square\04-Production\44-Models Drawings\TPCA\0715

086593 Gorton Square

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Appendix A – Proposed Layout

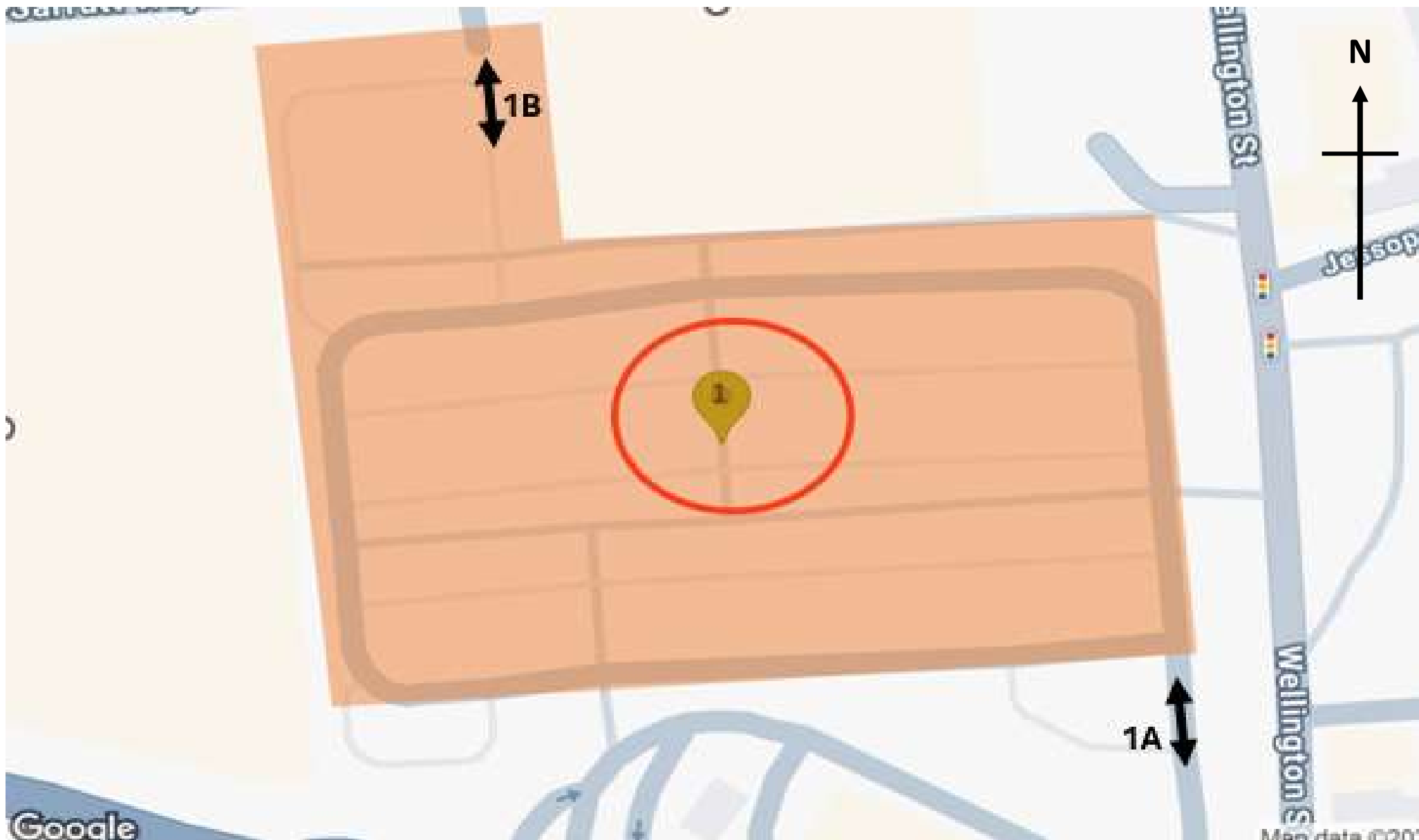


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Transport Note

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Appendix B – Car Park Survey Results



	Site / Location:	Site 1 - Tesco Extra Car Park	Project No:	15918	Drawing No:	15918-01	Drawn By:	KM
	Survey Date:	Friday 13th and Saturday 14th September 2024	Project Name:	Gorton Parking				
	Survey Times:	07:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				

15918 / Gorton
Sep-24
CAR PARK OCCUPANCY

SITE: 1

DATE: 13/09/2024

Location: Tesco Extra Car Park

DAY: Friday

Occupancy at 07:00 **59**
Total Available Spaces **532**

TIME	Car Park 1a		Car Park 1b		TOT	TOT
	IN	OUT	IN	OUT	OCC	OCC %
07:00 - 07:15	21	16	21	22	63	12%
07:15 - 07:30	22	18	16	18	65	12%
07:30 - 07:45	23	26	18	14	66	12%
07:45 - 08:00	23	18	26	14	83	16%
08:00 - 08:15	26	36	42	15	100	19%
08:15 - 08:30	37	54	62	20	125	23%
08:30 - 08:45	42	37	52	32	150	28%
08:45 - 09:00	47	32	69	25	209	39%
09:00 - 09:15	55	28	52	44	244	46%
09:15 - 09:30	41	30	47	46	256	48%
09:30 - 09:45	54	42	40	47	261	49%
09:45 - 10:00	52	45	49	56	261	49%
10:00 - 10:15	36	34	41	36	268	50%
10:15 - 10:30	64	47	41	36	290	55%
10:30 - 10:45	34	59	53	39	279	52%
10:45 - 11:00	47	56	72	45	297	56%
11:00 - 11:15	41	50	49	44	293	55%
11:15 - 11:30	66	47	48	46	314	59%
11:30 - 11:45	56	44	48	48	326	61%
11:45 - 12:00	65	66	52	63	314	59%
12:00 - 12:15	70	73	55	38	328	62%
12:15 - 12:30	71	68	57	56	332	62%
12:30 - 12:45	66	63	52	60	327	61%
12:45 - 13:00	64	80	78	48	341	64%
13:00 - 13:15	52	78	64	57	322	61%
13:15 - 13:30	57	63	59	56	319	60%
13:30 - 13:45	55	57	65	81	301	57%
13:45 - 14:00	54	71	59	52	291	55%
14:00 - 14:15	76	84	50	62	271	51%
14:15 - 14:30	53	59	77	52	290	55%
14:30 - 14:45	58	75	55	57	271	51%
14:45 - 15:00	41	72	54	60	234	44%
15:00 - 15:15	50	56	44	55	217	41%
15:15 - 15:30	58	48	42	49	220	41%
15:30 - 15:45	51	50	53	38	236	44%
15:45 - 16:00	56	58	54	45	243	46%
16:00 - 16:15	62	59	61	58	249	47%
16:15 - 16:30	44	73	56	59	217	41%
16:30 - 16:45	44	55	54	54	206	39%
16:45 - 17:00	44	72	66	58	186	35%
17:00 - 17:15	55	78	69	49	183	34%
17:15 - 17:30	42	52	41	43	171	32%
17:30 - 17:45	38	48	54	37	178	33%
17:45 - 18:00	46	47	47	50	174	33%
18:00 - 18:15	40	58	56	46	166	31%
18:15 - 18:30	49	46	35	36	168	32%
18:30 - 18:45	47	51	38	42	160	30%
18:45 - 19:00	33	56	38	37	138	26%
P/TOT	2328	2535	2431	2145		

15918 / Gorton
Sep-24
CAR PARK OCCUPANCY

SITE: 1

DATE: 14/09/2024

Location: Tesco Extra Car Park

DAY: Saturday

Occupancy at 07:00 **48**
Total Available Spaces **532**

TIME	Car Park 1a		Car Park 1b		TOT	TOT
	IN	OUT	IN	OUT	OCC	OCC %
07:00 - 07:15	14	11	10	7	54	10%
07:15 - 07:30	13	9	8	12	54	10%
07:30 - 07:45	10	9	15	12	58	11%
07:45 - 08:00	24	9	16	14	75	14%
08:00 - 08:15	18	13	16	9	87	16%
08:15 - 08:30	20	18	15	14	90	17%
08:30 - 08:45	33	22	39	15	125	23%
08:45 - 09:00	41	24	34	23	153	29%
09:00 - 09:15	46	28	35	22	184	35%
09:15 - 09:30	54	45	46	34	205	39%
09:30 - 09:45	44	35	51	35	230	43%
09:45 - 10:00	40	42	45	43	230	43%
10:00 - 10:15	43	48	41	24	242	45%
10:15 - 10:30	68	49	49	46	264	50%
10:30 - 10:45	66	49	62	47	296	56%
10:45 - 11:00	69	70	57	51	301	57%
11:00 - 11:15	60	53	72	53	327	61%
11:15 - 11:30	74	71	72	52	350	66%
11:30 - 11:45	65	84	55	69	317	60%
11:45 - 12:00	73	80	81	70	321	60%
12:00 - 12:15	69	68	64	52	334	63%
12:15 - 12:30	73	72	62	52	345	65%
12:30 - 12:45	72	79	71	56	353	66%
12:45 - 13:00	71	86	60	62	336	63%
13:00 - 13:15	77	90	68	60	331	62%
13:15 - 13:30	62	77	62	66	312	59%
13:30 - 13:45	67	72	54	67	294	55%
13:45 - 14:00	44	60	56	66	268	50%
14:00 - 14:15	59	57	60	57	273	51%
14:15 - 14:30	66	60	54	51	282	53%
14:30 - 14:45	67	73	71	51	296	56%
14:45 - 15:00	66	70	58	66	284	53%
15:00 - 15:15	61	73	73	50	295	55%
15:15 - 15:30	56	75	54	61	269	51%
15:30 - 15:45	67	70	39	50	255	48%
15:45 - 16:00	47	56	49	54	241	45%
16:00 - 16:15	37	81	53	49	201	38%
16:15 - 16:30	46	62	43	44	184	35%
16:30 - 16:45	49	51	41	39	184	35%
16:45 - 17:00	44	56	35	41	166	31%
17:00 - 17:15	44	46	32	42	154	29%
17:15 - 17:30	43	73	51	37	138	26%
17:30 - 17:45	36	80	63	28	129	24%
17:45 - 18:00	38	45	53	34	141	27%
18:00 - 18:15	36	45	42	35	139	26%
18:15 - 18:30	44	47	43	40	139	26%
18:30 - 18:45	55	57	38	31	144	27%
18:45 - 19:00	38	49	36	38	131	25%
P/TOT	2409	2599	2304	2031		