

PROPOSED COMMERCIAL DEVELOPMENT, CLIFTON STREET, MANCHESTER
APPLICATION REFERENCE: 139600/FO/2024
RESPONSE TO MCC COMMENTS – NOVEMBER 2024

INTRODUCTION

Eddisons has been instructed by Zulfiqar Ali to advise on the traffic and transport issues relating to a planning application for a commercial development off Clifton Street in Manchester.

The applicant is seeking permission to rebuild the previous industrial buildings which were destroyed by a fire. The proposal will therefore make use of a brownfield site and will be reduced in scale from the previous development. The site will be 'L' shaped and consists of 2 new light industrial units with a slightly reduced total area of approximately 1,525 square metres.

This particular note will response to comments made by Manchester City Council (MCC) which were relayed by the planning officer by e-mail to the applicant dated 16th October 2024. Each MCC comment will be listed below in italics with Eddisons response next to each one in normal text.

TRIP GENERATION AND SAFETY

MCC Comment – *'A Transport Statement (TS) has been submitted which provides a trip generation assessment based on the TRICS database. The assessment shows that the unit would generate circa. 4no. two-way vehicle trips in the AM and PM peak periods respectively. However, Highways have concerns regarding the TRICS assessment methodology taken forward as the survey sites are not fully representative of the proposed development. For example, there appears to have been very limited filtering of site parameters in relation to floor area and location. Furthermore, it appears that the output does not utilise the most recent TRICS data. A number of surveys were also undertaken in 2020 when COVID restrictions were in place. Based on the above, Highways request that an updated TRICS trip generation assessment is provided. This will determine whether further assessments are necessary.'*

Eddisons Response – as requested by MCC, a revised TRICS assessment has been carried out. To TRICS database has been used with reference to the ‘Employment – Industrial Unit’ range of sites, for all sites of 500 to 5,000 square metres, which is similar to the proposal, and using surveys that were not carried out during the Covid pandemic.

A summary of the trip rates and trips based on the total proposed light industrial units comprising 1,5250 square metres are presented in **Table 1** below with the full TRICS output contained in **Appendix 1**.

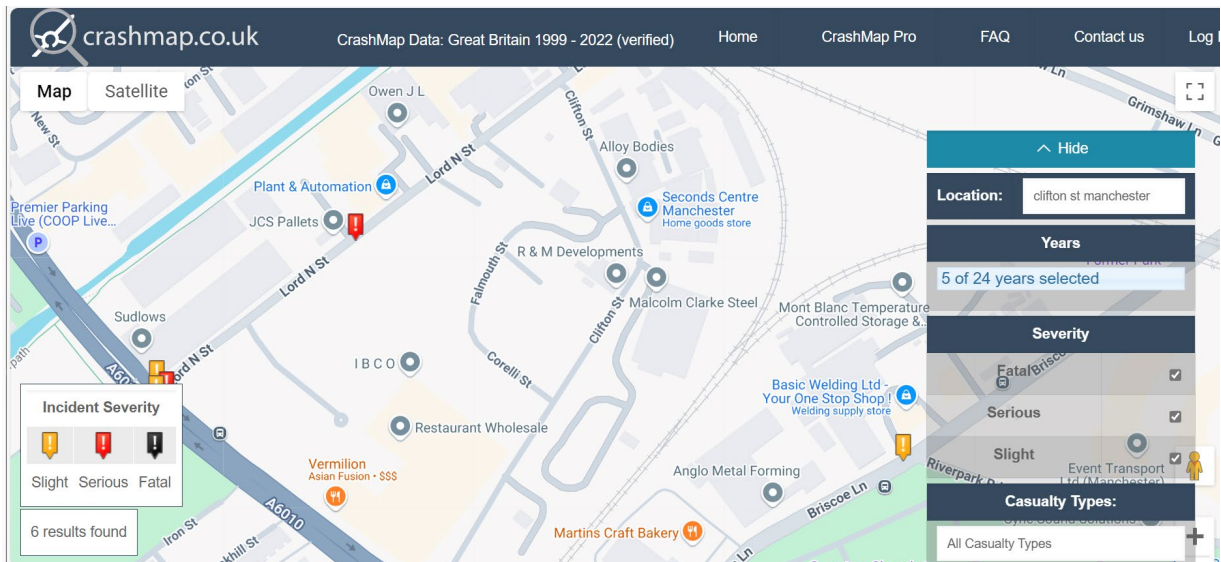
Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.522	0.109	8	2
	PM Peak Hour	0.033	0.288	1	4

Table 1 - Proposed Trip Generation for Light Industrial Units (1,525 sqm)

As can be seen in Table 1, even using a more robust analysis, the proposed light industrial units are forecast to only generate approximately 10 two-way trips during the busiest peak hour period. This will result in a negligible impact on the local road network.

MCC Comment – ‘Highways would expect that the TS includes an assessment of local collision data, although this has not been provided. This should be submitted as part of a TS Addendum, along with the additional requests as identified herein.’

Eddisons Response – given the very limited traffic impact of the proposals we are of the view that a collision analysis would not typically be required. However, the CrashMap website has been reviewed and there have been no personal injury accidents on Clifton Street in the past 5 years. An image of the CrashMap website is shown below.



CrashMap Image

ACCESS

MCC Comment – ‘The site will be accessed via the existing access junction off Clifton Street. A dimensioned plan should be provided with supporting swept-path assessment which demonstrates that the existing junction geometry can safely accommodate two-way movement. Acceptable levels of vehicular visibility should also be confirmed by a visibility splay assessment. Site boundary features should also be of permeable construction above 600mm in height in the vicinity of the site access to ensure safe levels of pedestrian visibility.’

Eddisons Response – a Site Access plan has been prepared and has been shown on Drawing Number 4325-F01 and has an access width of 6 metres and can accommodate visibility splays of 2.4 metres by 43 metres in both directions and each splay can be accommodated on currently adopted highway. A revised swept path analysis using a standard MCC refuse vehicle has been shown on the revised site layout and is shown on Drawing Number 4325-SP01. This demonstrates that both the access and swept path analysis works safely and efficiently.

MCC Comment – *‘A significant level of on-street parking frequently takes place within the vicinity of the site. Double-yellow parking restrictions will be required in order to maintain safe levels of visibility for egressing vehicles.’*

Eddisons Response – this is noted and can form part of any Section 278 highway works that will be required if planning consent is granted.

MCC Comment – *‘As part of the development, Highways request that the Clifton Street footway along the site boundary is resurfaced with dropped-kerbs/tactile paving at the site access junction in order to enhance pedestrian amenity.’*

Eddisons Response – this can form part of a suitably worded condition should planning consent be granted.

MCC Comment – *‘Highways request that the site layout includes a safe pedestrian route to the building entrance points from Clifton Street.’*

Eddisons Response – this has been shown on the revised site layout plan.

PARKING

MCC Comment – *‘Plans show 15no. on-site parking spaces. The TS states that this includes of 2no. disabled bays and 1no. Electric Vehicle charging bay. Highways request an updated plan which shows provision of disabled and EV bays.’*

Eddisons Response – MCC’s maximum parking standards for B2 land use is one space per 60 square metres of gross floor area. The proposals for 1,525 square metres would require no more than 25 parking spaces. The proposals provide 15 parking spaces and so would accord with the MCC’s parking standards. The parking allocation includes 2 disabled bays and 2 EV parking bays. The parking should therefore be considered acceptable.

MCC Comment – *‘Standard parking spaces will need to align with MCC minimum dimensions (2.4m x 4.8m). Disabled bays will need to include 1.2m hatched clearance to the side and rear. An updated dimensioned plan is required.’*

Eddisons Response – the parking dimensions will accord with MCC's standards.

MCC Comment – *'A plan should also clearly demonstrate how the proposed parking bays interact with the building loading areas. It is noted that no loading bays are demarcated.'*

Eddisons Response – the revised site layout provides information on the interaction between the parking bays and the building loading areas.

OFF-SITE HIGHWAYS WORKS

MCC Comment – *'Highways note that the Clifton Street footway along the site boundary is in poor condition and no tactile paving is provided the site access. As a minimum, Highways request that the proposals include footway resurfacing and tactile paving provision at the site access as a minimum. Double-yellow kerbside restriction TROs will also be required to protect junction visibility.'*

Eddisons Response – tactile paving and dropped crossings will be provided at the site access and this can form part of the Section 278 agreement should planning consent be granted.

MCC Comment – *'Following any approval, the applicant will be required to enter into Section 278 Agreement for the agreed highway alterations which will require agreement/technical approval with MCC's Highways Statutory Approvals Teams (to be conditioned with any approval). The applicant should note that discharge of the S278 condition will only be approved following a formal S278 Application and when the design is at an advanced stage in the technical review process. The applicant should note that there will also be a commuted sum charged for any materials used over and above MCC standard materials palette.'*

Eddisons Response – this is noted and will be discussed should planning consent be granted.

CYCLE PARKING

MCC Comment – *‘The TS states that sheltered and secured cycle parking spaces are to be provided in alignment with Core Strategy standards although the level of provision/assessment with regard to Core Strategy standards has not been provided. In addition, cycle parking provision is not shown on submitted plans. Highways request further details and justification on the proposed level of provision. Short-stay customer/visitor parking should also be made available.’*

Eddisons Response – cycle spaces has not been provided and is shown on the revised site layout plan. The MCC standards for B2 land use are a minimum of one space per 450 square metres of gross floor area. This would require a minimum of 4 cycle spaces. This can form the basis of a suitably worded planning condition should planning consent be granted.

REFUSE AND DELIVERIES

MCC Comment – *‘Two bin stores are proposed, with one located adjacent to each building. The TS makes reference to refuse vehicle access although no swept-path assessment is provided. Furthermore, no details regarding other delivery/servicing vehicles (including HGVs) have been provided. Given the proposed land-use, and proposed 6no. loading areas associated with the building, Highways would expect further details of such vehicle movements along with associated swept-path assessment.’*

Eddisons Response – as detailed above Drawing Number 4325-SP01 provides a swept path analysis of standard refuse vehicle accessing the site safely and efficiently and also ensuring that it enters and leaves the site in forward gear. This will be the largest vehicle that is likely to visit the site and this can be conditioned if required.

TRAVEL PLAN

MCC Comment – *‘It is recommended that the development, submission, implementation and monitoring of a Full Travel Plan is provided within 6 months of occupation and attached as a condition to any planning consent.’*

Eddisons Response – this can form part of a suitably worded condition should planning consent be granted.

CONSTRUCTION MANAGEMENT

MCC Comment – *‘A Construction Management Plan should also be provided by the applicant prior to any construction works beginning which would provide further details on utility works and associated traffic management. The plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction with 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. Contractor parking provision, measures to deal with mud and dust on the highway and any required traffic management should also be considered. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. It is recommended that the above be attached as a condition to any planning consent.*

Eddisons Response – this is noted and can form part of a suitably worded condition should planning consent be granted.

SUMMARY

In conclusion, each point made by MCC has been responded to and the proposals should be considered acceptable by the Council.

Enclosures

*TRICS Output
Drawing Number 4325-F01
Drawing Number 4325-SP01*

Calculation Reference: AUDIT-851401-241129-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
11	SCOTLAND	
	FI FIFE	1 days
13	MUNSTER	
	KE KERRY	1 days
14	LEINSTER	
	KK KILKENNY	2 days
	WX WEXFORD	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 530 to 4324 (units: sqm)
 Range Selected by User: 500 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	11 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	11

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	15
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	15 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	15 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
3	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
	STONEGRAVELS LANE		
	CHESTERFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	530 sqm	
	Survey date: WEDNESDAY	04/10/23	Survey Type: MANUAL
4	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
5	FI-02-C-02	GLASS SPECIALISTS	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1240 sqm	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL
6	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
7	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
	WOODLANDS ROAD		
	KILLARNEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
8	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	HEBRON IND. ESTATE		
	KILKENNY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	26/10/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KK-02-C-02 HEBRON ROAD KILKENNY	COOLING SYSTEMS COMPANY	KILKENNY
	Edge of Town Industrial Zone Total Gross floor area: 3572 sqm Survey date: FRIDAY 04/10/19		Survey Type: MANUAL
10	LC-02-C-06 TOLLGATE ROAD BURSCOUGH	STEEL FABRICATION	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22		Survey Type: MANUAL
11	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
12	NY-02-C-03 WETHERBY ROAD KNARESBOROUGH	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 29/06/23		Survey Type: MANUAL
13	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE	STEEL FABRICATOR	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22		Survey Type: MANUAL
14	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE	FOUNDRY	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17		Survey Type: MANUAL
15	WX-02-C-01 CLONARD ROAD WEXFORD WHITEMILL	WHOLESALE BAKERY	WEXFORD
	Edge of Town Industrial Zone Total Gross floor area: 2466 sqm Survey date: THURSDAY 20/04/23		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	CVD
EC-02-C-02	CVD
GS-02-C-02	CVD
LC-02-C-05	CVD
MA-02-C-01	CVD
NN-02-C-01	CVD
TV-02-C-02	CVD

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
VG-02-C-01	CVD

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1583	0.000	2	1583	0.000	2	1583	0.000
05:30 - 06:00	2	1583	0.000	2	1583	0.000	2	1583	0.000
06:00 - 06:30	3	1469	0.023	3	1469	0.000	3	1469	0.023
06:30 - 07:00	3	1469	0.363	3	1469	0.023	3	1469	0.386
07:00 - 07:30	15	1827	0.139	15	1827	0.026	15	1827	0.165
07:30 - 08:00	15	1827	0.248	15	1827	0.029	15	1827	0.277
08:00 - 08:30	15	1827	0.241	15	1827	0.051	15	1827	0.292
08:30 - 09:00	15	1827	0.281	15	1827	0.058	15	1827	0.339
09:00 - 09:30	15	1827	0.172	15	1827	0.080	15	1827	0.252
09:30 - 10:00	15	1827	0.117	15	1827	0.106	15	1827	0.223
10:00 - 10:30	15	1827	0.106	15	1827	0.095	15	1827	0.201
10:30 - 11:00	15	1827	0.113	15	1827	0.120	15	1827	0.233
11:00 - 11:30	15	1827	0.088	15	1827	0.091	15	1827	0.179
11:30 - 12:00	15	1827	0.099	15	1827	0.088	15	1827	0.187
12:00 - 12:30	15	1827	0.113	15	1827	0.128	15	1827	0.241
12:30 - 13:00	15	1827	0.124	15	1827	0.142	15	1827	0.266
13:00 - 13:30	15	1827	0.120	15	1827	0.193	15	1827	0.313
13:30 - 14:00	15	1827	0.099	15	1827	0.113	15	1827	0.212
14:00 - 14:30	15	1827	0.113	15	1827	0.117	15	1827	0.230
14:30 - 15:00	15	1827	0.077	15	1827	0.091	15	1827	0.168
15:00 - 15:30	15	1827	0.080	15	1827	0.077	15	1827	0.157
15:30 - 16:00	15	1827	0.051	15	1827	0.102	15	1827	0.153
16:00 - 16:30	15	1827	0.036	15	1827	0.179	15	1827	0.215
16:30 - 17:00	15	1827	0.026	15	1827	0.226	15	1827	0.252
17:00 - 17:30	15	1827	0.026	15	1827	0.153	15	1827	0.179
17:30 - 18:00	15	1827	0.007	15	1827	0.135	15	1827	0.142
18:00 - 18:30	13	1972	0.008	13	1972	0.082	13	1972	0.090
18:30 - 19:00	13	1972	0.004	13	1972	0.043	13	1972	0.047
19:00 - 19:30	2	1583	0.000	2	1583	0.032	2	1583	0.032
19:30 - 20:00	2	1583	0.000	2	1583	0.000	2	1583	0.000
20:00 - 20:30	2	1583	0.000	2	1583	0.000	2	1583	0.000
20:30 - 21:00	2	1583	0.000	2	1583	0.000	2	1583	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.874			2.580			5.454

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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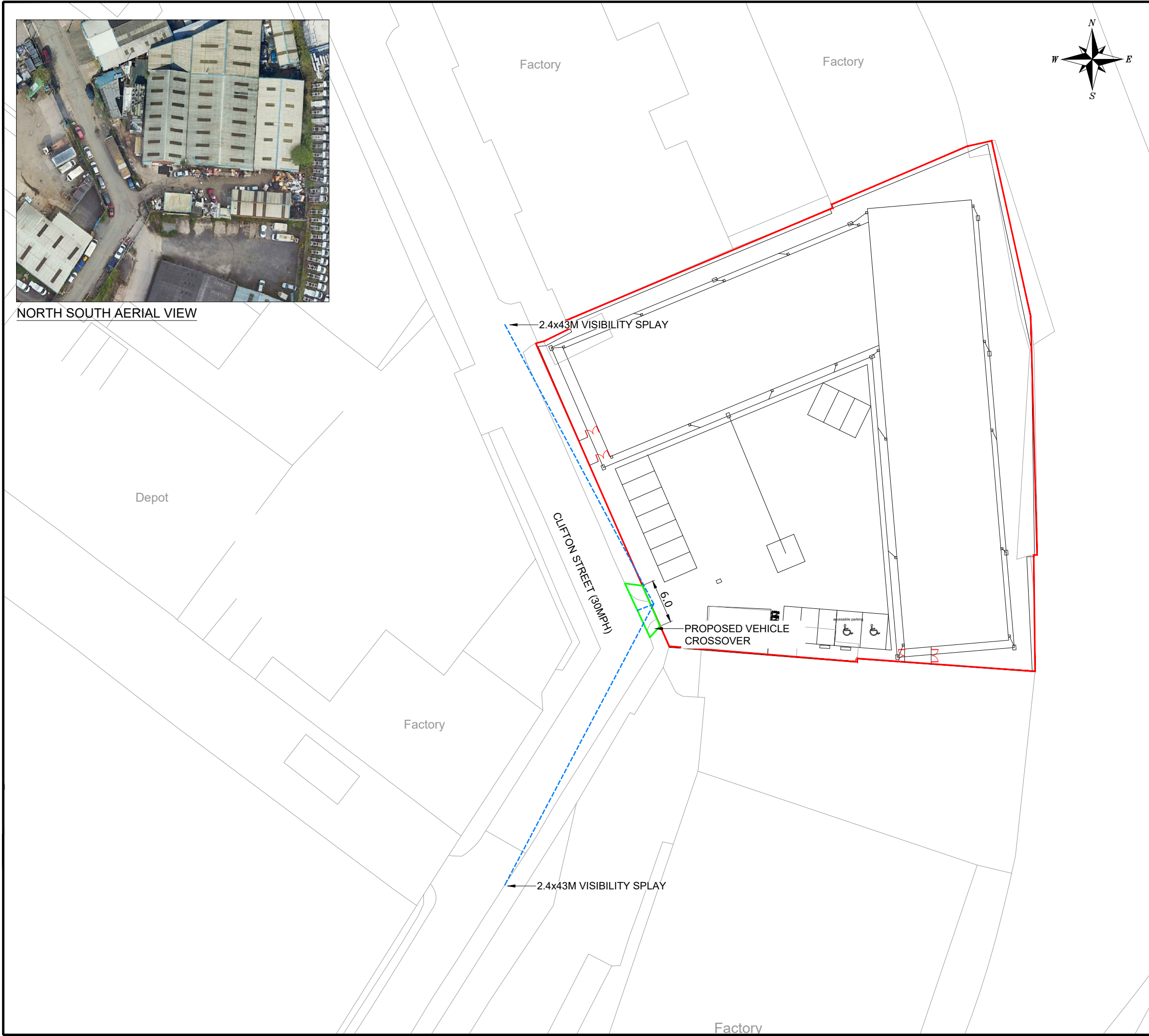
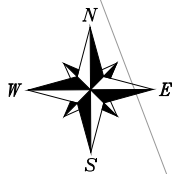
Parameter summary

Trip rate parameter range selected:	530 - 4324 (units: sqm)
Survey date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



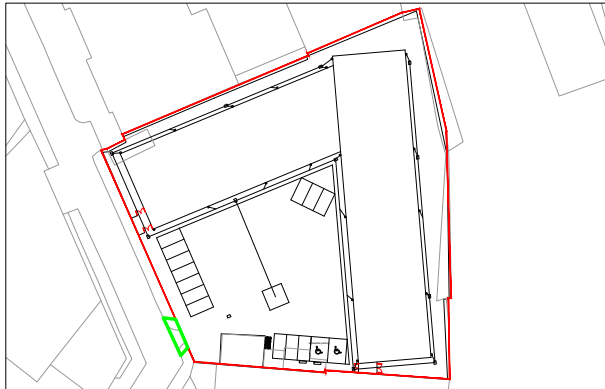
NORTH SOUTH AERIAL VIEW



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
- DENOTES NEW KERBS

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 0.34Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
ZULFIQAR ALI

PROJECT:
CLIFTON STREET, MANCHESTER

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES:
1:500 @ A3

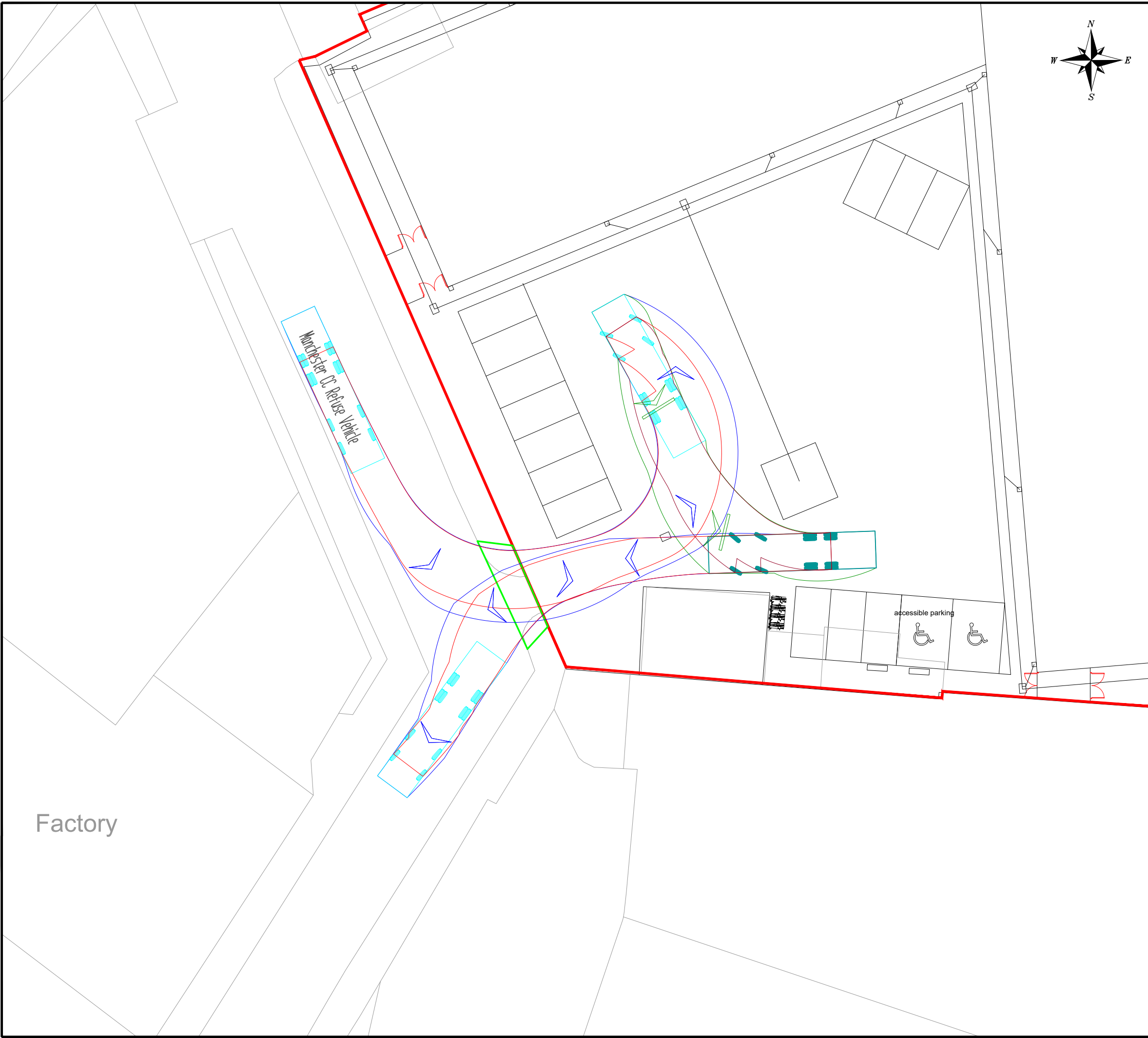
DRAWN:	LB	CHECKED:	PJW	DATE:	NOV 24
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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

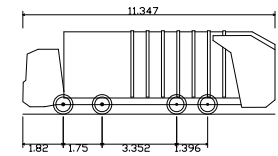
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NOTES



Manchester CC Refuse Vehicle
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
ZULFIQAR ALI

PROJECT:
**CLIFTON STREET,
MANCHESTER**

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:250 @ A3

DRAWN:	LG	CHECKED:	MR	DATE:	MAR 24
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