



Welcomb Street, Manchester

Before-work Commencement Highway Condition Survey

For Network Space C/O GWB Consultants Limited

Date 7 May 2025

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Issued by	Hydrock Consultants Limited 100 Barbirolli Square Manchester M2 3PW United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com hydrock.com
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Prepared by	Paul Skipper BSc (Hons) GradCIHT	
Checked by	Sam Denby BA (Hons) MSc CMILT	
Approved by	Sam Denby BA (Hons) MSc CMILT	

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Appendix A On Site Photographs

1. Introduction

1.1 General

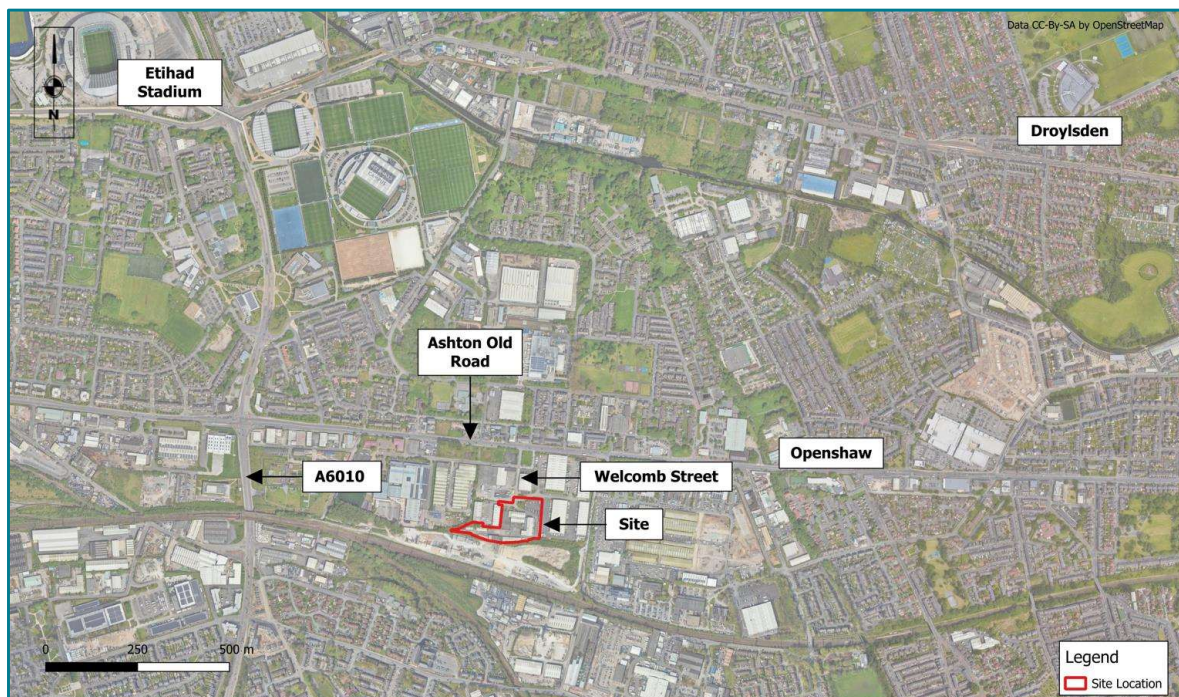
1.1.1 Hydrock, now Stantec (referred to as Hydrock throughout this report) have prepared this Technical Note [TN] on behalf of Network Space C/O GWB Consultants Limited, to discharge a pre-commencement condition for Medlock Court, City Works Business Park at Welcomb Street, Manchester.

1.1.2 The proposals secured under planning permission 139997/FO/2024 are for:

- » Erection of 4no. two storey industrial buildings (Classes E(g)(ii)(iii), B2 and B8) following the demolition of existing buildings together with associated service yards, car parking, electric vehicle charging points, amended site access, refuse storage facilities, substations, boundary treatments, landscaping, and associated works and infrastructure

1.1.3 **Figure 1.1** shows the site location.

Figure 1.1: Site Location in its Local Context



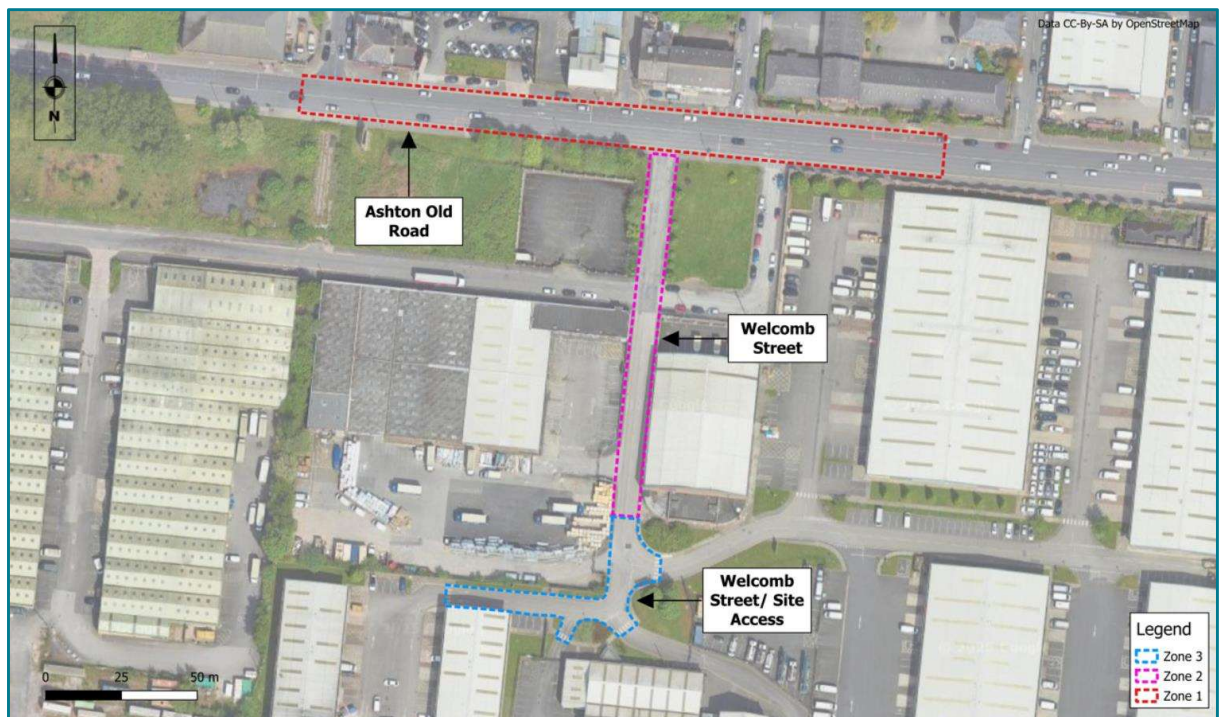
1.1.4 The development site is located 5km to the east of Manchester City Centre to the area designated as Openshaw.

1.1.5 The site is situated within City Works Business Park, an industrial area, bounded by residential areas to the north, The Manchester College - Openshaw Campus to the west and Tarmac Ashbury Asphalt Plant to the south.

1.1.6 The site is accessed via Welcomb Street a single carriageway road that connects the site to A635 Ashton Old Road, a dual carriageway 'A' classified road.

- 1.1.7 The site was granted full planning consent (with conditions) (application reference: 139997/FO/2024. Condition 3 of the approval included the following requirement:
- » A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site
- 1.1.8 This TN has only been produced to aid in discharging the above condition by undertaking the highway dilapidation survey.
- 1.2 Pre-commencement Survey**
- 1.2.1 To assist in discharging condition 3, this TN is produced to document the highway condition issues observed before the commencement of the works.
- 1.2.2 The report contains photographs from an initial dilapidation site survey, undertaken on Thursday 1st May 2025 by Hydrock. Weather conditions were dry whilst the site survey was being undertaken.
- 1.2.3 While key survey photos are presented throughout this report all site photos are included in **Appendix A** for reference.
- 1.2.4 The study area was divided into three zones as shown in **Figure 1.2** below. Zone 1 covers A635 Ashton Old Road, Zone 2 covers the majority of Welcomb Street, and Zone 3 covers the southern parts of Welcomb Street leading to the site access points and the access points for other units in the immediate area to the development site.

Figure 1.2: Survey Area



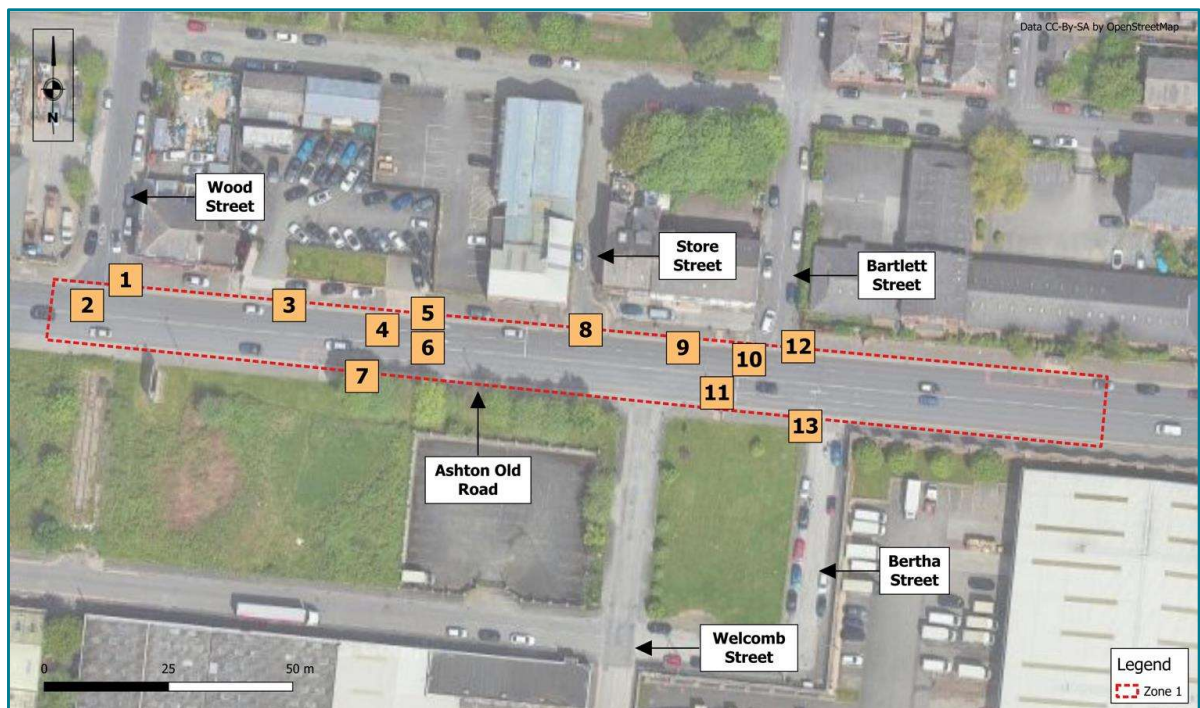
2. Highway Observations

2.1 Zone 1 – Ashton Old Road

2.1.1 A635 Ashton Old Road is a dual carriageway and an 'A' classified road governed by a 30mph speed limit. The road is situated to the north of the site and links the A6010 in the west with the A6140 and M60 in the northeast. The A580 Ashton Old Road comprises Traffic Regulation Orders [TROs] in the form of double yellow lines.

2.1.2 Locations of issues were observed, and these are summarised in **Figure 2.1** below.

Figure 2.1: Zone 1 Ashton Old Road



2.1.3 The following sites correspond to the numbers presented in **Figure 2.1** above.

Site 1 – Wood Street/Ashton Old Road junction

Evidence of potholes and carriageway surface cracking.



Site 2 – Ashton Old Road eastbound carriageway

Evidence of carriageway surface erosion and cracking.



Site 3 - Ashton Old Road eastbound carriageway

Minor cracks to carriageway surface.



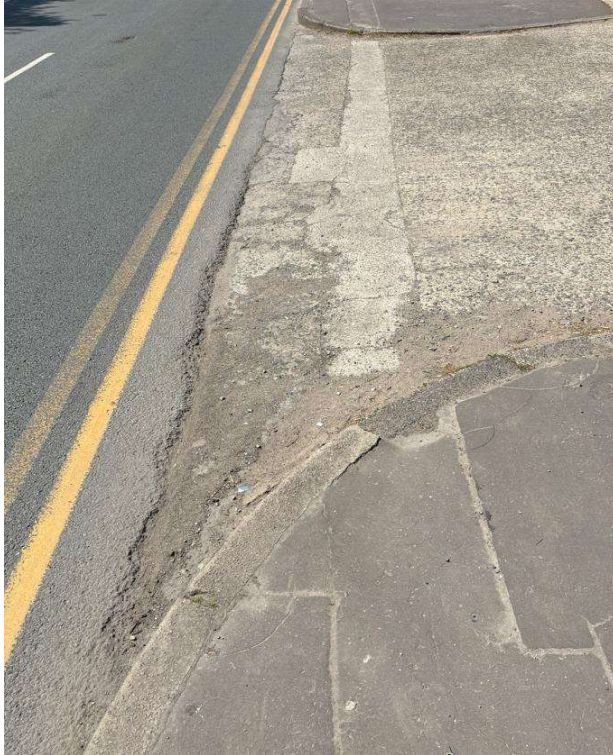
Site 4 - Ashton Old Road eastbound carriageway

Minor pothole.



Site 5 – Access to Ancoats Car Sales Ltd on Ashton Old Road

Lack of surface dressing.



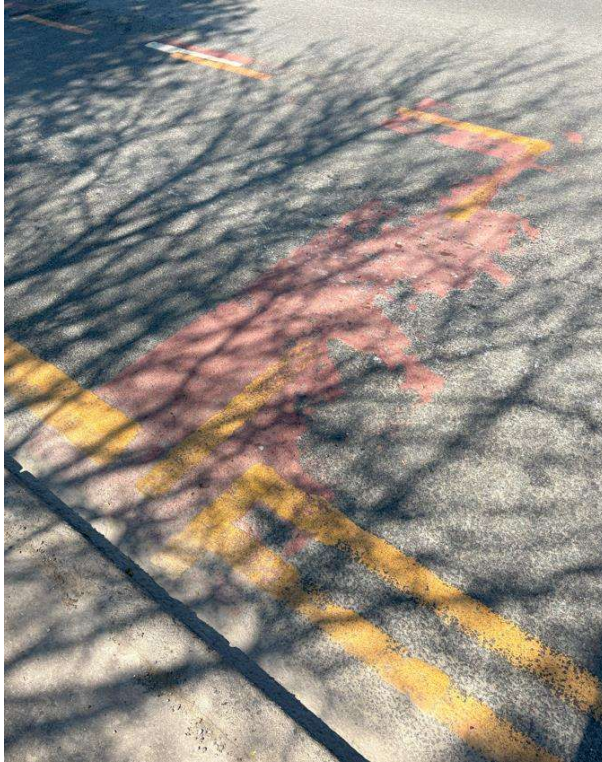
Site 6 - Ashton Old Road eastbound carriageway

Wearing of road markings on carriageway surface



Site 7 - Ashton Old Road westbound carriageway

Deterioration of bus stop road markings on carriageway surface.



Site 8 – Store Street/ Ashton Old Road junction

Minor potholes and cracking to carriageway surface.



Site 9 – Ashton Old Road eastbound carriageway

Minor cracking to road surface.



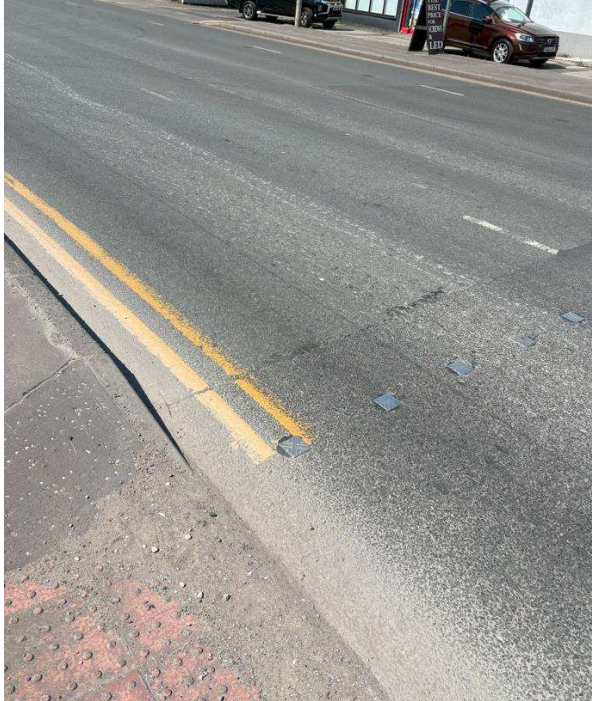
Site 10 - Ashton Old Road eastbound carriageway

Unknown material marked on road surface



Site 11 - Ashton Old Road westbound carriageway

Signs of road surface wearing.



Site 12 – Bartlett Street/Ashton Old Road junction

Minor potholes and road cracking to road surface and footway.



Site 13 – Bertha Street/Ashton Old Road junction

Minor potholes and road cracking. Deterioration and cracking to footway.

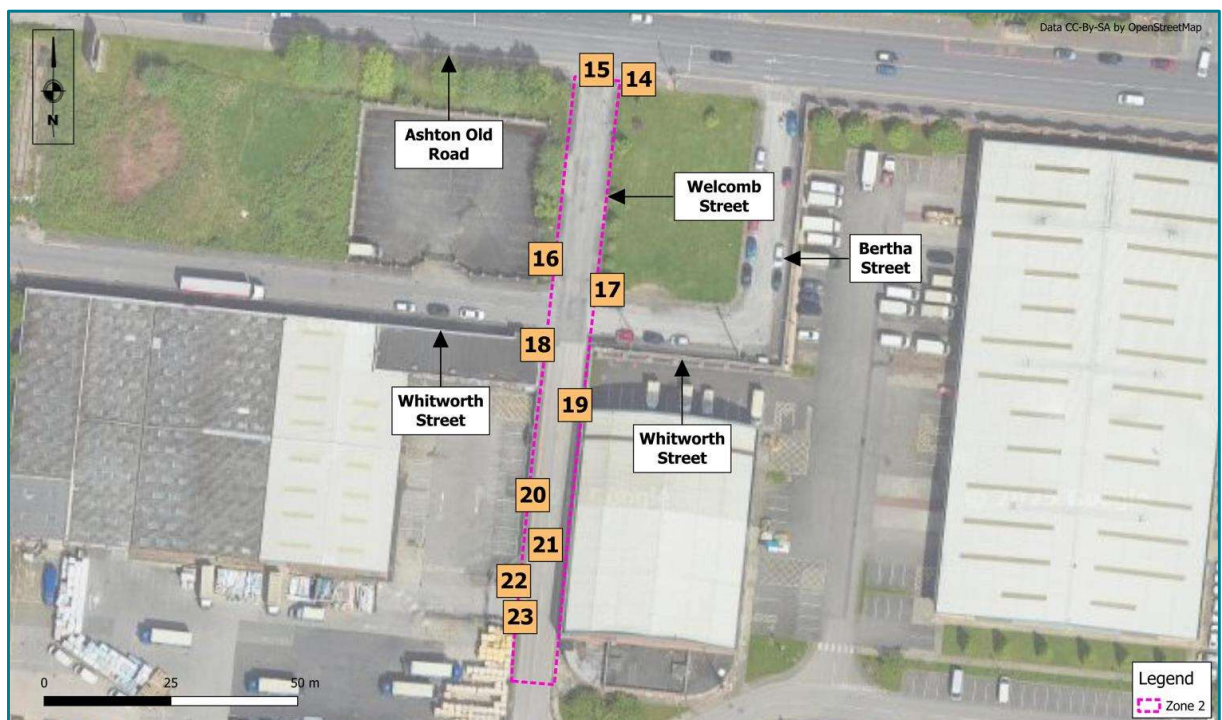


2.2 Zone 2 – Welcomb Street

2.2.1 From Whitworth Street/Welcomb Street junction to Welcomb Street/ Ashton Old Road junction the carriageway appears to have been recently resurfaced.

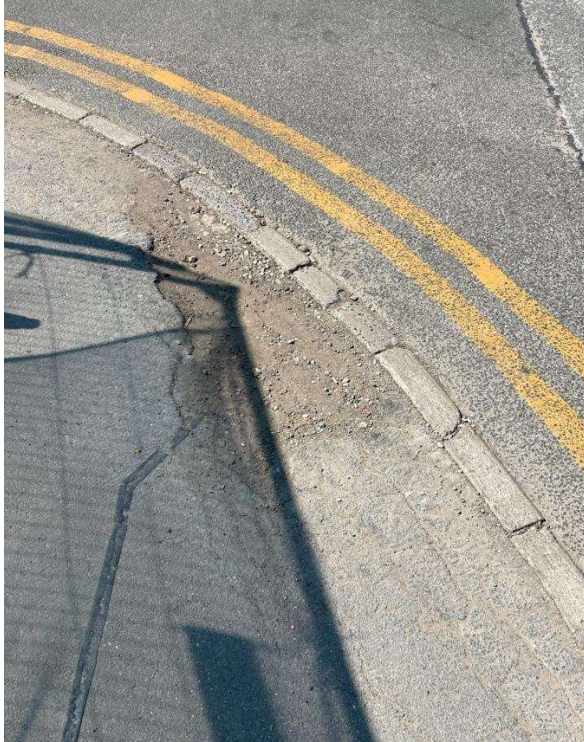
2.2.2 Minor issues were observed, and these are summarised in **Figure 2.2** below.

Figure 2.2: Zone 2 Welcomb Street



Site 14 – Welcomb Street/Ashton Old Road junction

Wearing and cracking to footway.

**Site 15 – Welcomb Street/Ashton Old Road junction**

Very minor potholes and some slight cracking where the new road surface on Welcomb Street joins to older surface on Ashton Old Road.



Site 16 – Welcomb Street northbound

Wearing and cracking to footway around utilities cover.

**Site 17 – Welcomb Street/ Whitworth Street junction**

Wearing and cracking to footway and some minor potholes on road surface.



Site 18 – Welcomb Street/ Whitworth Street junction

Wearing and cracking to footway, damage visible to the kerb and signs of cracking where the various surface dressings are present on the road.

**Site 19 – Welcomb Street southbound**

Minor potholes and cracking on road surface.



Site 20 – Welcomb Street northbound

Damage to drain cover.



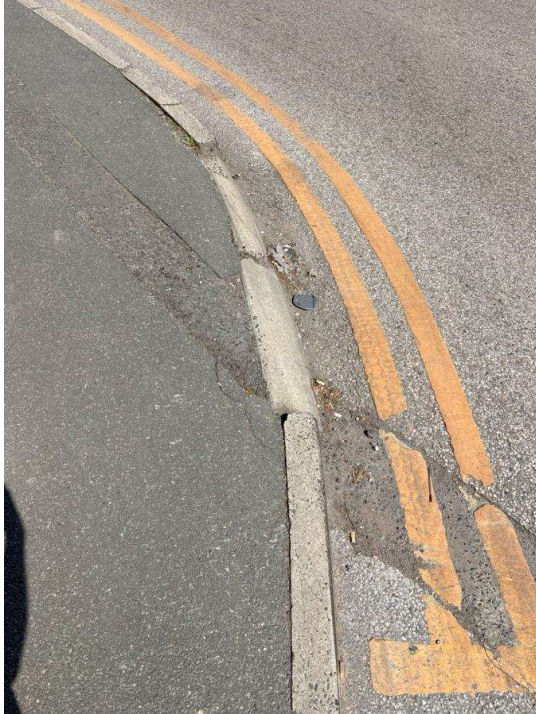
Site 21 – Welcomb Street

Cracking along the central reservation of this road for approximately 60 meters.



Site 22 – Welcomb Street access to Minster and Graham units

Cracking on footway and damage to kerb.



Site 23 – Welcomb Street access to Minster and Graham units

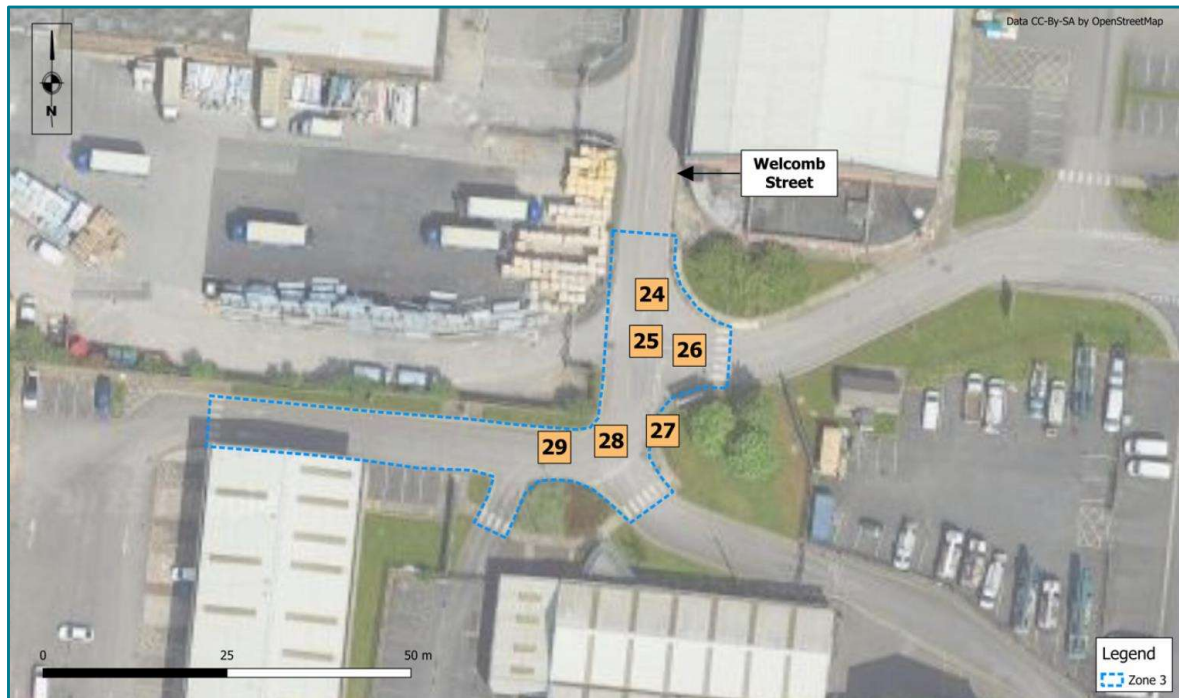
Cracking and changes to surface dressing.



2.3 Zone 3 – Welcomb Street/ Site Access

2.3.1 Minor issues were observed, and these are summarised in **Figure 2.3** below.

Figure 2.3: Zone 3 Welcomb Street/ Site Access



Site 24 – Welcomb Street southbound

Minor cracking to road surface around utilities cover.



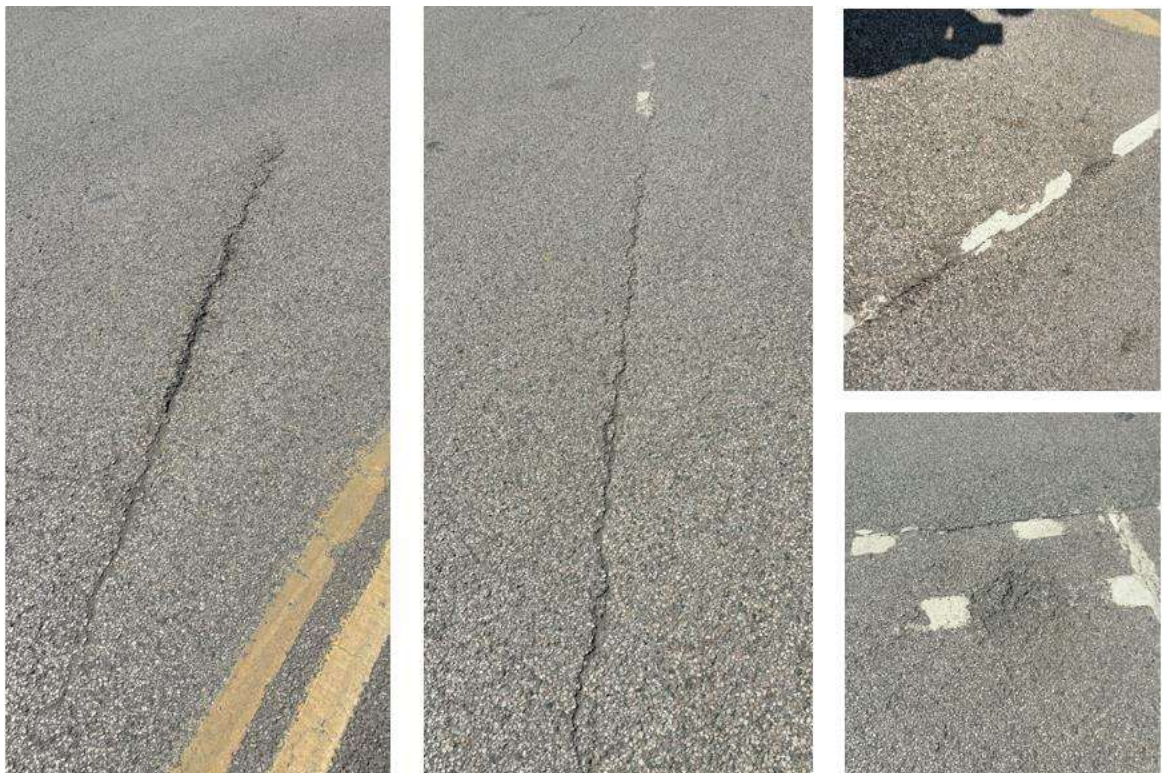
Site 25 – Welcomb Street southbound

Evidence of a different road surface material with a pothole and cracking present.



Site 26 – Welcomb Street

Cracking of road surface



Site 27 – Welcomb Street

Damage to pavement and double yellow line road markings.



Site 28 – Welcomb Street

Minor cracking to central road surface.



Site 28 – Welcomb Street

Evidence of minor cracking to road surface.



3. Conclusions

- 3.1.1 The current issues highlighted in this report are not considered unusual considering the existing uses and level of traffic in the area.
- 3.1.2 From Hydrock's onsite observations, adjacent the site access, carries frequent traffic movements, including a HGVs.
- 3.1.3 This note has compiled the photographic evidence collected on the day of the survey and offered objective observations of the existing highway surface conditions.
- 3.1.4 On that basis, it is Hydrock's view that condition 3 of the planning consent should be discharged with the submission of this TN in conjunction to the construction traffic management plan.

Appendix A On Site Photographs

Zone 1 – Ashton Old Road









Zone 2 – Welcomb Street







Zone 3 – Welcomb Street/ Site Access





