Ambrose Street, Gorton

GK Construction & Project Management

October 2024

ROAD CONDITION SURVEY

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REPORT

DOCUMENT:	Road Condition Survey
PROJECT:	Ambrose Street, Gorton
CLIENT:	GK Construction & Project Management
JOB NUMBER:	4576
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Appendix 1 MH1314-207 Proposed Site Plan

1 INTRODUCTION

1.1 Introduction

1.1.1 This road condition survey has been prepared on behalf of GK Construction & Project Management (GKCPM) to discharge condition 3 of planning application 135680/FO/2022, which requires a dilapidation survey for the GKCPM site at Ambrose Street in Gorton.

1.1.2 The planning condition states:

1.1.3 *A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.*

1.1.4 It was agreed with Patrick Allmark of GKCPM and Manchester City Council that a road condition survey would be undertaken along the construction route to the site as shown on plan 4576-03.

1.1.5 The purpose of the road condition survey is to establish the existing carriageway and footway condition leading to the development site from the surrounding area. This would help establish existing surface condition of the carriageway and footway prior to use by construction traffic, and thereafter this would help attribute any future potential repair works that might be required after construction.

1.1.6 A plan showing the proposed layout is presented on drawing MH1314-207 Proposed Site Plan in Appendix 1.

2 SURVEY OVERVIEW

2.1 Site Visit

2.1.1 A site visit was made on 2nd October 2024 to undertake a pre-construction road condition survey. The survey was undertaken in the daytime when the conditions were clear.

2.1.2 The scope of the survey was presented to Manchester City Council prior to the site visit, with the extents of the road condition survey bordered red on plan 4576-03.

2.1.3 The proposed survey area included Ambrose Street, where the site is accessed, extending 130 meters east from its junction with the A6010. The junction itself was also included, along with additional extensions of 100 meters to the north and south. The exact boundary is shown on plan 4576-03.

2.2 Survey Description

2.2.1 Along the route of the road condition survey, observations and photographic images were taken every 10m along the route detailed above. More in-depth observations were made of damage in areas where existing carriageway and footway were in poor condition, or where there were concerns of potential road damage arising from future construction traffic.

2.2.2 Photographic evidence was taken of the pre-construction condition of these areas in order to provide a fair comparison for the follow up road condition survey to be undertaken following completion of the proposed development.

2.2.3 Drawing 4576-01 provides images of the photographic survey with images taken at approximate 10m intervals to establish an overall record of the carriageway condition.

2.2.4 Drawing 4576-02 shows images of existing defects in the highway.

3 OBSERVATIONS

3.1.1 For ease of reference, each of the photographs taken during the road condition survey are presented in 4576-01 and 4576-02. Photographic comments below correspond to drawing 4576-02 which shows existing defects.

3.2 Photograph Comments

1. The kerbs are sunken, and tactile paving is below the level of the carriageway surface. There is a minor loss of aggregate across the entire southbound carriageway, with multiple missing road studs throughout the crossing.

2. The patchwork repairs on the carriageway have led to surface cracking along the edges. There is surface loss within the crossing, and several road studs are missing

3. The manhole appears to have slightly sunken, and the carriageway is exhibiting minor aggregate loss in each lane.

4. The cycle lane is showing surface deterioration, with numerous surface cracks appearing throughout.

5. The surface deterioration across the cycle way persists, with several minor potholes contributing to an uneven surface. The carriageway is showing surface cracks and aggregate loss, while the centreline markings have worn down and become unclear.

6. As previously noted, surfacing and aggregate loss continue to affect both the cycle lane and carriageway.

7. As previously mentioned, road studs are missing throughout the crossing. The stop line marking is inconsistent and requires repainting. There is also minor aggregate loss across the carriageway.

8. Significant patchwork repairs are present within the junction, with the edges of all patches experiencing surface degradation and widespread cracking.

9. The existing tactile paving has become uneven and has sunken below the kerb line. The carriageway surface adjacent to the kerb line has also become uneven, with minor potholes present throughout.

10. The existing guardrail has been damaged in an accident and is currently leaning into the footway.

11. The existing gully is in good condition; however, the carriageway surface is in poor condition, and the road markings continue to show signs of wear throughout the carriageway.

12. Utility patchwork throughout the footway has resulted in various uneven surfaces exhibiting cracks. The poor condition of the carriageway persists throughout Ambrose Street.

13. The sunken gully is experiencing surface cracking and delamination to the edges and will need to be cleared of debris. Major cracking to footway surface and loss of surface adjacent kerbline.

14. Site access junction has multiple cracking throughout the carriageway. It is noted this is to be resurfaced as part of the S278 works.

15. The utility manhole has recently been resurfaced; however, the larger manhole exhibits surface course loss surrounding it, along with cracking in the patchwork. There are also minor potholes present throughout the area. It is noted that this will be resurfaced as part of the S278 works.

16. The existing footway surface and kerbs are exhibiting cracking and unevenness. The surface course surrounding the existing gully is experiencing significant cracking, resulting in an uneven surface.

17. Significant patchwork throughout the footway has resulted in varying surface courses, creating an uneven walking surface. The poor condition of Ambrose Street persists, characterised by multiple large surface cracks and minor potholes.

18. 18. The existing gully is experiencing surface crazing around the surface course, and there are multiple minor cracks in the utility patchwork within the footway.

19. There is significant cracking and surface course loss at the crown of Ambrose Street, along with minor cracks distributed across the width of the carriageway.

20. There is minor cracking along the footway patchwork, and the gully is severely sunken, exhibiting surface cracking at the edges.

21. New surfacing has been applied around the existing utility cover, while minor cracking is present in the existing carriageway surrounding the patchwork.

22. Existing works within the carriageway, which could potentially lead to problems. Existing site access is to be made redundant and become footway as part of S278 works.

23. Existing footway surfacing and kerbs are cracked and uneven. It is noted as part of the S278 there is to be new kerbs and surfacing.

24. Two manholes located at the centre of the junction are uneven, accompanied by minor potholing in the surrounding area.

25. The existing tactile paving and kerbs at the controlled crossing are positioned below the surface course of the carriageway. The tactile paving is uneven throughout the island.

26. There is significant aggregate loss and surface cracking throughout the cycle lane. The road markings across the entire northbound carriageway require replacement, as they are no longer visible.

27. As previously mentioned, the surfacing within the cycle lane remains in poor condition, and the road markings are not visible.

28. Existing gully within the bus lay-by has sunken resulting in a major crack in the surface.

29. Aggregate loss continues throughout the cycle lane adjacent to the bus lay-by. While the gully is in good condition, there is surface loss surrounding it.

30. Extensive saw lines are present within the carriageway. There is minor potholing adjacent to the kerb line, and the road markings are not visible.

31. The carriageway surface is uneven around the irregular patchwork, with minor surface cracks present throughout.

32. Surface crazing is observed adjacent to the kerb lines, with utility patchwork present within the carriageway exhibiting minor surface loss and cracking throughout.

33. Surface cracks in each corner of the manhole surfacing. It is noted this area is to be resurfaced as part of the S278 works.

34. Significant surface cracks have resulted in a highly uneven surface. The condition of the carriageway in this area is very poor, with potholes present across its entire width.

35. The carriageway remains in extremely poor condition in this area, characterised by an uneven surface that leads to the formation of puddles on Ambrose Street.

36. The opposite side of the carriageway is in slightly better condition; however, there is minor aggregate loss affecting the westbound traffic lane.

37. The patchwork on the carriageway has resulted in extensive cracking and potholing throughout the area. The manhole exhibits large cracks at the edges, accompanied by a loss of surface course.

38. The footway opposite the site is uneven due to utility patchwork. Additionally, there is surface cracking and aggregate loss adjacent to the kerb line.

39. Loss of aggregate around the sunken gully, creating an uneven surface near the kerb line.

40. The existing gully is in good condition; however, the patchwork appears to have sunken, creating an uneven surface. Additionally, the minor utility manhole also appears to be sunken. There is cracking present throughout the carriageway.

41. The poor condition of the carriageway persists along Ambrose Street adjacent to the site. As previously noted, the ongoing works could potentially exacerbate existing issues within the carriageway; however, it is due to be resurfaced as part of the S278 works.

42. There is delamination and surface cracking around the gully, and surface cracks throughout the carriageway remain present.

43. Extensive saw lines are present in the carriageway, and the utility patchwork appears to have sunken below the existing carriageway surface level.

44. The existing gully and manhole covers are in good condition; however, there is minor aggregate loss adjacent to the kerb line.

45. Multiple manhole covers within the carriageway appear to be in good condition, showing no signs of wear on the carriageway surface within their vicinity. However, there are minor potholes and aggregate loss present in other areas.

46. There is aggregate loss throughout the mouth of the junction, and the stop line is becoming increasingly worn.

47. The southbound cycle lane on the A6010 continues to exhibit surface loss, with extensive cracking throughout. The tie-in between the bus lay-by and the cycle lane has become uneven.

48. Severe delamination and surface cracking to the gully adjacent the bus lay-by, loss of surfacing within the carriageway with minor potholes throughout.

49. Poor condition of the cycle lanes continue, with severe delaminated sunken gullies in the cycle causing a severe hazard to cyclists due to the uneven surface.

50. The bus stop markings have become worn and are barely visible. The cycle lane exhibits surface loss throughout, and there is a sunken gully with significant surface loss in its vicinity.

51. Sunken gully with severe delamination and surface cracking adjacent the bus lay-by.

52. The manhole cover appears to be in good condition; however, there is surface loss in the surrounding area, resulting in minor potholing in the carriageway.

53. The existing gully is beginning to sink, causing cracking in the surface of the carriageway. There is aggregate loss throughout the width of the carriageway and around the edges of the patchwork.

54. Two small utility covers have sunk causing surface cracking to the carriageway, carriageway surfacing adjacent the kerbline is in very poor condition.

55. The carriageway surface through the signalised junction is showing signs of wear and tear with loss of aggregate and surfacing throughout.

56. As previously mentioned, the entire junction between all stop lines is in poor condition.

57. There is aggregate loss throughout the carriageway, along with surface cracking adjacent to the carriageway patchwork on the northbound A6010.

58. Carriageway patchwork has created uneven surfacing along the width of the carriageway, minor changes in surface level throughout.

59. The existing manhole cover has sunk, resulting in minor aggregate loss in its vicinity. The gully needs to be cleared of debris and is also showing signs of minor surface cracking at the edges.

60. Small utility cover has sunken to one side, carriageway is in good condition in the vicinity of it.

61. Right turn lane is in poor condition with loss of aggregate adjacent the A6010 northbound.

62. The existing utility patchwork in the central reserve has created an uneven surface across its width. The rest of the central reserve appears to be in good condition.

63. Manhole cover has sunken considerably, causing a deep drop in surface level within the existing carriageway.

64. Multiple patchworks throughout the footway with different surface courses causing an uneven surface throughout with minor cracking.

65. The existing gully at the beginning of the cycle lane is in good condition; however, the cycle lane has lost surfacing throughout and appears to be slightly lower than the adjacent carriageway levels. The road markings are worn throughout.

66. The northbound cycle lane remains in poor condition, exhibiting surface loss and cracking throughout. The level difference, as previously mentioned, persists.

67. Existing gully appears to be in good condition albeit slightly sunken. Surfacing cracking to the cycle lane continues.

68. There is significant cracking in the surface course of the cycle lane, and the level difference between the main carriageway persists. The lane arrows within the main carriageway are beginning to wear, and there is minor aggregate loss present in the main carriageway.

69. Existing gully is in good condition, with only minor loss of surfacing adjacent to it. Loss of surfacing in the cycleway, with several cut lines within it causing a minor uneven surface.

70. Cycle lane continues to be in poor condition, and road markings are worn throughout.

71. Existing carriageway patchwork around the manhole cover has started to lose aggregate causing minor potholes. Surface cracking throughout the junction.

72. There is aggregate loss at the edges of the carriageway patchwork, resulting in very minor potholing, along with aggregate loss throughout the junction.

73. Tactiles have become uneven on the island, with overgrown vegetation present between each tactile.

74. As previously mentioned, the existing junction between all four stop lines is showing signs of wear and tear with loss of aggregate throughout.

75. The existing gully adjacent to the tactile paving is in good condition; however, it will need to be cleared of debris. The tactile paving within the island is also in overall good condition.

76. Loss of surfacing and aggregate throughout the carriageway.

77. As above, the poor condition of the carriageway continues. Centreline markings are worn and are barely visible.

PLANS


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NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- AGREED BOUNDARY FOR ROAD CONDITION SURVEY
- LOCATION AND DIRECTION OF PHOTOGRAPH

SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GKCPM

PROJECT:
AMBROSE STREET,
GORTON

DRAWING TITLE:
EXISTING ROAD CONDITION SURVEY PLAN - ALL AREAS

SCALES:
1:500 @ A0

DRAWN:	CHECKED:	DATE:
LB	MC	OCT 24

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4576-01
REVISION: -

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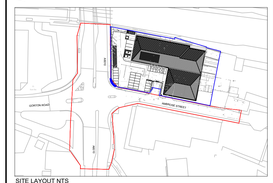

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SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: GKCPM

PROJECT: AMBROSE STREET, GORTON

DRAWING TITLE: EXISTING ROAD CONDITION SURVEY PLAN - EXISTING DEFECTS (SHEET 1 OF 3)

SCALES: 1:250 @ A0

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4576-02	-

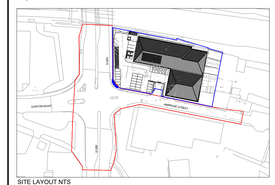
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- INDICATIVE SITE BOUNDARY
- AGREED BOUNDARY FOR ROAD CONDITION SURVEY
- LOCATION AND DIRECTION OF PHOTOGRAPH



SITE LAYOUT NTS



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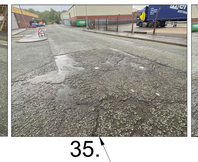
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REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: GKCPM

PROJECT: AMBROSE STREET, GORTON

DRAWING TITLE: EXISTING ROAD CONDITION SURVEY PLAN - EXISTING DEFECTS (SHEET 2 OF 3)

SCALES: 1:250 @ A0

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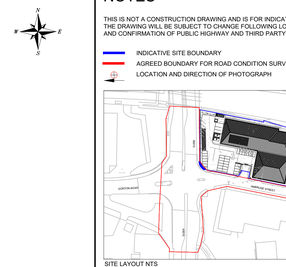


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- INDICATIVE SITE BOUNDARY
- AGREED BOUNDARY FOR ROAD CONDITION SURVEY
- LOCATION AND DIRECTION OF PHOTOGRAPH

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GKCPM

PROJECT:
AMBROSE STREET,
GORTON

DRAWING TITLE:
EXISTING ROAD CONDITION SURVEY PLAN - EXISTING DEFECTS (SHEET 3 OF 3)

SCALES:
1:250 @ A0

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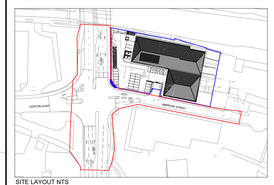
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- INDICATIVE SITE BOUNDARY
- AGREED BOUNDARY FOR ROAD CONDITION SURVEY



SITE LAYOUT NTS



NORTH SOUTH AERIAL VIEW

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GKCPM

PROJECT:
AMBROSE STREET, GORTON

DRAWING TITLE:
LOCATION PLAN

SCALES:
1:250 @ A0

DRAWN:	CHECKED:	DATE:
LB	MC	OCT 24

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Manchester
M3 4LY

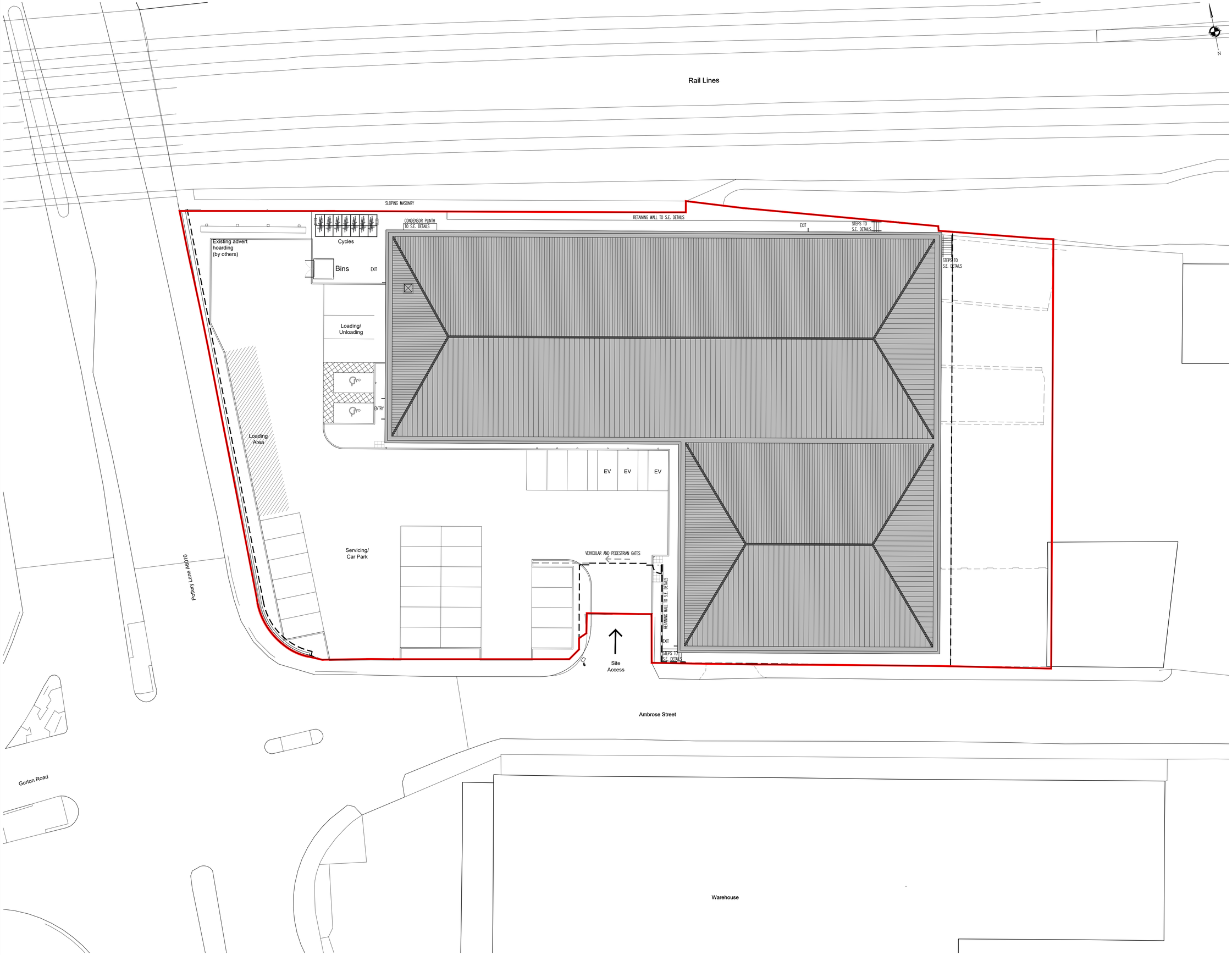
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REVISION: -

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APPENDICES



SCHEDULE OF ACCOMMODATION:

SITE AREA	1.27 Acres 0.52 Hectares
LINE OF 2400MM HIGH PALADIN FENCING AND GATES	

GROSS INTERNAL FLOOR AREA

GROUND FLOOR	2,320sqm / 24,974sqft
FIRST FLOOR	2,320sqm / 24,974sqft
SECOND FLOOR	2,320sqm / 24,974sqft
THIRD FLOOR	2,320sqm / 24,974sqft
FOURTH FLOOR	2,320sqm / 24,974sqft
TOTAL FLOOR AREA -	11,600sqm / 124,870sqft

GROSS EXTERNAL FLOOR AREA

GROUND FLOOR	2,395sqm / 25,782sqft
FIRST FLOOR	2,395sqm / 25,782sqft
SECOND FLOOR	2,395sqm / 25,782sqft
THIRD FLOOR	2,395sqm / 25,782sqft
FOURTH FLOOR	2,395sqm / 25,782sqft
TOTAL FLOOR AREA -	11,975sqm / 128,910sqft

PARKING SPACES	25no. STANDARD SPACES 3no. LOADING SPACES 2no. DDA SPACES 3no. EV SPACES 14no. CYCLE SPACES

Rev	Description	Date	By	Chk
B	KERBS AMENDED, TACTILE PAVING, GATES, BOLLARDS, DOOR BARRIERS ADDED.	31.05.23	PS	GB
A	PAVEMENT FILLED IN, PATH TO EV SPACES	28.04.23	PS	GB

Status: Purpose for Issue
Planning ☐ Tender ■
Construction ☐ As Built ☐
TENDER

Client
STORAGE WORLD

Contract
PROPOSED DEVELOPMENT
AMBROSE STREET
MANCHESTER

Drawing
PROPOSED SITE PLAN

bateandtaylor architects
www.bate-taylor.co.uk
macintosh house
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manchester m1 5gg
tel: 0161 236 0999
fax: 0161 236 0404
mail@bate-taylor.co.uk

Drawing No.	MH1314-207	Revision	B
Scales	1:200@A1	Date	APRIL' 23
Drawn	PS	Checked	GB

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01 Proposed Site Plan
Scale 1:200 @ A1

0 2 4 6 8 10
Scale 1:200 in Metres

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