
Project: LAND AT 786 STOCKPORT ROAD, LEVENSHULME

Title: - CONSTRUCTION VEHICLE ACCESS STRATEGY REVIEW OF SWEPT PATH ASSESSMENT

Date: - 5 December 2024

1.0 INTRODUCTION AND CONTEXT

Overview

- 1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Views Holdings Ltd to provide a swept path review of the Construction Traffic Access Strategy proposed to be operated to support the delivery of a new mixed use development at land at 786 Stockport Road, Levenshulme. The location of the study site is illustrated in **Figure HTN1**.

Planning Context

- 1.2 The study site benefits from planning consent (March 2023, planning ref: 133792/JO/2022) for the construction of a four storey building comprising of the following elements:
- Up to 8 * ground floor commercial, business and service units (class E) of combined floor space of 511sqm;
 - 39 residential units (class C3), primarily to the upper floors.
- 1.3 Vehicle access to the proposed development would be taken via a new formal kerbed bellmouth access junction from Siddal Street to the rear of the site, serving 22 car parking spaces (2 disabled standard, 4 EV compliant) and additional covered cycle store and refuse bin store areas. Pedestrian access to the proposed building would be taken via direct back of pavement access from A6 Stockport Road (to the commercial units) and a communal resident access from Pennington Street. Other rear service pedestrian access will be available from Swallow Street - see proposed development ground floor plan included as **Appendix HTN1**.
- 1.4 The March 2023 planning consent for the scheme includes a for a formal planning condition (condition 8) which requires the production and agreement of a Construction Management Plan (CMP) to set out the proposed working practices to be adopted during the development construction period. Condition 8 identifies that this report should include for the following highways related information:
- Confirmation of construction working hours;
 - Details of wheel washing;
 - Compound locations where relevant;
 - Routing strategy and swept path analysis;
 - Parking of construction vehicles and staff;

➤ Sheeting over of construction vehicles.

- 1.5 This HTN report has been prepared to consider the ‘routing strategy and swept path’ element of the identified CMP requirements.

2.0 EXISTING LOCAL HIGHWAY NETWORK CONDITIONS AND PROPOSED CONSTRUCTION ACCESS STRATEGY

Observed Existing Local Highway Conditions

- 2.1 The study site represents a rectangular shaped land parcel with direct adopted highway frontage to all sides, being bounded to the east by the A6 Stockport Road corridor, to the north by the local road of Swallow Street, to the east by Siddal Street and to south by Pennington Road. The site is currently cleared and awaiting re-development with security hoardings to all sides. Historical kerbed access points are available to Swallow Street (2 access points) and Siddal Street (2 access points). None of these access points are currently in regular day-to-day use, reflecting the site’s cleared status, albeit a gate in the boundary hoardings is available to the south western corner of the site (allowing access to / from Siddal Street).
- 2.2 **Drawing J000570-SK101** to this report illustrates the location of the existing access site points and the nature of the immediate surrounding highway network, including the extent of local formal parking restrictions (single and double yellow line controls). This plan has been prepared based on detailed topo survey information and interpolated kerblines to the opposing side of adjacent roads.
- 2.3 Review of drawing J000570-SK101 identifies that the adjacent sections of Swallow Street and Siddal Street to the study site offer a vehicular carriageway width of typically over 6.5m. Site observations of these routes, however, suggest that the effective available width for through vehicle movements can be significantly reduced by on-street parking, to the point where, should parking take place on both sides of each link and wholly within the carriageway, there would only just be enough room for a light vehicle / car to pass. In practice, site observations noted that in response to this potential impact of car parking on ease of vehicle through movement, the vast majority of the parking taking place on immediate local roads involved vehicles straddling the footway. It is noted that such footway parking practice is illegal and therefore should not be relied upon or expected when assessing future construction vehicle access issues.
- 2.4 Review of existing network conditions highlights that Pennington Street to the south of the site, represents a narrower width route (being only circa 4.8m - 5.0m in available operating vehicle carriageway width) and therefore is unlikely to be attractive as a practical route option for regular larger construction delivery vehicle access.
- 2.5 Only limited formal parking restrictions were recorded adjacent to the study site, primarily relating to the A6 Stockport Road frontage and reflecting this route’s main distributor road nature. The study site eastern frontage section to A6 Stockport Road is subject to double yellow line parking controls, with supporting signage also identifying that loading is specifically prohibited between 07:00 - 10:00 Mon-Sat & 16:00-18:30 Mon-Fri). The associated yellow lines to these restrictions warp around the adjacent junction radii to the Swallow Street and Pennington Street side road connections, but do not extent any significant distance

along these routes. To the north of the site, the A6 Stockport Road includes for formal bus lane marking and associated single yellow line parking / loading controls.

Proposed Construction Access Strategy

2.6 Given the nature of the observed local highway network characteristics and constraints, it is proposed that the study site construction traffic access strategy would be based on access via Swallow Street & Siddal Street. **Figure HTN2** illustrates the principles of the proposed access approach set out in the draft CMP, with key strategy elements as follows:

- Construction vehicle access to the site to be served via the Swallow Street connection to A6 Stockport Road. No construction traffic, other than staff movements, to be taken via Pennington Street.
- A one-way system to be operated through the construction site, with site entry (left turn in) via a new access to the northwestern quadrant of Siddal Street and site exit via a left turn out access to Swallow Street (centre of site). This internal vehicle access corridor to be maintained to a minimum of 5m width, with appropriate left turn entry / exit radii at the connections to the adopted highway to avoid kerb over-run (minimum of 3.5m radius).
- Pedestrian vehicle access to the site compound to be achieved direct from Swallow Street to the western extent of this route, close to the junction with Siddal Street.

2.7 The formation of both of the construction site access points will require temporary works within the highway (footway crossing and connection to vehicular carriageway) to deliver the necessary access road widths. These temporary works would ultimately be required to be replaced by kerb reinstatement / final site access arrangement as part of the formal supporting S278 highway works package on completion of the construction stage and to support the opening of the consented development scheme.

3.0 VEHICLE SWEEP PATH ASSESSMENT & RECOMMENDATIONS FOR SUPPORTING MEASURES

3.1 The study site CMP identifies that core construction vehicle movements to / from the site would likely involve the following vehicle types.

- *Skip lorries* - standard 8-yard skips for waste (approx. size 7m long and 2.4m wide).
- *Ready mix concrete lorries* (approx. size 8.25m long and 2.45m wide).
- *Flatbed delivery vehicles* - for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

NB - It is understood that there could be the potential for a limited number of Articulated HGV based deliveries (required for delivery / removal of an excavator). Should any such deliveries ultimately be identified as being required,

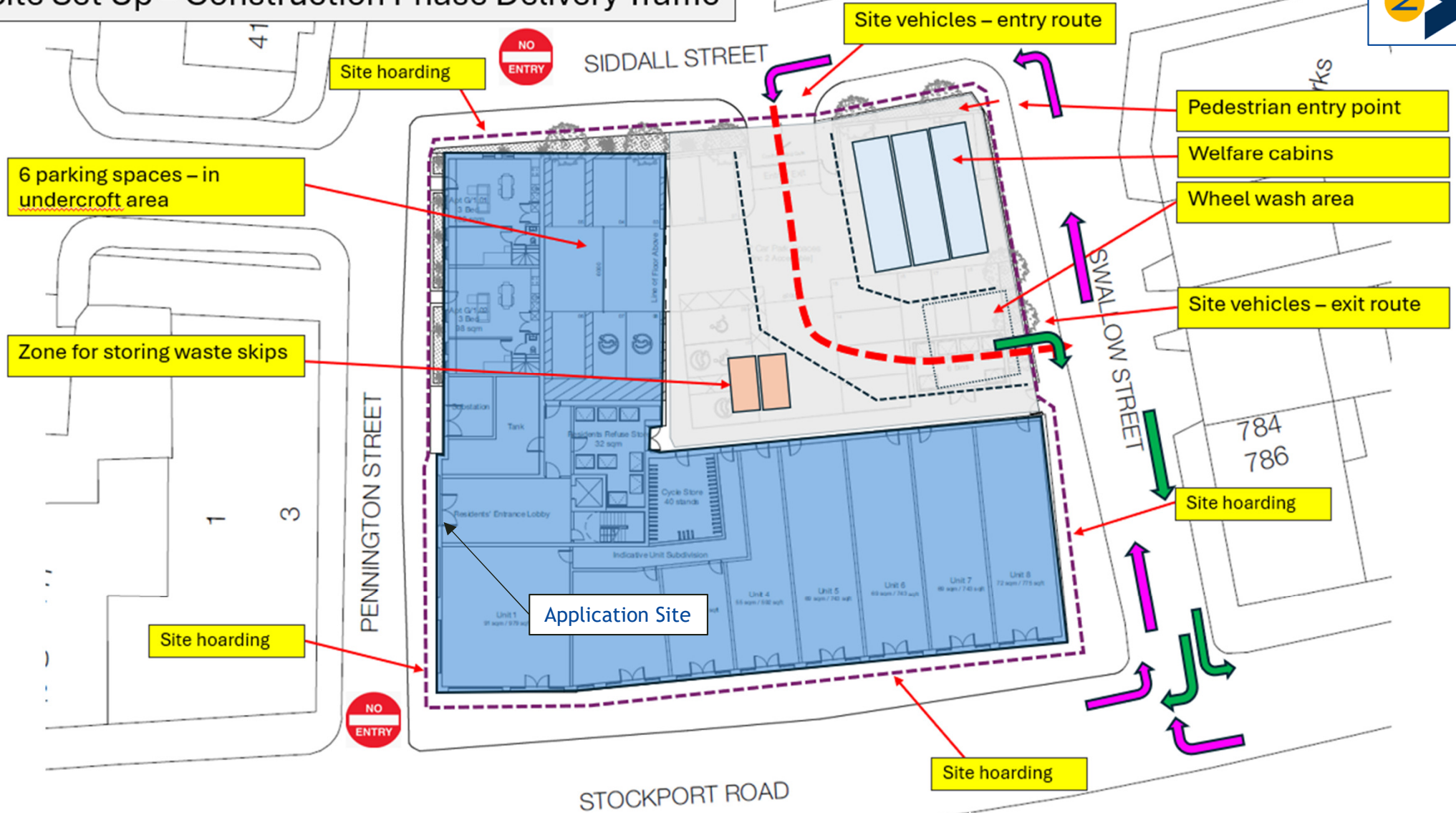
these events would be planned and undertaken in direct liaison with local highway authority (Manchester City Council) officers to identify specific arrangements (time / date / location of unloading, etc).

- 3.2 **Drawings J000570-ATR101 to ATR106** to this HTN illustrate vehicle swept path runs for the core construction vehicles identified above (site arrival & departure movements to / from A6 Stockport Road north & south). This exercise has been undertaken using industry standard CAD based vehicle assessment software and identifies that all such vehicles can be satisfactorily accommodated both within the construction site and over the relevant sections of the immediate local highway network.
- 3.3 In order to facilitate such safe and efficient vehicle access to the site, however, temporary parking restrictions will need to be implemented at the following locations for the duration of the construction period:
- Prohibition of all parking to the full length of the south (site frontage) side of Swallow Street to the study site (i.e. between A6 Stockport Road and the junction with Siddal Street) - approximately 45m of route.
 - Prohibition of parking for part of the east (site frontage) side section of Siddal Street between the junction with Swallow Street and the proposed construction site access point - approximately 25m of route.
- 3.4 These temporary parking restrictions should be supported by the delivery of a suitable width internal vehicle corridor (minimum of 5m) through the site and the inclusion of an additional minimum 3.5m (or equivalent general widening) left turn entry radius (Siddal Street) and additional 3.5m left turn exit radius (Swallow Street) at the site access connections to the adopted highway.
- 3.5 In addition to the above identified physical amendments & management of the immediate local highway network to the study site, it is recommended that the project contractor operates a strict delivery booking procedure, to minimise the potential for conflicts between arriving and departing construction delivery movements and to ensure that all immediate parking restrictions are correctly observed. Furthermore, a member of construction staff should be formally designated as 'Site Traffic Marshall' and should be responsible for; i) the coordination and control of all aspects of material deliveries and movement; and, ii) act as a direct liaison point to local residents and the officers of the local highway authority.

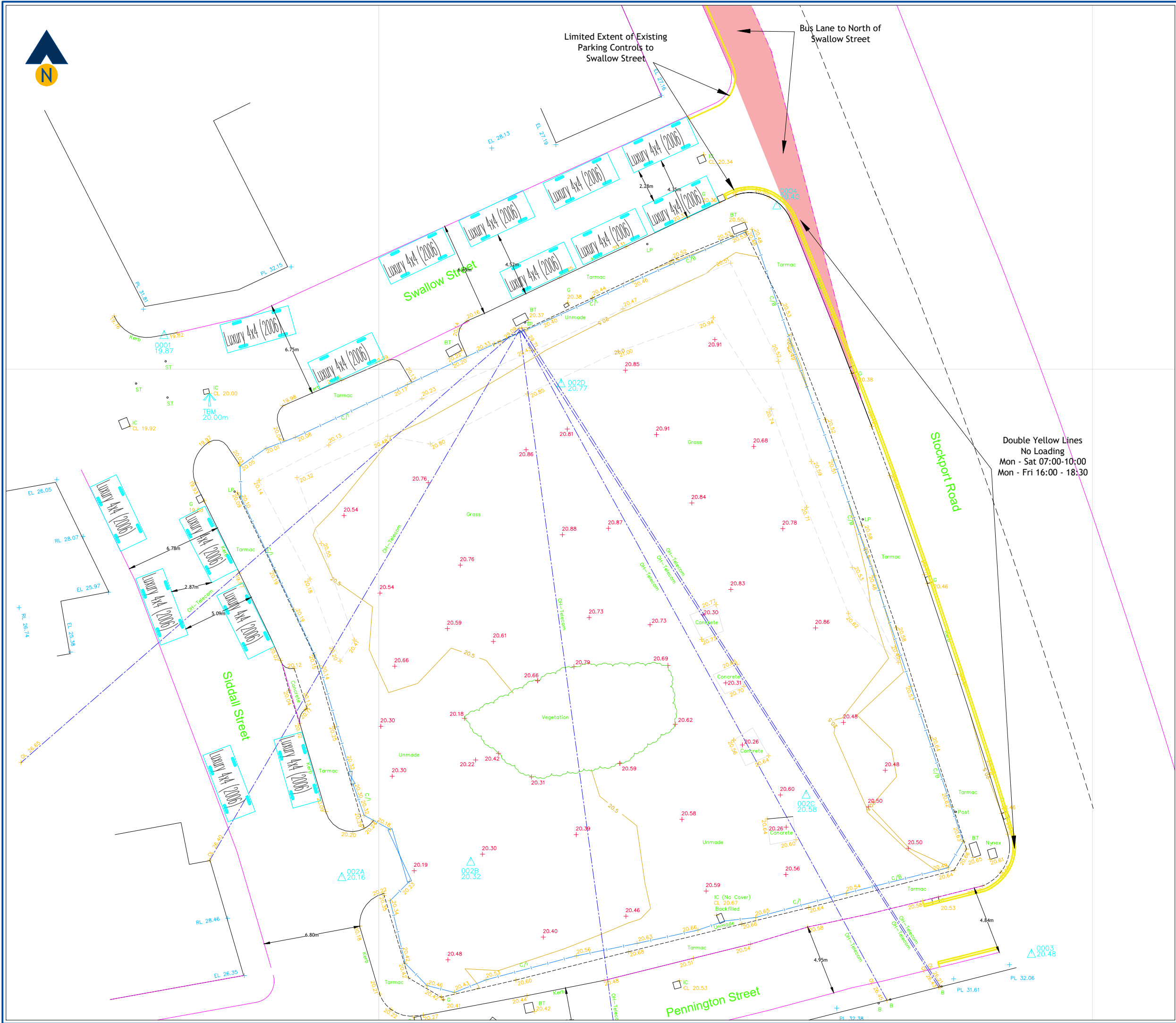




Site Set Up – Construction Phase Delivery Traffic







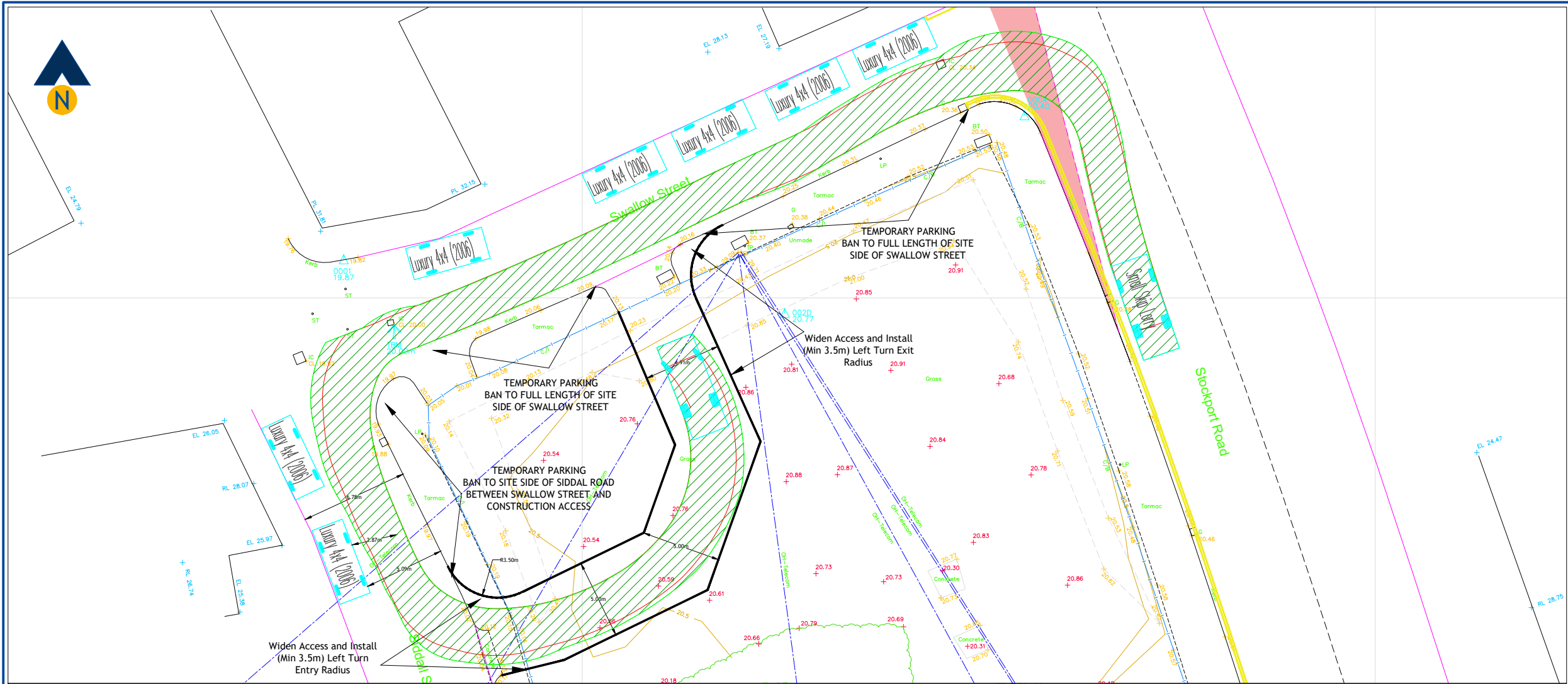
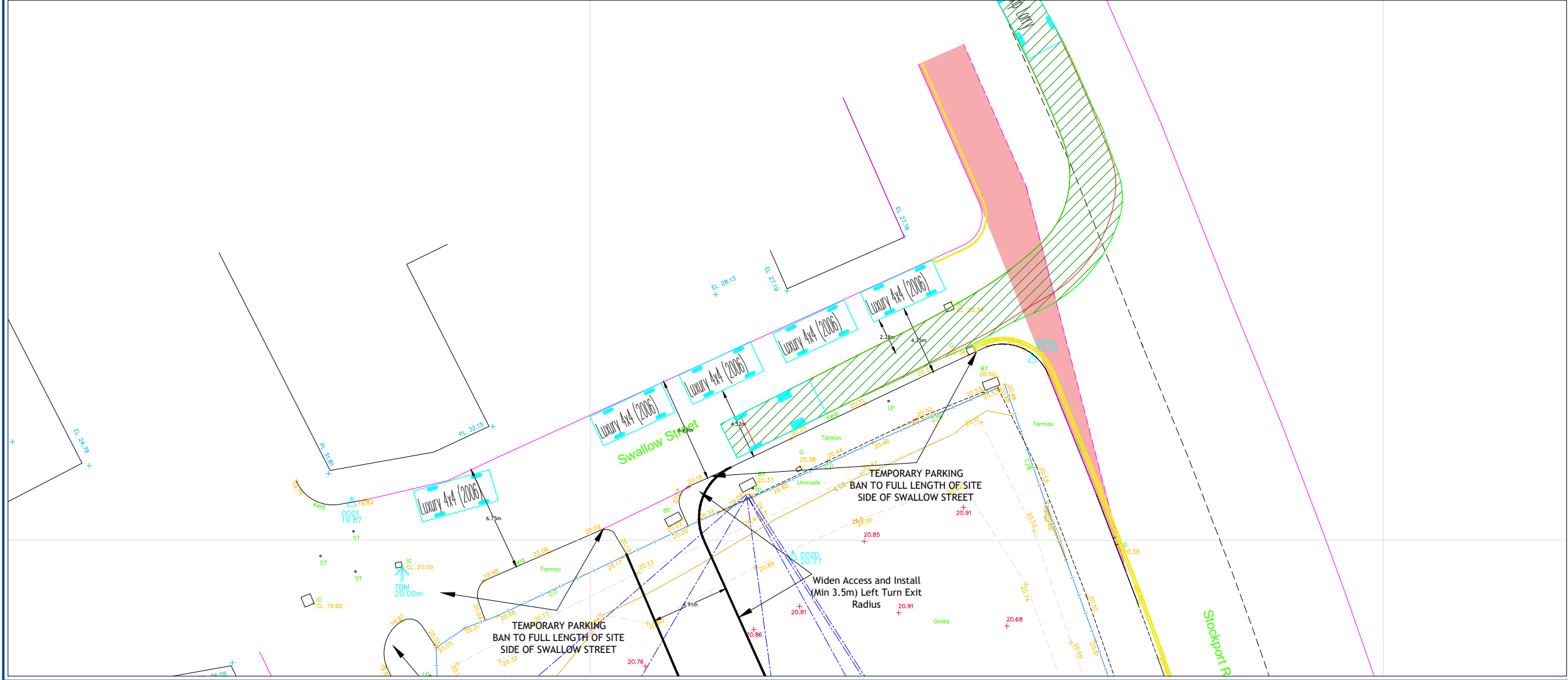
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Client:	Views
Project:	786 Stockport Road Longsight / Levenshulme
Drawing Title:	Site Location, Existing Parking Restrictions & Potential Location of Parked Vehicles
Drawing Number:	J000570-SK101
Date:	02/12/24
Scale:	1:250@A3
Drawn By:	APB
Checked By:	-
Status:	Information

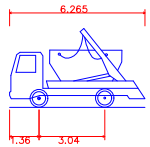
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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 0.396m
Min Body Ground Clearance 2.435m
Max Track Width 6.00s
Lock to lock time 6.340m
Kerb to Kerb Turning Radius

Client: Views

Project: 786 Stockport Road
Longsight / Levenshulme

Drawing Title: Construction Vehicle Access
Vehicle Swept Path Assessment
Skip Vehicle Arrival

Drawing Number: J000570-ATR101
Revision: -

Date: 02/12/24
Scale: 1:300@A3

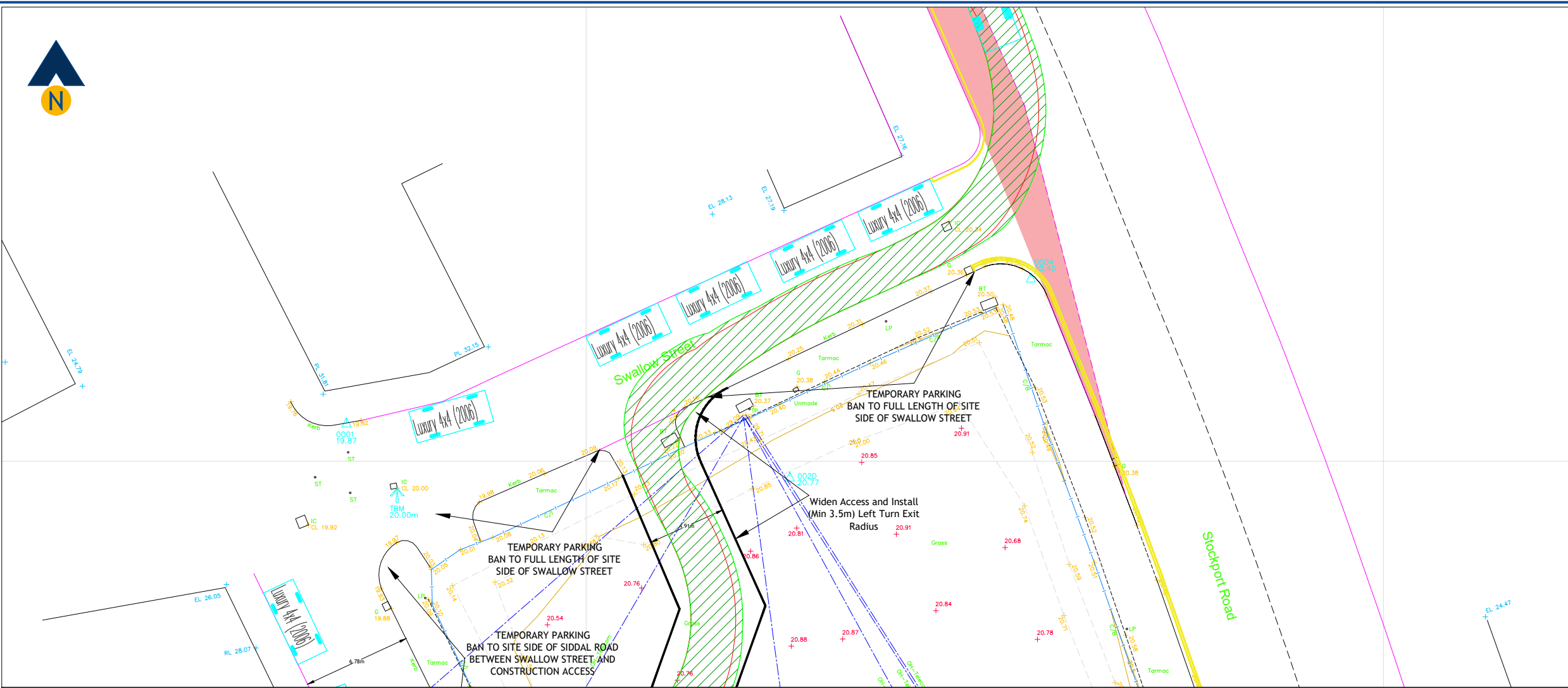
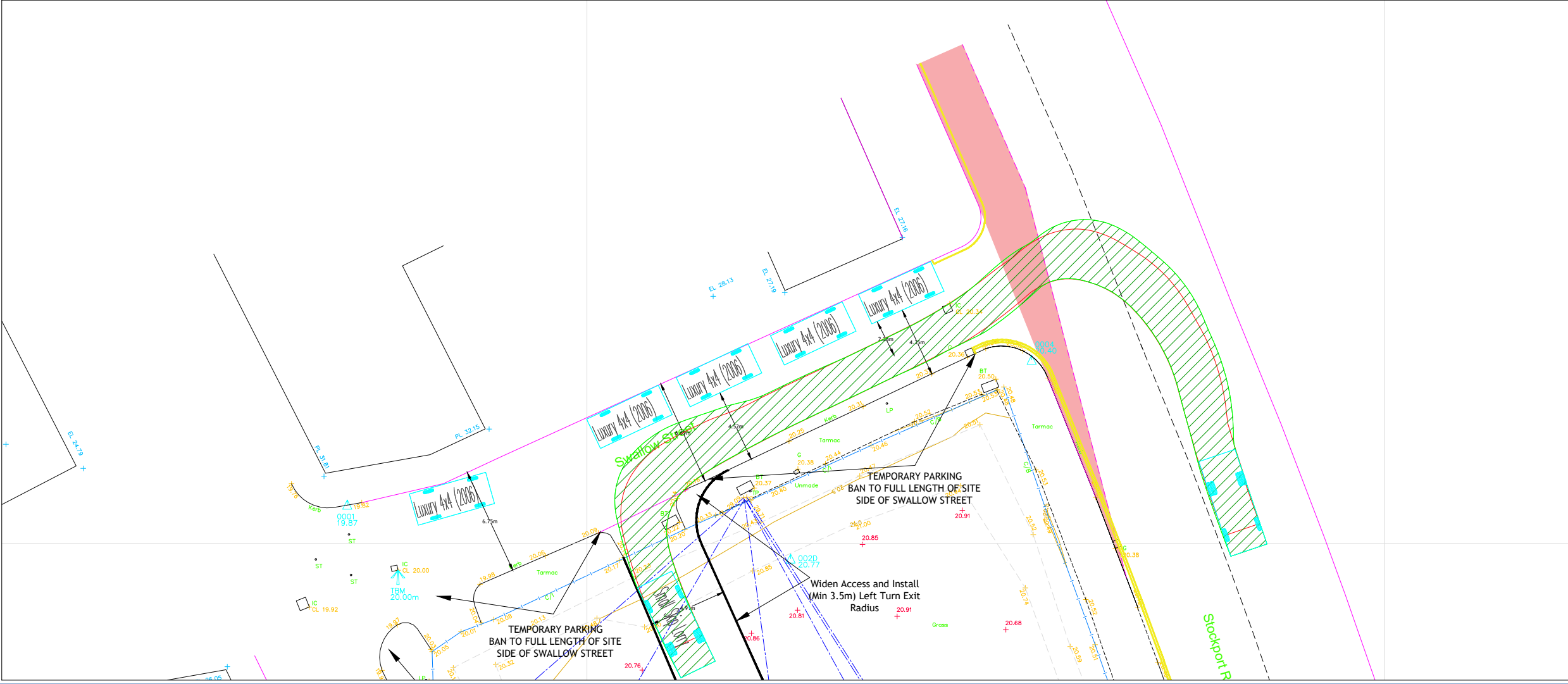
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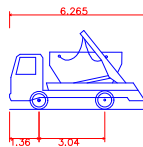
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Revision:



Small Skip Lorry	6.265m
Overall Length	2.36m
Overall Width	3.04m
Overall Body Height	0.396m
Min Body Ground Clearance	2.435m
Max Track Width	6.00s
Lock to lock time	6.340m
Kerb to Kerb Turning Radius	

Client:	Views
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Project:	786 Stockport Road Longsight / Levenshulme
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Drawing Title:	Construction Vehicle Access Vehicle Swept Path Assessment Skip Vehicle Departure
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Drawing Number:	J000570-ATR102
Revision:	-

Date:	02/12/24
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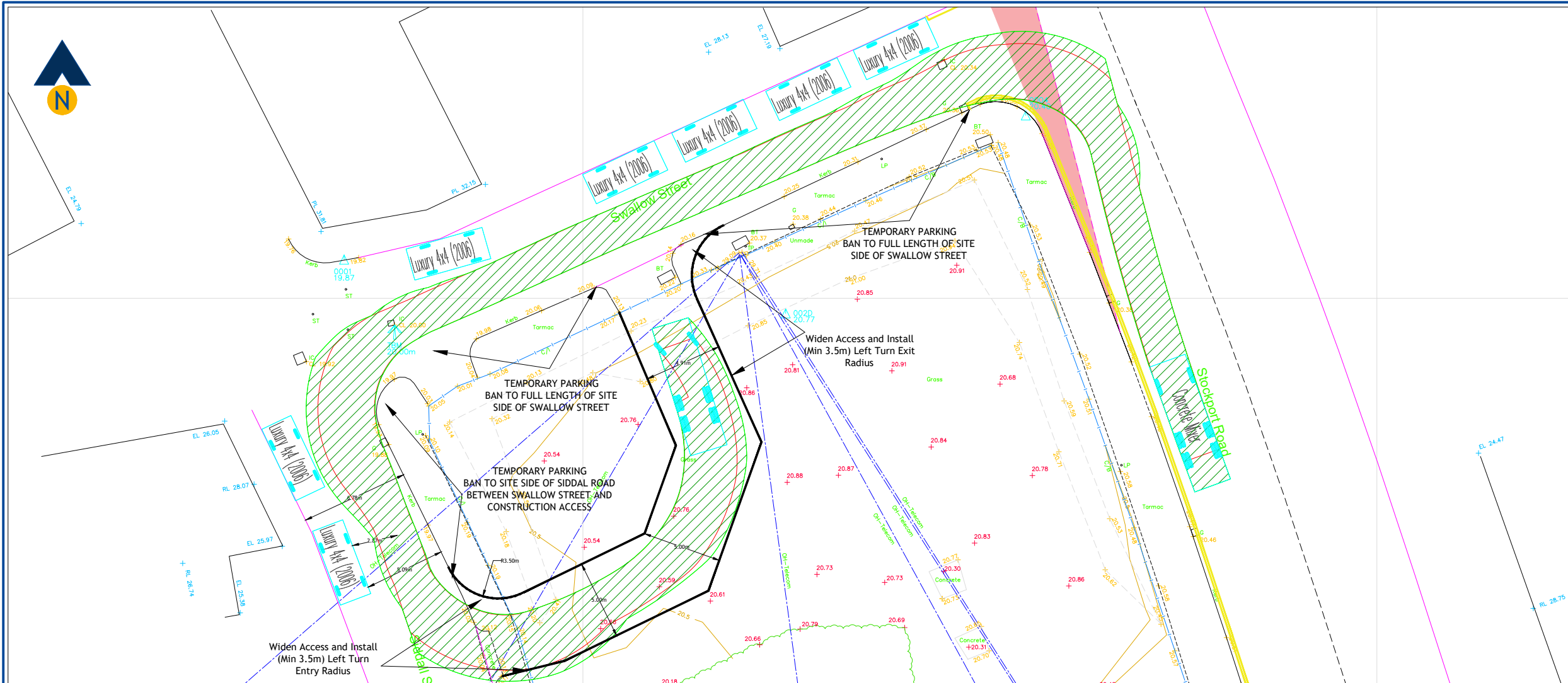
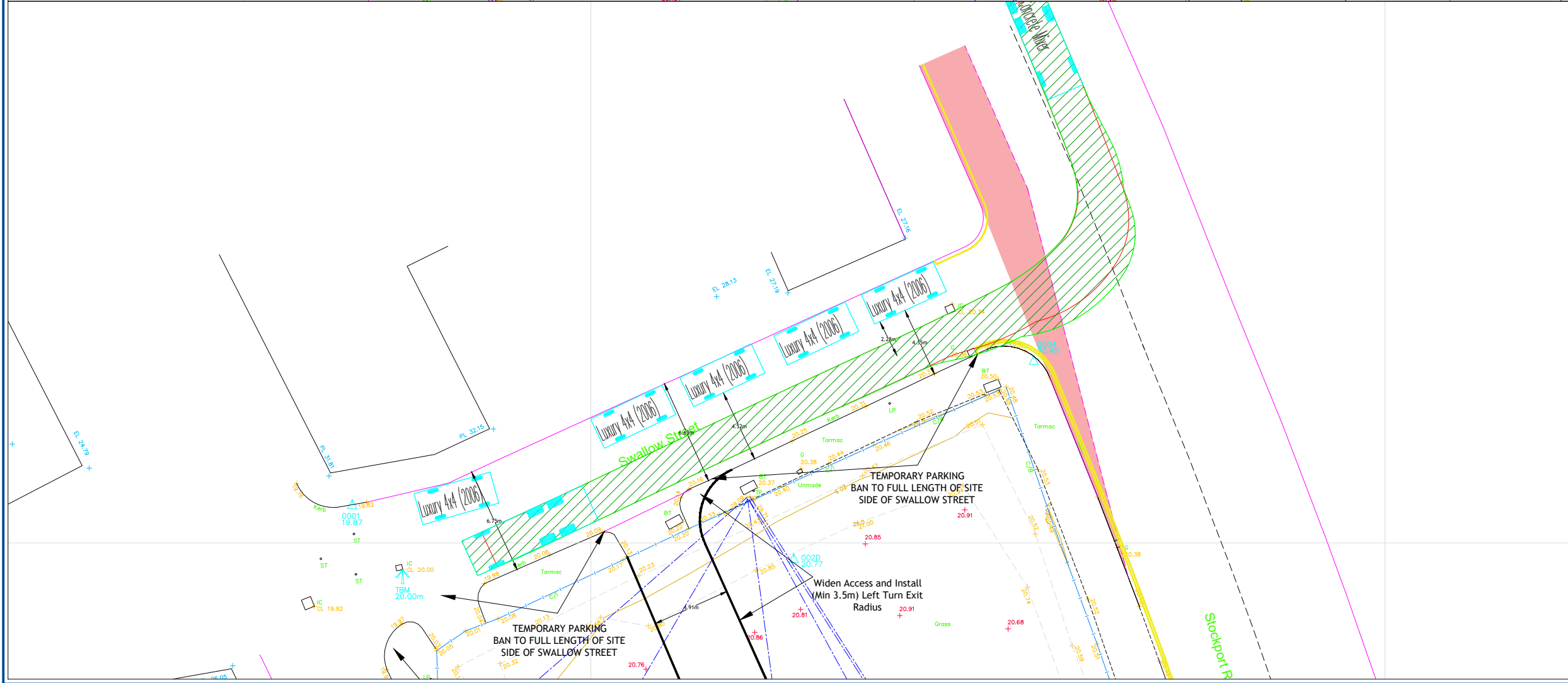
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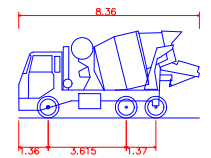
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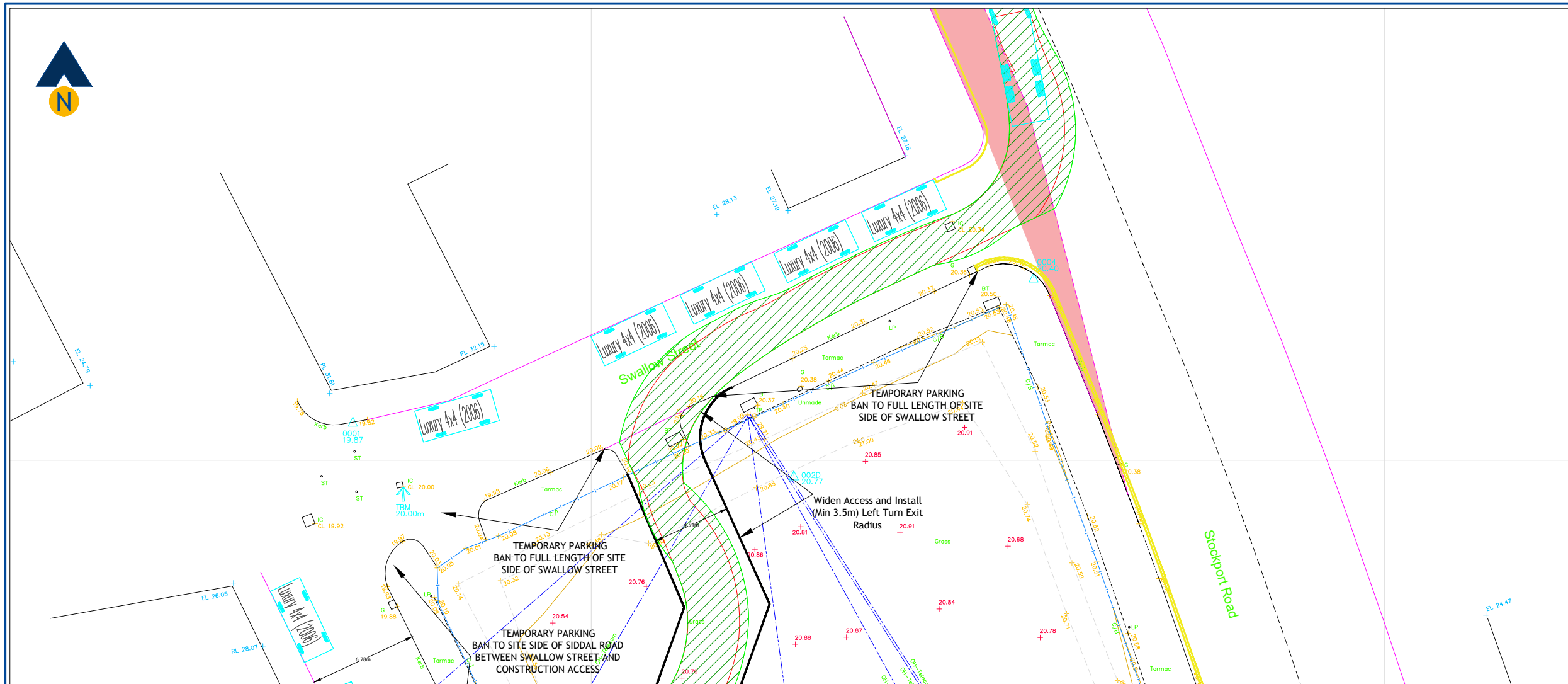
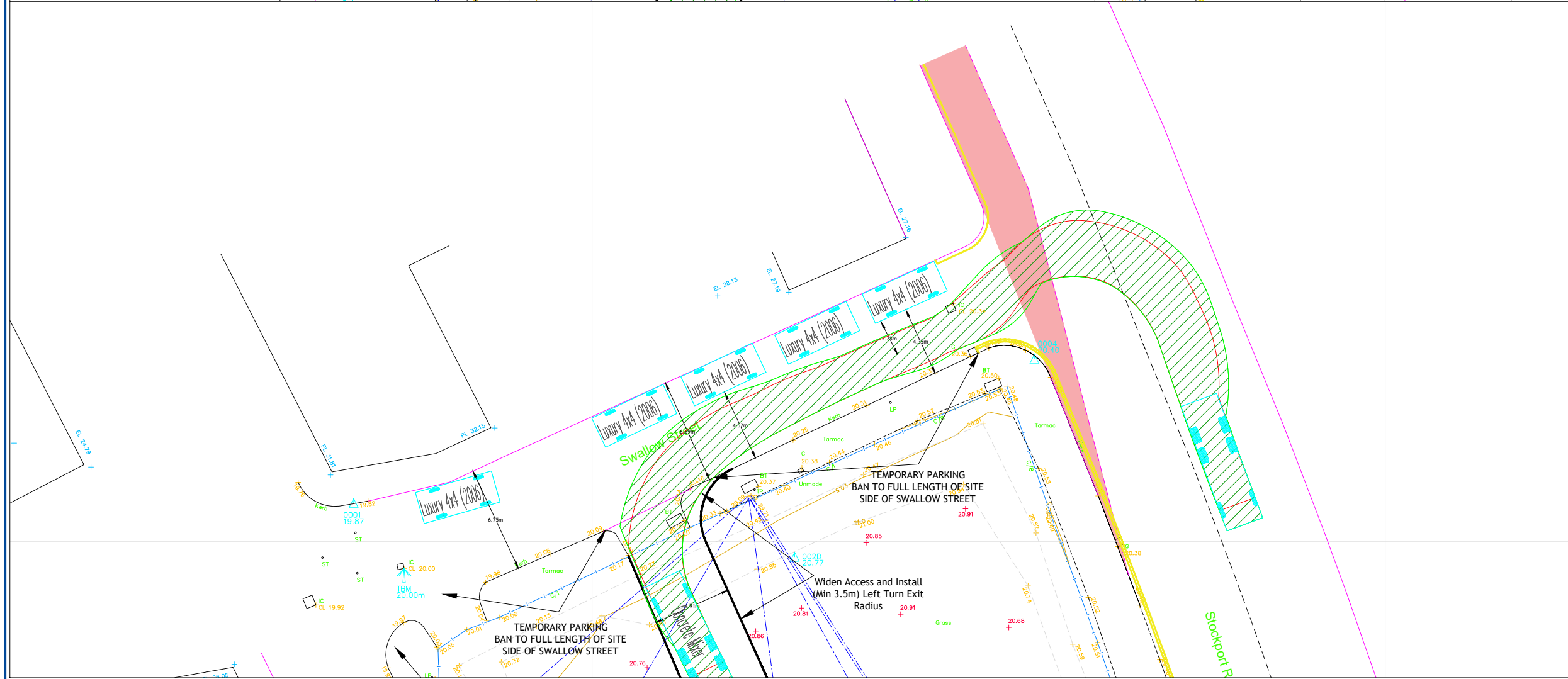
Revision:



Concrete Mixer
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Overall Width 2.390m
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Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

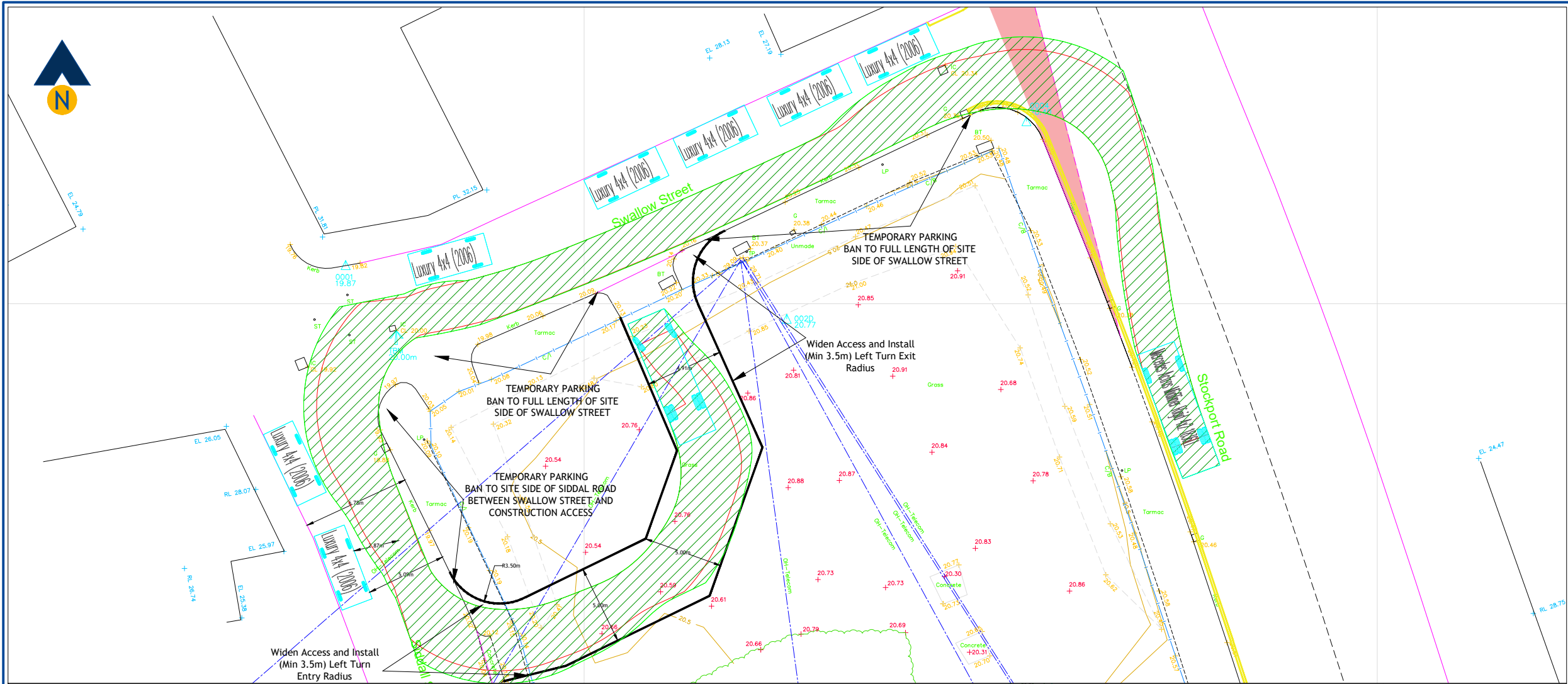
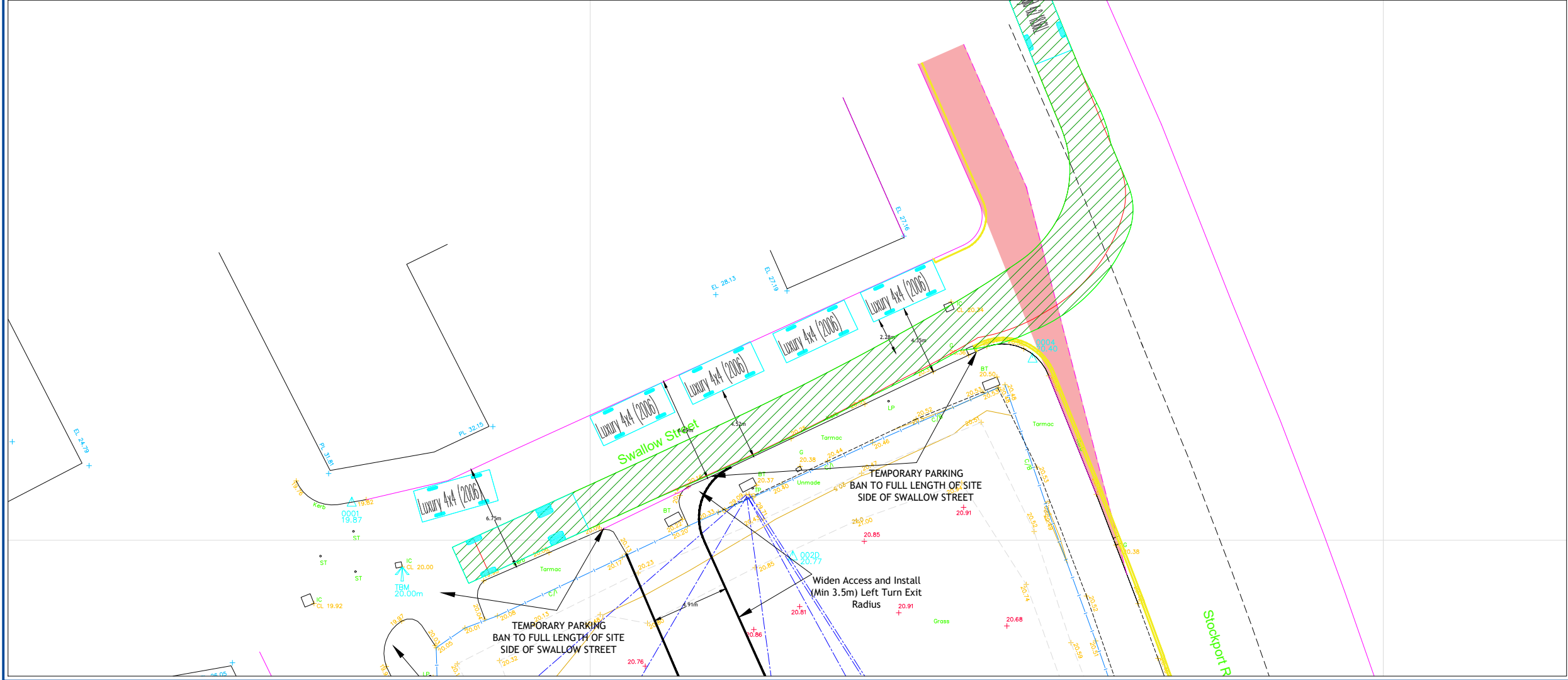
Client:	Views
Project:	786 Stockport Road Longsight / Levenshulme
Drawing Title:	Construction Vehicle Access Vehicle Swept Path Assessment Concrete Mixer Arrival
Drawing Number:	J000570-ATR103
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Drawn By:	APB
Checked By:	-

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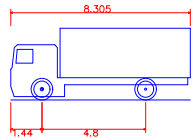


Information

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Revision:



Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length 8.305m
Overall Width 2.494m
Overall Body Height 4.322m
Min Body Ground Clearance 0.158m
Track Width 2.494m
Lock to lock time 5.00s
Wall to Wall Turning Radius 9.500m

Client:

Views

Project:

786 Stockport Road
Longsight / Levenshulme

Drawing Title:

Construction Vehicle Access
Vehicle Swept Path Assessment
Delivery Vehicle / Flat Bed Truck Arrival

Drawing Number:

J000570-ATR105

Revision:

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Date:

02/12/24

Scale:

1:300@A3

Drawn By:

APB

Checked By:

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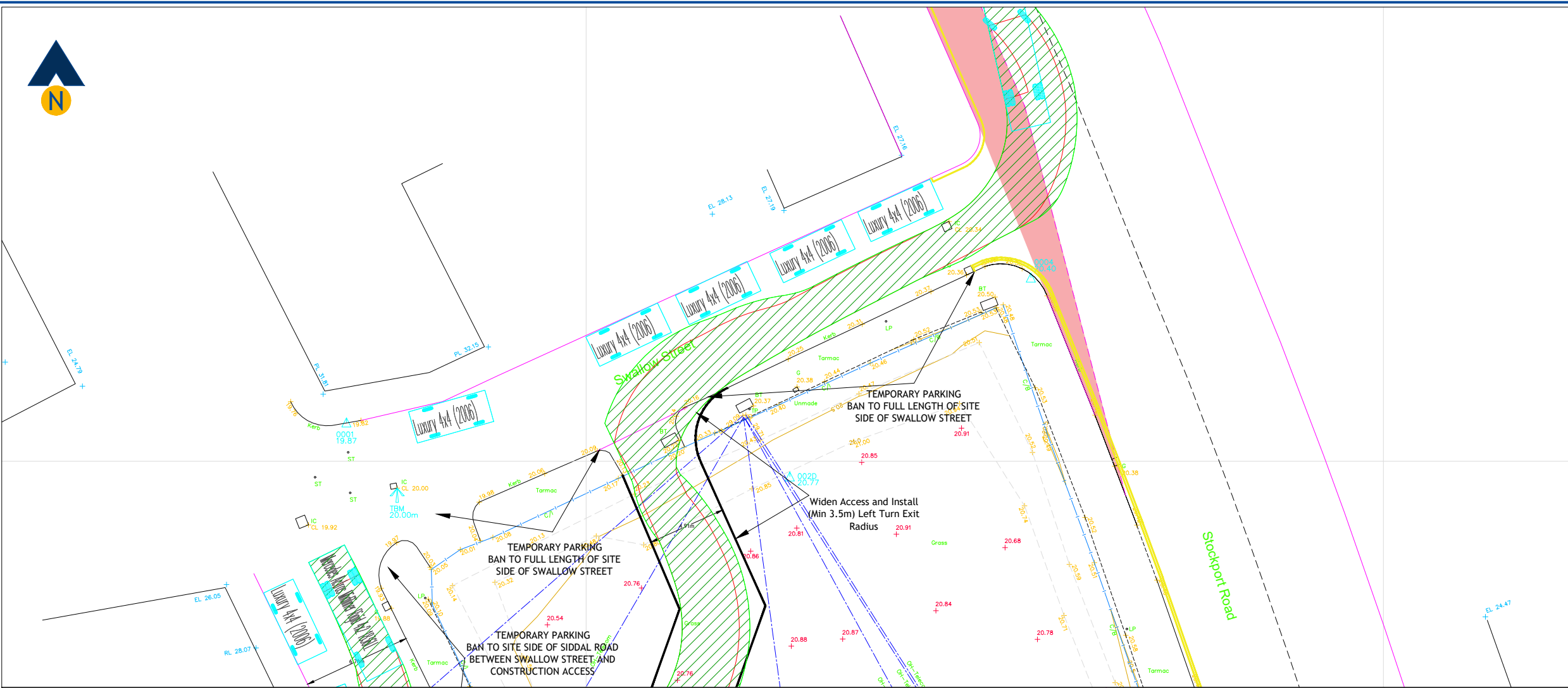
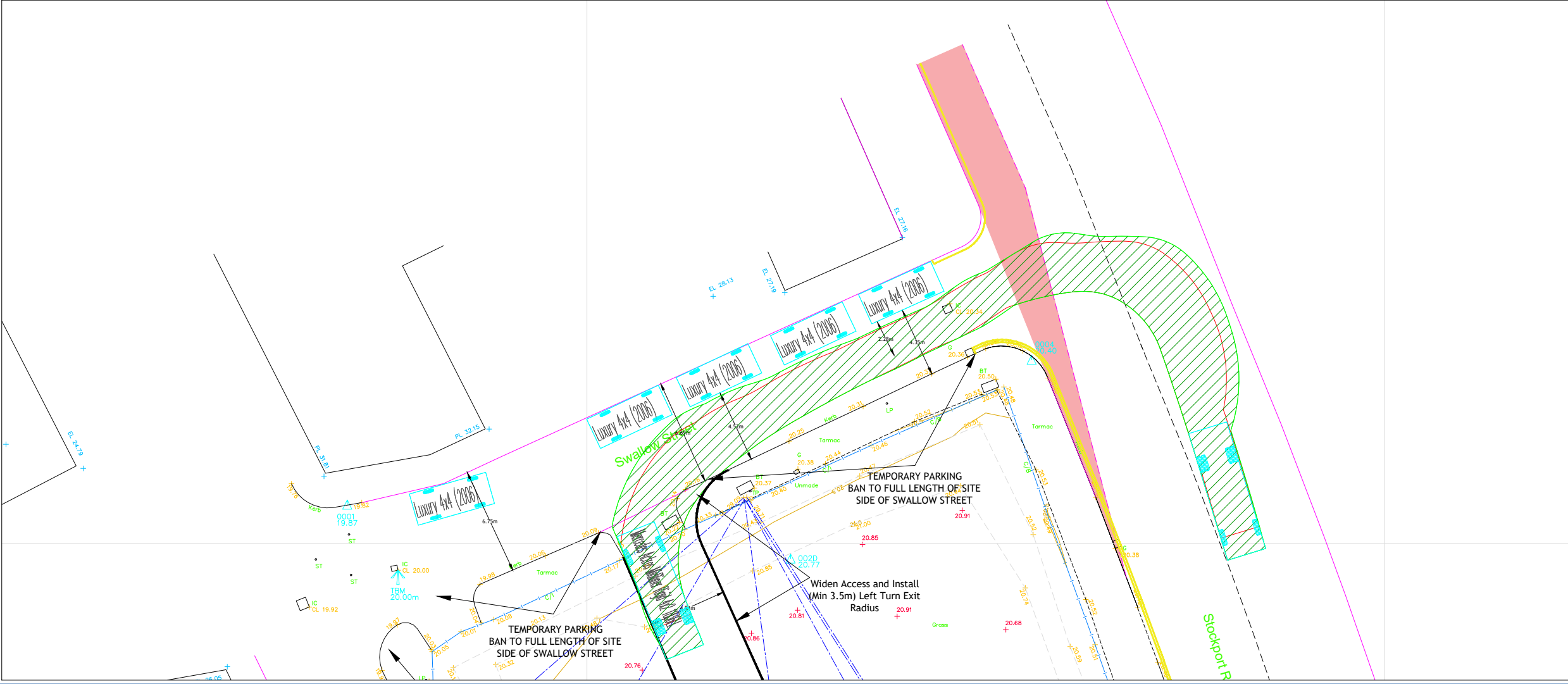
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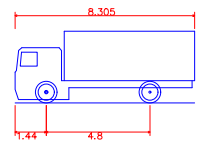
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Lock to lock time 9.00s
Wall to Wall Turning Radius 9.500m

Client: Views

Project: 786 Stockport Road
Longsight / Levenshulme

Drawing Title: Construction Vehicle Access
Vehicle Swept Path Assessment
Delivery Vehicle / Flat Bed Truck Departure

Drawing Number: J000570-ATR106
Revision: -

Date: 02/12/24
Scale: 1:300@A3

Drawn By: APB
Checked By: -

Status: Information

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PROPOSED GROUND FLOOR PLAN 1:200 @ A2			IMPORTANT NOTES:			CLIENT: VIEWS	
						PROJECT: LAND SOUTH OF 786 STOCKPORT ROAD	
						ADDRESS: STOCKPORT ROAD	
						DRAWING TITLE: PROPOSED GROUND FLOOR PLAN	
						SCALE: 1:200 @ A2	DATE: 12/05/2021
						DRAWING NO: 8048_L00_01P	
			P	16.08.22	AMENDED BOUNDARY TREATMENT	OLLIER SMURTHWAITE ARCHITECTS 40 King Street, Manchester, M2 6BA T 0161 883 0838 F 0161 883 0839 E mail@olliersmurthwaite.com	
			N	26.04.22	ADDED ROOFLIGHTS TO PLOTS 2.01 AND 2.15		
			M	14.04.22	MINOR MATERIAL AMENDMENT		
			REVISION	DATE	DESCRIPTION		