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Curtins

Our Ref: 085921-CUR-XX-XX-T-TP-0002-P02

1st August 2024

FORMER BODDINGTONS BREWERY SITE, MANCHESTER

HIGHWAYS NOTE: Proposed Site Access Strategy

INTRODUCTION

Curtins has been appointed by Clarion Housing Group to provide transport planning advice in relation to the consented the redevelopment of land off Great Ducie Street to the north of Manchester City Centre previously occupied by Boddingtons Brewery.

The site is currently vacant having been in previous use as a public car park and is directly adjacent to The Manchester College education scheme.

The consented development comprises the redevelopment of the former Boddingtons Brewery Site to provide 505 apartments and circa 694sqm of ground floor commercial space.

The scheme would be traffic-free and originally provided five car parking spaces for the mobility impaired which would be shared between the residents and the College visitors. There will be 505 secure cycle parking spaces for residents and a further 14 cycles parking spaces for visitors, and 12 commercial cycle parking spaces.

This Highways Note has been prepared to support the proposals to update the proposed site access strategy and demonstrate how the new arrangements will continue to operate in a safe manner in the future.

The access strategy is based on the College Road Access Sketch Proposal (Dwg No. 2159-EXA-00-GF-SK-L-102 Rev SK3) prepared by Exterior Architecture and attached to the rear of this Note.

Curtins have produced the following package of drawings to demonstrate the suitability of the access arrangement;

Dwg No. 85921-CUR-XX—00-D-TP-05001-P02_SPALargeCar
Dwg No. 85921-CUR-XX—00-D-TP-05002-P03_SPAFireTender
Dwg No. 85921-CUR-XX—00-D-TP-05003-P03_SPA11.2mRefuse
Dwg No. 85921-CUR-XX—00-D-TP-05004-P03_SPA10mRigid

Updated Site Access Strategy

Following discussions between Clarion Housing Group and The City College Manchester regarding the shared use of the access road via Great Ducie Street, the Clarion Design Team was instructed to develop an alternative access arrangement which removed the previously proposed loading bay serving the residential development and relocated disabled car parking bays entirely within the Clarion red line boundary.

In addition, a vehicle access control barrier will also be located on the access road, at a suitable distance away from Great Ducie Street to ensure waiting vehicles do not queue back onto the public highway.

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Curtins Consulting Ltd registered in England No. 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB
Branch registered in Ireland No. 908625

As part of the consented scheme, five parking bays designated for the mobility impaired and a loading bay measuring approximately 20m in length was proposed on the northern side of the access road. It was determined as part of the planning consent that the parking provision and loading facility was appropriate and adequately served the proposed residential and commercial uses that formed the application.

Exterior Architecture has consequently produced Dwg No. 2159-EXA-00-GF-SK-L-102 Rev SK3 which removes the loading bay entirely and repositions the disabled car parking spaces resulting in the reduction of parking provision to four spaces.

Curtins have reviewed the latest proposals and assessed the servicing and delivery strategy as a result of removing the dedicated loading bay.

The alternative access strategy for the residential/commercial scheme would require the use of the courtyard access as a loading/unloading area as well as a turning facility for larger vehicles using the shared access road.

The relocated position of the disabled car parking spaces would be within the Clarion redline boundary.

Additional analysis has been undertaken to demonstrate how a range of vehicles expected to access the site would be able to access and egress the shared access road via Great Ducie Street in a forward gear.

Vehicle swept path analysis has been undertaken for a Fire Tender, Refuse Vehicle, Rigid Delivery Vehicle and a Large Car. Each drawing is attached to the rear of this Note and summarised in turn below.

Dwg No. 85921-CUR-XX—00-D-TP-05002-P03_SPAFireTender

A review of the updated access strategy has been undertaken using a 7.7m Fire Tender.

It can be seen that a Fire Tender can access/egress the internal courtyard without conflict. It has also been demonstrated that a Fire Tender can access the courtyard should an 11.2m Refuse Vehicle be positioned adjacent to the bin stores.

The swept path analysis confirms that a Fire Tender would utilise the full width of the shared access road, however, given the low number of traffic movements envisaged in the future, there is little risk of vehicle conflicts.

Dwg No. 85921-CUR-XX—00-D-TP-05003-P03_SPA11.2mRefuse

A review of the updated access strategy has been undertaken using an 11.2m Refuse Vehicle.

It can be seen that a Refuse Vehicle can access/egress the development bin stores without conflict.

The swept path analysis confirms that a Refuse Vehicle would utilise the full width of the shared access road, however, given the low number of traffic movements envisaged in the future, there is little risk of vehicle conflicts.

Dwg No. 85921-CUR-XX—00-D-TP-05004-P03_SPA10mRigid

A review of the updated access strategy has been undertaken using an 10m Rigid Vehicle.

It can be seen that a Rigid Vehicle can utilise the access to the internal courtyard area as a turning head without conflict.

The swept path analysis confirms that a Rigid Vehicle would utilise the full width of the shared access road, however, given the low number of traffic movements envisaged in the future, there is little risk of vehicle conflicts.

It is not anticipated that delivery vehicles in excess of 10m in length would require access to the development.

Dwg No. 85921-CUR-XX—00-D-TP-05001-P02_SPALargeCar

The accessibility of the disabled car parking bays has been assessed using a large car. Each parking bay can be easily accessed in the proposed location.

Conclusions

It can be concluded from the information contained within this Highways Note that the updated access arrangement can suitably accommodate future servicing, delivery and emergency vehicles.

The disabled car parking provision has also been demonstrated to be accessible.

On the above basis, the proposed alterations to the site access strategy are considered acceptable in highways and transportation terms.



P:\2021\2159 BODDINGTONS\01 BIM\02 CAD\01 EXA XREF\03 RIBA 4 TENDER\COLLEGE RD DRAWINGS\2159_EXA_XREF_GF.DWG

KEY

PLANNING APPLICATION BOUNDARY

HARD LANDSCAPE

SURFACE TYPES

ST01: CONCRETE PAVERS
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: MODAL PAVERS
SIZE: 300 X 200 X 80MM
COLOUR: MID GREY GRANITE
FINISH: TEXTURED. STAGGERED BOND

ST02: CONCRETE PAVERS
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: MODAL PAVERS
SIZE: 300 X 200 X 80MM
COLOUR: CHARCOAL
FINISH: TEXTURED. STAGGERED BOND

ST03: CONCRETE BLOCK PAVERS
SUPPLIER: HARDSCAPE OR SIMILAR APPROVED
PRODUCT: INISH
SIZE: 200 X 50 X 60MM / 80MM
COLOUR: CHARCOAL AGED
FINISH: STAGGERED BOND
TO BE LAID WITH DRAIN JOINT BY HARDSCAPE TO CREATE PERMEABLE PAVING SURFACE

ST04: CONCRETE BLOCK PAVERS
SUPPLIER: HARDSCAPE OR SIMILAR APPROVED
PRODUCT: INISH
SIZE: 200 X 50 X 60MM / 80MM
COLOUR: CURRAGH GOLD AGED
FINISH: STAGGERED BOND
TO BE LAID WITH DRAIN JOINT BY HARDSCAPE TO CREATE PERMEABLE PAVING SURFACE

ST05: TEMPORARY TARMAC
TO ENGINEER'S SPECIFICATION

ST06: VEHICULAR GRADE TARMAC
TO ENGINEER'S SPECIFICATION

KERBS AND EDGES TYPES

ET01: RAISED CONCRETE KERB
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: BRITISH STANDARD HALF-BATTERED KERB
SIZE: 125 X 255MM
COLOUR: NATURAL

ET02: TRANSITIONAL KERB
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: BRITISH STANDARD HALF-BATTERED KERB
SIZE: 125 X 255/150MM
COLOUR: NATURAL

ET03: DROPPED KERB
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: BRITISH STANDARD BULL-NOSED KERB
SIZE: 125 X 150MM
COLOUR: NATURAL

ET04: EXISTING RAISED KERB
TO BE RETAINED TO ENGINEER'S SPECIFICATION

ET05: SUDS KERBS
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: CONSERVATION KERB (300MM LENGTH OF FLUSH KERB BETWEEN 915MM UPSTAND KERBS)
SIZE: 145 X 255 X 915MM (RAISED)
145 X 145 X 300MM (FLUSH)
COLOUR: CREAM

ET06: FLUSH PIN EDGES
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
PRODUCT: CONSERVATION EDGE
SIZE: 63 X 150 X 915MM
COLOUR: CREAM

INDICATIVE SLOT DRAIN LOCATION
TO ENGINEER'S DETAIL

0 10m

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Client
Clarion

Rev	Description	Date
SK3	ALIGN WITH COLLEGE HWAY	30.07.2024
SK2	UPDATE FOR COMMENT	19.07.2024
SK1	INITIAL ISSUE	10.07.2024

EXTERIOR ARCHITECTURE

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Project title
BODDINGTONS

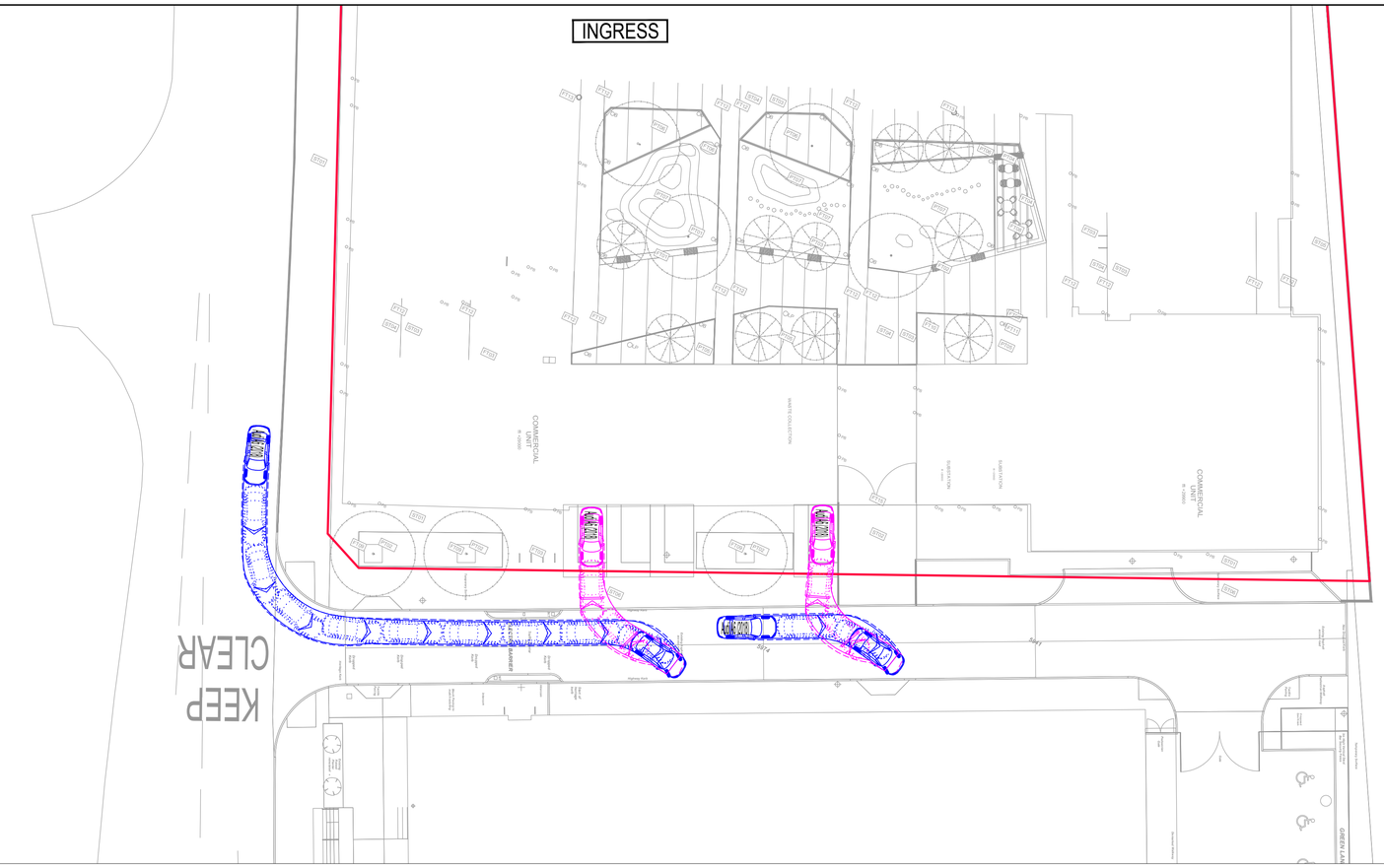
Drawing title
COLLEGE RD ACCESS SKETCH PROPOSAL

Issued By	Manchester	T: 0161 850 8101	
Scale	1:200 @ A1	Drawn	ExA
Status	SK001	Checked	SL
Date	10.07.2024	Approved	JA

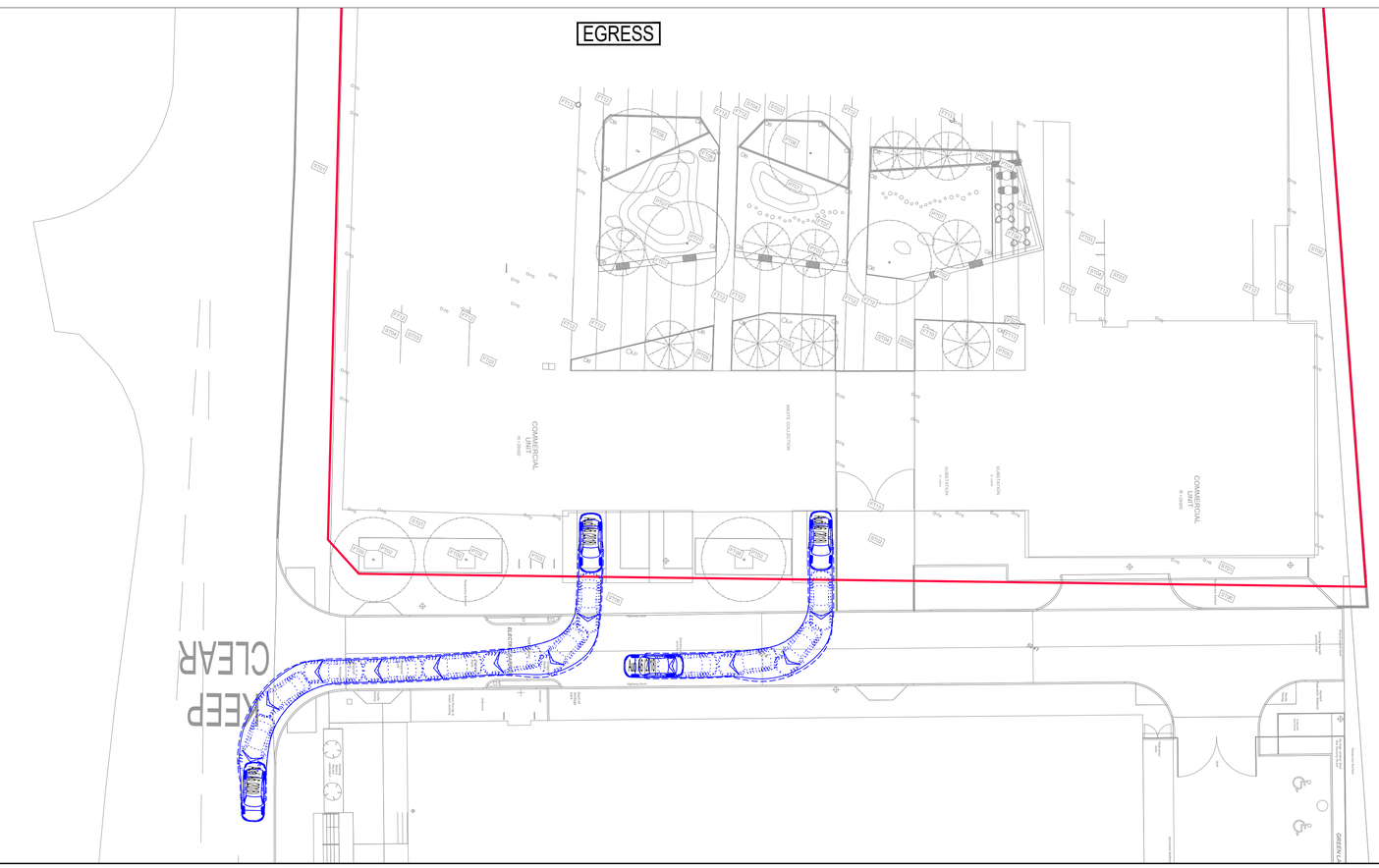
Drawing number
2159-EXA-00-GF-SK-L-102

Revision
SK3

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KEY: INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Body Ground Clearance	0.142m
Max Track Width	1.975m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout and swept path analysis updated	31/07/24	MQ	AT

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Status: PRELIMINARY

Project: BODDINGTONS SERVICING STRATEGY

Drg Title: SWEPT PATH ANALYSIS LARGE CAR

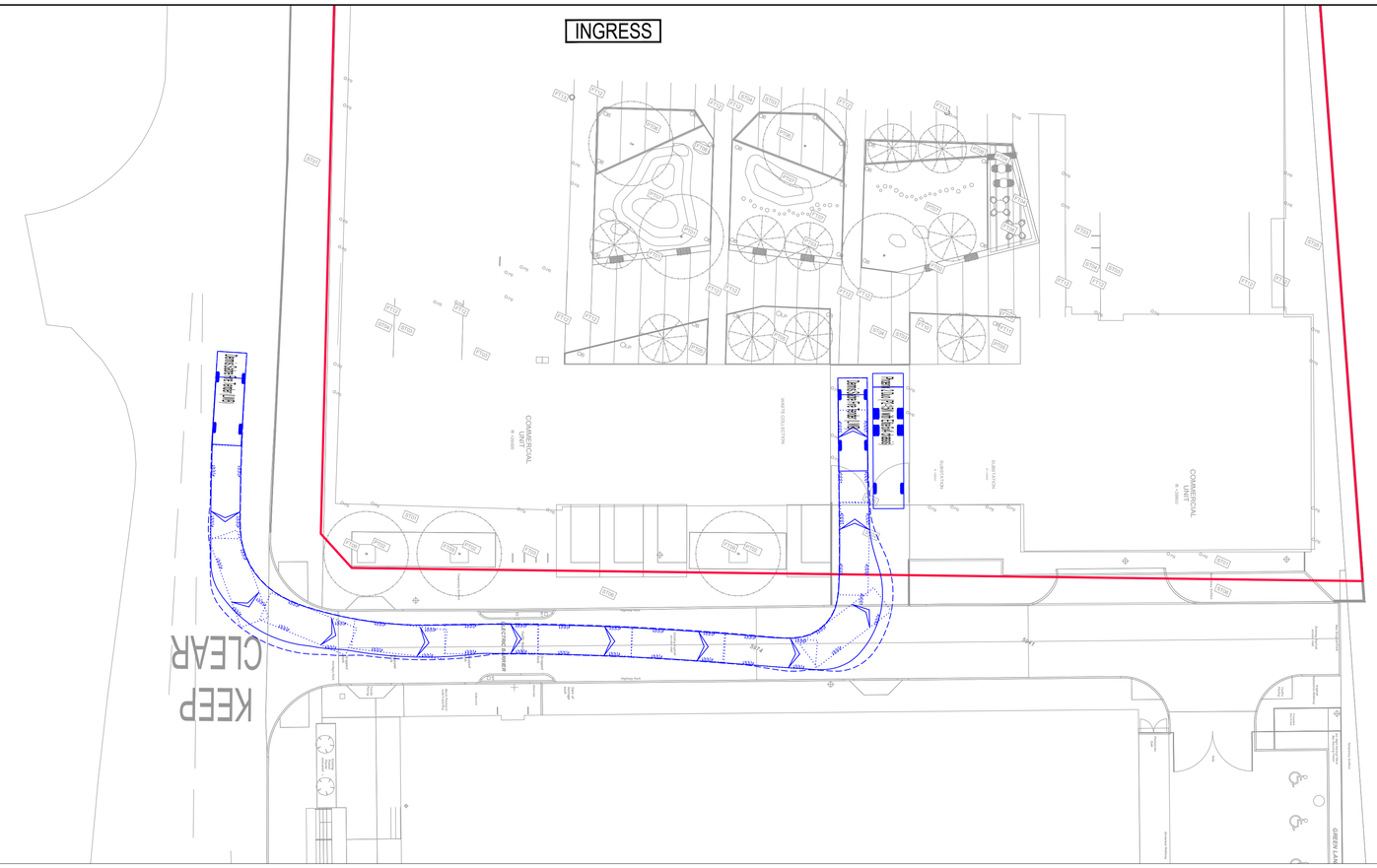
Drawn By	Designed By	Checked By
MQ	MQ	AT
	Date: 26/04/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85921 - CUR - XX - 00 - D -TP- 05001

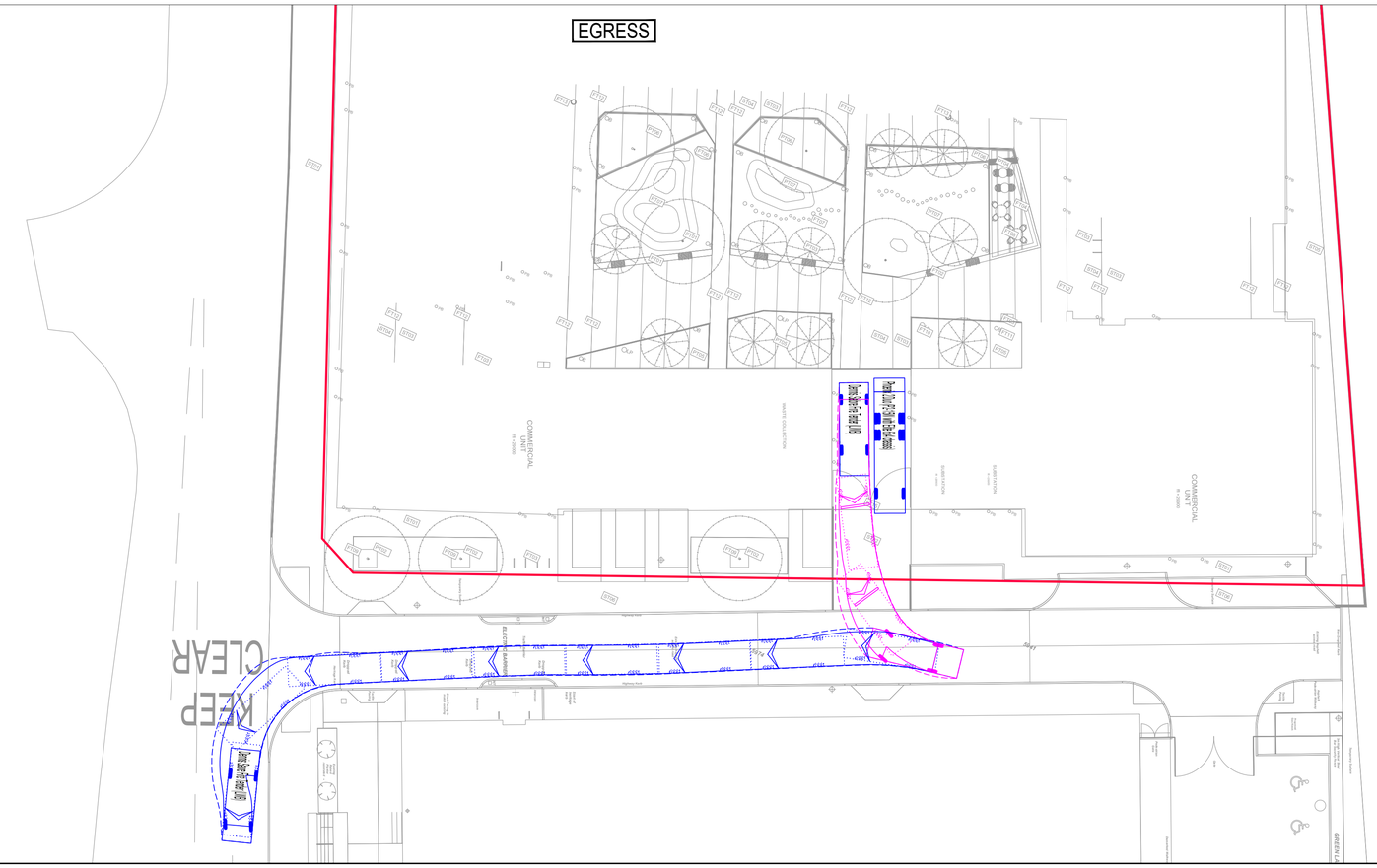
Revision: P02

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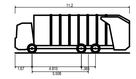
KEY: INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.437m
Min Body Ground Clearance	0.355m
Track Width	2.360m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P03	Site layout and swept path analysis updated	31/07/24	MQ	AT
P02	Site layout updated	05/06/24	MQ	AT
Rev:	Description:	Date:	By:	Chkd:

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Project: BODDINGTONS SERVICING STRATEGY

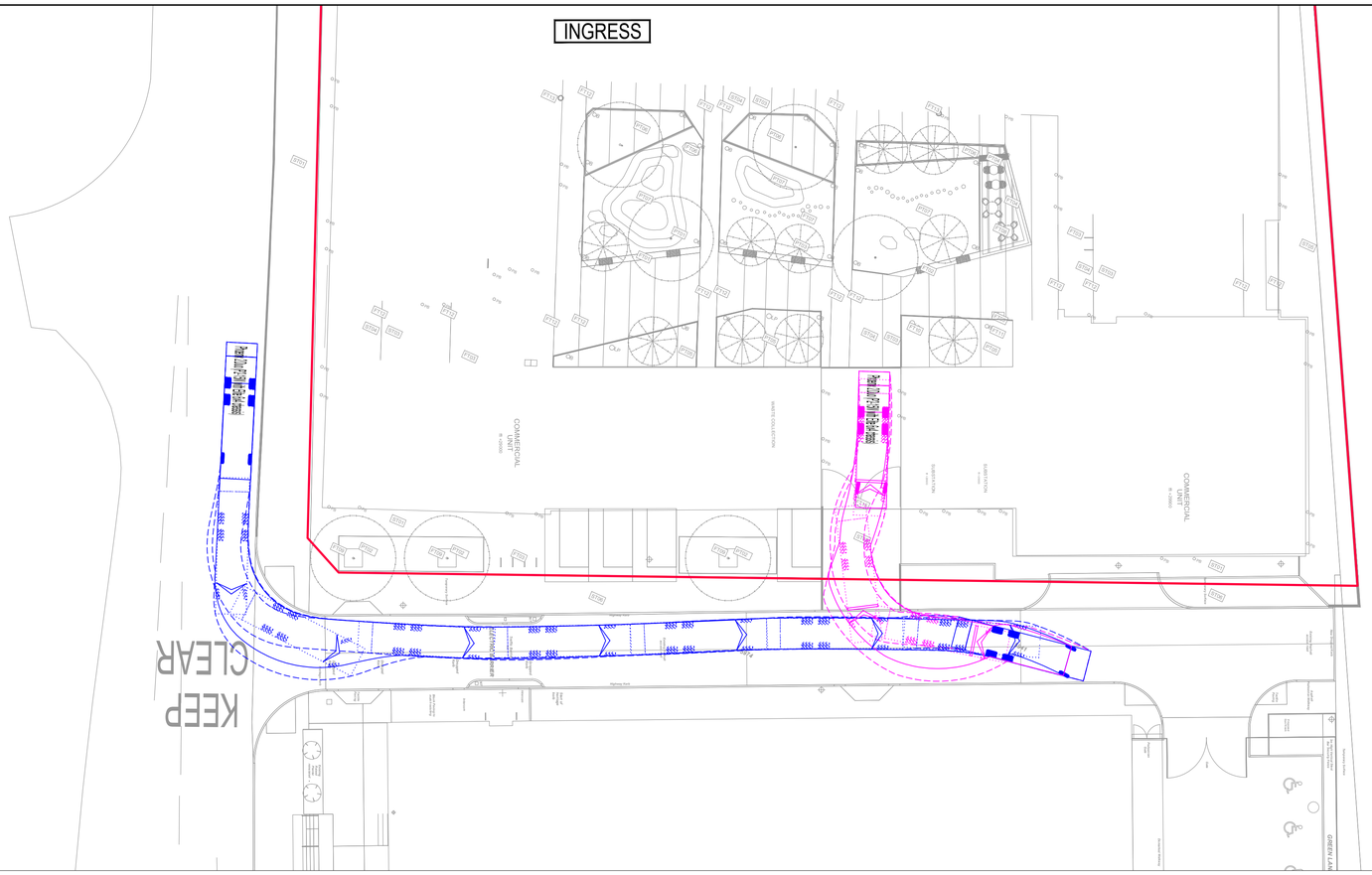
Drg Title: SWEPT PATH ANALYSIS FIRE TENDER

Drawn By	Designed By	Checked By
MQ	MQ	AT
	Date: 26/04/24	Scales @ A1: 1:250

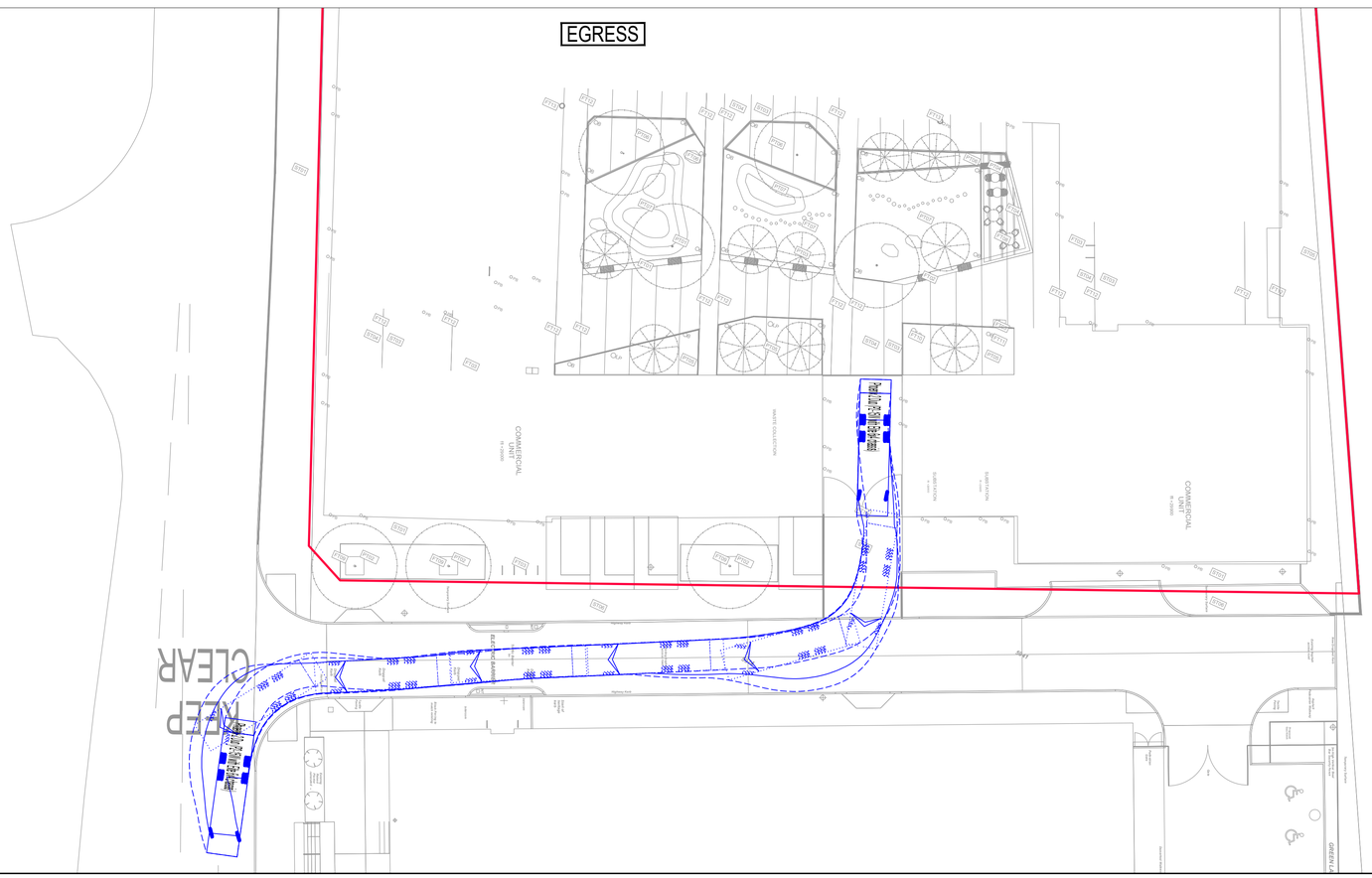
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
85921 - CUR - XX - 00 - D -TP- 05002	P03

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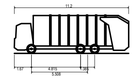


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KEY: INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



Phoenix 2 Duo (P2-1SW with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.55s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
P03	Site layout and swept path analysis updated	31/07/24	MQ	AT
P02	Site layout updated	05/06/24	MQ	AT

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Status: PRELIMINARY

Project: BODDINGTONS SERVICING STRATEGY

Drg Title: SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE

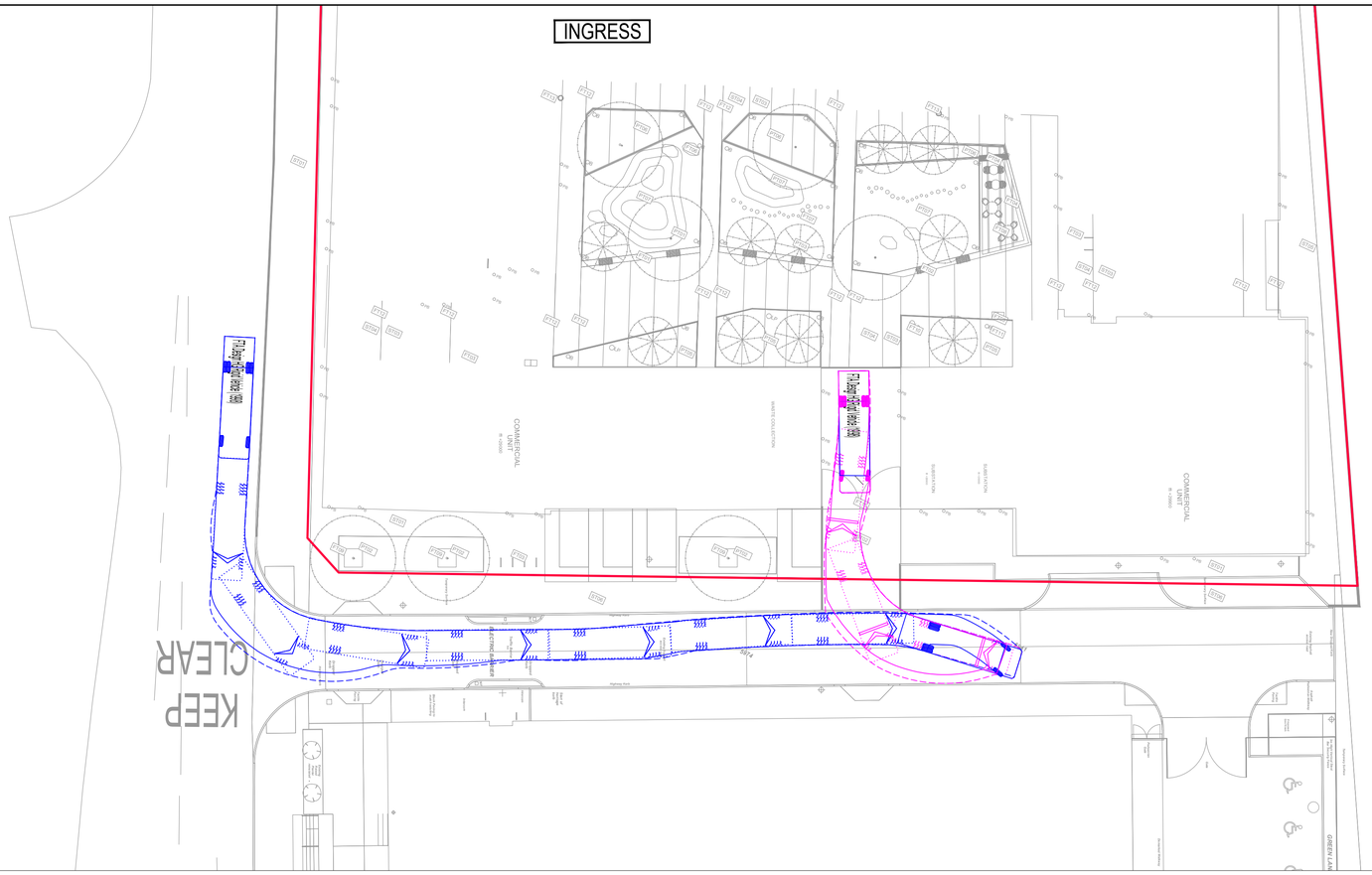
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MQ	MQ	AT
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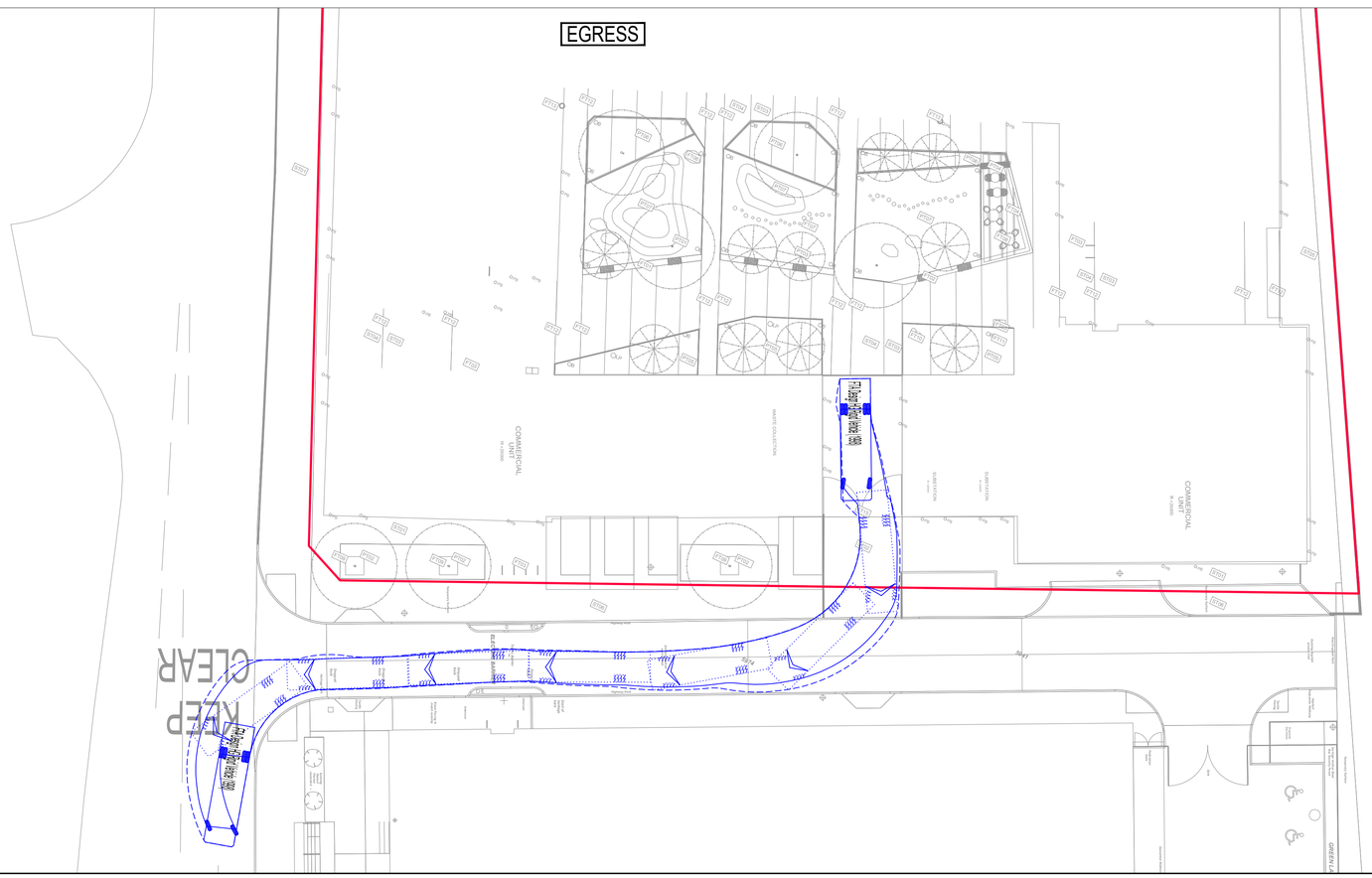
Revision: P03

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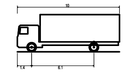


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KEY: INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.445m
Min Body Ground Clearance	0.400m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev:	Description:	Date:	By:	Chkd:
P03	Site layout and swept path analysis updated	31/07/24	MQ	AT
P02	Site layout updated	05/06/24	MQ	AT

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Status: PRELIMINARY

Project: BODDINGTONS SERVICING STRATEGY

Drg Title: SWEPT PATH ANALYSIS 10m RIGID VEHICLE

Drawn By	Designed By	Checked By
MQ	MQ	AT
	Date: 26/04/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85921 - CUR - XX - 00 - D -TP- 05004

Revision: P03

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