

Proposed Residential Development, Kingsway, Burnage

Highways Technical Note

Response to Highways Comments from Manchester City Council and Transport for Greater Manchester

31st January 2025

AMA Project Number: 21894 / SD

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) in relation to the Transport Assessment (TA) submitted for the proposed residential development at the former B&M, Kingsway, Burnage, planning reference 141306/FO/2024.

DCC'S COMMENTS AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to each comment in the same order as MCC's / TfGM's response.

MCC / TfGM COMMENT 1

Trips Generation and Junction Capacity

The TA includes a netting off exercise whereby the existing trips for the B&M store are removed from the new development trip totals. The two developments are not similar in nature. For a residential development there will be more trips leaving in the morning and more trips returning in the afternoon due to commuting, compared to a store where the arrival and departure pattern is likely to be more even during the day. Therefore the discounting of trips is not agreed as the tidal nature of the trips will be different. It is likely that some trips will be removed from the network as a result of the store closing. It is suggested that a sensitivity test is run which allows for the netting off of 50% of the B&M store trips from the new development trips rather than the full 100%. This could be classed as a worst case scenario. It is also queried whether the distribution will be 50:50 north and south out of the site.

AMA RESPONSE 1

A traffic survey of the existing B&M store was carried out on Tuesday 6th June 2023. The existing B&M trips have been netted off for the peak hours associated with the residential development, thus representing a like for like assessment of traffic flows in the AM and PM peak hour, respectively. However, to assess a worst case scenario as suggested by MCC / TfGM, a sensitivity test has been undertaken which nets off just 50% of the existing B&M trips. The modelling results are demonstrated in [Table 1](#) below.

Table 1 A34 Kingsway/Talbot Road/Grangethorpe Drive Capacity Modelling Summary

Scenario	Link	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2024 Base	A34 Kingsway N	76.4%	12	79.7%	21
	Grangethorpe Drive	75.1%	9	70.7%	7
	A34 Kingsway S	76.3%	18	64.3%	11
	Talbot Road	63.9%	8	80.0%	9
	PRC	17.8%		12.6%	
	Total Delay (pcu/hr)	30.0		30.6	
2029 Do Nothing	A34 Kingsway N	81.7%	14	84.8%	25
	Grangethorpe Drive	79.9%	10	75.3%	8
	A34 Kingsway S	82.8%	21	68.5%	13
	Talbot Road	65.3%	8	85.4%	11
	PRC	8.7%		5.4%	
	Total Delay (pcu/hr)	35.1		35.1	
2029 Do Minimum	A34 Kingsway N	78.7%	14	82.9%	23
	Grangethorpe Drive	73.7%	9	73.8%	8
	A34 Kingsway S	77.5%	19	63.5%	12
	Talbot Road	64.1%	9	82.9%	10
	PRC	14.3%		8.6%	
	Total Delay (pcu/hr)	32.2		33.4	

The sensitivity test has shown the junction to operate within its capacity, all approaches would operate with a modelled DoS that is below 90%, and all queuing is accommodated without any significant or adverse impacts on the wider network in accordance with the NPPF.

Once the signalised crossing of Talbot Road is included the junction is still expected to still operate better than the 2029 Do Nothing scenario. Queues on the A34 Kingsway are still expected to reduce.

Therefore, the sensitivity test has shown that even with netting off only 50% of the existing trips to the site the proposals are still expected to have a beneficial impact on the operation of this junction.

The full LinSig Output is included at [Appendix A](#).

In terms of the 50:50 distribution north and south out of the site this has been based on the 2011 Census Journey to Work data for MSOA Manchester 036 in which the site is located. As the current site access is limited to one way vehicle movements the extent of Talbot Road that runs parallel to the site access road has been used to determine the north/south distribution split.

MCC / TfGM COMMENT 2

The TA states that pedestrian facilities will be provided across Talbot Road, but this isn't shown (clearly) on the proposed layout and it is unclear how this will be achieved. If the intention is to take the crossing from the triangular island between Talbot Road and Kingsway south, the island will need to be enlarged to accommodate the signal equipment and correct configuration of tactile paving. It is also unclear if the footway on the southern side of Talbot Road between Kingsway and the access road will be improved. It is recommended that it is widened, the bushes cut back and the speed restriction sign be relocated from the centre of the footway. The footway round the radius from Talbot Road onto Kingsway south should also be widened. In order to fully assess the modelling work, the LINSIG files should be supplied.

AMA RESPONSE 2

AMA drawing AMA/21894/SK006 demonstrates the proposed pedestrian crossing facilities across Talbot Road and the widening of the triangular island between Talbot Road and Kingsway South and associated tactile paving. This drawing is attached at [Appendix B](#).

Further detail is provided below:

The proposed uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving across Talbot Road is denoted in red and demonstrated in Image 1.

Image 1



The proposed widening of the triangular island between Talbot Road and Kingsway South is denoted by the blue line as shown in Image 2. For clarity, the existing island is denoted by the yellow line and the proposed widening is denoted by the blue line. The tactile paving is existing infrastructure and is denoted by the fuchsia text. No changes are proposed to this existing tactile paving.

Image 2



It is understood that Talbot Road is maintained at public expense. However, the client is willing to pay for the existing hedge along the southern side of the road to be cut back once the proposed development is built out and complete to facilitate walking to / from the site. This will be undertaken once the necessary permits and agreements from MCC are obtained. Further, the client accepts the relocation of the 20mph speed limit sign, and this will be considered at the detailed design stage. It is considered that once these improvements are made that the pedestrian environment within the vicinity of the site will be significantly improved and, on that basis, no further changes are proposed.

The Linsig file will be provided to MCC and TfGM separate to this HTN, as requested.

MCC / TfGM COMMENT 3

Parking and Access

The TA confirms that the proposals include the provision of a pedestrian crossing push button facility on the Talbot Arm of the signalised junction. The proposed works to the access and the signalised junction will have an impact on the adopted highway and therefore a S278 agreement will be required.

AMA RESPONSE 3

Noted.

MCC / TfGM COMMENT 4

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team.

Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements

AMA RESPONSE 4

Noted and understood.

MCC / TfGM COMMENT 5

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

AMA RESPONSE 5

Noted and understood.

MCC / TfGM COMMENT 6

It is requested that a S1 RSA is undertaken of the access points to demonstrate safe access and egress. The Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- *5 years of accident history*
- *Audit of key pedestrian routes (crossing points, footway widths, condition etc.)*
- *Audit of key cycling routes (ASLs, cycle lanes etc.)*
- *Highway layout including, but not limited to (visibility assessments, speed limits,*
- *TROs, traffic calming etc.)*
- *A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.*

AMA RESPONSE 6

A Stage 1 Road Safety Audit (RSA1) has been undertaken by an independent Road Safety Auditor. This will be submitted to MCC and TfGM as a separate document to this HTN.

MCC / TfGM COMMENT 7

The development will provide 86 parking spaces. It is understood that 24 of the 86 parking spaces will be allocated and the remaining 63 spaces will be unallocated and therefore be flexible use. It is requested that the development have a robust Car Park Management Strategy in place to manage the unallocated parking areas.

AMA RESPONSE 7

AMA have prepared a Car Park Management Plan (CPMP) and this will be submitted to MCC and TfGM as a separate document to this HTN. However, for completeness, it is also attached to this HTN at [Appendix C](#).

MCC / TfGM COMMENT 8

The plan shows allocated courtyard parking with new access points from the access road. It should be ensured that dropped kerbs and tactile paving is provided at each access point and sufficient visibility splays should be in place. It is requested that swept path of vehicles manoeuvring to/from the proposed car park spaces is provided.

AMA RESPONSE 8

Dropped kerbs and tactile paving will be provided as requested. The relevant drawings will be prepared and agreed at detailed design stage.

As requested, swept path analysis of car parking spaces is provided at [Appendix D](#).

MCC / TfGM COMMENT 9

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available. It is requested that 20% of the courtyard parking spaces have EV Charging. All driveways should be fitted with EVC Charging. EVC usage should be monitored as part of the Travel Plan and when necessary additional provision provided.

AMA RESPONSE 9

Electric Vehicle Charging Points (EVCPs) will be provided in line with MCC Residential Guidelines as set out above. However, it is not considered necessary to provide additional provision once the site is built out, and plots are sold and occupied.

It is expected that residents who choose to buy an electric vehicle post completion of the site, and do not have an existing EVCP, will purchase their own ECVP as is standard across all residential developments once fully built out, sold and occupied.

The provision of EVCPs in line with MCC Residential Guidelines will be conditioned as suggested by MCC / TfGM.

MCC / TfGM COMMENT 10

The access road with Mauldeth Road should be upgraded to provide tactile paving. The white lining should also be renewed.

The access road with Talbot Road should be upgraded to provide tactile paving (as denoted on the submitted site plan). White lining should be implemented at the junction.

AMA RESPONSE 10

Tactile paving will be provided at both junctions as requested. White lining is already provided at the access road with Talbot Road, however, white lining at this junction and Mauldeth Road will be renewed at the client's expense as part of the development proposals.

MCC / TfGM COMMENT 11

A review of TROs should be undertaken and DYLS implemented at the junctions with Mauldeth Road and Talbot Road and within the site as necessary.

AMA RESPONSE 11

Noted and accepted.

MCC / TfGM COMMENT 12

Cycle Parking

The cycle store for the apartments should provide a space for each apartment as a minimum and the internal cycle stores should be located within an easily accessible area, lockable and made secure through measures such as CCTV and lighting.

AMA RESPONSE 12

Noted and accepted. This will be conditioned as later suggested by MCC / TfGM.

MCC / TfGM COMMENT 13

Boundary Treatments

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

AMA RESPONSE 13

Noted and accepted.

MCC / TfGM COMMENT 14

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

AMA RESPONSE 14

Noted.

MCC / TfGM COMMENT 15

Refuse and Servicing

It is requested that thorough information in relation to bin store location for each usage (dwelling and apartments) are provided and clearly detailed.

It is requested that information on where the collection points are located is provided for comment. The bin store and drag distances should comply with MCC's GD04. It is important to note the surface requirements detailed within Manchester City Council GD04 guidance. The collector must not be required to wheel a

container more than 10m to the collection vehicle and residents must be within 30m of a bin collection point. A swept path assessment for the full access road and collection points should also be provided.

AMA RESPONSE 15

Refuse vehicle swept path analysis is provided at [Appendix D](#) as requested. As can be seen, a refuse vehicle can suitably enter the site from the north and exit the site to the south.

Bin stores for the apartments (1-41) are located internally. A management company will be appointed to manage refuse. Immediately prior to collection, management will move the bins to the roadside to be collected and once the bins are emptied, management will collect the bins and return them to the internal bin stores. This arrangement ensures that refuse is collected safely and efficiently, ensuring no bins are left on the roadside.

Bin stores for plots 43-46 and 54-59 are located to the south of plots 54-59, and bin stores for plots 49-53 and 60-65 are located to the north of plots 60-65.

Bin stores for 86-92 and 102-104 are located to the south of these plots, and bin stores for 94-101 are also located to the south. Bin stores for 105-115 are located to the north of these plots.

All remaining plots have bin collection points (BCPs) located along the shared private drives within proximity of the roadside. Whilst these BCPs are marginally above MCC's GD04 guidance for collectors, AMA and STEN Architects, as the Highways Consultant and the Architectural Practice working on this project, have carefully considered the location of these BCPs and consider that they are in line with Building Regulations and thus provide a reasonable compromise between both sets of guidance without significantly impacting the site layout further, such as road widths, size of gardens, and the manoeuvrability of car parking spaces.

Bin stores and bin collection points can be seen on the site layout provided at [Appendix E](#).

MCC / TfGM COMMENT 16

Conditions are recommended in relation to:

- the provision of EV charging points
- cycle parking
- off site highway works (to include Talbot Road Access Upgrades, Green Man Signal across Talbot Road
- Car park Management Plan
- Travel Plan
- Construction Management Plan to include additional details from those contained in the submitted plan: detail the phasing and quantification /classification of vehicular activity associated with planned construction; commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway; it should also consider ongoing construction works and contractor parking in the locality; and a dilapidation survey to include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

AMA RESPONSE 16

A Car Park Management Plan has been prepared by AMA and is provided to MCC and TfGM separate to this Highways Technical Note. AMA would seek to understand why another Travel Plan is required to support the proposed development. A comprehensive Residential Travel Plan (dated August 2024) was prepared to support the planning application which detailed a set of measures to be implemented at the site in addition

to a five year monitoring programme. AMA would kindly request that feedback, if any, on this document is provided which can then be updated if required.

CONCLUSION

This HTN provides responses to the comments received from MCC / TfGM along with additional information where required. In conclusion, the information provided within this HTN demonstrates that the proposed development is acceptable in highways terms in accordance with the NPPF and there are no traffic or transportation reasons as to why planning permission could not be granted.

APPENDICES

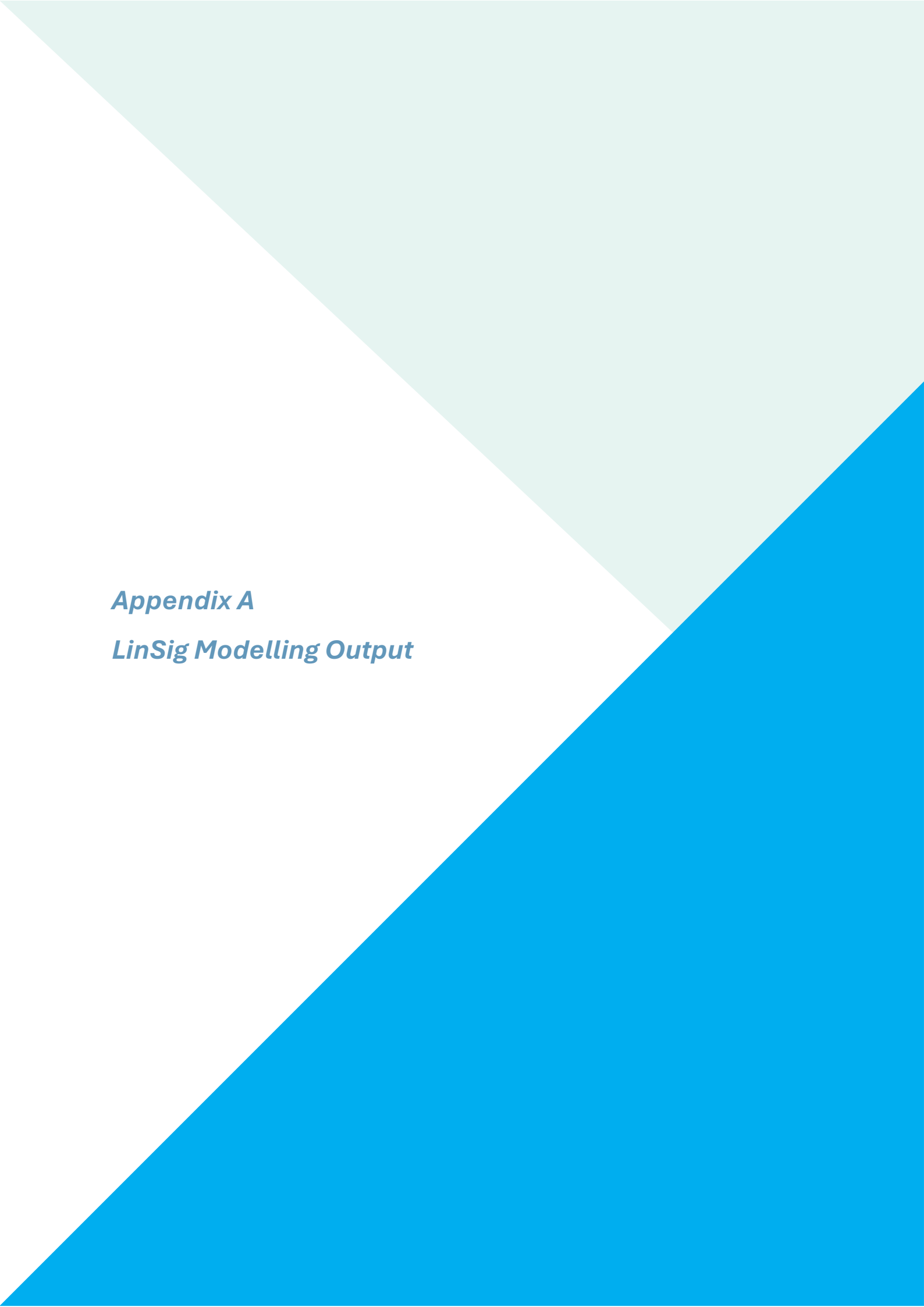
Appendix A LinSig Modelling Output

Appendix B AMA/21894/SK006

Appendix C Car Park Management Plan

Appendix D Swept Path Analysis

Appendix E Site Layout Plan



Appendix A

LinSig Modelling Output

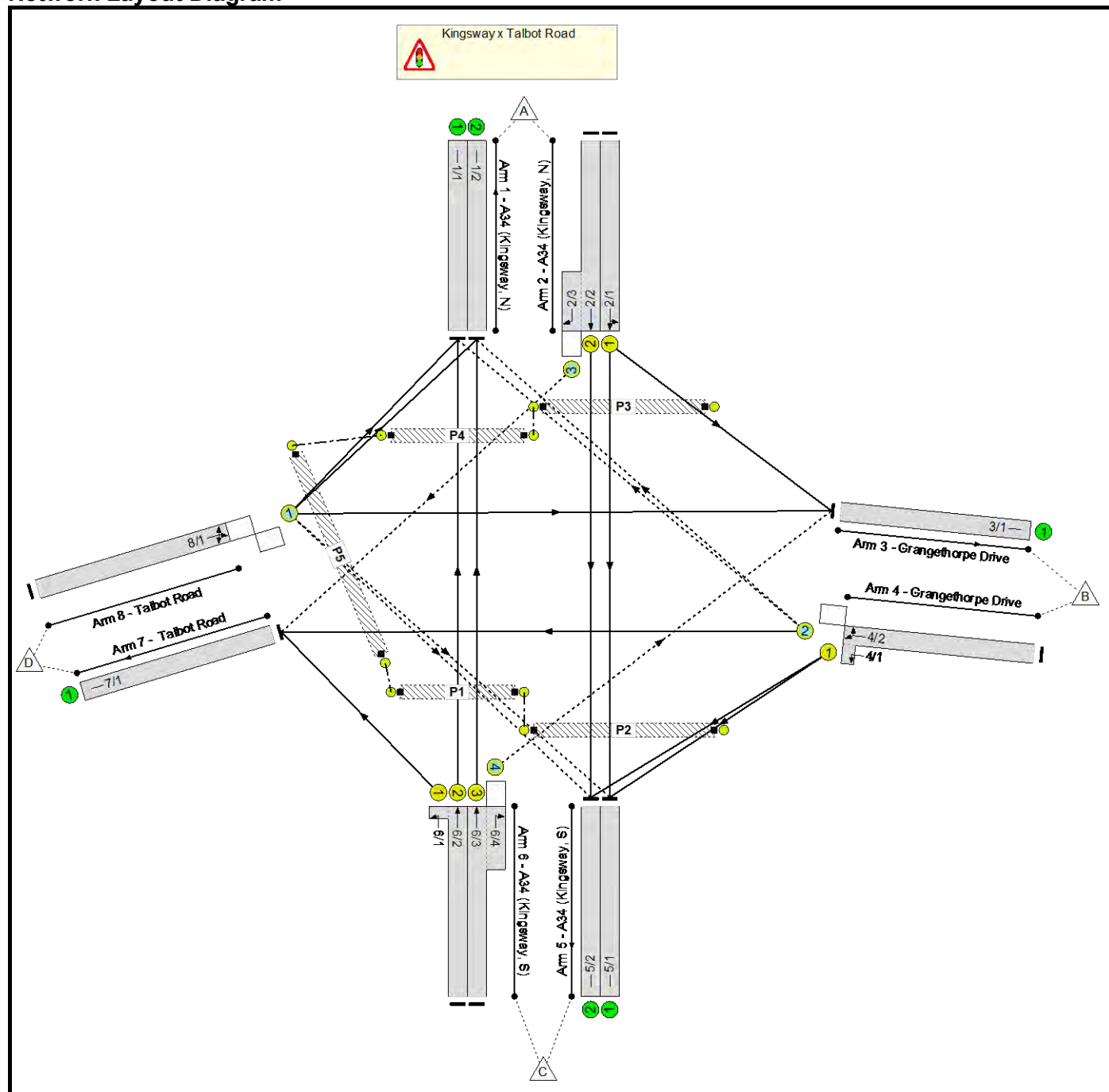
Full Input Data And Results

Full Input Data And Results

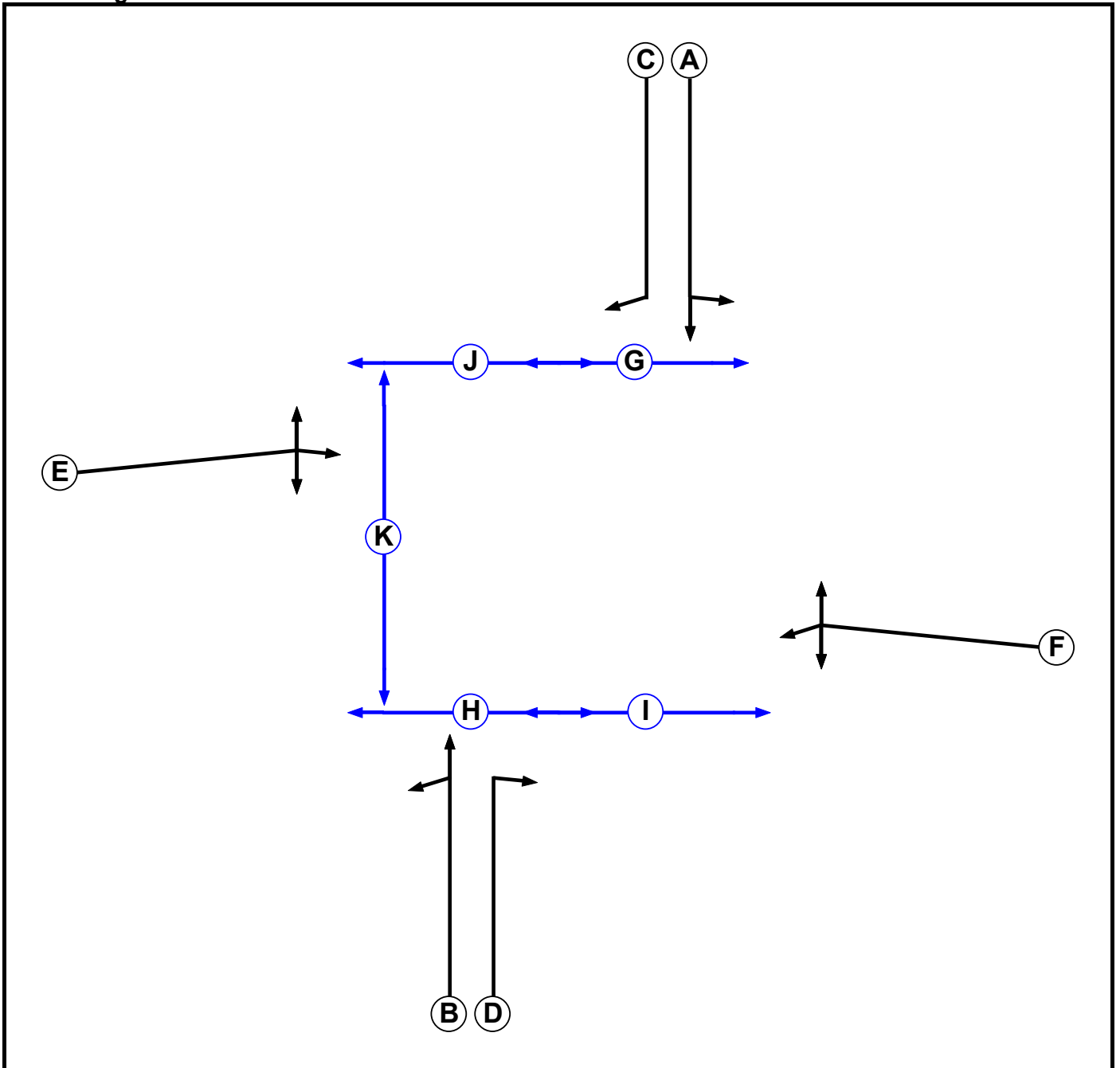
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Kingsway, Burnage - Proposed Model Stages (sensitivity test).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		4	4
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	0
K	Pedestrian		4	4

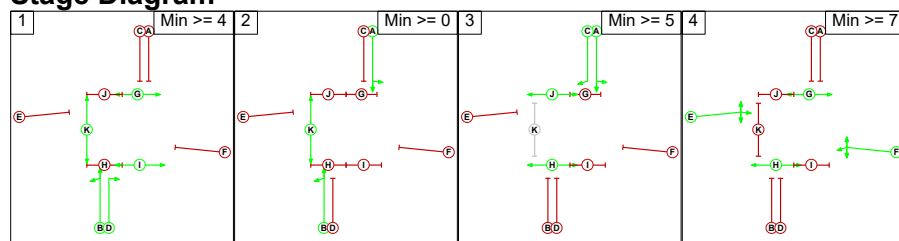
Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	-	7	9	9	7	-	10	-	-
	B	-		7	-	9	9	-	7	-	9	-
	C	-	10		-	8	7	7	-	-	-	-
	D	8	-	-		7	7	-	7	-	-	-
	E	7	7	7	7		-	-	-	10	7	5
	F	7	7	7	7	-		-	-	6	9	8
	G	7	-	7	-	-	-		-	-	-	-
	H	-	7	-	7	-	-	-		-	-	-
	I	9	-	-	-	9	9	-	-		-	-
	J	-	6	-	-	6	6	-	-	-		-
	K	-	-	-	-	9	9	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B D G I K
2	A B K
3	A C H J
4	E F G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	1	1
1	2	G	Losing	2	2
1	3	G	Losing	2	2
3	1	H	Losing	3	3
3	1	J	Losing	4	4
3	2	H	Losing	3	3
3	2	J	Losing	4	4
3	4	J	Losing	4	4

Prohibited Stage Change

	To Stage			
From Stage	1	2	3	4
	1		9	9
	2	10		9
	3	10	10	
	4	10	8	9

Full Input Data And Results

Give-Way Lane Input Data

Junction: Kingsway x Talbot Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/3 (A34 (Kingsway, N))	7/1 (Right)	1439	0	6/2	1.09	All	2.00	-	0.50	2	2.00
				6/3	1.09	All					
4/2 (Grangethorpe Drive)	1/1 (Right)	1439	0	8/1	1.09	To 1/1 (Left) To 1/2 (Left) To 3/1 (Ahead)	2.00	2.00	0.50	2	2.00
	1/2 (Right)	1439	0	8/1	1.09	To 1/1 (Left) To 1/2 (Left) To 3/1 (Ahead)					
6/4 (A34 (Kingsway, S))	3/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
				2/2	1.09	All					
8/1 (Talbot Road)	5/1 (Right)	1439	0	4/1	1.09	All	4.00	2.00	0.50	4	2.00
				4/2	1.09	To 7/1 (Ahead)					
				4/1	1.09	All					
	5/2 (Right)	1439	0	4/2	1.09	To 7/1 (Ahead)					

Lane Input Data

Junction: Kingsway x Talbot Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A34 (Kingsway, N))	U		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A34 (Kingsway, N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A34 (Kingsway, N))	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 3 Left Arm 5 Ahead	13.00 Inf
2/2 (A34 (Kingsway, N))	U	A	2	3	60.0	Geom	-	3.30	0.00	N	Arm 5 Ahead	Inf
2/3 (A34 (Kingsway, N))	O	C	2	3	4.7	Geom	-	3.20	0.00	N	Arm 7 Right	21.00
3/1 (Grangethorpe Drive)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Grangethorpe Drive)	U	F	2	3	1.0	Geom	-	4.00	0.00	Y	Arm 5 Left	10.00
4/2 (Grangethorpe Drive)	O	F	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 1 Right Arm 7 Ahead	9.00 Inf
5/1 (A34 (Kingsway, S))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A34 (Kingsway, S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A34 (Kingsway, S))	U	B	2	3	1.0	Geom	-	5.00	0.00	Y	Arm 7 Left	10.00
6/2 (A34 (Kingsway, S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 1 Ahead	Inf
6/3 (A34 (Kingsway, S))	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 1 Ahead	Inf
6/4 (A34 (Kingsway, S))	O	D	2	3	5.0	Geom	-	3.20	0.00	N	Arm 3 Right	14.00
7/1 (Talbot Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Talbot Road)	O	E	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 1 Left Arm 3 Ahead	33.00 Inf

[illegible]

Flow Group	Start Time	End Time	Duration	Formula
1: '2029 Base + Dev AM'	08:00	09:00	01:00	
2: '2029 Base + Dev PM'	17:00	18:00	01:00	

Traffic Flows, Desired

Origin	Destination					
		A	B	C	D	Tot.
	A	0	64	912	132	1108
	B	96	0	49	154	299
	C	1334	81	0	22	1437
	D	105	160	41	0	306
	Tot.	1535	305	1002	308	3150

Lane	Scenario 1: 2029 Base + Dev AM
Junction: Kingsway x Talbot Road	
1/1	768
1/2	767
2/1	488
2/2 (with short)	620(In) 488(Out)
2/3 (short)	132
3/1	305
4/1 (short)	49
4/2 (with short)	299(In) 250(Out)
5/1	470
5/2	532
6/1 (short)	22
6/2 (with short)	689(In) 667(Out)
6/3 (with short)	748(In) 667(Out)
6/4 (short)	81
7/1	308
8/1	306

Lane Saturation Flows

Junction: Kingsway x Talbot Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A34 (Kingsway, N) Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A34 (Kingsway, N) Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A34 (Kingsway, N))	3.30	0.00	Y	Arm 3 Left Arm 5 Ahead	13.00 Inf	13.1 % 86.9 %	1916	1916
2/2 (A34 (Kingsway, N))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/3 (A34 (Kingsway, N))	3.20	0.00	N	Arm 7 Right	21.00	100.0 %	1937	1937
3/1 (Grangethorpe Drive Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Grangethorpe Drive)	4.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1752	1752
4/2 (Grangethorpe Drive)	3.30	0.00	Y	Arm 1 Right Arm 7 Ahead	9.00 Inf	38.4 % 61.6 %	1828	1828
5/1 (A34 (Kingsway, S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A34 (Kingsway, S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A34 (Kingsway, S))	5.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1839	1839
6/2 (A34 (Kingsway, S))	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
6/3 (A34 (Kingsway, S))	3.25	0.00	N	Arm 1 Ahead	Inf	100.0 %	2080	2080
6/4 (A34 (Kingsway, S))	3.20	0.00	N	Arm 3 Right	14.00	100.0 %	1874	1874
7/1 (Talbot Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Talbot Road)	3.60	0.00	Y	Arm 1 Left Arm 3 Ahead Arm 5 Right	33.00 Inf 11.00	34.3 % 52.3 % 13.4 %	1910	1910

Full Input Data And Results

Scenario 2: '2029 Base + Dev PM' (FG2: '2029 Base + Dev PM', Plan 1: 'Proposed')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	100	1396	178	1674
	B	63	0	43	132	238
	C	830	93	0	34	957
	D	91	171	29	0	291
	Tot.	984	364	1468	344	3160

Traffic Lane Flows

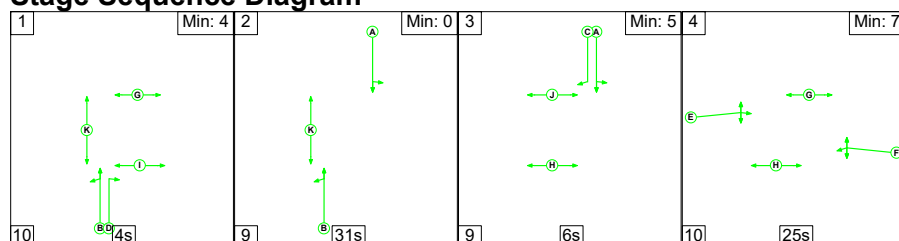
Lane	Scenario 2: 2029 Base + Dev PM
Junction: Kingsway x Talbot Road	
1/1	493
1/2	491
2/1	748
2/2 (with short)	926(In) 748(Out)
2/3 (short)	178
3/1	364
4/1 (short)	43
4/2 (with short)	238(In) 195(Out)
5/1	685
5/2	783
6/1 (short)	34
6/2 (with short)	449(In) 415(Out)
6/3 (with short)	508(In) 415(Out)
6/4 (short)	93
7/1	344
8/1	291

Lane Saturation Flows

Junction: Kingsway x Talbot Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A34 (Kingsway, N) Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A34 (Kingsway, N) Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A34 (Kingsway, N))	3.30	0.00	Y	Arm 3 Left Arm 5 Ahead	13.00 Inf	13.4 % 86.6 %	1915	1915
2/2 (A34 (Kingsway, N))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/3 (A34 (Kingsway, N))	3.20	0.00	N	Arm 7 Right	21.00	100.0 %	1937	1937
3/1 (Grangethorpe Drive Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Grangethorpe Drive)	4.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1752	1752
4/2 (Grangethorpe Drive)	3.30	0.00	Y	Arm 1 Right Arm 7 Ahead	9.00 Inf	32.3 % 67.7 %	1846	1846
5/1 (A34 (Kingsway, S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A34 (Kingsway, S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A34 (Kingsway, S))	5.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1839	1839
6/2 (A34 (Kingsway, S))	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
6/3 (A34 (Kingsway, S))	3.25	0.00	N	Arm 1 Ahead	Inf	100.0 %	2080	2080
6/4 (A34 (Kingsway, S))	3.20	0.00	N	Arm 3 Right	14.00	100.0 %	1874	1874
7/1 (Talbot Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Talbot Road)	3.60	0.00	Y	Arm 1 Left Arm 3 Ahead Arm 5 Right	33.00 Inf 11.00	31.3 % 58.8 % 10.0 %	1922	1922

Scenario 1: '2029 Base + Dev AM' (FG1: '2029 Base + Dev AM', Plan 1: 'Proposed')

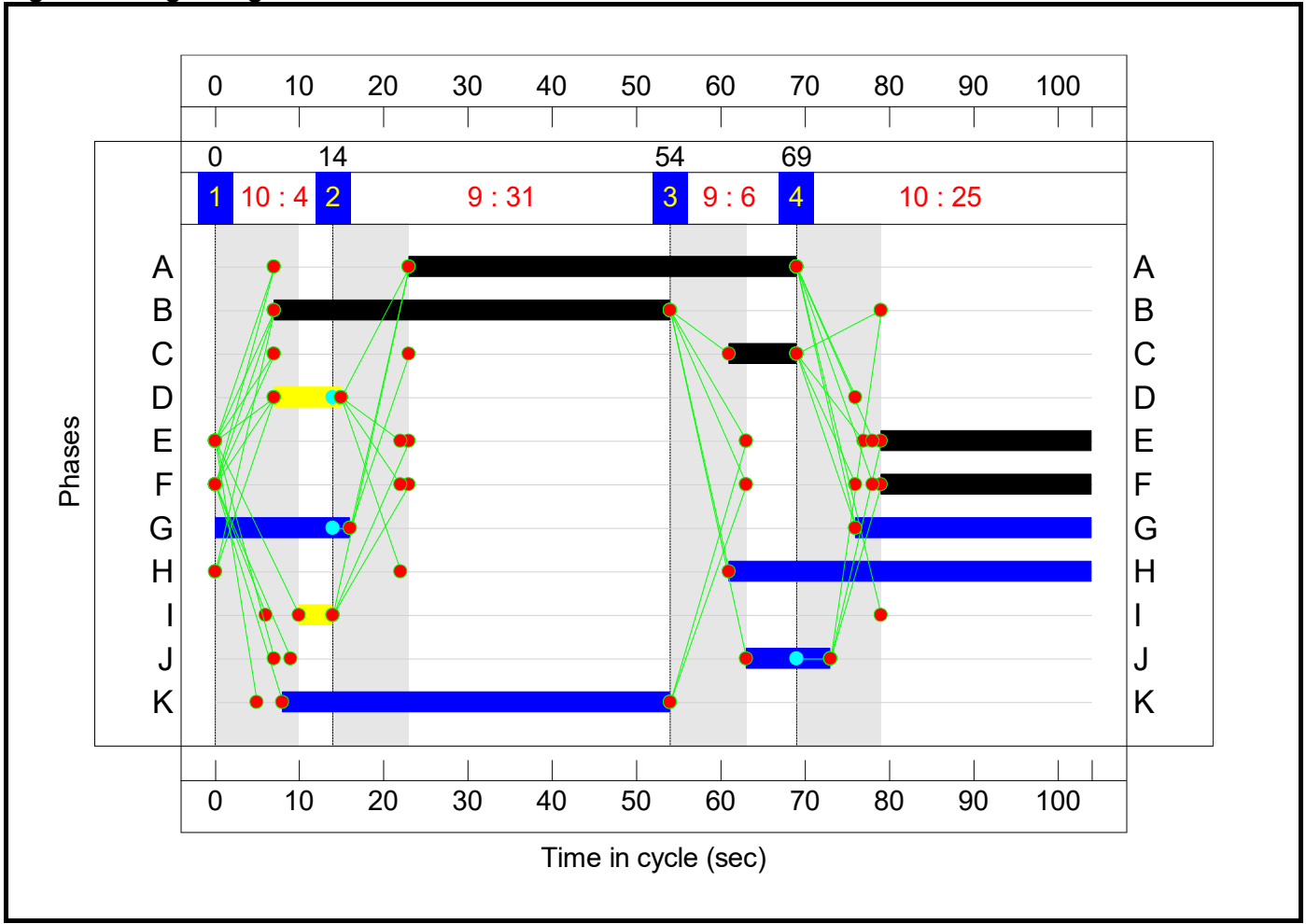
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	4	31	6	25
Change Point	0	14	54	69

Signal Timings Diagram

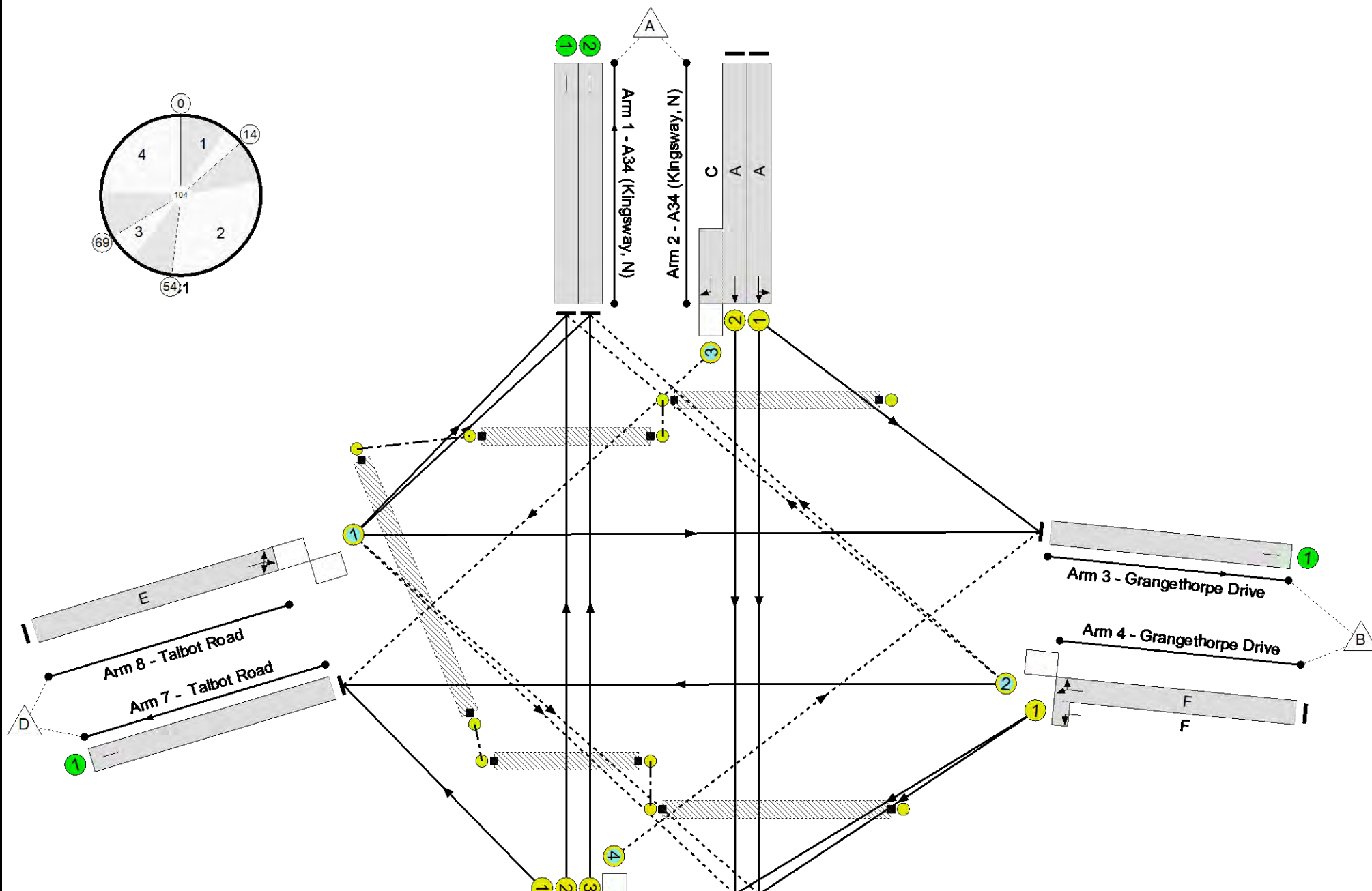


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Kingsway x Talbot Road
 PRC: 14.3 %
 Total Traffic Delay: 32.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Kingsway x Talbot Road	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	A34 (Kingsway, N)	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
1/2	A34 (Kingsway, N)	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
2/1	A34 (Kingsway, N) Left Ahead	U	N/A	N/A	A		1	46	-	488	1916	866	56.4%
2/2+2/3	A34 (Kingsway, N) Ahead Right	U+O	N/A	N/A	A C		1	46:8	-	620	2085:1937	620+168	78.7 : 78.7%
3/1	Grangethorpe Drive	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
4/2+4/1	Grangethorpe Drive Right Left Ahead	O+U	N/A	N/A	F		1	25	-	299	1828:1752	339+66	73.7 : 73.7%
5/1	A34 (Kingsway, S)	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
5/2	A34 (Kingsway, S)	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/2+6/1	A34 (Kingsway, S) Ahead Left	U	N/A	N/A	B		1	47	-	689	1940:1839	864+28	77.2 : 77.2%
6/3+6/4	A34 (Kingsway, S) Ahead Right	U+O	N/A	N/A	B D		1	47:8	-	748	2080:1874	860+104	77.5 : 77.5%
7/1	Talbot Road	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
8/1	Talbot Road Left Ahead Right	O	N/A	N/A	E		1	25	-	306	1910	478	64.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	44	-	0	-	0	0.0%

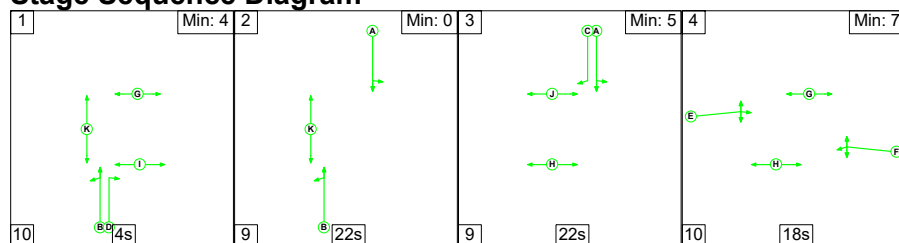
Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	10	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	46	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	136	210	3	23.8	8.1	0.3	32.2	-	-	-	-
Kingsway x Talbot Road	-	-	136	210	3	23.8	8.1	0.3	32.2	-	-	-	-
1/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	488	488	-	-	-	2.8	0.6	-	3.5	25.7	10.3	0.6	10.9
2/2+2/3	620	620	0	129	3	4.5	1.8	0.0	6.3	36.8	12.0	1.8	13.8
3/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	299	299	96	0	0	2.9	1.4	0.2	4.5	54.0	7.4	1.4	8.8
5/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	689	689	-	-	-	4.5	1.7	-	6.2	32.2	16.6	1.7	18.3
6/3+6/4	748	748	0	81	0	6.1	1.7	0.0	7.8	37.7	17.3	1.7	19.0
7/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	306	306	40	0	1	3.0	0.9	0.0	3.9	45.7	7.8	0.9	8.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 32.18 Cycle Time (s): 104 PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 32.18													

Full Input Data And Results

Scenario 2: '2029 Base + Dev PM' (FG2: '2029 Base + Dev PM', Plan 1: 'Proposed')

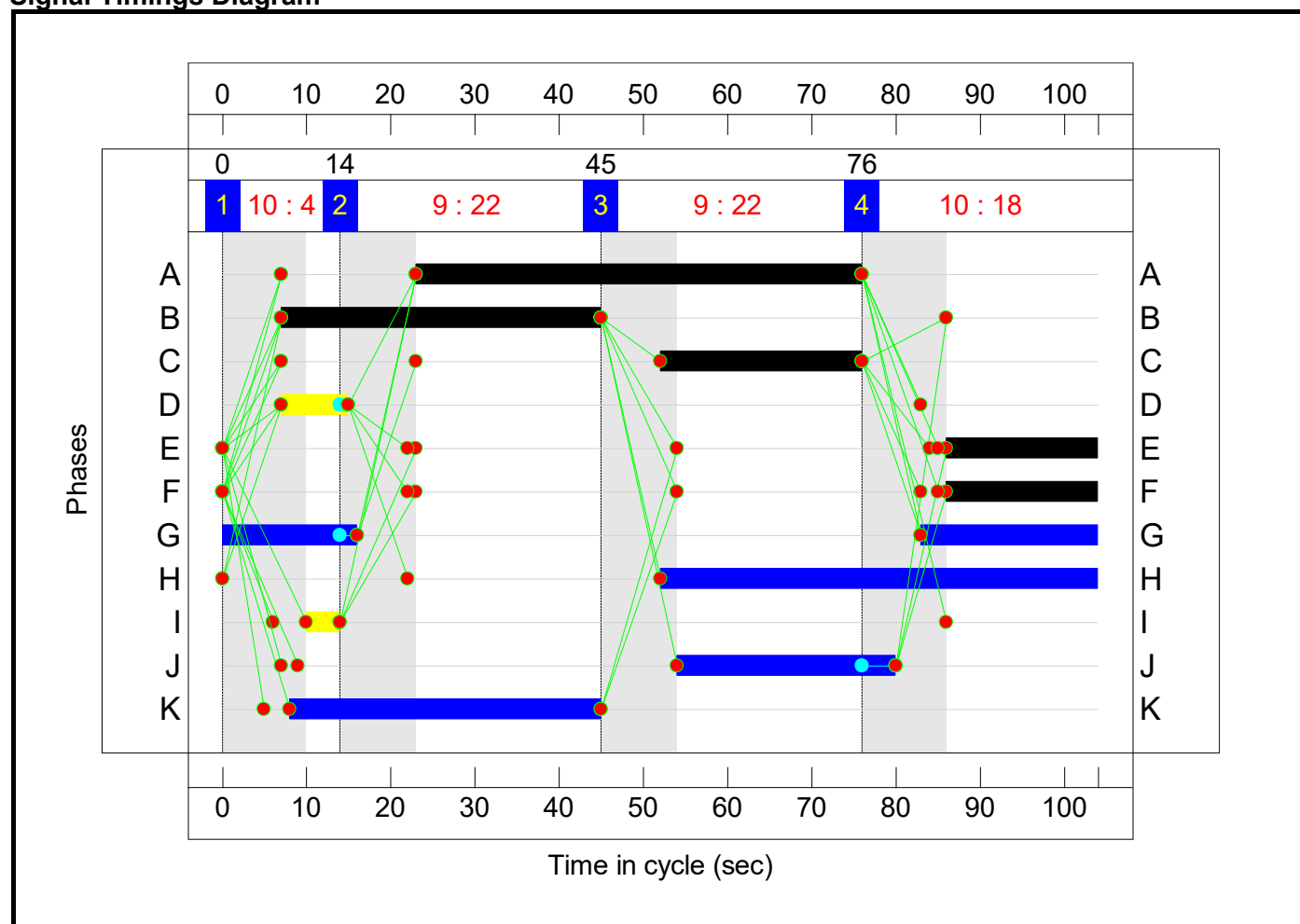
Stage Sequence Diagram



Stage Timings

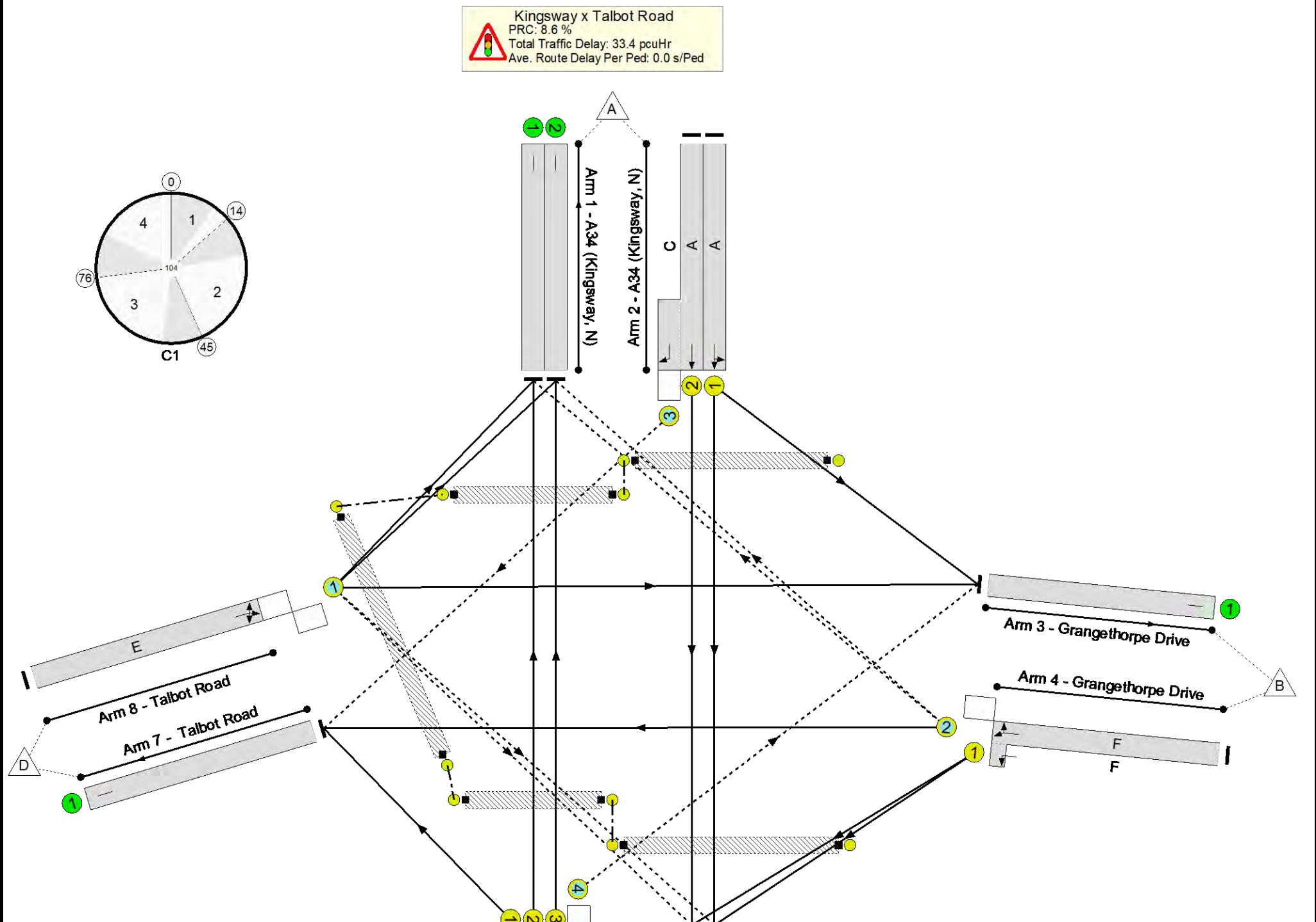
Stage	1	2	3	4
Duration	4	22	22	18
Change Point	0	14	45	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

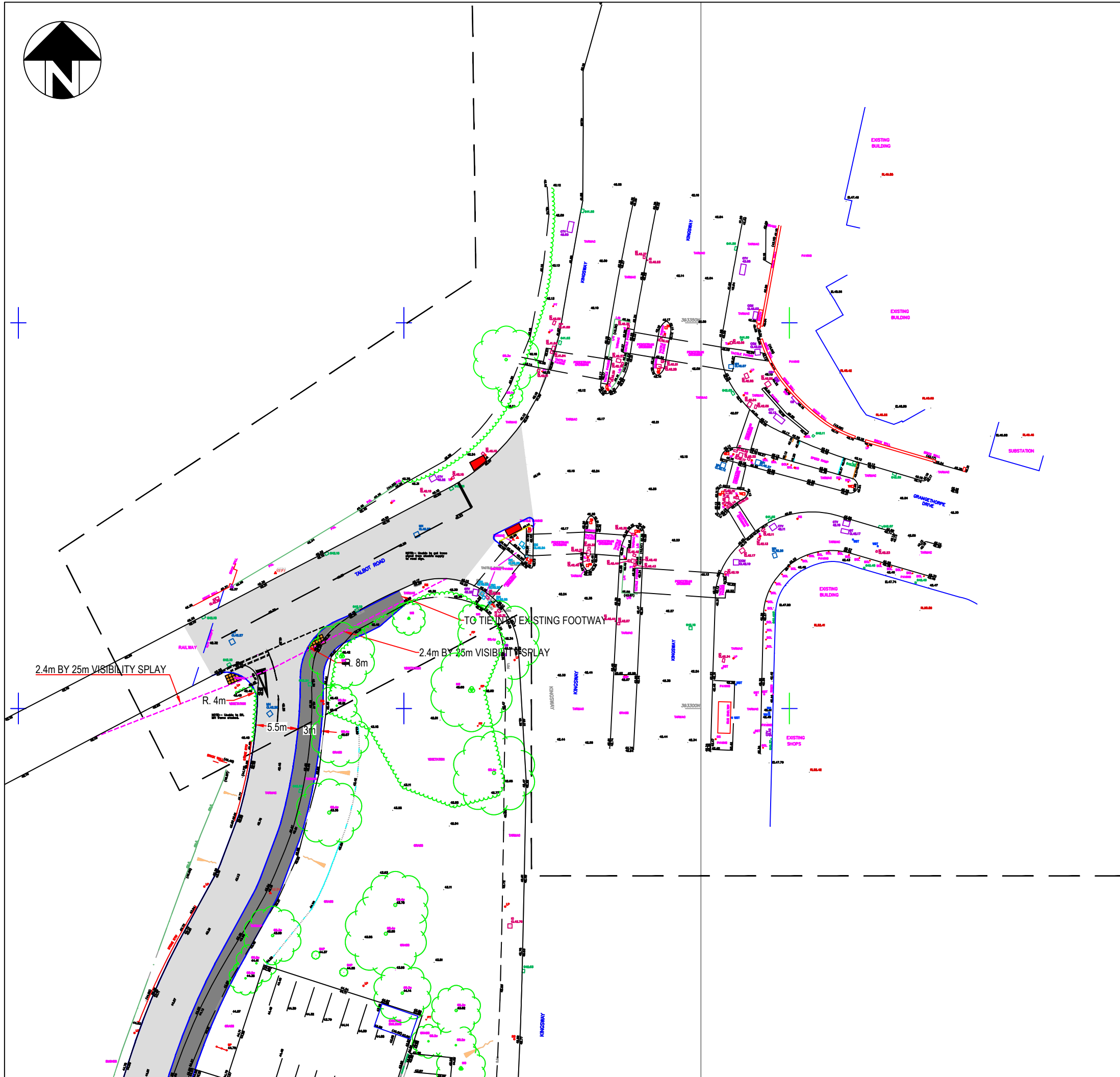
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Kingsway x Talbot Road	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	A34 (Kingsway, N)	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
1/2	A34 (Kingsway, N)	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
2/1	A34 (Kingsway, N) Left Ahead	U	N/A	N/A	A		1	53	-	748	1915	994	75.2%
2/2+2/3	A34 (Kingsway, N) Ahead Right	U+O	N/A	N/A	A C		1	53:24	-	926	2085:1937	902+215	82.9 : 82.9%
3/1	Grangethorpe Drive	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
4/2+4/1	Grangethorpe Drive Right Left Ahead	O+U	N/A	N/A	F		1	18	-	238	1846:1752	264+58	73.8 : 73.8%
5/1	A34 (Kingsway, S)	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
5/2	A34 (Kingsway, S)	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/2+6/1	A34 (Kingsway, S) Ahead Left	U	N/A	N/A	B		1	38	-	449	1940:1839	670+55	61.9 : 61.9%
6/3+6/4	A34 (Kingsway, S) Ahead Right	U+O	N/A	N/A	B D		1	38:8	-	508	2080:1874	654+146	63.5 : 63.5%
7/1	Talbot Road	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
8/1	Talbot Road Left Ahead Right	O	N/A	N/A	E		1	18	-	291	1922	351	82.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Appendix B

AMA/21894/SK006



Notes

P01	First Issue	DD/MM/YY	-
Rev	Description	Date	By



Project. B&M Kingsway, Burnage

Client. Triple Jersey Limited

Drawing. Signalised Junction

Drawn By:	RID	Date:	22/09/2023	
Checked By:	JF	Scale:	1:500	Paper size: A3
Drawing No.	AMA/21894/SK006			Rev. P01



Appendix C

Car Park Management Plan

Kingsway, Burnage

Car Park Management Plan

January 2025

Triple Jersey

AMA Project Number: 21894

Andrew Moseley Associates

15 St Paul's Street

Leeds

LS1 2JG

www.amatp.co.uk

info@amatp.co.uk

REPORT QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Planning Issue		
Date	13.12.2024	07.01.2025		
Prepared	SD	SD		
Checked	AMM	AMM		
Authorised	AMM	AMM		

REPORT PRODUCTION TEAM

Name	Initials	Job Title
Sophie Dunhill	SD	Senior Transport Planner
Alex McGarrell	AMM	Associate Director

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1	INTRODUCTION	1
1.1	Overview	1
1.2	Purpose of the Car Park Management Plan.....	1
1.3	Aim of the Car Park Management Plan	1
1.4	Benefits of a Car Park Management Plan	1
1.5	Integration With Residential Travel Plan	2
1.6	Report Structure	2
2	CAR PARKING ARRANGEMENTS AND MANAGEMENT STRATEGY	3
2.1	Introduction	3
2.2	Car Park Management and Enforcement Measures	3
2.3	Review Process.....	4
3	SUMMARY AND CONCLUSION	5

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Triple Jersey to produce this Car Park Management Plan (CPMP) in support of the proposed redevelopment of an existing retail unit to provide residential development.
- 1.1.2 This CPMP has been prepared to accompany the Planning Application (reference: 141306/FO/2024) for the proposed residential development following Highways comments from Manchester City Council (MCC) and Transport for Greater Manchester (TfGM).
- 1.1.3 These comments were as follows:

“The development will provide 86 parking spaces. It is understood that 24 of the 86 parking spaces will be allocated and the remaining 63 spaces will be unallocated and therefore be flexible use. It is requested that the development have a robust Car Park Management Strategy in place to manage the unallocated parking areas.”

1.2 PURPOSE OF THE CAR PARK MANAGEMENT PLAN

- 1.2.1 The purpose of this CPMP is to set out a strategy for managing all allocated and unallocated car parking spaces to ensure they operate efficiently and effectively for residents living at the development.

1.3 AIM OF THE CAR PARK MANAGEMENT PLAN

- 1.3.1 This CPMP aims to ensure that the parking provided is available for the residents of the development to use, and that all allocated and unallocated parking spaces operate efficiently and effectively.

1.4 BENEFITS OF A CAR PARK MANAGEMENT PLAN

- 1.4.1 There are several benefits that can be derived from the successful implementation of a CPMP, as follows:

Health and Wellbeing

- ▶ Contribute to healthier lifestyles by increasing active travel;
- ▶ Improve social inclusion by reducing reliance on car travel; and
- ▶ Contribute to sustainable and vibrant communities by reducing car use in the local area.

Accessibility

- ▶ Provide even greater choice of travel for greater flexibility, improved mobility, and accessibility needs; and
- ▶ Reduce pressure on local highway capacity and parking availability, especially at peak times.

Local Environment

- ▶ Contribute to a reduction in traffic congestion in the local area, particularly at peak times;
- ▶ Reduce carbon emissions by lowering vehicle numbers and congestion; and
- ▶ Contribute to air quality and noise pollution targets by reducing the volume of car trips to the site.

1.5 INTEGRATION WITH RESIDENTIAL TRAVEL PLAN

- 1.5.1 A Residential Travel Plan (RTP) has been prepared under separate cover to support the planning application. Although the CPMP and the RTP are two separate documents, there is a close relationship between them as both documents share similar aims. Both documents are live documents that identify a series of measures to promote sustainable travel to / from the site, as well as set out a monitoring strategy to regularly review the effectiveness of these measures. These documents should be read in conjunction with each other, and it is likely that there will be a cross over in the information prepared for and shared with residents in relation to promoting and encouraging sustainable travel.

1.6 REPORT STRUCTURE

- 1.6.1 The structure of the report is set out as follows:
- ▶ **Section 1** – Describes the purpose and the aims of the Car Park Management Plan as well as the benefits of implementing a Car Park Management Plan and how the plan will be integrated with the Residential Travel Plan;
 - ▶ **Section 2** – Sets out the car parking arrangements at the site as well as the management and enforcement measures that will be implemented at the site and how the Car Park Management Plan will be monitored and reviewed; and
 - ▶ **Section 3** – Provides a summary and conclusion.

2 CAR PARKING ARRANGEMENTS AND MANAGEMENT STRATEGY

2.1 INTRODUCTION

2.1.1 A total of 86 parking spaces will be provided as follows:

- ▶ Each of the proposed three and four-bed dwellings will be provided with one allocated parking space – a total of 30 allocated parking spaces; and
- ▶ The remaining 56 parking spaces will be unallocated.

2.2 CAR PARK MANAGEMENT AND ENFORCEMENT MEASURES

Management Company

- 2.2.1 A management company will be appointed by the developer to manage onsite car parking.
- 2.2.2 The management company will follow the British Parking Association (BPA) Approved Operator Scheme Code of Practice for the control and enforcement of parking on unregulated and private car parks. Upon occupation, each household will be provided with information regarding the parking arrangements at the site, including the location of allocated and unallocated car parking and who is able to use these facilities.
- 2.2.3 Fob controlled security gates will be in place for the parking areas associated with the apartments to the north of the site. Access to these areas will not be possible without a fob which will be provided to residents during completion.
- 2.2.4 All allocated parking areas will be numbered and managed through the use of parking permits, which will need to be displayed within vehicles so that the management company can verify that vehicles are being correctly parked within the respective car parking spaces.
- 2.2.5 Appropriate and visible signage will be erected throughout the development displaying the terms and conditions of the parking arrangements.
- 2.2.6 As part of the operation and management of the CPMP, the appointed management company will perform the following duties:
- ▶ Issue and update parking information to residents to make residents aware of the parking arrangements at the site;
 - ▶ Review permits on an annual basis;
 - ▶ Ensure that allocated parking spaces are suitably numbered or identifiable, to confirm that vehicles are parked in the appropriate spaces;
 - ▶ Monitor car parking within the site at regular intervals; and
 - ▶ Implement appropriate penalties and enforcement, where necessary, in accordance with the relevant British Parking Association Code of Practice.

Communication and Marketing Strategy

- 2.2.7 A communication and marketing strategy will be developed (as part of the RTP) to support the CPMP to ensure the following:

- ▶ Awareness of the CPMP amongst all residents;
- ▶ Provision of travel information from the outset and consistently throughout the lifespan of the RTP to ensure all residents are aware of the sustainable travel options available to them; and
- ▶ Promotion of a package of RTP measures to encourage and support residents to travel sustainably.

2.2.8 The strategy should be effective in keeping the CPMP visible and relevant to all residents and will be the responsibility of the management company. The provision of a management company to manage onsite parking is discussed in the following section. Key aspects of the strategy include:

- ▶ Maintaining confidence in the CPMP among all residents. This can be achieved by monitoring the effectiveness of the measures and amending them when problems are encountered;
- ▶ Regularly communicating with all residents to remind them of the CPMP;
- ▶ Ensuring the management company are easily contactable to help resolve issues with onsite car parking;
- ▶ Ensuring all travel information available is up to date with help from the appointed Residential Travel Plan Coordinator (RTPC); and
- ▶ Developing a successful feedback procedure for the purpose of developing the CPMP to ensure all residents views and concerns are taken into consideration.

2.2.9 Marketing material within the Residential Travel Packs and made available by the CPMP could include:

- ▶ Contact details of the management company and RTPC;
- ▶ Sustainable and active travel advice and information including walking, cycling and public transport maps;
- ▶ Advice and information on car sharing, car clubs, and the benefits of hybrid and electric vehicles / driving sustainably; and
- ▶ A list of further sustainable travel resources, online or offline.

2.3 REVIEW PROCESS

2.3.1 Where required, reviews of the car park operation will be undertaken in conjunction with the Local Planning and Highway Authority, Manchester City Council (MCC) to ensure efficient on-going use of the car park.

3 SUMMARY AND CONCLUSION

3.1.1 Andrew Moseley Associates (AMA) have been commissioned by Triple Jersey to produce this Car Park Management Plan (CPMP) in support of the proposed redevelopment of an existing retail unit to provide residential development.

3.1.2 This CPMP demonstrates the following key points:

- ▶ This CPMP aims to ensure that the parking provided is available for the residents of the development to use, and that all allocated and unallocated parking spaces operate efficiently and effectively;
- ▶ The CPMP has been integrated with the aims and measures of the Residential Travel Plan and both documents should be read in conjunction with each other;
- ▶ A total of 86 parking spaces will be provided as follows:
 - Each of the proposed three and four-bed dwellings will be provided with one allocated parking space – a total of 30 allocated parking spaces; and
 - The remaining 56 parking spaces will be unallocated.
- ▶ A management company will be appointed by the developer to manage onsite car parking who will follow the British Parking Association (BPA) Approved Operator Scheme Code of Practice;
- ▶ Upon occupation, each household will be provided with information regarding the parking arrangements at the site, including the location of allocated and unallocated car parking and who is able to use these facilities;
- ▶ All allocated parking areas will be numbered and managed through the use of parking permits;
- ▶ Appropriate and visible signage will be erected throughout the development displaying the terms and conditions of the parking arrangements;
- ▶ A communication and marketing strategy will be developed as part of the Residential Travel Plan to ensure all residents are aware of the CPMP; and
- ▶ Where required, reviews of the car park operation will be undertaken in conjunction with the Local Planning and Highway Authority.



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Andrew Moseley Associates, 15 St Paul's Street, Leeds, LS1 2JG

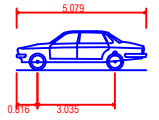
www.amatp.co.uk

info@amatp.co.uk

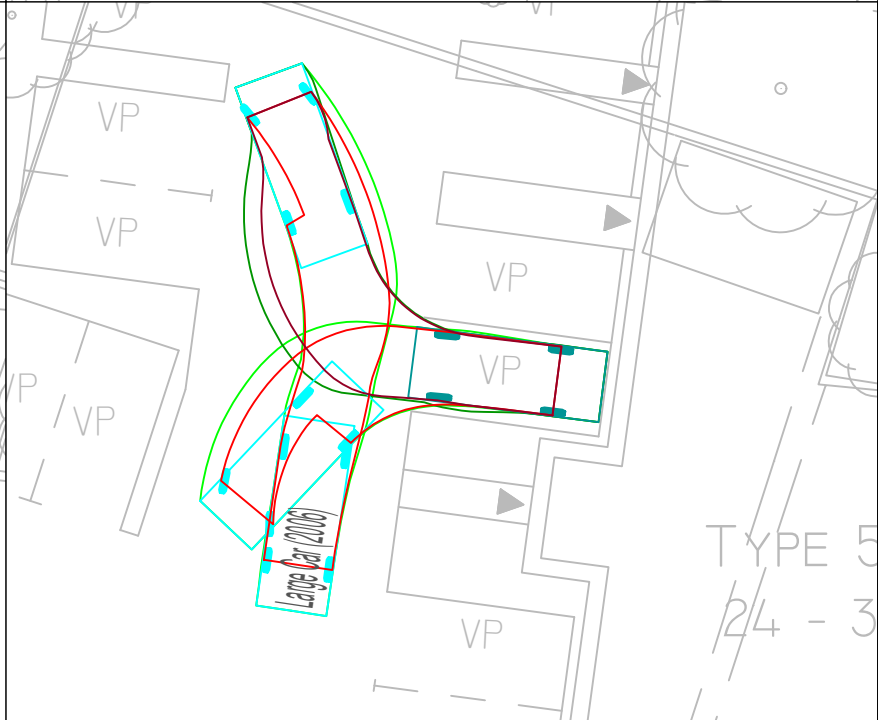
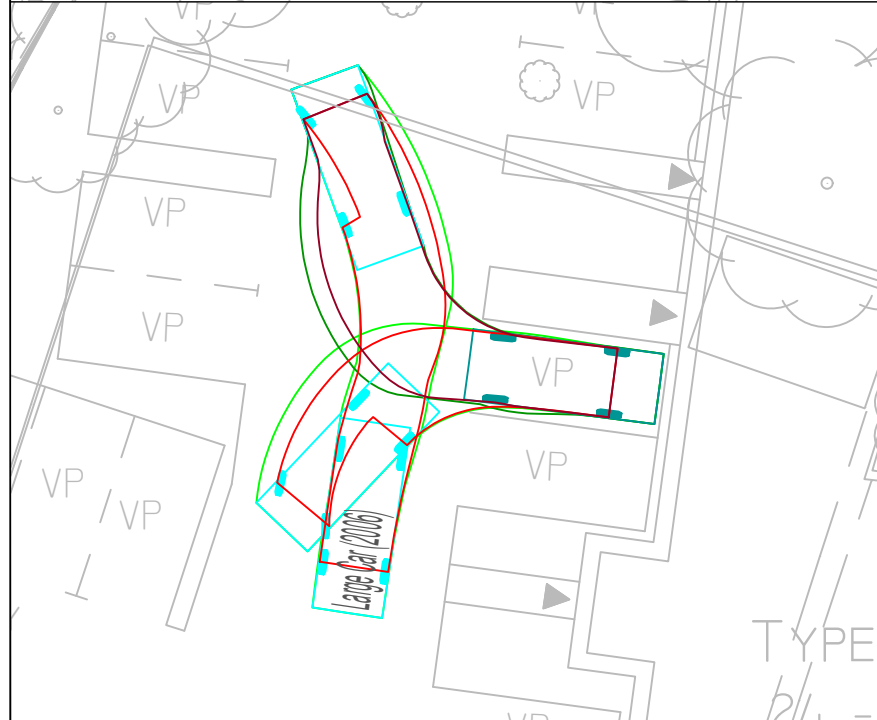
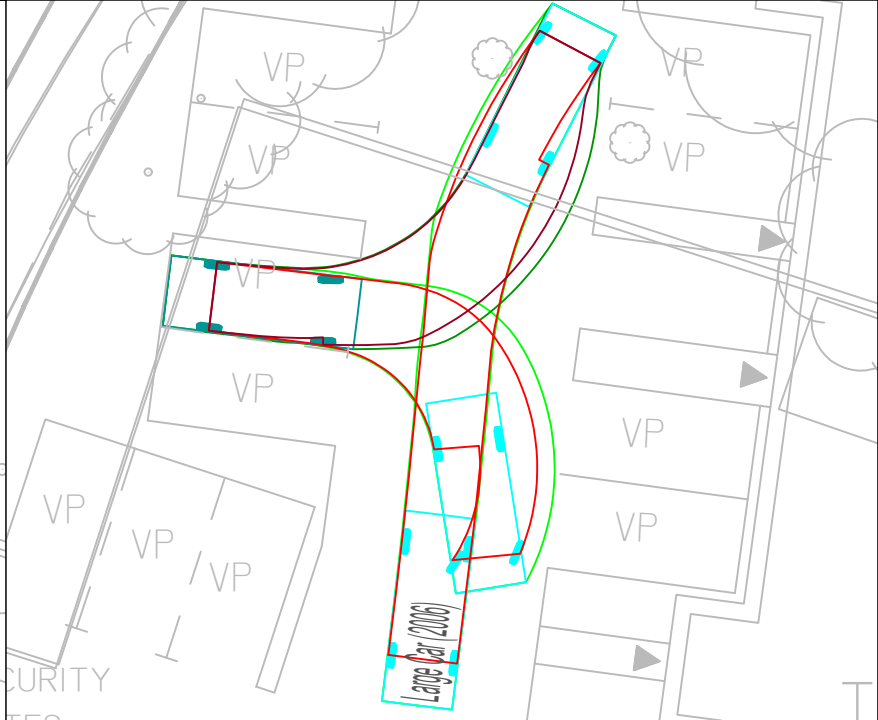
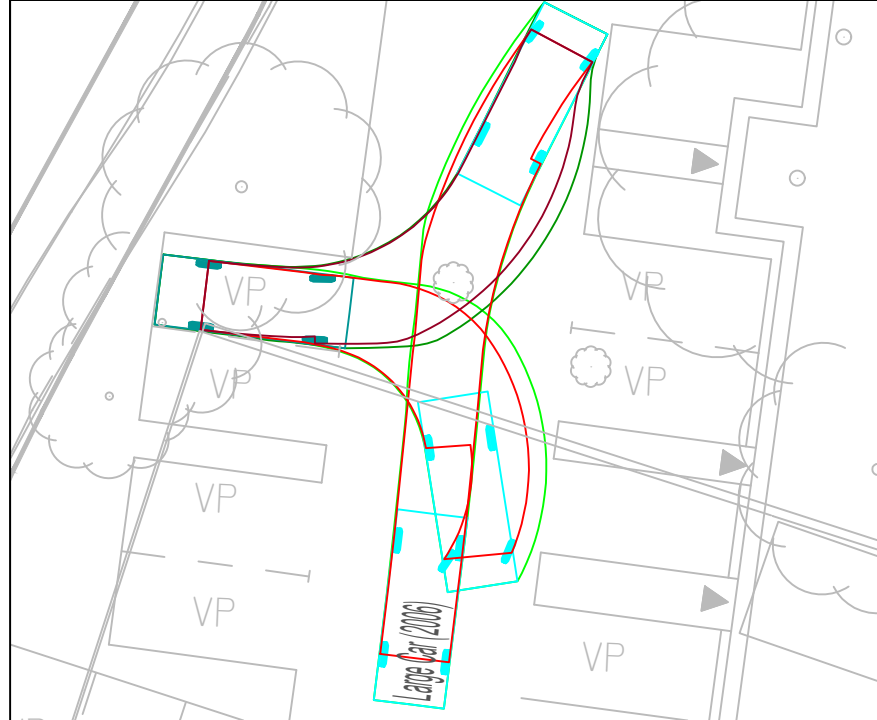
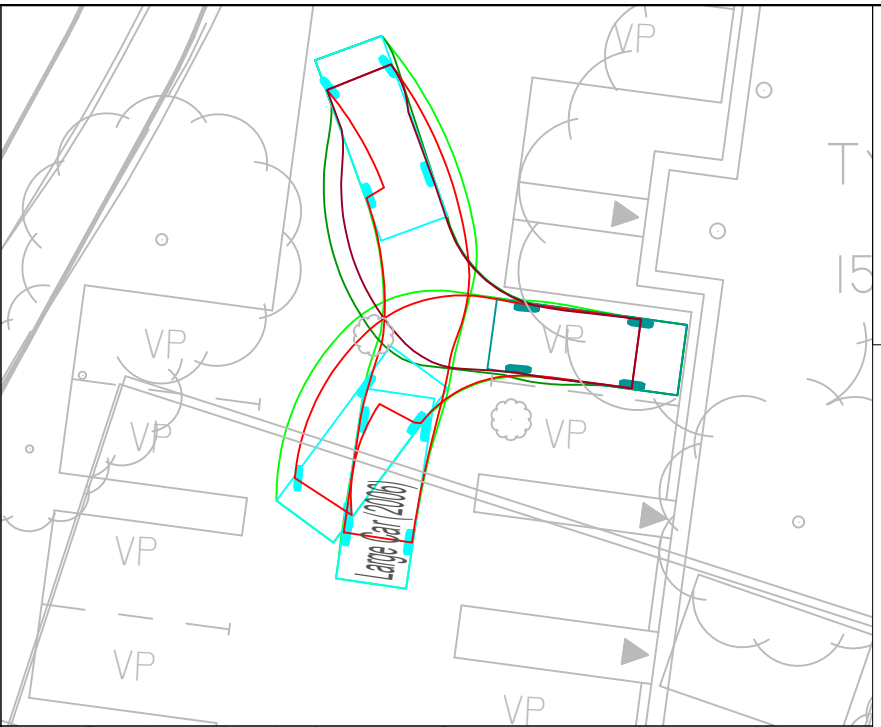
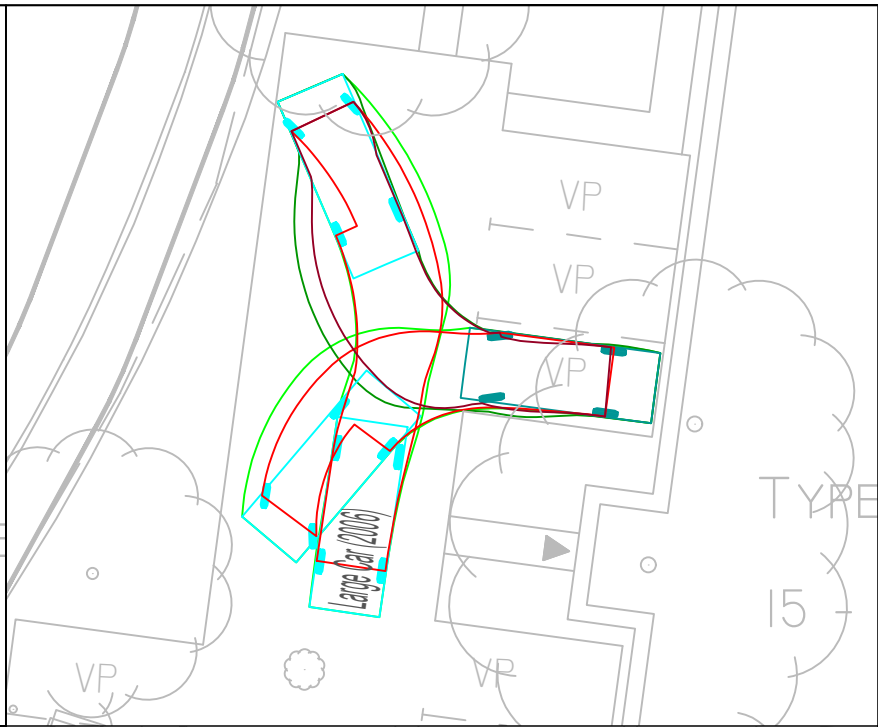
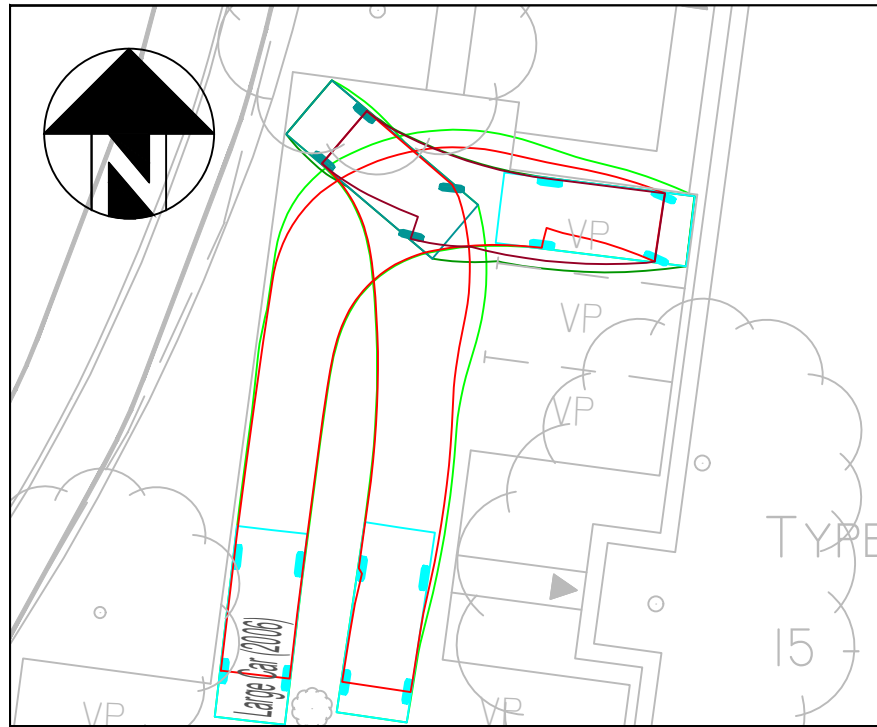


Appendix D

Swept Path Analysis



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



P02	Updated Site Layout	31.01.25	ECT
P01	Preliminary Issue	15.01.25	ECT

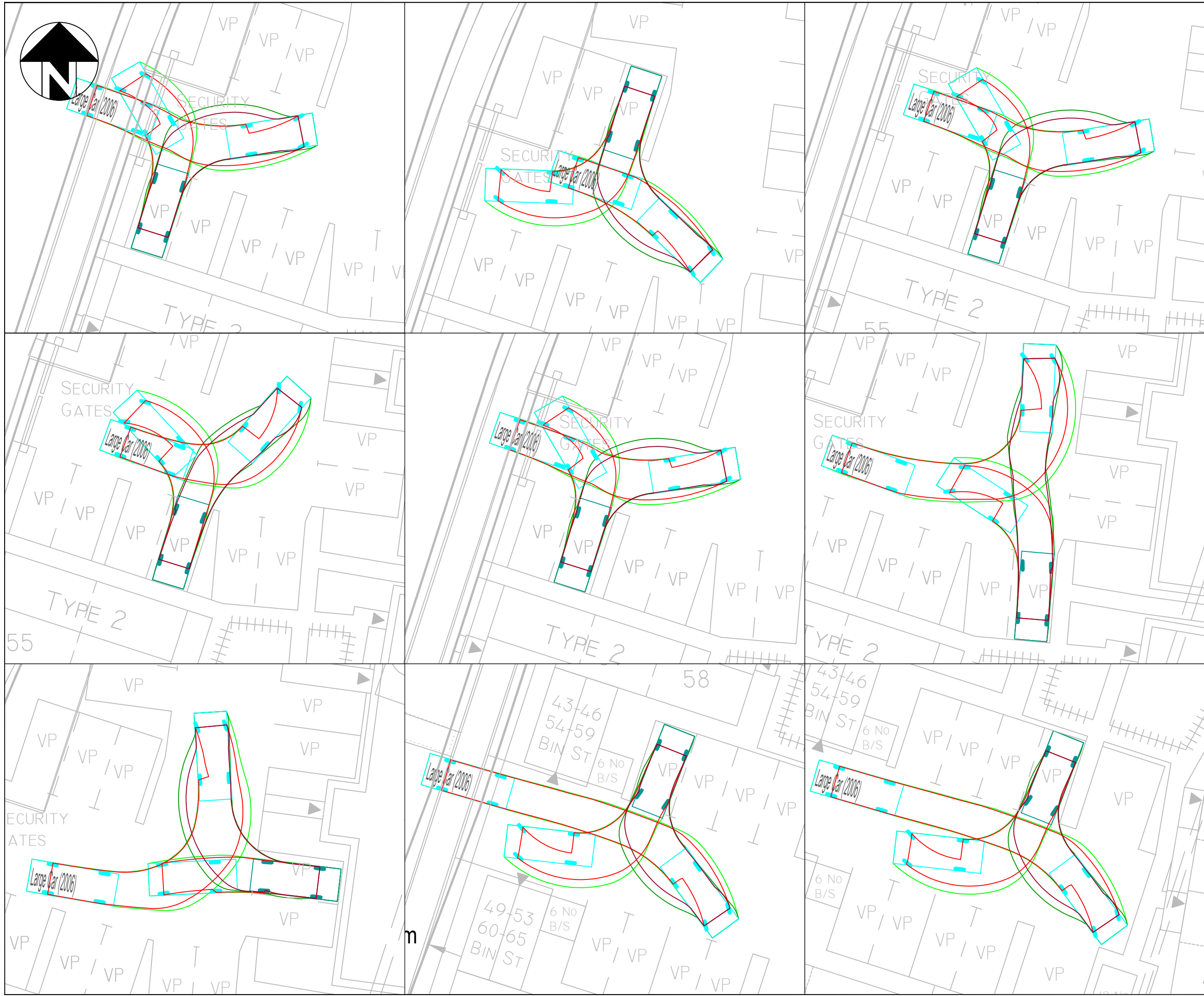
AMA
ANDREW MOSELEY ASSOCIATES
Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds LS1 2JG
www.amatp.co.uk

Project:
B&M Kingsway, Burnage

Client:
Triple Jersey Limited

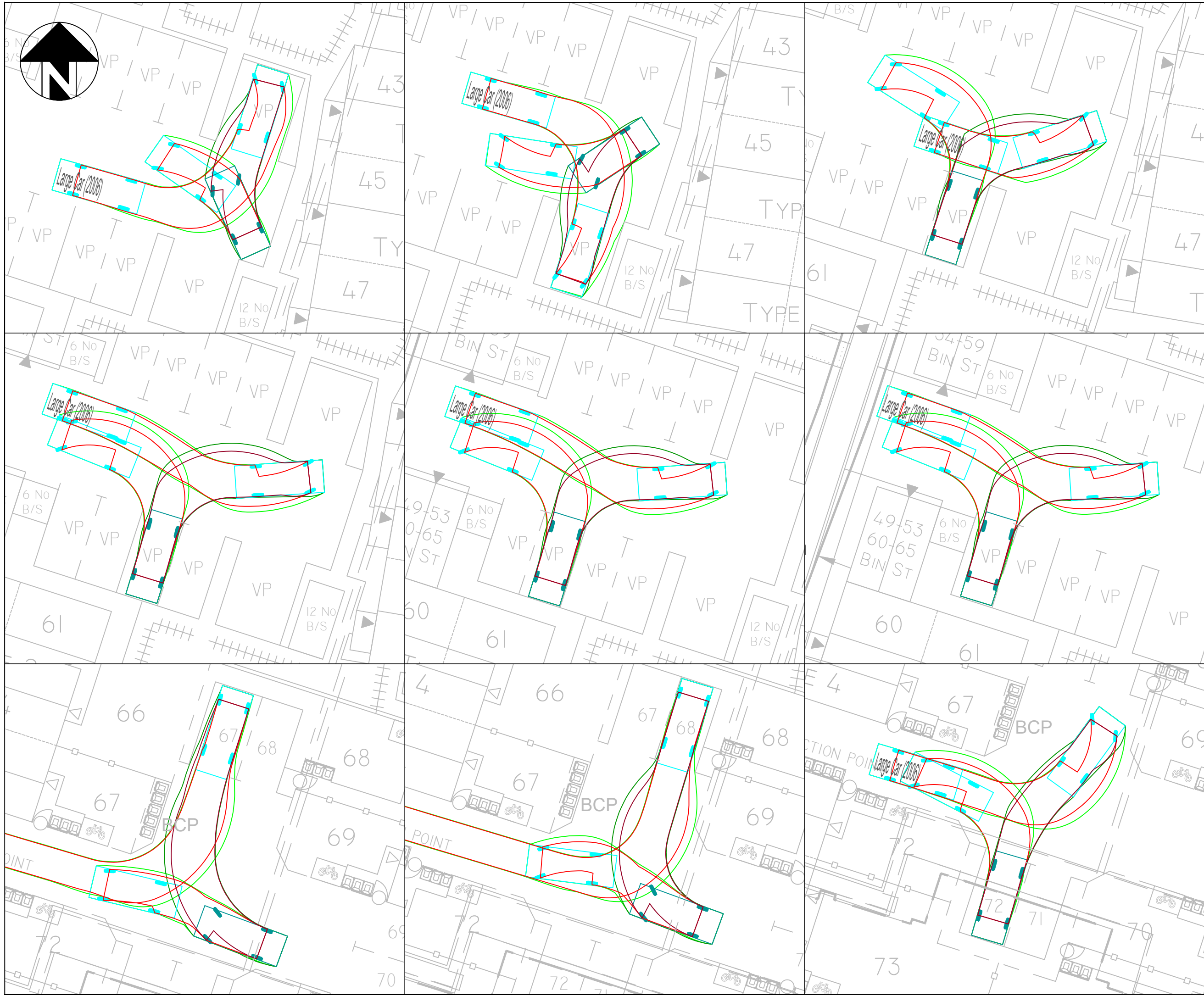
Drawing:
Large Car Swept Path Analysis

Drawn By: ECT	Date: 31.01.2025	
Checked: SD	Scale: 1:200	Paper: A3
Drawing No. AMA-21894-ATR-005.1	Rev. P02	



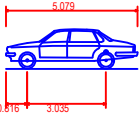
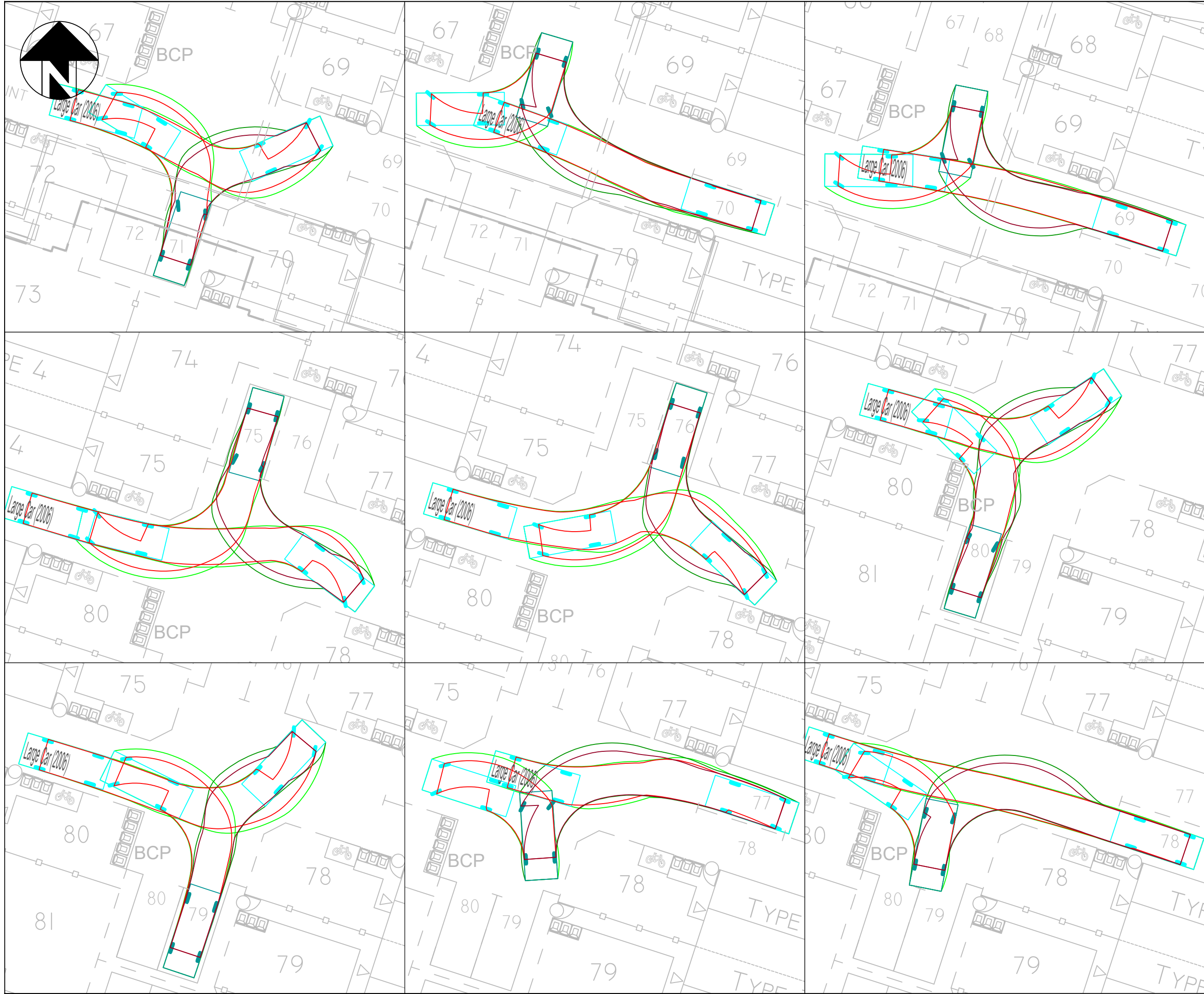
Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P02	Updated Site Layout	31.01.25	ECT
P01	Preliminary Issue	15.01.25	ECT
Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: B&M Kingsway, Burnage			
Client: Triple Jersey Limited			
Drawing: Large Car Swept Path Analysis			
Drawn By: ECT		Date: 31.01.2025	
Checked: SD		Scale: 1:200	Paper: A3
Drawing No. AMA-21894-ATR-005.2			Rev. P02



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P02	Updated Site Layout	31.01.25	ECT
P01	Preliminary Issue	15.01.25	ECT
Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: B&M Kingsway, Burnage			
Client: Triple Jersey Limited			
Drawing: Large Car Swept Path Analysis			
Drawn By: ECT	Date: 31.01.2025		
Checked: SD	Scale: 1:200	Paper: A3	
Drawing No. AMA-21894-ATR-005.3			Rev. P02



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P02	Updated Site Layout	31.01.25	ECT
P01	Preliminary Issue	15.01.25	ECT



ANDREW MOSELEY ASSOCIATES

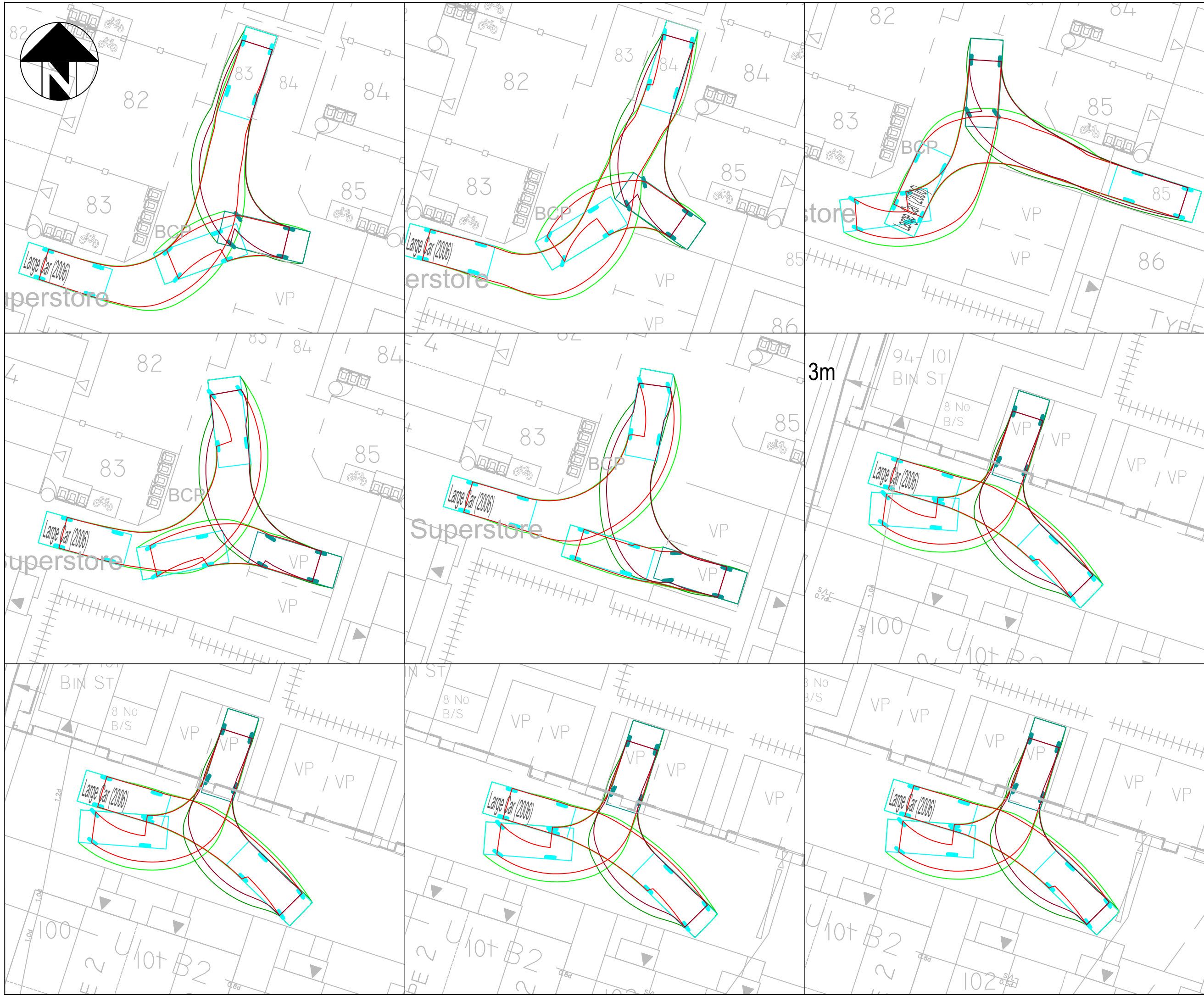
Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds LS1 2JG
www.amatp.co.uk

Project:
B&M Kingsway, Burnage

Client:
Triple Jersey Limited

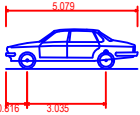
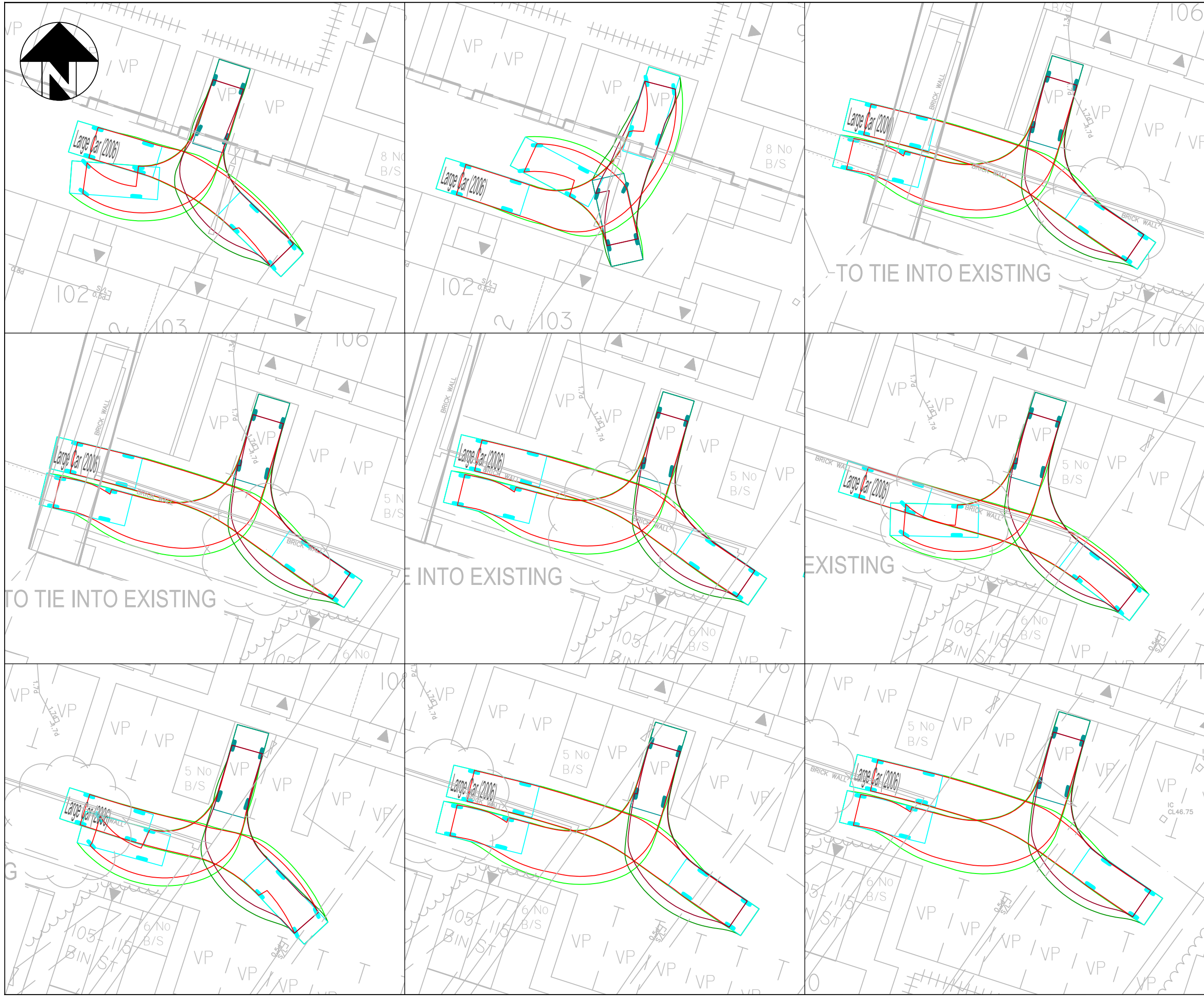
Drawing:
Large Car Swept Path Analysis

Drawn By: ECT	Date: 31.01.2025	
Checked: SD	Scale: 1:200	Paper: A3
Drawing No. AMA-21894-ATR-005.4	Rev. P02	



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P02	Updated Site Layout	31.01.25	ECT
P01	Preliminary Issue	15.01.25	ECT
ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: B&M Kingsway, Burnage			
Client: Triple Jersey Limited			
Drawing: Large Car Swept Path Analysis			
Drawn By: ECT		Date: 31.01.2025	
Checked: SD		Scale: 1:200	Paper: A3
Drawing No. AMA-21894-ATR-005.5			Rev. P02



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P01	Preliminary Issue	31.01.25	ECT
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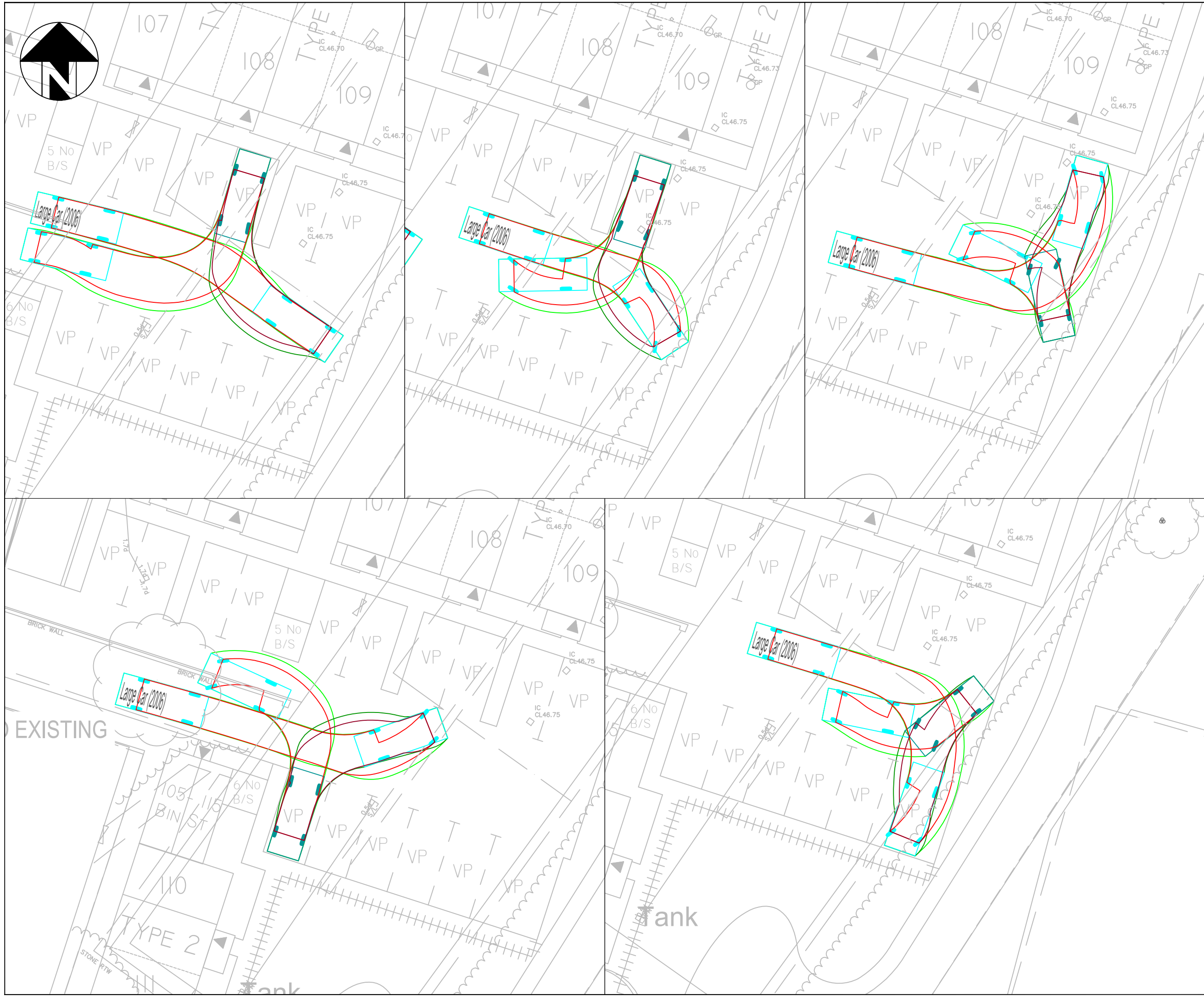
AMA
ANDREW MOSELEY ASSOCIATES
15 St Paul's Street
Second Floor
Leeds
LS1 2JG
www.amatp.co.uk

Project: B&M Kingsway, Burnage

Client: Triple Jersey Limited

Drawing: Large Car Swept Path Analysis

Drawn By: ECT	Date: 31.01.2025	Paper: A3
Checked: SD	Scale: 1:200	
Drawing No. AMA-21894-ATR-005.6	Rev. P01	



P01	Preliminary Issue	31.01.25	ECT
		Transport Infrastructure Consultant 15 St Paul's Street Second Floor Leeds LS1 2JH www.amatp.co.uk	
Project:			
B&M Kingsway, Burnage			
Client:			
Triple Jersey Limited			
Drawing:			
Large Car Swept Path Analysis			
Drawing By: ECT		Date: 31.01.2025	
Checked: SD		Scale: 1:200	Paper: A3
Drawing No. AMA-21894-ATR-005.7			Rev. P01



TO TIE INTO EXISTING FOOTWAY

2.4m BY 25m VISIBILITY SPLAY

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

NOTE: - Unable to get trace signal from electric supply to road sign.

2.4m BY 25m VISIBILITY SPLAY

R. 4m

NOTE: - Unable to lift. MH frame cracked.

R. 8m

5.5m

3m

TYPE 5
1 - 14

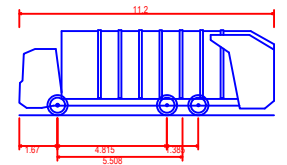
+44.00

TYPE 5

15 - 23

TYPE 5

SECURITY
GATES



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

P01 Preliminary Issue 23.01.25 SD

AMA
ANDREW MOSELEY ASSOCIATES
Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds LS1 2JG
www.amatp.co.uk

Project:
KINGSWAY, BURNAGE

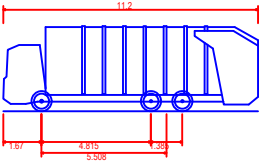
Client:
TRIPLE JERSEY LIMITED

Drawing:
REFUSE VEHICLE SWEEP PATH ANALYSIS - ACCESSING

Drawn By: SD Date: 23.01.2025

Checked: AMM Scale: 1:250 Paper: A3

Drawing No. AMA-21894-ATR006 Rev. P01



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

P01	Preliminary Issue	23.01.25	SD
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ANDREW MOSELEY ASSOCIATES

Transport &
Infrastructure
Consultants

15 St Paul's Street
Second Floor
Leeds
LS1 2JG

www.amatp.co.uk

Project:

KINGSWAY, BURNAGE

Client:

TRIPLE JERSEY LIMITED

Drawing:

REFUSE VEHICLE SWEEP PATH
ANALYSIS - EGRESSING

Drawn By:	SD	Date:	23.01.2025
Checked:	AMM	Scale:	1:250
Drawing No.	AMA-21894-ATR006	Paper:	A3
		Rev.	P01

Appendix E
Site Layout Plan

KINGSWAY, BURNAGE

Notes:



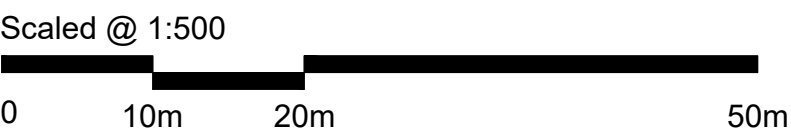
PLANNING LAYOUT LAYERS

Boundary treatments

- 1.8m High Brick wall
- 1.8m High Wall and Close boarded timber fence
- 1.8m High Close boarded timber fence
- 1.2m High Metal railings
- Tree/vegetation to be retained.
- Root protection Zone.
- Tree/vegetation to be removed.
- Gate
- Plot Bin Store
- Bike Store
- Bin collection point
(bin collection day only)

PLANNING LAYOUT

Accommodation schedule						
Name	Floor Area Sq Ft	Beds	Storeys	Accom	No.	Total
Type 2	698	2	3	2B	54	48524
Type 3	1128	3	3	3B	8	9024
Type 4	1305	4	3	4B	12	15660
Type 5 - Apt Type 1	659	2	3	2B	12	7908
Type 5 - Apt Type 2	676	2	3	2B	4	2704
Type 5 - Apt Type 3	702	2	4	2B	2	1404
Type 5 - Apt Type 4	703	2	4	2B	20	14060
Type 5 - Apt Type 5	704	2	4	2B	3	2112
Sub Total					115	101796



D	Bin collections points added to housing areas	SSH	31.01.25
C	Various parking bays and overhangs amended to AMA comments	SSH	20.01.25
B	Apartment footprint amended to suit planning drawing update	SSH	Sept 24
A	Internal fences replaces with Wall / Fence to LPA comments	SSH	Sept 24
REV.	DESCRIPTION	BY:	DATE

STEN

ARCHITECTURE

STEN Architecture Ltd
The Studio
Harrison Street
Warrington
WA1 1PS
Tel: 01924 869881

Web: www.sten-architecture.co.uk
Twitter: @STEN_arch
Facebook: stenarchitecture
LinkedIn: Sten Architecture

CLIENT:

TRIPLE JERSEY LIMITED

SITE:

KINGSWAY
BURNAGE

TITLE:

PLANNING LAYOUT

SCALE AT A0:

1:500

PROJECT NO.:

2305

DATE:

AUG 23

DRAWN:

SSH

CHECKED:

-

DRAWING NO.:

2425.01:PL

REVISION:

D