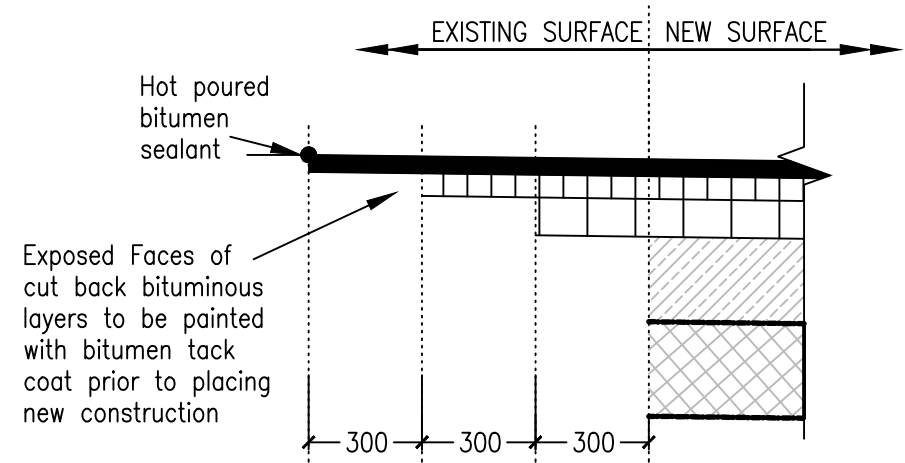
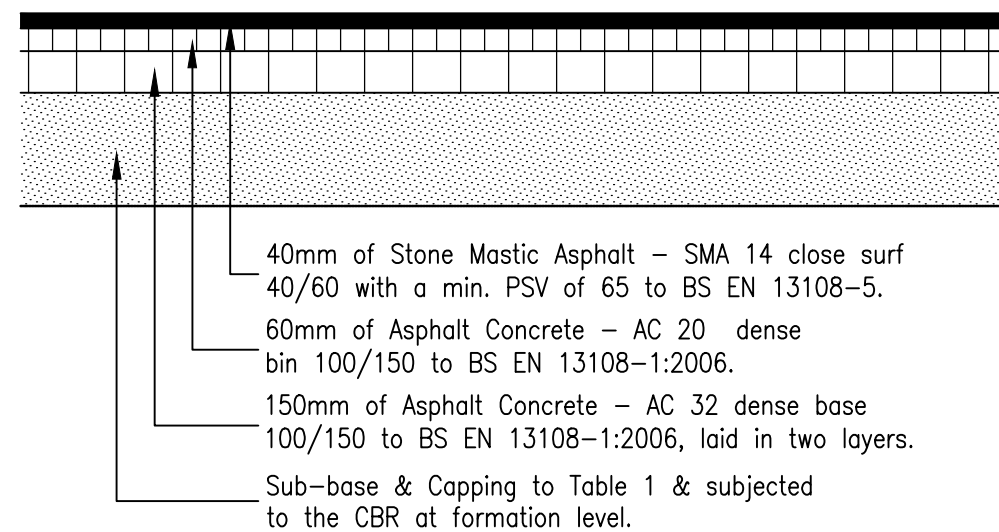




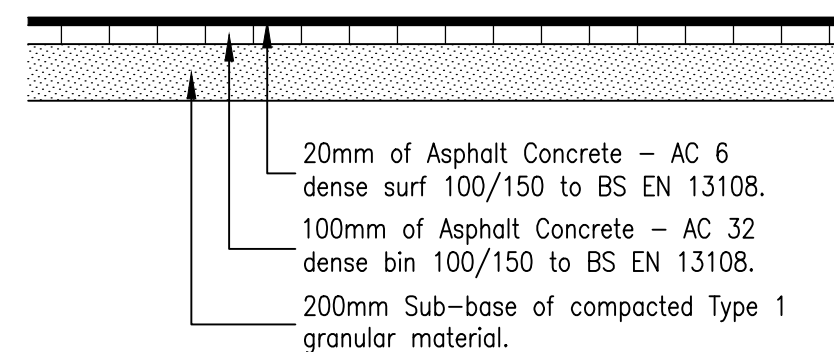
Tie in Detail of New To Existing Carriageway and Footpath
(1:20)



Asphalt Construction for Adoptable Access
(1:20)

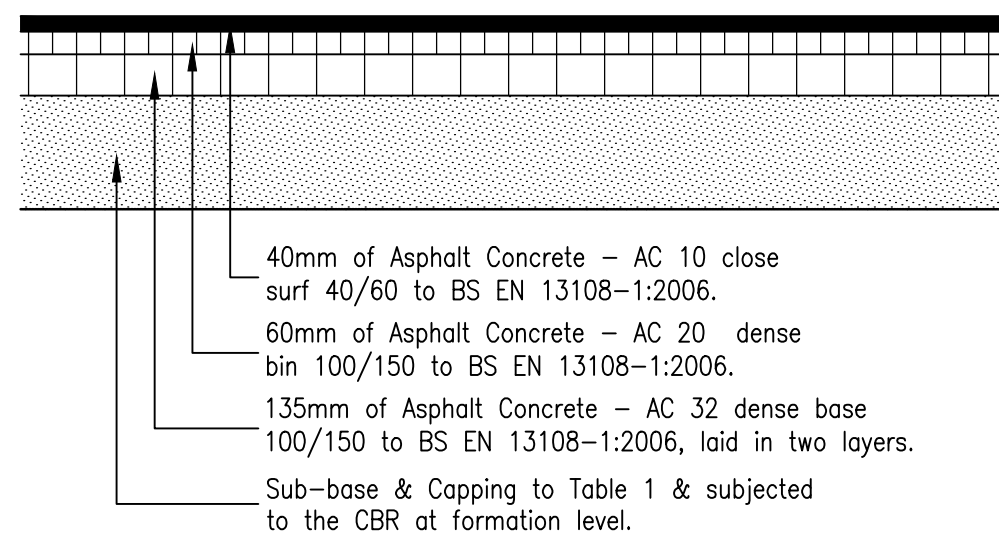
CBR at formation level	Table 1		
	Sub-base Only	Sub-base + Capping	
	Type 1 (mm)	Type 1 (mm)	6F2 (mm)
CBR < 2.5%	-	150	600
2.5% ≤ CBR < 3%	350	150	400
3% ≤ CBR < 4%	300	150	350
4% ≤ CBR < 5%	270	150	300
5% ≤ CBR	250	150	250

- * If Sub-base is tested as frost sensitive minimum construction of pavement to be 450mm.
- * Sub-base and/or capping to be determined by site testing at formation level and agreed with Manchester CC.



Adoptable Asphalt Footway Construction
(1:20)

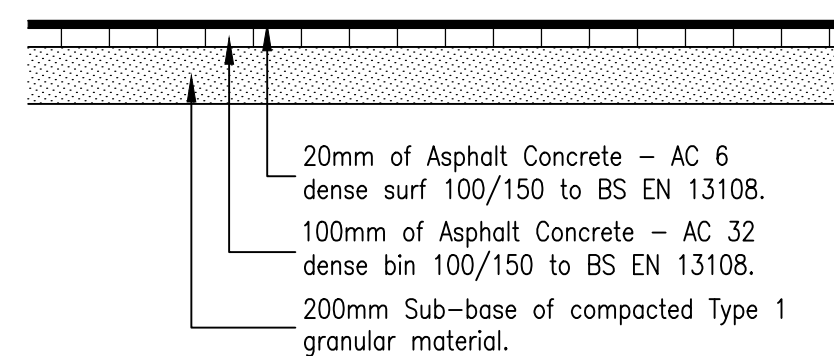
- NOTES:
- * Proposed asphalt footway construction designed in accordance with DMRB CD 239 Revision 1 for Light-vehicle footways and cycleways with 2.5% subgrade CBR.



Asphalt Construction for Private Access
(1:20)

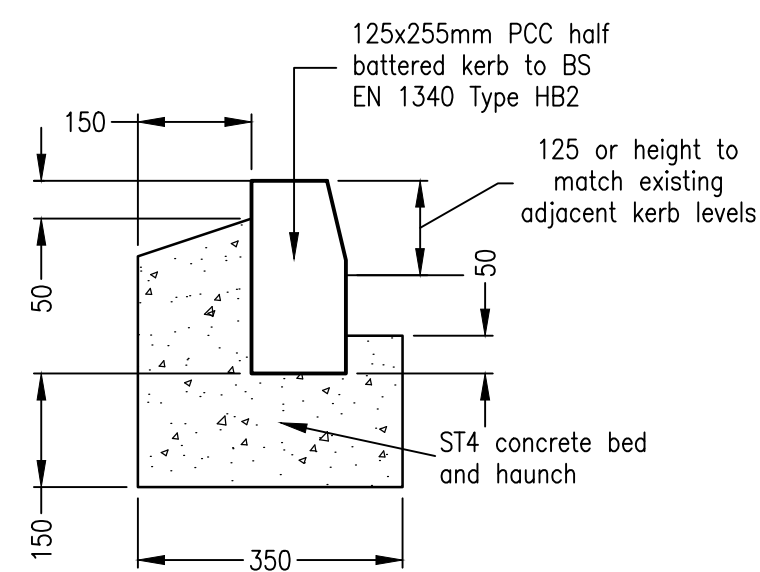
CBR at formation level	Table 1		
	Sub-base Only	Sub-base + Capping	
	Type 1 (mm)	Type 1 (mm)	6F2 (mm)
CBR < 2.5%	-	150	600
2.5% ≤ CBR < 3%	350	150	400
3% ≤ CBR < 4%	300	150	350
4% ≤ CBR < 5%	270	150	300
5% ≤ CBR	250	150	250

- * If Sub-base is tested as frost sensitive minimum construction of pavement to be 450mm.
- * Sub-base and/or capping to be determined by site testing at formation level.

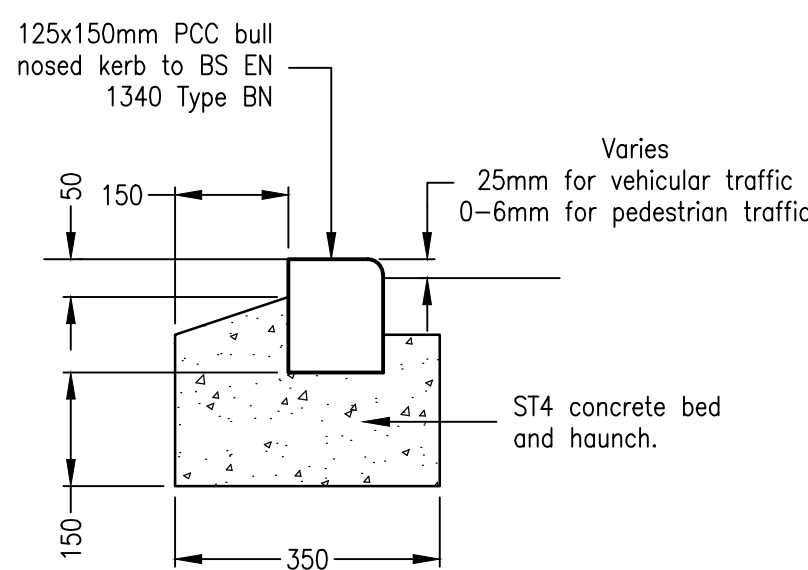


Private Asphalt Footway Construction
(1:20)

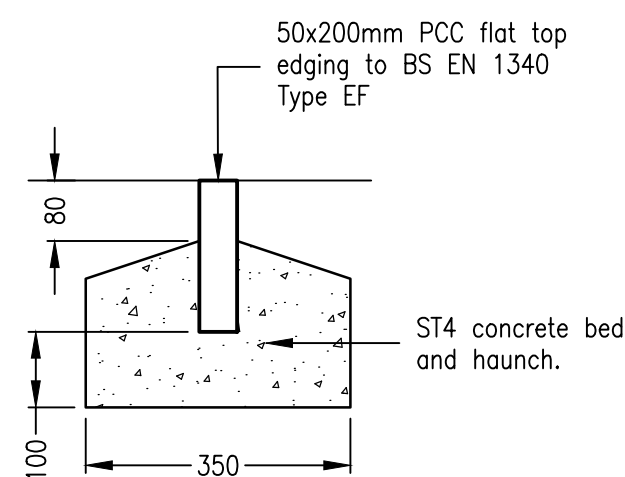
- NOTES:
- * Proposed asphalt footway construction designed in accordance with DMRB CD 239 Revision 1 for Light-vehicle footways and cycleways with 2.5% subgrade CBR.



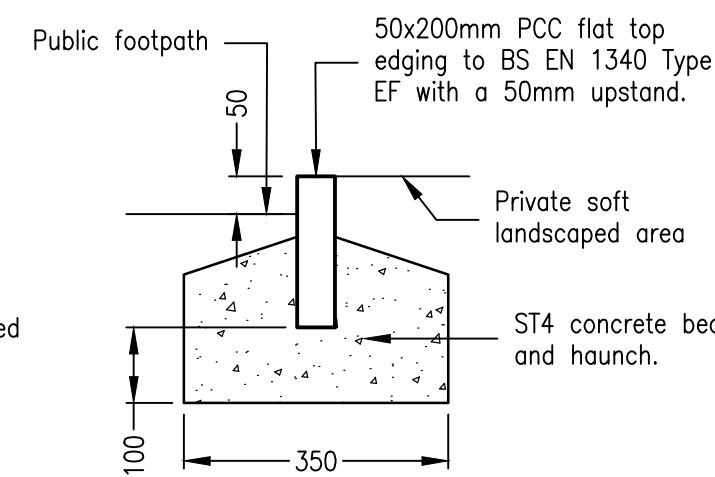
Half Battered Kerb Detail
(1:10)



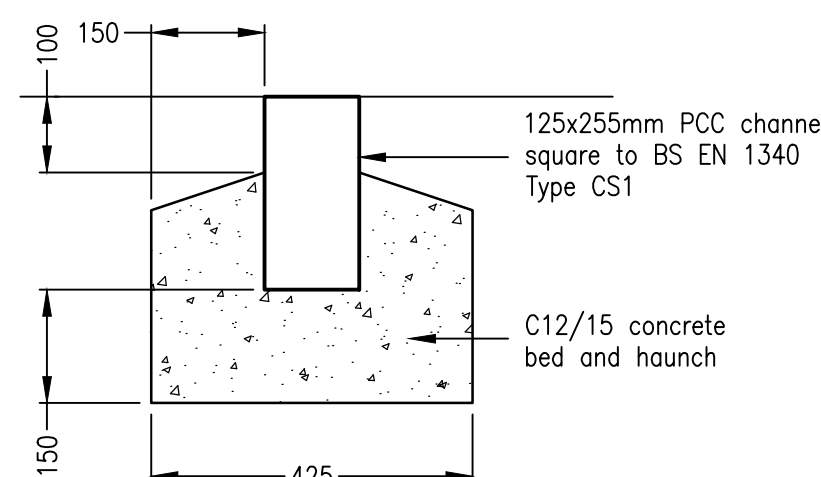
Bull Nosed Kerb Detail
(1:10)



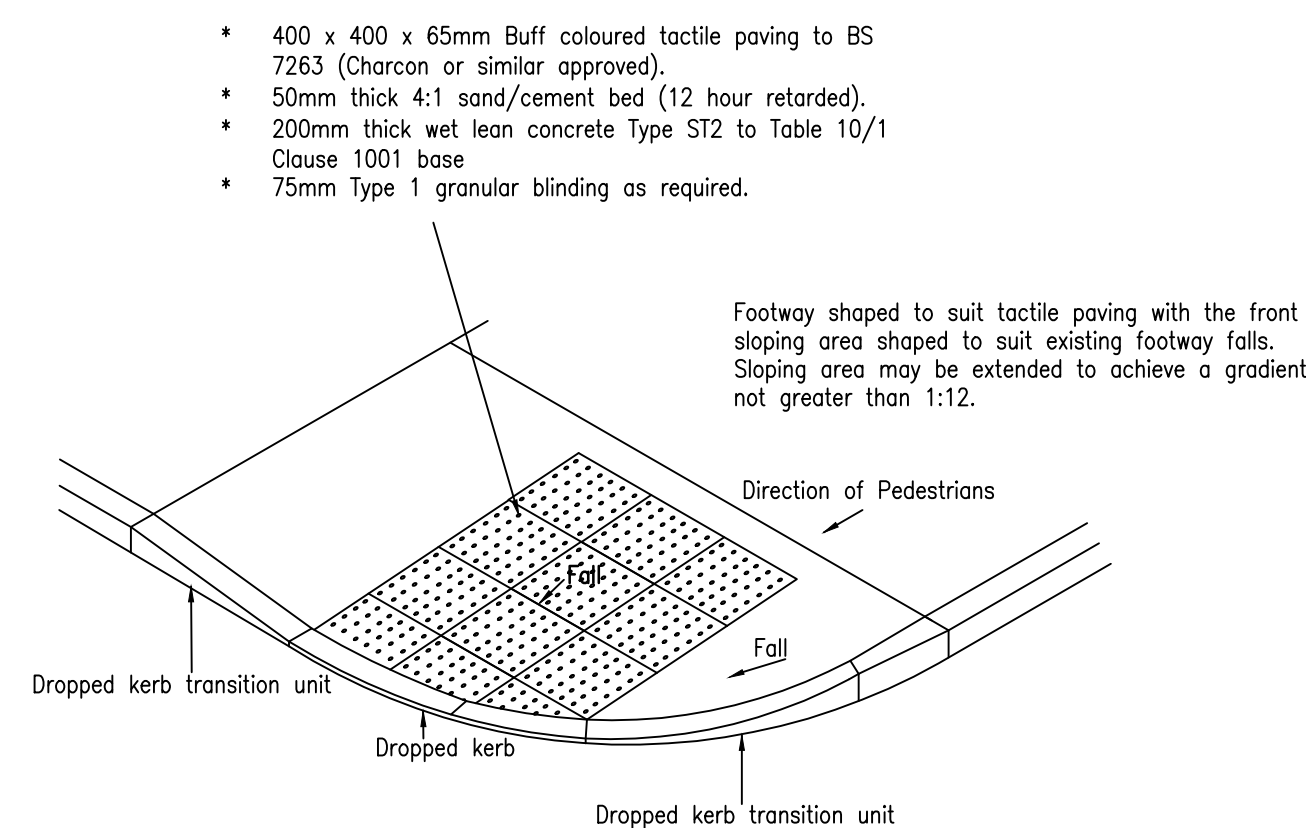
Edging Detail
(1:10)



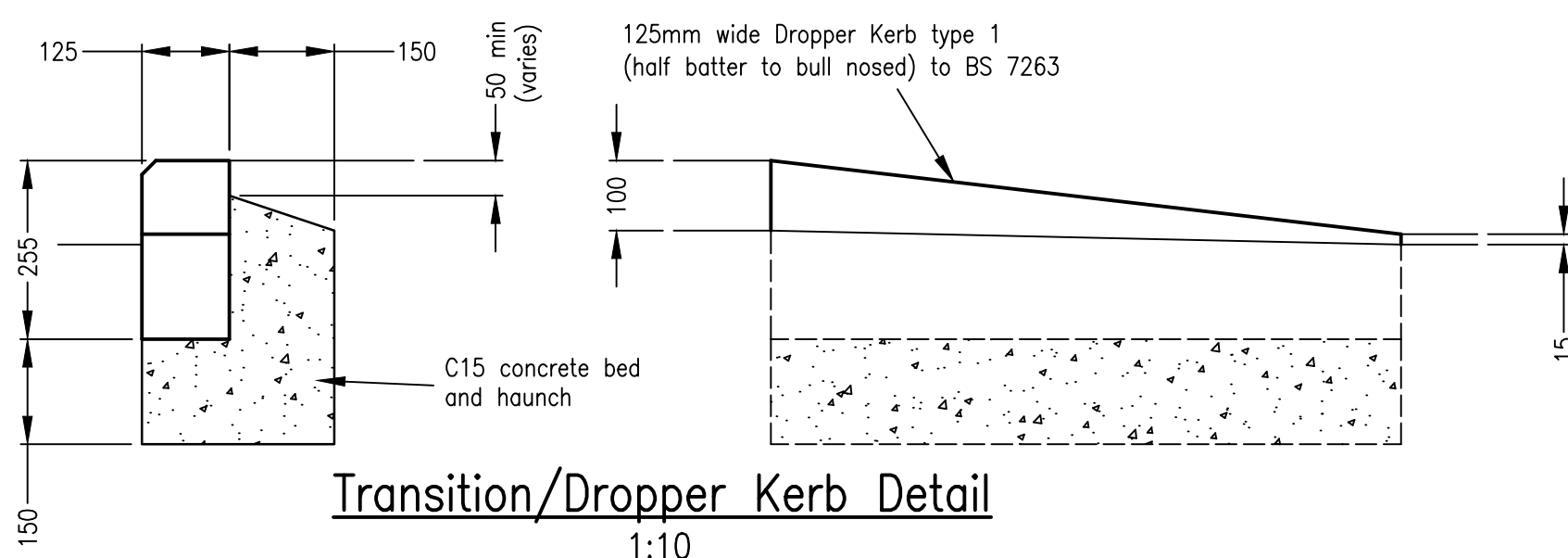
Edging Detail to the back of public footpath facing soft landscaped areas
(1:10)



Channel Square Kerb Detail
(1:10)



Typical Uncontrolled Pedestrian Crossing
(NTS)



Transition/Dropper Kerb Detail
1:10

Notes:

- Do not scale from this drawing.
- In case of any discrepancies in drawings, details or bills, refer to engineers for clarification: unilateral decisions by the Contractor will not be accepted.
- This drawing is to be read in conjunction with all related Architects, Consultants & Sub-Contractors drawings and specifications.
- The Contractor is advised that all design drawings and information are to be read concurrently and any discrepancies or omissions reported directly to PTA Civils Department.
- Formation to be covered with Geotextile prior to laying Capping/Sub-base course
- Contractor to carry out insitu CBR testing of the existing sub-grade prior to carrying any road construction
- Headwall size is to be determined by contractor upon investigation of existing arrangement

THIS IS A 'RECORD DRAWING'. IT IS THE ISSUE OF A CONSTRUCTION DRAWING, WHICH INCLUDES THE INFORMATION THAT THE CONTRACTOR HAS SUPPLIED FORMALLY TO PTA TO SHOW THE CONTRACTOR'S "AS-BUILT" INFORMATION. THIS INFORMATION HAS NOT BEEN VERIFIED BY PTA. PTA HAVE RELIED UPON THE CONTRACTORS OBLIGATION TO CONSTRUCT GENERALLY IN ACCORDANCE WITH PTA'S DESIGN.

Works under MCC S278
Highways technical approval
dated 25/03/2014 ref.
210633H.

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DRAWING STATUS

FOR CONSTRUCTION

C02	Record Issue: Channel Square Kerb Detail Added.	LB	30.07.24	SLW
C01	Construction Issue.	LB	05.04.24	SLW
P04	Uncontrolled Pedestrian Crossing Detail Updated.	LB	09.01.23	
P03	Details Updated.	LB	07.12.23	
P02	Site Layout & Access Road Alignment Updated.	LB	21.07.23	
P01	First Issue.	GW	12.11.21	LB

REV	DESCRIPTION	BY	DATE	CHK'D

PROJECT TITLE

Grimshaw Lane, Manchester

DRAWING TITLE

S278

Construction Details

DATE	Nov 2021	CHECKED DO	CHECKED ENG	PTA PROJ No
DRAWN	GW			9762
SCALE	-	LB	SLW	REVISION
DRG SIZE	A1			C02

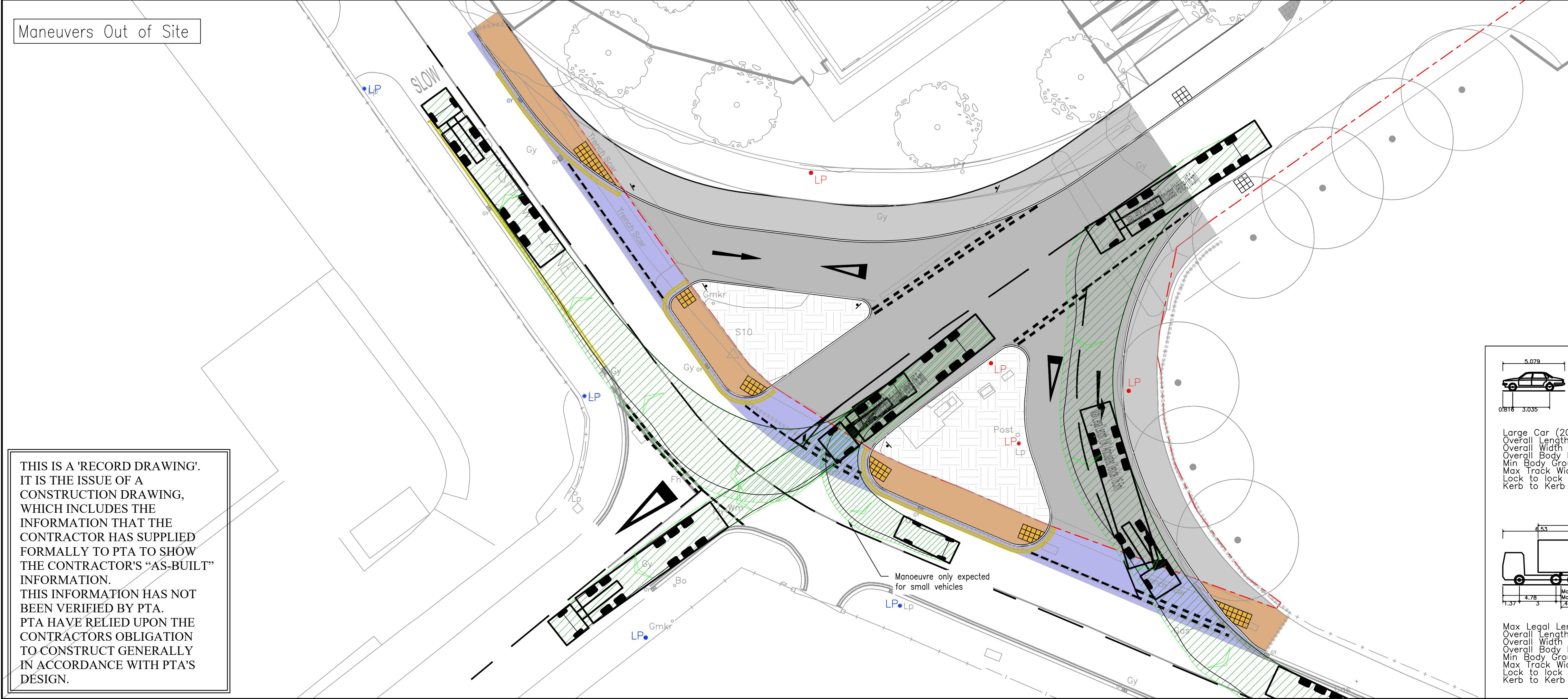
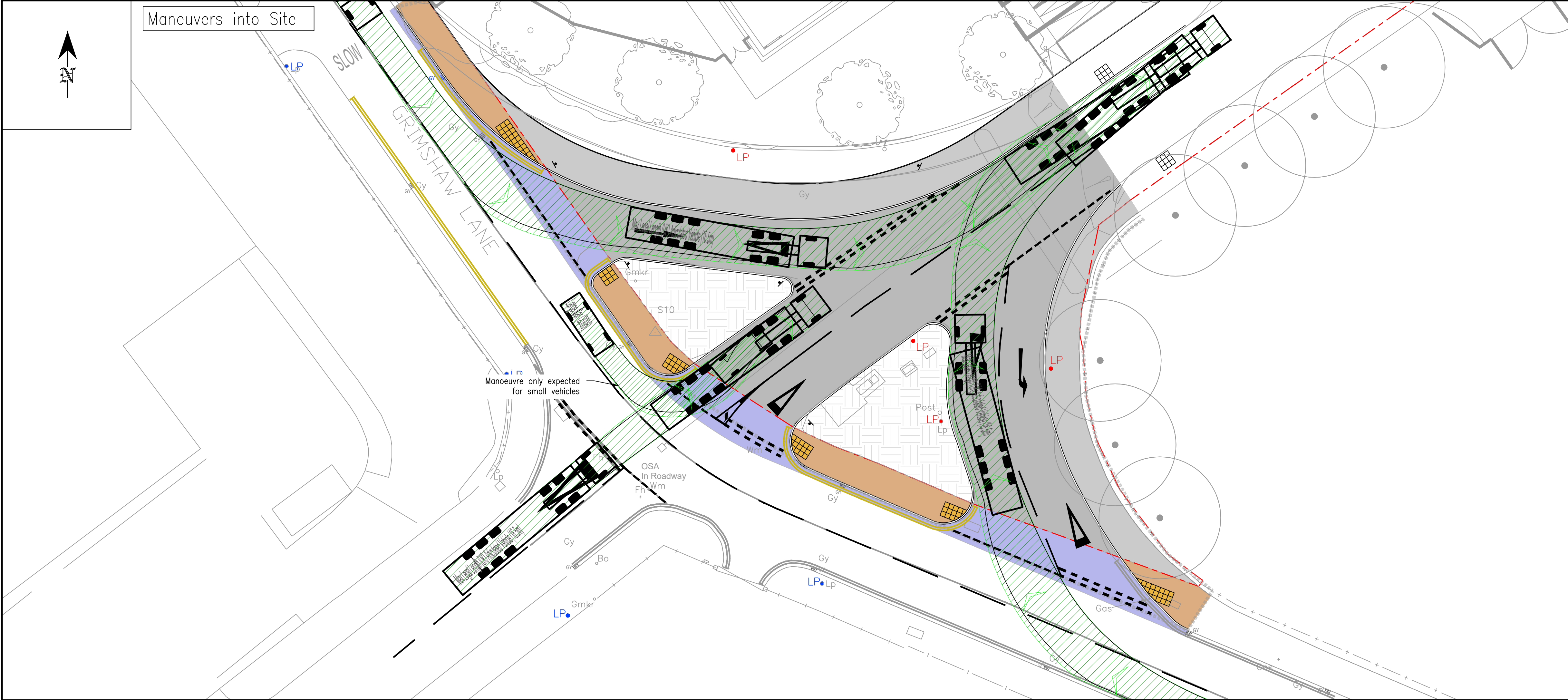
DRAWING No

9762-PTA-XX-XX-DR-C- 8460

Consulting Civil & Structural Engineers

pta
29 Red Lion Street
Chesham
Bucks.
HP5 1EJ
Tel. 01494 772721

www.placonsult.co.uk



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- KEY:
- Site Boundary
 - Adoptable Carriageway
 - Private Carriageway
 - Adoptable Footway
 - Private Footway
 - Private Soft Landscaping
 - Buff Tactile Paving
 - Existing Road Gully
 - Proposed Road Gully
 - Public Lamppost
 - Private Lamppost

- Notes:
- Do not scale from this drawing.
 - In case of any discrepancies in drawings, details or bills, refer to engineers for clarification: unilateral decisions by the Contractor will not be accepted.
 - This drawing is to be read in conjunction with all related Architects, Consultants & Sub-Contractors drawings and specifications.
 - The Contractor is advised that all design drawings and information are to be read concurrently and any discrepancies or omissions reported directly to PTA Civils Department.
 - This drawing is based upon the survey by Greenhatch Group reference 37505_T Rev 2 dated 07/08/2020 provided in digital format.
 - Grid and levels based on Ordnance Datum, derived from the national GPS network.

- Tracking Key:
- Overhang
 - Wheel
 - Forward
 - Reverse

Works under MCC S278
Highways technical approval
dated 25/03/2014 ref.
210633H.

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DRAWING STATUS

FOR CONSTRUCTION

C02	Record Issue; Uncontrolled Pedestrian Crossing Added To Private Road.	LB	30.07.24	SLW
C01	Construction Issue.	LB	05.04.24	SLW
P06	Existing & Proposed Double Yellow Markings Added.	LB	12.02.24	
P05	Road Markings Added To Northern Access Arm.	LB	09.01.23	
P04	Northern Access Arm Made Entry Only.	LB	07.12.23	
P03	Northern Arm Access Road Alignment Updated.	LB	10.11.23	
P02	Site Layout & Access Road Alignment Updated.	LB	21.07.23	
P01	First Issue	GW	11.11.21	LB
REV	DESCRIPTION	BY	DATE	CHKD

PROJECT TITLE

Grimshaw Lane, Manchester

DRAWING TITLE

S278
Vehicle Tracking

DATE	Nov 2021	CHECKED DD	CHECKED ENG	PTA PROJ No
DRAWN	GW			9762
SCALE	1:200	LB	SLW	REVISION
DRG SIZE	A1			C02

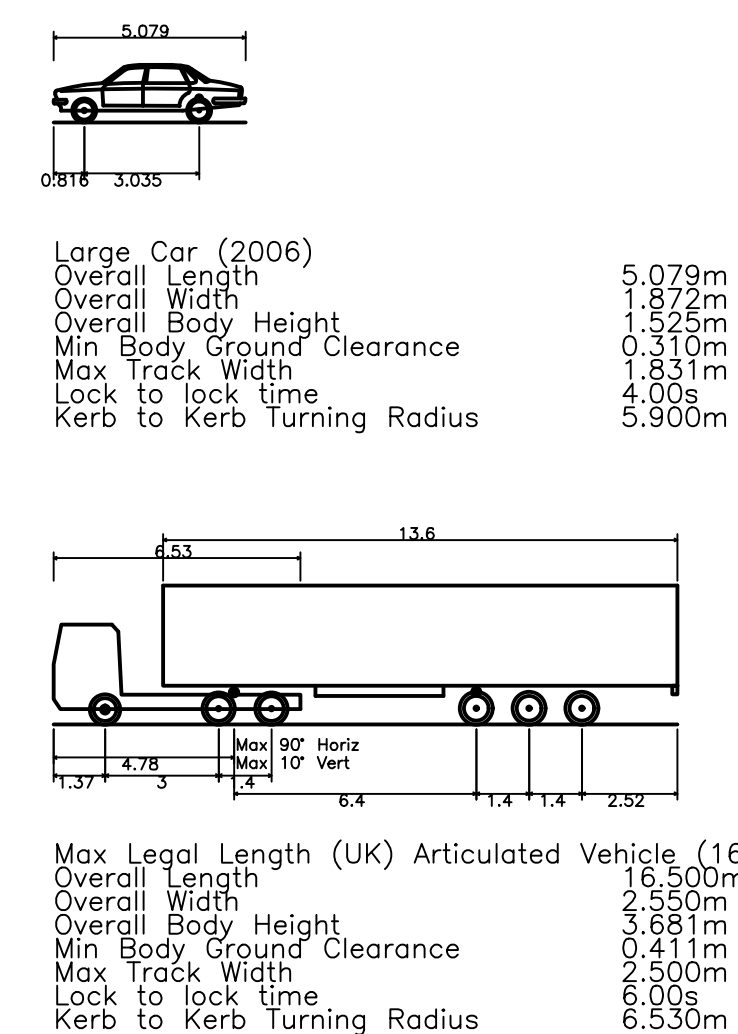
DRAWING No

9762-PTA-XX-XX-DR-C- 8470

Consulting Civil & Structural Engineers



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Road Safety Audit Stage 3 with Designer's Response.

**GRIMSHAW LANE,
MANCHESTER**

COMPLETED HIGHWAY WORKS

STAGE 3

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

**PTA CONSULTING CIVIL &
STRUCTURAL ENGINEERS**

JULY 2024



RKS
Associates

Project: Grimshaw Lane, Manchester
Completed Highway Works

Client: PTA Consulting Civil & Structural Engineers

Document: Stage 3 Road Safety Audit

RKS Associates Ref: VRP1800-01

Issue date: 29th July 2024

Status: Final

Authorised by: VP/BN

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RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ

CONTENTS

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2 Items raised at Stage 1/2 Road Safety Audit 4

3 Items Raised at Stage 3 Road Safety Audit 6

4 Audit Team Statement 8

Appendices

- Appendix A: Location of Problems Identified During Stage 3 Road Safety Audit
- Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 3 Road Safety Audit carried out on the completed highway works associated with a new industrial development on land located to the north of Grimshaw Lane in Manchester. The development proposal seeks to demolish all existing buildings at the site and to construct 12 units providing a total gross internal floor area of 42,781 m² of flexible B2/B8/E use class with associated parking, vehicular access, servicing and landscaping.

1.2 The completed highway works involve improvements to the existing access located on the northern side of Grimshaw Lane, the existing access is currently stopped up. The highway works include carriageway and footway resurfacing, provision of tactile paving and refreshing of the carriageway markings.

1.3 Grimshaw Lane is a single two-way carriageway which is aligned in a north-east to south-west direction providing access to several commercial buildings as well as some residential properties. The carriageway is lit and is locally subject to a 20mph speed limit with pedestrian footpaths either side of the carriageway.

1.4 PTA Consulting Civil & Structural Engineers has supplied the following information upon which this combined Stage 3 RSA is based:

- Outdoor Lighting Report prepared by Amey Consulting Ref: AC-MSL-6345 C04 (February 2024);
- Transport Assessment prepared by Vectos Transport Planning (February 2021);
- Designers Response to Stage 1/2 Road Safety Audit prepared by PTA Ref: 9762 (July 2023);
- PTA Section 278 Drawing Numbers:
 - 9762-PTA-XX-XX-DR-C-8400 Revision C01: – General Arrangement;
 - 9762-PTA-XX-XX-DR-C-8410 Revision C01: – Visibility Splay;
 - 9762-PTA-XX-XX-DR-C-8420 Revision C01: – Setting Out;
 - 9762-PTA-XX-XX-DR-C-8422 Revision C01: – Gulley Relocation Plan;
 - 9762-PTA-XX-XX-DR-C-8430 Revision C01: – Surface Material Layout;
 - 9762-PTA-XX-XX-DR-C-8440 Revision C01: – Kerb Layout;
 - 9762-PTA-XX-XX-DR-C-8460 Revision C01: – Construction Details;
 - 9762-PTA-XX-XX-DR-C-8470 Revision C01: – Vehicle Tracking; and
 - 9762-PTA-XX-XX-DR-C-8480 Revision P01: – Road Markings Layout.

1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, FIHE
Client Organisation	Manchester City Council
Design Organisation	PTA Consulting Civil & Structural Engineers



- 1.6** The Audit was undertaken following examination of the submitted documents, including a daytime and night-time site visit undertaken on Wednesday 17th July 2024 between the hours of 5:30pm and 6:30pm and 8:30 -9:30pm. The local traffic police and highway authority officer were unable to attend the site visit, however a draft copy of this report was supplied to them for comments prior to it being finalised and issued.
- 1.7** The weather was sunny and clear, the road surface was dry during the site inspections. No traffic congestion or incidents were observed during the site inspection, moderate traffic flows and low pedestrians and cyclists were observed travelling along Grimshaw Lane in the vicinity of the development access. The proposed development access has been constructed, however access to the development was restricted by safety fencing only permitting access for construction vehicles accessing the site.

Terms of Reference

- 1.8** The Audit Team is independent of the project design team and has had no other involvement with the project apart from the Team Leader who undertook the combined Stage 1/2 RSA in May 2022. This Stage 3 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.9** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion of the highway works.

Collision Data

- 1.12** Personal Injury Collision (PIC) data has been obtained from the Greater Manchester reported road accident database website (www.gmtu.gov.uk/gmaccidents) for the three-year period up to December 2023. This PIC data indicates that one collision occurred at the Grimshaw Lane/development access junction. The collision occurred in May 2021, it involved one vehicle and resulted in a slight injury.



Traffic Generation

- 1.13** The Transport Assessment provides details of traffic generation related to the overall development proposals. The trip generation assessment indicated that the worse-case scenario of 154 two-way vehicle trips during the AM peak attributed to the class E use and 123 two-way trips in the PM peak hour attributed to the class B2 use.



2 ITEMS RAISED AT STAGE 1/2 ROAD SAFETY AUDIT

2.1 RKS Associates undertook a combined Stage 1/2 Road Safety Audit for the proposed scheme in May 2022. The Designers Response to the Stage 1/2 RSA are provided below:

Problem 2.1

Summary: Potential collisions due to standing water or service covers.
Location: Throughout
Recommendation: Review and relocate the surface water drainage gully away from the junction.
Designer's Response: *Existing gully within the western access arm is proposed to be removed/relocated as shown on the updated the PTA drawing 9762-PTA-XX-XX-DR-C-840_S278 General Arrangement_ Rev P02*

Problem 2.2

Summary: Potential risk of side-swipe & head on collisions.
Location: Development access southbound approach to Grimshaw Lane
Recommendation: Review and amend the horizontal alignment of the development access road on its approach to Grimshaw Lane.
Designer's Response: *The existing site access is being resurfaced / reinstated to serve the proposed development as per the approved planning scheme, reference 129444/FO/2021. Additional white markings are proposed to improve awareness whilst approaching the junction.*

Problem 3.1

Summary: Potential risk of vehicle turning collisions associated with inadvertent vehicle manoeuvres
Location: Proposed Development Access/Grimshaw Lane junction
Recommendation: Review the layout, it may be more appropriate to redesign the development access to a more conventional simple priority junction to mitigate the risk of multiple vehicle manoeuvres to and from the development.
Designer's Response: *The existing site access is being resurfaced / reinstated to serve the proposed development as per the approved planning scheme, reference 129444/FO/2021. Additional white markings and signage is proposed to improve awareness whilst approaching the junction.*

Problem 3.2

Summary: Potential risk of vehicle collisions associated with failing to give way
Location: Lord North Street approach to development Access
Recommendation: Additional measures including improved signage and carriageway markings should be provided throughout to make the layout and operation of the crossroad junction more conspicuous.
Designer's Response: *Give way warning sign has been added to the approach from Lord North Street with "GIVE WAY 60 yds" word sign as shown on the updated PTA drawing 9762-PTA-XXXX-DR-C-8450_S278 – Traffic Signs & Road Markings-Rev P02.*



Problem 4.1

Summary:	Potential risk of pedestrian trips/falls
Location:	Pedestrians crossing development access
Recommendation:	Amend the horizontal alignment of the tactile paving and dropped kerbs across the development such that it directs pedestrians safely across the junction.
Designer's Response:	<i>Tactile paving and dropped kerbs added to the development access crossings as shown on the updated PTA drawing 9762-PTA-XX-XX-DR-C-8400_S278 General Arrangement-Rev P02 & 9762-PTA-XX-XX-DR-C-8440_S278 Kerb Layout-Rev P02.</i>

Problem 4.2

Summary:	Potential risk of pedestrians being struck by turning traffic
Location:	Pedestrian crossing across development access (eastern and western access)
Recommendation:	Review the layout of the uncontrolled pedestrian crossing facility across the eastern and western development accesses. The crossing facility should be set back into the development and re-orientated to reduce the crossing distance.
Designer's Response:	<i>Crossing facilities have been located within the edge of public highway. Moving the proposed pedestrian crossings further into the site would result in positioning them within private land.</i>

Problem 5.1

Summary:	Potential risk of vehicle collisions associated with unclear road layout
Location:	General
Recommendation:	Ensure that additional signs are provided to inform road users of the layout and operation of the proposed junction. In addition temporary 'New Road Layout' should be provided on all approaches to the junction for a period of 3 months to inform road users of the new road layout.
Designer's Response:	<i>Temporary "NEW ROAD LAYOUT AHEAD" added to the junction approaches as shown on the updated PTA drawing 9762-PTA-XX-XX-DR-C-8480_S278 – Traffic Signs & Road Markings-Rev P02.</i>



3 ITEMS RAISED AT STAGE 3 ROAD SAFETY AUDIT

3.1 **Problem:**

Summary: Potential risk of vehicle collisions associated with inadvertent vehicle manoeuvres

Location: *Left turn out of Development Access onto Grimshaw Lane*

There is concern that the layout of the entry/exit to the development (southern extent) may result in vehicles entering the site overrunning into the opposing traffic lane (left turn out of development). This may increase the risk of head-on collisions between traffic entering the development and vehicle exiting the development simultaneously.

Recommendation:

Carriageway markings to diagram 1038 (directional arrow) should be placed on the left turn exit lane to inform motorists of the two-way operation.

3.2 **Problem:**

Summary: Potential risk of vehicle collisions associated with failing to give way

Location: *Development Access approach to Lord North Street*

The development access (central access) forms a crossroad arrangement with Lord North Street and Grimshaw Lane. Whilst the carriageway markings have been provided on the development access, the absence of Give Way signage makes the layout and operation of the junction less conspicuous particularly during the hours of darkness. This may result in motorists failing to give way to traffic travelling along Grimshaw Lane and continue ahead onto Lord North Street. This may increase the risk of failing to give way collisions occurring at the central development access/Grimshaw Lane junction.

Recommendation:

Additional measures in the form of Give Way signage should be provided on central development access approach to Grimshaw Lane.

3.3 **Problem:**

Summary: Potential risk of vehicle collisions associated with failing to give way

Location: *Development Access approach to Lord North Street*

The Give Way carriageway marking (Diagram: 1023 A) on central development egress approach to Grimshaw Lane is aligned incorrectly with the layout of the junction and directs motorists exiting the development towards the southern kerb.

Recommendation:

In addition to recommendation set out above, the carriageway markings on the central development egress should be amended to incorporate a central hatch marking island at the egress to improve the layout and operation of the junction.



3.4

Problem:

Summary: Potential risk of pedestrian trips/falls

Location: *Pedestrians crossing development access*

The kerb upstand on the northern side of the uncontrolled pedestrian crossing facility across the development access (southern extent) results in a trip hazard particularly for mobility and visually impaired pedestrians. This may result in an increased risk of pedestrian trips/falls incidents.

Recommendation:

Ensure a level surface is provided between the uncontrolled pedestrian crossing facility and carriageway on the northern side of the development access (southern extent).

3.5

Problem:

Summary: Potential risk of pedestrians being struck by turning traffic

Location: *Pedestrian crossing across development access*

The highway works include a pedestrian footway along the southern and northern side of the development access. However, no direct crossing facility for pedestrians across the development access has been provided. Consequently, pedestrians wishing to cross the development access will need to walk up to Grimshaw Lane where a crossing facility is provided. The absence of an uncontrolled pedestrian crossing facility across the development access will result in pedestrians crossing the development access at unsafe locations or increase the risk of trip/fall injuries to pedestrians as they negotiate full height kerbs.

Recommendation:

Ensure an uncontrolled pedestrian crossing facility is provided across the development access.



4 AUDIT TEAM STATEMENT

- 4.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 29th July 2024

Audit Team Member

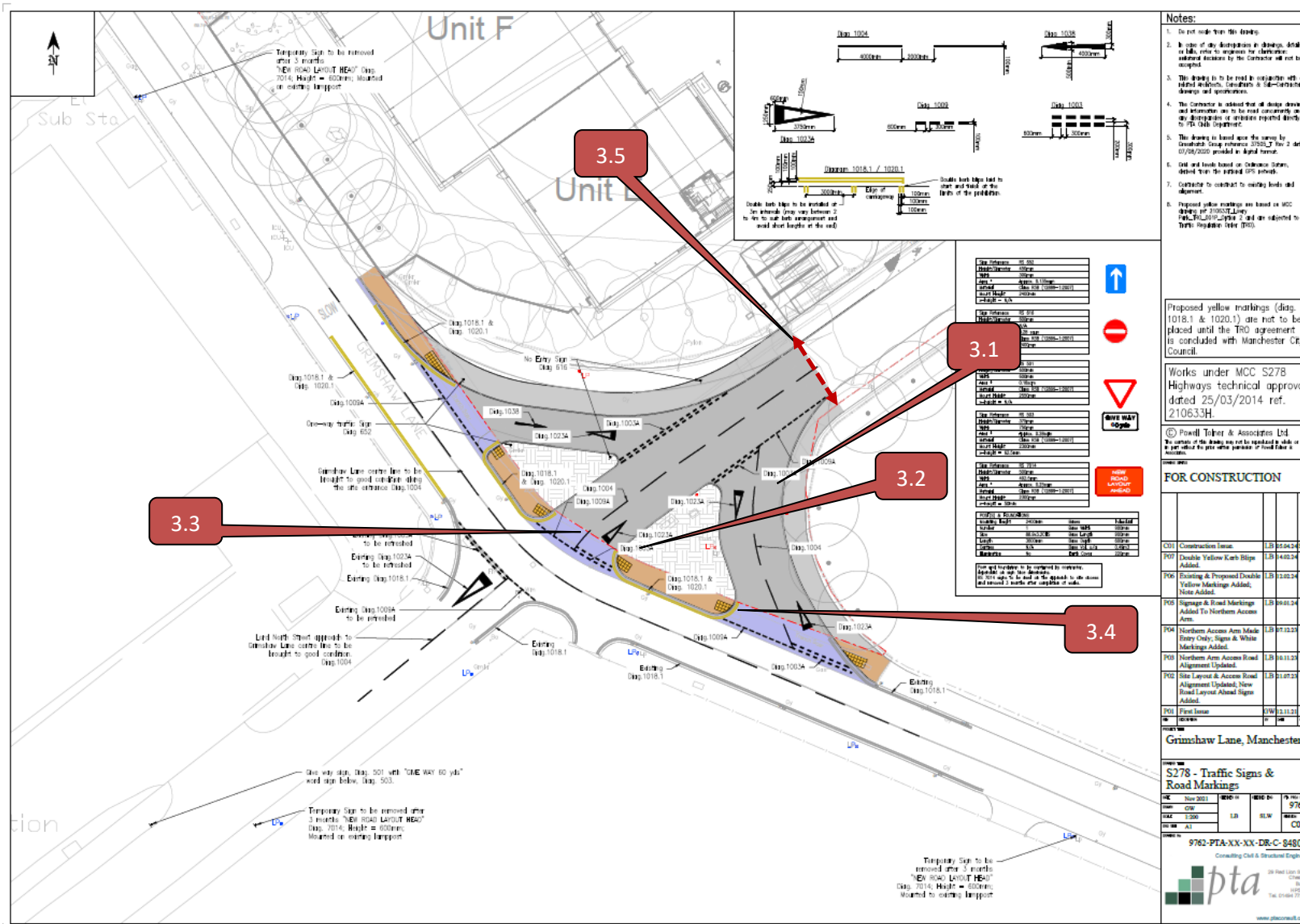
Beth Newiss
MCIHT, MSoRSA

Signed:

Date: 29th July 2024



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	Carriageway markings to diagram 1038 (directional arrow) should be placed on the left turn exit lane to inform motorists of the two-way operation.	Directional arrow added to the left turn lane as shown on the updated the PTA drawing 9762-PTA-XX-XX-DR-C-8480_S278 - Traffic Signs & Road Markings_ Rev C02.
3.2	Additional measures in the form of Give Way signage should be provided on central development access approach to Grimshaw Lane.	Give Way sign added to the Grimshaw Lane Approach as shown on the updated the PTA drawing 9762-PTA-XX-XX-DR-C-8480_S278 - Traffic Signs & Road Markings_ Rev C02.
3.3	In addition to recommendation set out in 3.2, the carriageway markings on the central development egress should be amended to incorporate a central hatch marking island at the egress to improve the layout and operation of the junction.	Hatching diagram 1040 added to the Grimshaw Lane approach as shown on the updated the PTA drawing 9762-PTA-XX-XX-DR-C-8480_S278 - Traffic Signs & Road Markings_ Rev C02.
3.4	Ensure a level surface is provided between the uncontrolled pedestrian crossing facility and carriageway on the northern side of the development access (southern extent).	Contractor to review uncontrolled pedestrian crossing and to provide a flush (0-6mm) kerb along the tactile paving as shown on PTA drawings 9762-PTA-XX-XX-DR-C-8450_S278 - Construction Details Rev C01 and. 9762-PTA-XX-XX-DR-C-8460_S278 - Kerb Layout Rev C01
3.5	Ensure an uncontrolled pedestrian crossing facility is provided across the development access.	Uncontrolled pedestrian crossing to be introduced at this location to facilitate pedestrian movement / access from traffic approaching from the southern side of the Grimshaw Lane as shown on updated PTA drawings.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 3 Road Safety Audit Report and my response to its recommendations are set out above.

Luís Brito.....
Senior Civil Engineer - Designer

Date: 30.07.2024

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

.....

Date:

Transport for Greater Manchester Correspondence

Luis Brito

From: Ellis Clarke <Ellis.Clarke@tfgm.com>
Sent: 19 January 2024 13:15
To: Luis Brito; Sharon Duffin; GMUTC
Cc: Richard Dolphin; Simon Lea-Wilson; Ben Moore; Adele Aston; Grant, Jason; Richard Booth; Colin Cromar
Subject: RE: Grimshaw Lane, Manchester - planning condition 26

Hi Luis,

I can confirm that the SCOOT invoice has been paid and that TfGM does not have any objections to the relevant part of planning condition 26 being discharged and no further actions will be required. (planning ref. 129444/FO/2021.

(Note that the misspelling in the extract should be corrected to- ***Re-validation of the SCOOT at the junctions of Monsall Road/Oldham Road and The Gateway/Oldham Road***).

Regards,
Ellis

Ellis Clarke

UTC Engineering Manager
Greater Manchester Urban Traffic Control Unit
Transport for Greater Manchester
07946 547 170
<https://tfgm.com>

**TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.
My usual working week is Tuesday to Friday.**

From: Luis Brito <luis.brito@ptaconsult.co.uk>
Sent: Friday, January 19, 2024 10:44 AM
To: Sharon Duffin <Sharon.Duffin@tfgm.com>; Ellis Clarke <Ellis.Clarke@tfgm.com>; GMUTC <GMUTC@tfgm.com>
Cc: Richard Dolphin <Richard.Dolphin@tfgm.com>; Simon Lea-Wilson <Simon.Lea-Wilson@ptaconsult.co.uk>; Ben Moore <ben.moore@ahconstruction.com>; Adele Aston <Adele.Aston@ahconstruction.com>; Grant, Jason <Jason.Grant@greatermanchester-ca.gov.uk>; Richard Booth <RBooth@canmoor.com>
Subject: RE: Grimshaw Lane, Manchester - planning condition 26

Hi Ellis,

Now that the SCOOT invoice has been paid, see attached, can we please have a formal statement/letter confirming that TfGM does not have any objections to the relevant part of planning condition 26 being discharged and no further actions will be required. (planning ref. 129444/FO/2021, extract below with relevant part in bold below)

Planning condition extract:

"26) Prior to the first use of the development hereby approved, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- *Tactile paving and junction road markings to be installed;*
- *The Grimshaw Lane footway adjacent to the development is re-kerbed and re-paved;*
- ***Re-validation of the SCTOO at the junctions of Monsall Road/Oldham Road and The Gateway/Oldham Road; and***

- Improvements to street lighting along Grimshaw Lane.

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012)."

Kind regards,

Luís Brito

Senior Civil Engineer



Powell Tolner & Associates Ltd

T: 01494 772 721 | M: 07939 051 133 | W: www.ptaconsult.co.uk

PTA, 29 Red Lion Street, Chesham, Bucks., HP5 1EJ

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From: Adele Aston <Adele.Aston@ahconstruction.com>

Sent: Thursday, January 18, 2024 12:51 PM

To: Grant, Jason <Jason.Grant@greatermanchester-ca.gov.uk>; Ben Moore <ben.moore@ahconstruction.com>; Sharon Duffin <Sharon.Duffin@tfgm.com>; Luis Brito <luis.brito@ptaconsult.co.uk>; Ellis Clarke <Ellis.Clarke@tfgm.com>; GMUTC <GMUTC@tfgm.com>; Richard Booth <RBooth@canmoor.com>

Cc: Richard Dolphin <richard.dolphin@tfgm.com>; Simon Lea-Wilson <Simon.Lea-Wilson@ptaconsult.co.uk>

Subject: RE: Grimshaw Lane, Manchester - planning condition 26

Jason,

This has now been paid, please see attached confirmation.

Regards

Adèle

From: Grant, Jason <Jason.Grant@greatermanchester-ca.gov.uk>

Sent: 17 January 2024 14:57

To: Adele Aston <Adele.Aston@ahconstruction.com>; Ben Moore <ben.moore@ahconstruction.com>; Sharon Duffin <Sharon.Duffin@tfgm.com>; Luis Brito <luis.brito@ptaconsult.co.uk>; Ellis Clarke <Ellis.Clarke@tfgm.com>; GMUTC <GMUTC@tfgm.com>; Richard Booth <RBooth@canmoor.com>

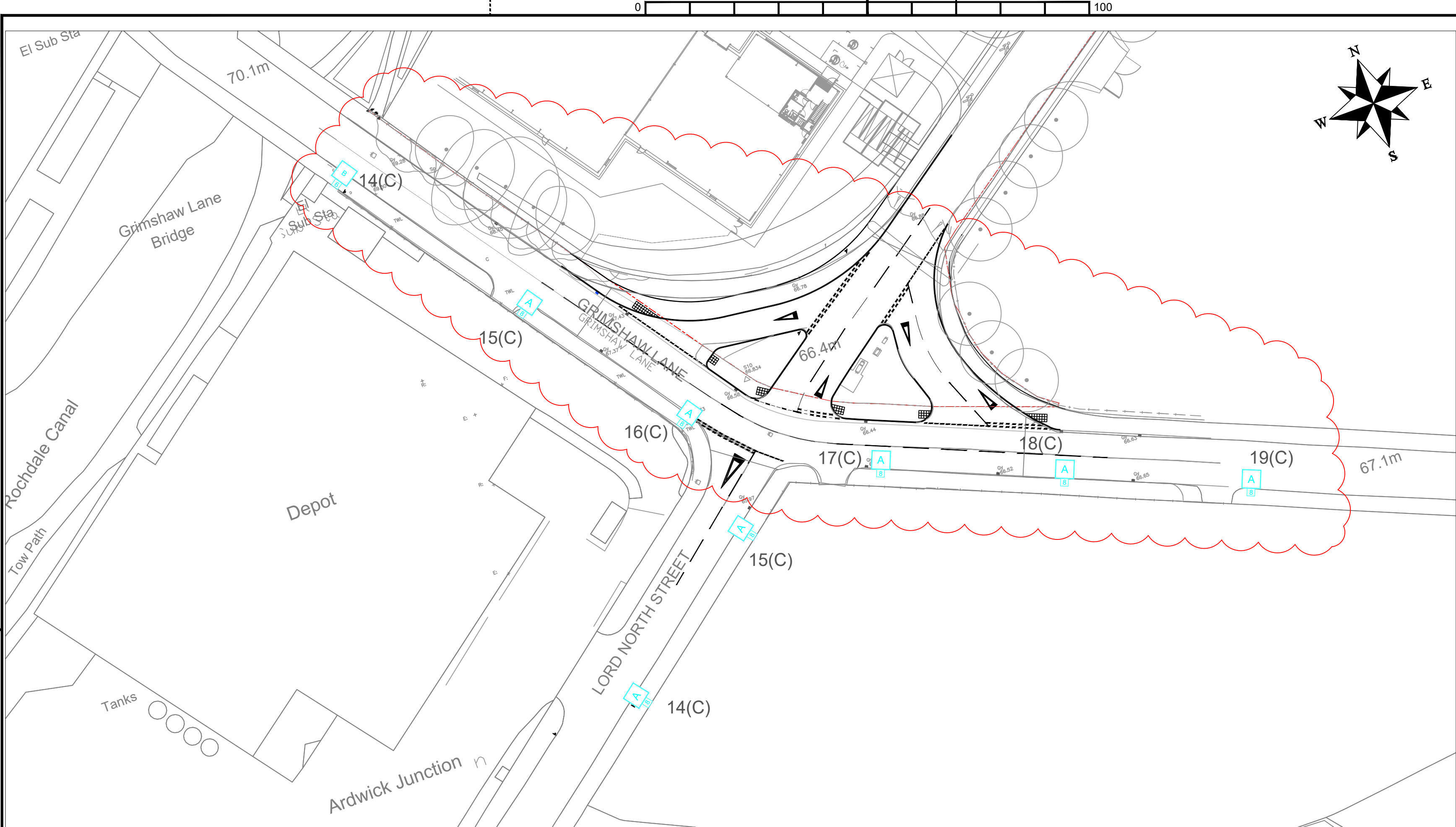
Cc: Richard Dolphin <richard.dolphin@tfgm.com>; Simon Lea-Wilson <Simon.Lea-Wilson@ptaconsult.co.uk>

Subject: Re: Grimshaw Lane, Manchester - planning condition 26

Good Afternoon Adèle,

Please find the attached traffic signal sales invoice for payment as requested.

Proposed Road Lighting Layout by Amey



DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and Amey Process CDM Hazard Management Process.)
1.14i - High Voltage cable
1.14ii - Intermediate Pressure Gas
1.14iii - VM
1.14iv - BT - Underground

THE FOLLOWING HAZARDS SHOULD BE PRESUMED TO BE SCHEME WIDE, REFER TO DHMR

1.14i

1.14ii

1.14iii

1.14iv

C05	Private disconnects removed, key changed	MM	SC	FEB 24
C04	Design changed to be 0 degree tilt, Columns moved back to original loc	MM	SC	FEB 24
C03	Design changed to make design meet C3 without private street lighting	MM	SC	JAN 24
C02	Cols 14 and 19 included in design. Cols 1,2,3 used existing holophane design	MM	SC	JAN 24
Rev	Revision details	Chkd	Appd	Date

Designed: MM	Date: JAN 2024
Drawn: MM	Date: JAN 2024
Checked: SC	Date: JAN 2024
Approved: JM	Date: JAN 2024

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www.amey.co.uk

Client

MANCHESTER CITY COUNCIL

Project Name

LOWRY PARK, GRIMSHAW LANE
MANCHESTER

Drawing Title

Street Lighting
PROPOSED ROAD LIGHTING LAYOUT

Original Drg Size : A2	Scale : 1:500
Dimensions : m	Tile No : -

Drawing Status	Suitability
SUITABLE FOR CONSTRUCTION	A1

Drawing No	Revision
AC-MSL-6345-1301	C05

Lanterns Schedule		
Lantern Reference	A	B
Manufacturer	Signify (Philips)	Signify (Philips)
Range/Family	Luma Gen 2 Mini	Luma Gen 2 Mini
LED Output (Total Lamp Flux)	12 Klum	12 Klum
CCT	4000	4000
Optic/Distribution Setting	DW10	DW50
Luminous intensity Class	G4	G3
Lantern Spigot Inclination	0°	0°
Control Gear Type	Electronic DALI Driver	Electronic DALI Driver
Control	Philips Citytouch OLC	Philips Citytouch OLC
Quantity	7	1

Column Setbacks

All proposed columns rear of footpath

Lantern Spigot Inclination

All lanterns - 0°

Dimming Profile

All lighting columns to be dimmed to 100% output

Lighting Design Class applied

C3(BS5489:2020)

KEY

- *
- LANTERN REFERENCE: REFER TO LANTERN SCHEDULE

Example of Numbering details:

Column Number Service Type

Supply details:

The following denotes supply type and connection detail:

T = DNO Transfer PN = Private service
N = DNO New service PT = Private transfer
D = DNO Disconnection PD = Private disconnection
C = Lantern conversion only to existing lighting column

NOTES

- All works to comply with Manchester City Council Development Specification for Street Lighting Works.
- New column positions to be agreed with Amey representative prior to installation.
- Any alteration to the position of lighting apparatus shown in this drawing must be agreed with Amey to ensure compliance with lighting requirements and CDM regulations.
- All electrical installation work to be carried out in accordance with the requirements of HEA, NICEIC and BS 7671 (IET Wiring Regulations). Electrical Installation Certificates to be forwarded to: Factory Lane, Harpurhey, Manchester M9 8AB
- Illustrated underground cable and duct runs are indicative and must be agreed on site with representatives from MCC.
- Continued use of any existing private cable network affected by the programmed works shall be subject to the results of a condition survey carried out at the construction stage. Failure to comply with the requirements of BS7671 will call for the cable to be replaced.
- HAZARD WARNING: Information pertaining to local underground gas and electricity services must be sought prior to commencement of works and excavation. The service owner may need to be consulted.
- HAZARD WARNING: Information pertaining to local overhead power lines must be sought prior to commencement of works. The service owner may need to be consulted.

Amey Correspondence

Luis Brito

From: James Webster <James.Webster@amey.co.uk>
Sent: 13 May 2024 07:36
To: Adele Aston; Anthony Hopwood; Iain Webster
Cc: Ben Moore; Richard Booth; Luis Brito; Andrew Sutton; Colin Cromar
Subject: RE: Lowry Park, Manchester - S278 lantern works - MAN6345B

Morning Adele,

The fittings were all fitted on Saturday.

Kind Regards,

James Webster

Pre-works Co-ordinator | Manchester Street Lighting | Transport Infrastructure

Amey

Tel: 07771827212
Email: james.webster@amey.co.uk
Address: Factory Lane, Harpurhey, Manchester M9 8AB
www.amey.co.uk

From: Adele Aston <Adele.Aston@ahconstruction.com>
Sent: Friday, May 10, 2024 7:15 AM
To: Anthony Hopwood <Anthony.Hopwood@amey.co.uk>; Iain Webster <Iain.Webster@amey.co.uk>
Cc: Ben Moore <ben.moore@ahconstruction.com>; Richard Booth <RBooth@canmoor.com>; 'Luis Brito (Pta)' <luis.brito@ptaconsult.co.uk>; James Webster <James.Webster@amey.co.uk>; Andrew Sutton <Andrew.Sutton@ahconstruction.com>; Colin Cromar <Colin.Cromar@manchester.gov.uk>
Subject: RE: Lowry Park, Manchester - S278 lantern works - MAN6345B

Some people who received this message don't often get email from adele.aston@ahconstruction.com. [Learn why this is important](#)

WARNING: This email originated from outside of Amey Limited. Exercise caution when opening attachments or clicking links, especially from unknown senders. If you suspect this message is not legitimate, report it to the **Phishing mailbox**.

Iain,

Please could you assist with this in Anthony's absence.

Regards

Adèle

From: Adele Aston
Sent: 10 May 2024 05:04
To: 'Anthony Hopwood' <Anthony.Hopwood@amey.co.uk>
Cc: Ben Moore <ben.moore@ahconstruction.com>; 'Richard Booth' <RBooth@canmoor.com>; 'Luis Brito (Pta)' <luis.brito@ptaconsult.co.uk>; 'James Webster' <James.Webster@amey.co.uk>; Andrew Sutton

S278 Highway Works photographic evidence



Picture 1 shows the rebuilt access to Grimshaw Lane arrangement with the proposed road markings and signage.



Pictures 2 shows the southern access arm road markings.



Pictures 3 & 4 shows the southern access arm bellmouth and the uncontrolled crossing tactile paving.



Pictures 5 & 6 shows the central access arm bellmouth and the uncontrolled crossing tactile paving.



Pictures 7 shows the Northern access arm road marking and signage.



Pictures 8 shows the private road into the site at the side arm junctions.