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Our Ref: 084501-CUR-XX-XX-T-TP-00004-P01

06/06/2024

Development Management
Citywide Support (Highways)
Growth and Neighbourhoods Directorate
Manchester City Council
Hammerstone Road Depot
M18 8EQ

Re: 139865/FO/2024 – NMGH's Western Road

Thank you for the consultation response in relation to the Letter (Curtins Report Reference: 084501-CUR-XX-XX-T-TP-00003-P02) submitted to support the above application from a Highways perspective.

Curtins has reviewed the comments, and this letter responds to each comment that has been raised on a topic basis.

For convenience, we have reproduced the comments in ***bold italics***, followed by our response underneath.

PEDESTRIAN PROVISION:

Two zebra crossing style facilities will be provided along the new access road providing connectivity between the AMHU and the car park and the identified future development plot. However, confirmation is required with regard to the proposed crossing facilities as submitted plan Ref. 23141-SRA-ZZ-00-DR-A-02202 shows only one zebra crossing.

The letter submitted by Curtins contained two Curtins drawings (Curtins Drawing references: **077416-CUR-XX-XX-DR-C-95510-P02** and **077416-CUR-XX-XX-DR-C-95511-P03**) which showed the proposals in detail, including the two proposed pedestrian crossings across the new Western Road.

Sheppard Robson's drawing reference **23141-SRA-ZZ-00-DR-A-02202** has now been updated to match Curtins drawings, and it has been appended to the rear of this letter along with the Curtins drawings mentioned above.

Plans show that 2m footways will be provided to both sides of the new road to the northern portion of the site, closer to central Drive. The footway on the western side of the road will start in the vicinity of the car park and will extend through the proposed Central Drive junction. Footway provision at the Central Drive junction will tie in with existing/proposed provision along Central Drive although dropped-kerbs and tactile paving will also be required here.

The drawings submitted by Curtins show that the proposals do not include any footways in the vicinity of the junction with Central Drive, since there will not be a southern footway along Central Drive to tie to.

This has been primarily caused by level differences with the proposed GMMH development and delivery of a new substation to the west of the junction.

Pedestrian connectivity to the south of Central Drive and to the proposed Western Road will be via the proposed GMMH footpaths within the proposed landscaped areas.

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The following figure provides an overview of the proposals in the vicinity of the junction between the proposed Western Road and Central Drive:

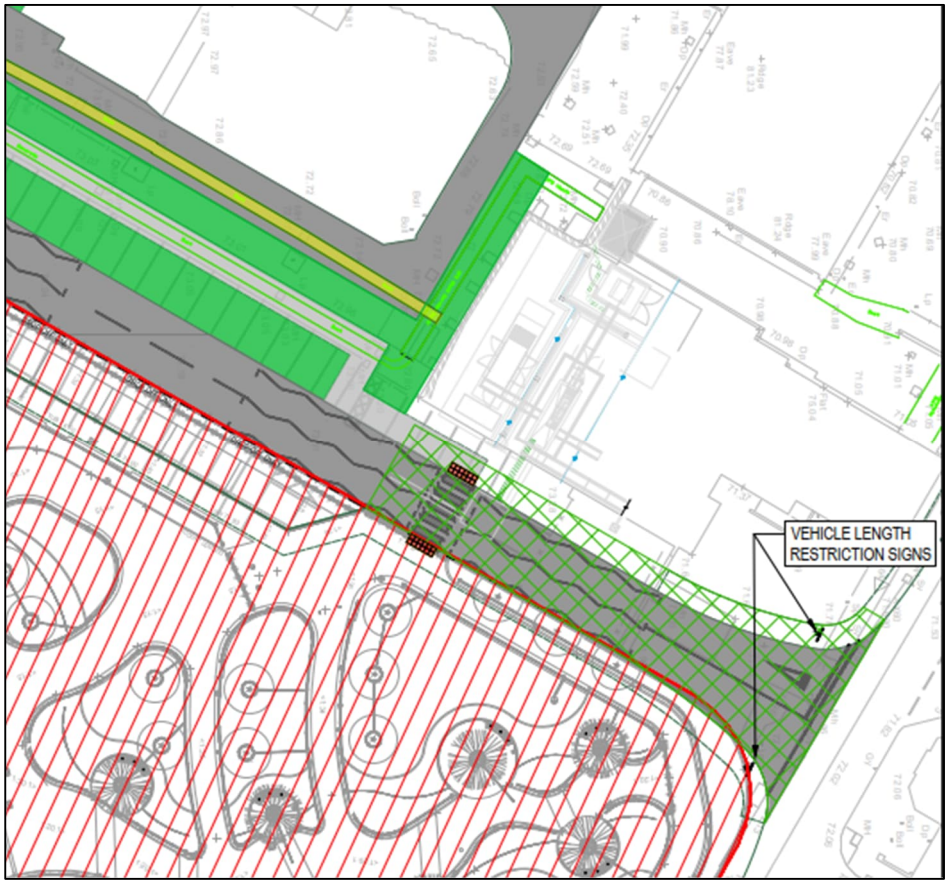


Figure 1 – *Proposed Layout in the vicinity of Central Drive (Source: Curtins Drawing '077416-CUR-XX-XX-DR-C-95510-P02')*

Proposed/tie-in to existing pedestrian routes to the southern aspect of the new access road is unclear. During pre-application discussions, footway provision along the eastern side only was presented. Highways request clear plans showing footway provision/pedestrian routes within this area. Highways also recommend uncontrolled pedestrian crossing provision in the vicinity of the Ellis Drive junctions.

Similar to the above, the drawings submitted by Curtins show that the proposals do not include the provision of new footways in the vicinity of the junction with Ellis Drive. Pedestrian connectivity with Ellis Drive is possible along the proposed GMMH public realm and therefore there is no requirement for additional footways.

The following figure provides an overview of the proposals in the vicinity of the junction between the proposed Western Road and Ellis Drive:

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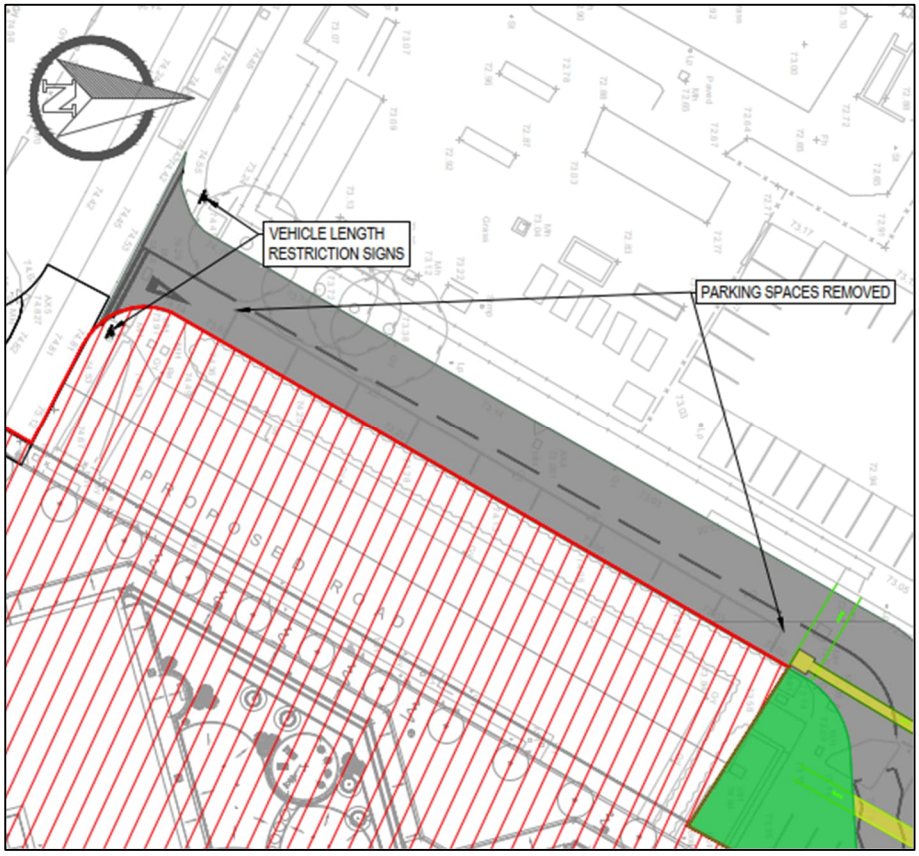


Figure 2 – *Proposed Layout in the vicinity of Ellis Drive (Source: Curtins Drawing '077416-CUR-XX-XX-DR-C-95510-P02')*

PARKING:

Whilst the route [to the six proposed disabled bays] is noted as level/DDA compliant, Highways require that these disabled bays should be located within 50m of the AMHU pedestrian access - confirmation/dimensioned plans are required.

The six proposed disabled spaces are located c.105m from the main entrance to GMMH. As pointed out in our original Letter, there are additional spaces to the north of the GMMH c.65m from the main entrance.

Whilst these distances are longer than 50m, it is worth noting that there is a drop-off lay-by available less than 50m from the main entrance, the spaces are located as close as possible to the main entrance, and that none of the nine spaces removed to create this road were accessible.

On this basis, the provision of these six additional spaces is an improvement to the existing situation.

SWEPT PATH ASSESSMENT:

The Central Drive and Ellis Drive junctions and internal road have been subject to swept-path assessment for a Fire Appliance and 8m refuse vehicle. Highways request resubmission of these plans with the swept-path vehicle body and axle tracks in colour in order for Highways to fully assess. At this stage, it appears that the refuse vehicle overruns the footway at Central Drive

Drawing **20200-CUR-XX-XX-DR-C-95520** has been updated to revision **P02** and it is appended to the rear of this letter, now showing coloured vehicle body and axle tracks. The path has been revised to avoid overrunning the footway.

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The applicant should also confirm that the tracked vehicles represent the worst-case vehicle expected to utilise the new access road. As stated in the Planning Statement, vehicle length restriction signs will need to be provided at both junctions.

Curtins Drawing **77416-CUR-XX-XX-DR-C-95513-P01** shows the proposed road markings and vertical signage proposed for this development. There will be signs at both ends of the road limiting access for vehicles with an overall length shorter than 7.5m. The following Figure provides an excerpt of this drawing:

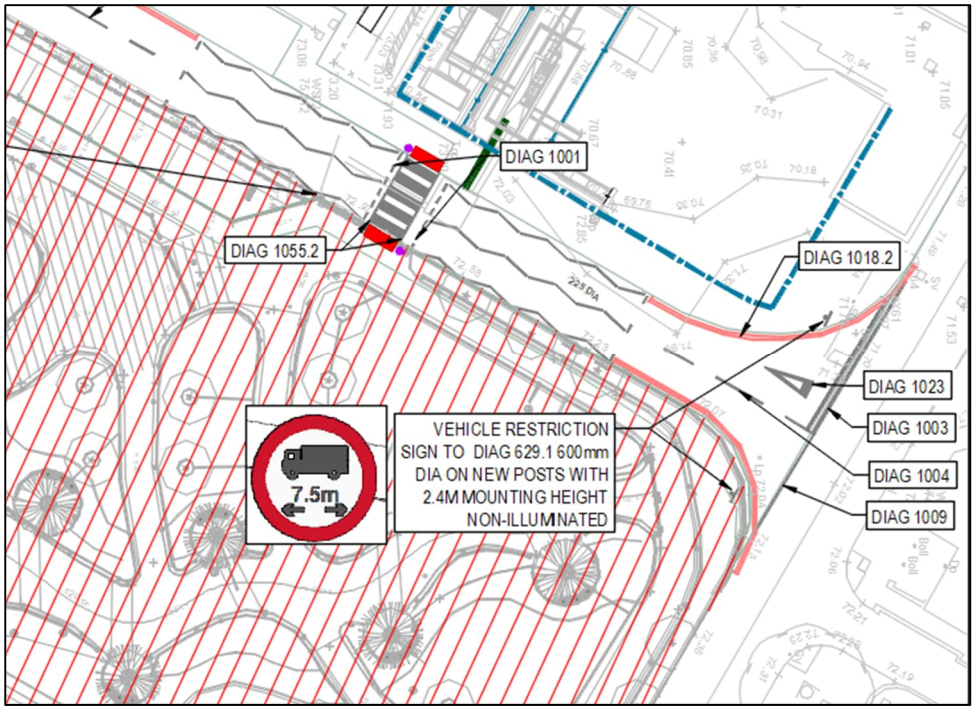


Figure 3 – *Proposed Vehicle Restrictions (Source: Curtins Drawing '077416-CUR-XX-XX-DR-C-95513-P01')*

The car-park egress should also be subject to swept-path assessment as the kerb radii appears tight for vehicles egressing to the left.

Drawing **20200-CUR-XX-XX-DR-C-95523-P01** has been prepared to show the path of a large car leaving the proposed exit from the car park and is appended to the rear of this letter.

Exit to the north (left of the junction) is possible but has been purposefully designed to be tight, since the aim is to direct vehicles to leave the hospital via Ellis Drive. This is to reduce the number of vehicles along Central Drive and to create a more equal distribution of traffic along the junctions providing access to NMGH.

VISIBILITY:

The Highways note states that forward visibility along the proposed bend has been considered as well as visibility from the proposed egress point from the car park based on 20mph. Highways request that these plans are submitted for review.

The following Figure demonstrates visibility at 20mph (shown in burgundy colour), with the tangent splay shown in magenta:

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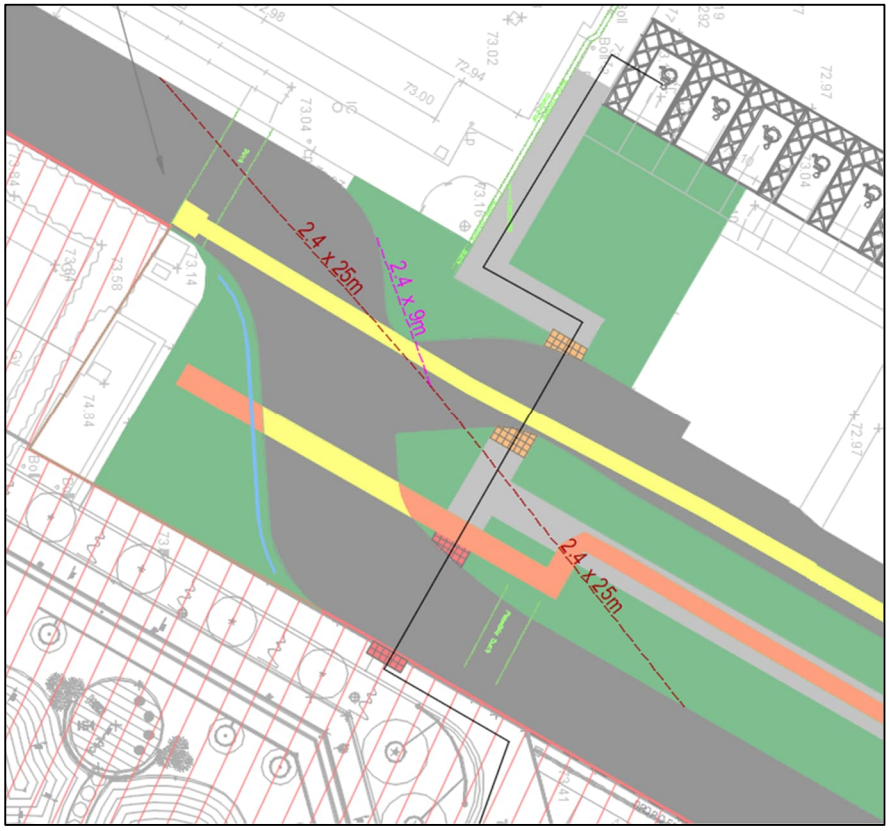


Figure 4 – *Visibility Splays from Proposed Junction (Source: Curtins)*

The above figure demonstrates that visibility is achievable, since it crosses footpaths and landscape within full control of the applicant.

Given the tight radii of the bends (c.7.5m), the presence of the car park exit junction, the location of the pedestrian crossing, and the zig-zags, it is considered that these will act as traffic calming measures, with vehicles not travelling at 20mph along these bends. 10mph is considered a more realistic speed and on this basis, the next Figure demonstrates forward visibility at 10mph in blue:

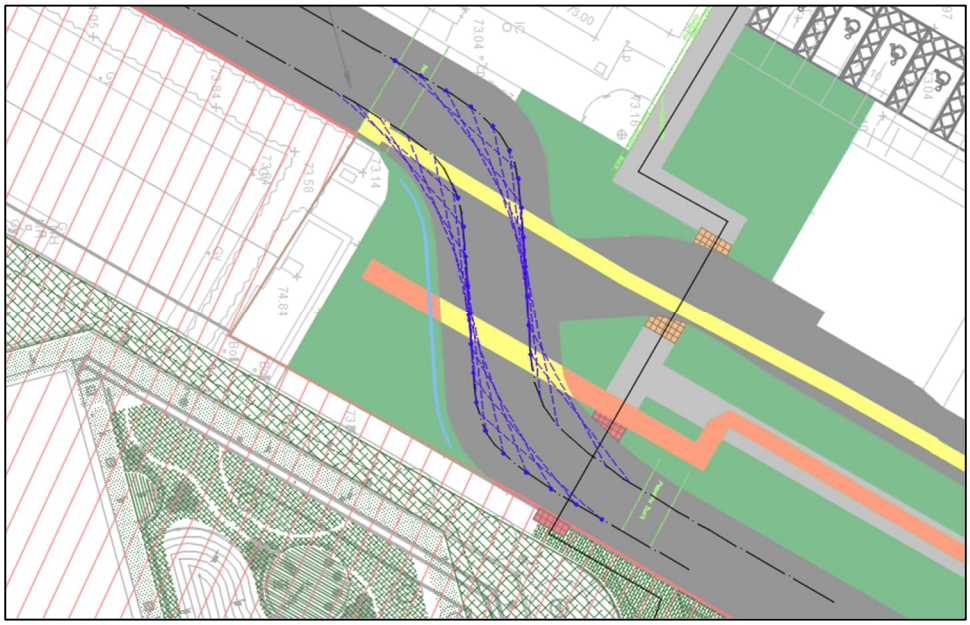


Figure 5 – *Forward Visibility Splays (Source: Curtins)*

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It is important to note that visibility of the pedestrian crossing and pedestrians waiting to cross is possible at 20mph.

BUS STOP:

The proposed junction at Central Drive appears to be located in the vicinity of an existing bus stop (Central Drive westbound) which may need to be relocated. Any bus stop relocation will need agreement with TfGM Shelters Team shelters@tfgm.com.

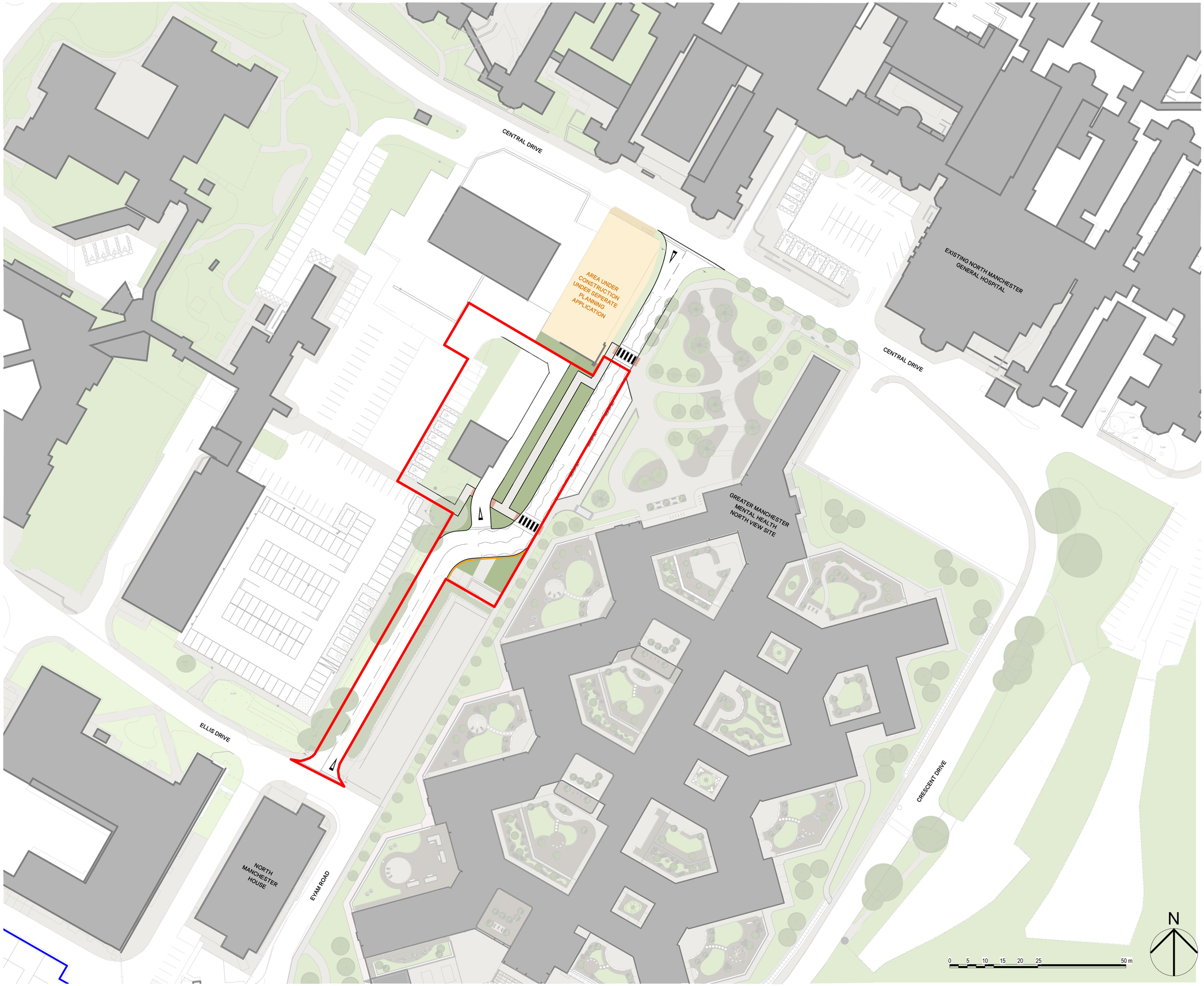
It is Curtins understanding that this bus stop has been relocated as part of the works done to deliver a new substation immediately to the west of the junction between the Western Road and Central Drive.

In summary, we trust that the responses in this letter suitably address the comments raised by MCC Highways.

Yours faithfully,

David Dominguez
Principal Transport Planner
For and on behalf of
Curtins Consulting Ltd

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A1

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- SITE DEVELOPMENT BOUNDARY
- PROPOSED SOFT LANDSCAPING/TURF
- PROPOSED TACTILE PAVING
- PROPOSED BARRIER

KEYPLAN

REV.	DESCRIPTION	DATE	DRW.	CHK.
P05	Drawing Updated in line with Curtins Design	03.06.24	LH	DB
P04	Pedestrian Crossing Added	03.06.24	LH	DB
P03	Redline Boundary Updated	09.05.24	LH	DB
P02	Issued for Tender	07.05.24	LH	DB
P01	Issued for Planning	12.04.24	LH	DB

NHS
Manchester University
NHS Foundation Trust

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T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
North Manchester General Hospital

TITLE
WP12 Western Road
Proposed Site Plan

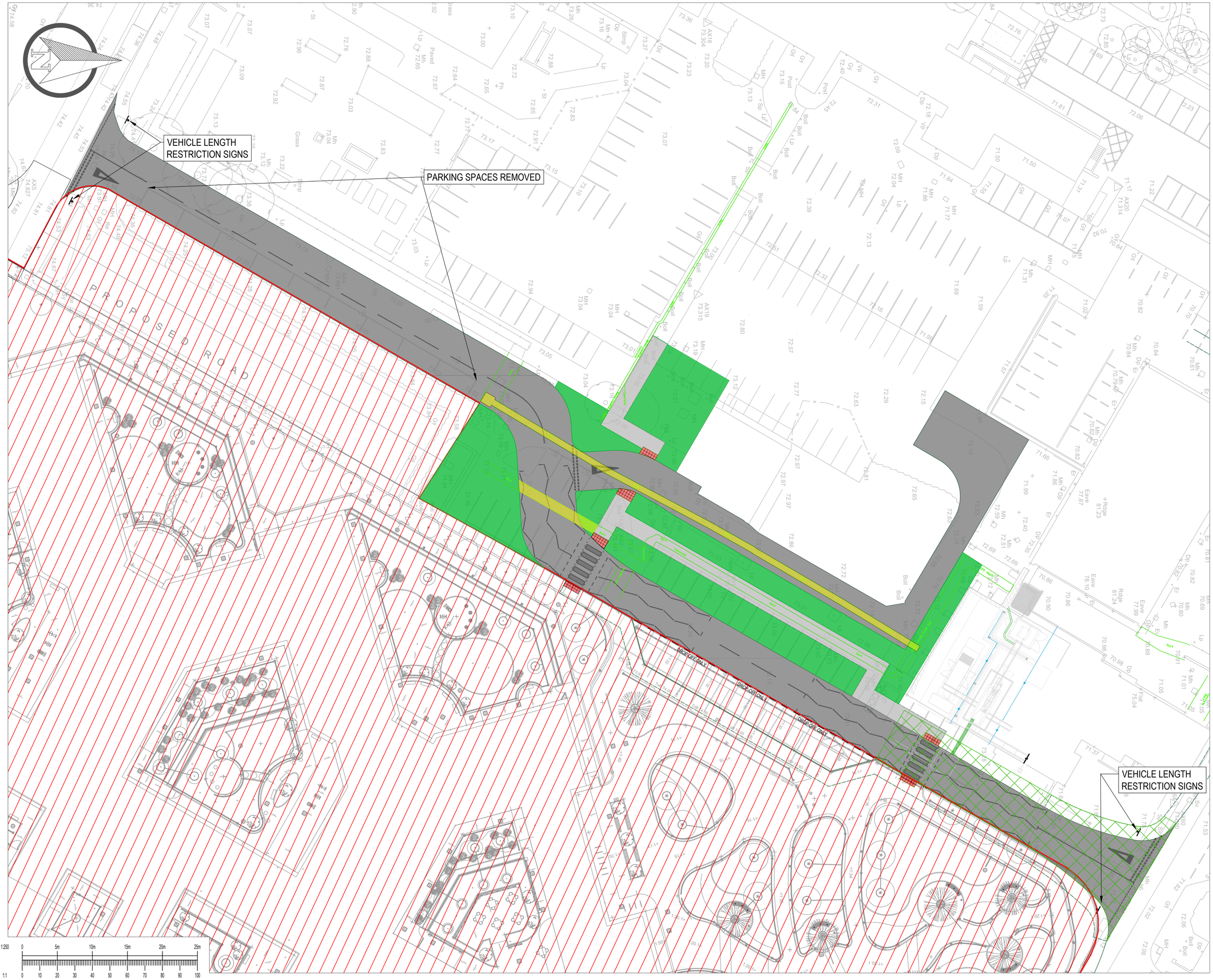
STATUS	PURPOSE OF ISSUE
S2	For Planning

DRAWN BY	CHECKED BY	DATE
LH	DB	04/03/24

SCALE (@A1)	PROJECT NUMBER
1 : 500	6512

FILE DRAWING NUMBER	REV.
23141 - SRA - ZZ - 00 - DR - A - 02202	P05

09/05/2024 15:25:48



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KEY:

- NORTH VIEW DEVELOPMENT SITE
- DUCT TRENCH AND COVERS TO BE CHECKED IF COMPLIANT WITH D400 LOADING
- REFER TO CCS DRAWING HIGHWAY DESIGN SPECIFICATION
- CARRIAGEWAY
- FOOTWAY
- LANDSCAPED AREA
- TACTILE PAVING - BUFF BLISTER
- TACTILE PAVING - RED BLISTER

Rev:	Description:	Date:	By:	Chkd:
P02	PEDESTRIAN CROSSING UPDATED	12/04/24	HS	HS
P01	FIRST ISSUE	21/03/24	JC	HS

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Status: SUITABLE FOR INFORMATION — S2

Project: NMGH
NEW HOUSE WESTERN ROAD

Drg Title:

STAGE 2
GENERAL ARRANGEMENT

Drawn By	Designed By	Checked By
JC	HS	HS
	Date: 00/00/00	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 077416 - CUR - XX - XX - DR - C - 95510

Revision: P02

\\ma-fs-1\Projects\077001 - 078000\077416 - North Manchester General Hospital\04-Production\4A-Models-Drawings\DICAD\New House Western Road\

PEDESTRIAN CROSSING TO BE RETAINED

PARKING SPACES REMOVED

VEHICLE LENGTH RESTRICTION SIGNS

KERB TO TIE IN TO UPDATED CAR PARK LAYOUT

EXISTING DUCT TRENCH COVER TO BE LIFTED TO NEW FOOTWAY LEVELS

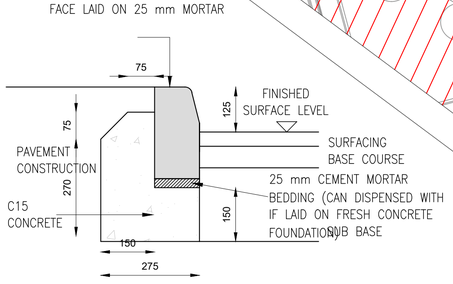
VEHICLE LENGTH RESTRICTION SIGNS

PROPOSED ROAD

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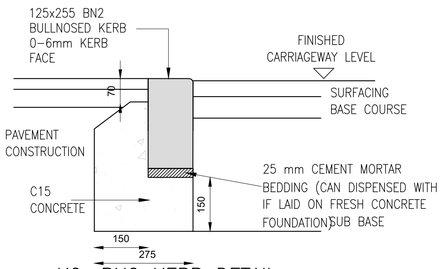
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125 X 255 HB2 KERB 125mm FACE LAID ON 25 mm MORTAR



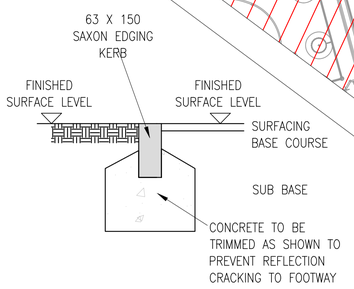
K1: HB2 KERB DETAIL–125MM FACE

KERB BASE, BACKING AND KERB LAID AT SAME TIME



K2: BN2 KERB DETAIL

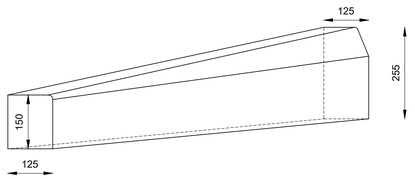
KERB BASE, BACKING AND KERB LAID AT SAME TIME



K3: EDGING KERB FLUSH DETAIL

TABLE 1 - KERBING DETAILS

DETAIL	DESCRIPTION	BS EN 1340:2003
K1: 125mm UPSTAND	HALF-BATTERED KERB	255mm x 125mm HB2
K2: 0-6mm UPSTAND	BULLNOSED CONCRETE KERB	255mm x 125mm BN2
K3: FLUSH	FLAT TOP CONCRETE EDGING STRIP	50mm x 150mm EF
K4: 255mm to 150mm	DROP CONCRETE KERB	255/150mm x 125mm HB to BN
K5: 125mm UPSTAND	QUADRANTS HALF-BATTERED KERB	255mm x 125mm



K4: DROP KERB HB TO BN DETAIL

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KEY:

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- DUCT TRENCH AND COVERS TO BE CHECKED IF COMPLIANT WITH D400 LOADING
- REFER TO CCS DRAWING HIGHWAY DESIGN SPECIFICATION

FULL CARRIAGEWAY CONSTRUCTION:

30MM SURFACE COURSE - AC10 CLOSE SURF 100/150 TO BS EN 13108-1
60MM BINDER COURSE - AC20 DENSE BIN 100/150 TO BS EN 13108-1.
150MM BASE COURSE - AC32 DENSE BASE 100/150 TO BS EN 13108-1.
210MM TYPE 1 GRANULAR SUB-BASE MATERIAL TO CLAUSE 803.
(TOP OF SUB BASE TO ACHIEVE 40% CBR)
BASED ON ASSUMED SUBGRADE CBR > 5%.

FULL FOOTWAY CONSTRUCTION

20MM SURFACE COURSE - AC10 DENSE SURF 100/150 TO BS EN 13108-1.
40MM BINDER COURSE - AC20 DENSE BIN 100/150 TO BS EN 13108-1.
210MM TYPE 1 GRANULAR SUB-BASE MATERIAL TO CLAUSE 803.
BASED ON ASSUMED SUBGRADE CBR OF > 5%.
*REFER TO MANCHESTER CITY COUNCIL STANDARD DETAIL F1

CARRIAGEWAY - PLANE AND OVERLAY

30MM SURFACE COURSE - AC10 CLOSE SURF 100/150 TO BS EN 13108-1
60MM BINDER COURSE - AC20 DENSE BIN 100/150 TO BS EN 13108-1.
USE AS REGULATOR WHERE REQUIRED

LANDSCAPING

150mm TOP SOIL AND TURF
EXISTING SURFACE TO BE PUNCHED THROUGH

TACTILE PAVING CONSTRUCTION

SURFACE COURSE - 400X400X65MM BUFF BLISTER TACTILE PAVING FLAGS TO BS EN 1339.
30MM EASIPOINT FINE BEDDING CONCRETE OR SIMILAR APPROVED.
130MM ST2 CONCRETE.
150MM TYPE 1 GRANULAR MATERIAL

TACTILE PAVING CONSTRUCTION

SURFACE COURSE - 400X400X65MM RED BLISTER TACTILE PAVING FLAGS TO BS EN 1339.
30MM EASIPOINT FINE BEDDING CONCRETE OR SIMILAR APPROVED.
130MM ST2 CONCRETE.
150MM TYPE 1 GRANULAR MATERIAL

- G PROPOSED GULLY
- EG EXISTING GULLY TO BE RETAINED
- PROPOSED SURFACE WATER DRAINAGE
- K1- PRE CAST CONCRETE HALF BATTERED
- K2- PRE CAST CONCRETE DROPPED
- K3- PRE CAST CONCRETE EDGING
- K4- PRE CAST CONCRETE TRANSITION KERB
- PROPOSED FISHER AND COMPANY SOLAR BELISHA BEACON SOLARIS V2 OR SIMILAR

Rev:	Description:	Date:	By:	Chkd:
P03	PEDESTRIAN CROSSING UPDATED	12/04/24	HS	HS
P02	UPDATED CONSTRUCTION AREAS	11/04/24	KS	HS
P01	FIRST ISSUE	21/03/24	JC	HS

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Status: SUITABLE FOR INFORMATION S2

Project: NMGH NEW HOUSE WESTERN ROAD

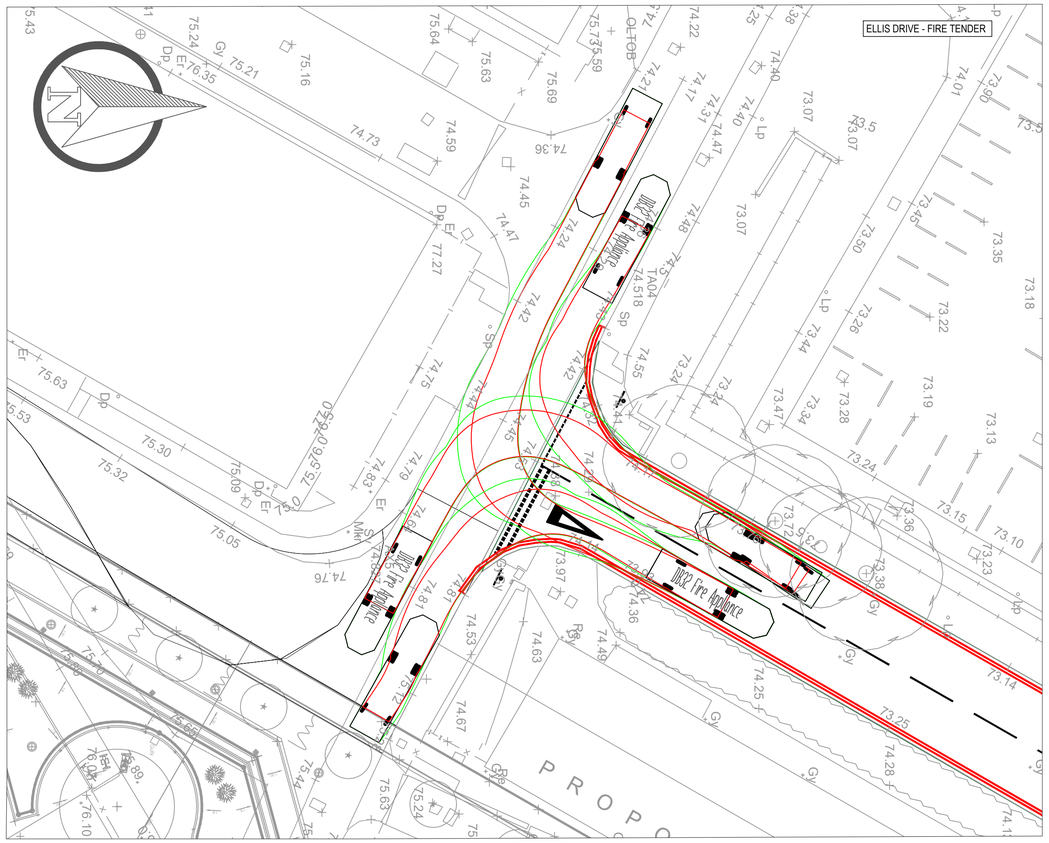
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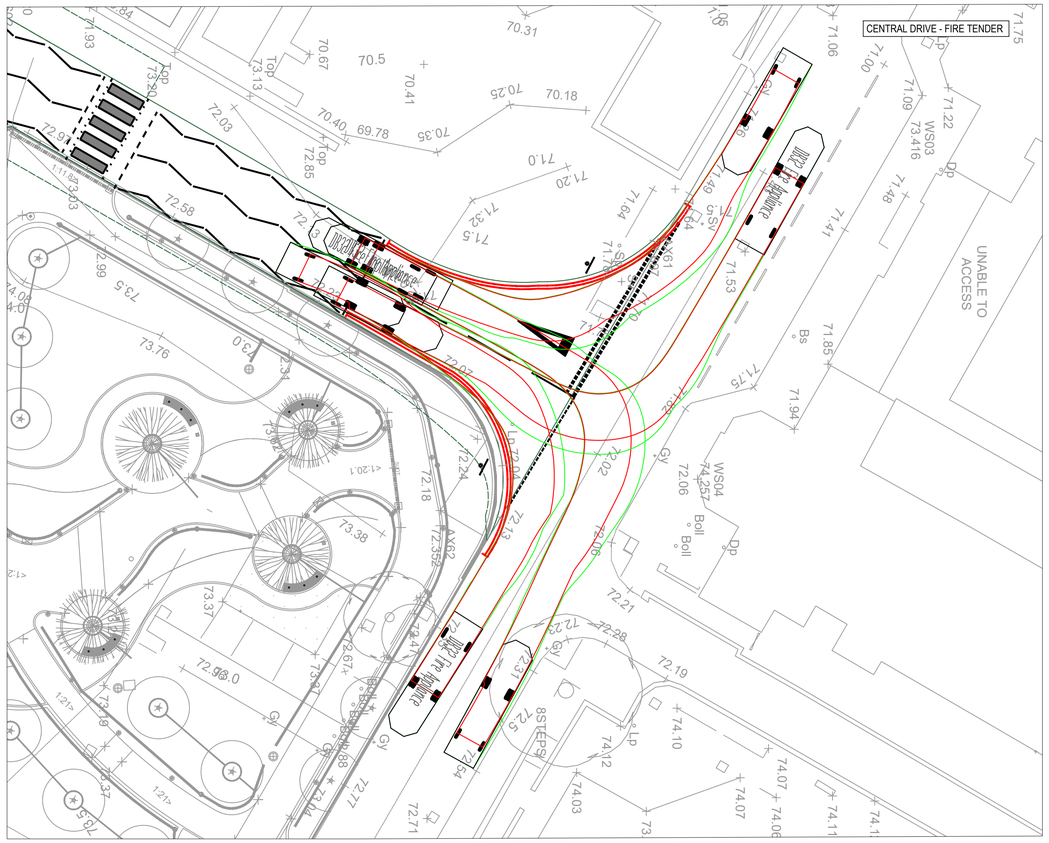
Drawn By	Designed By	Checked By
JC	HS	HS
	Date: 21/03/24	Scales @ A1: 1:250

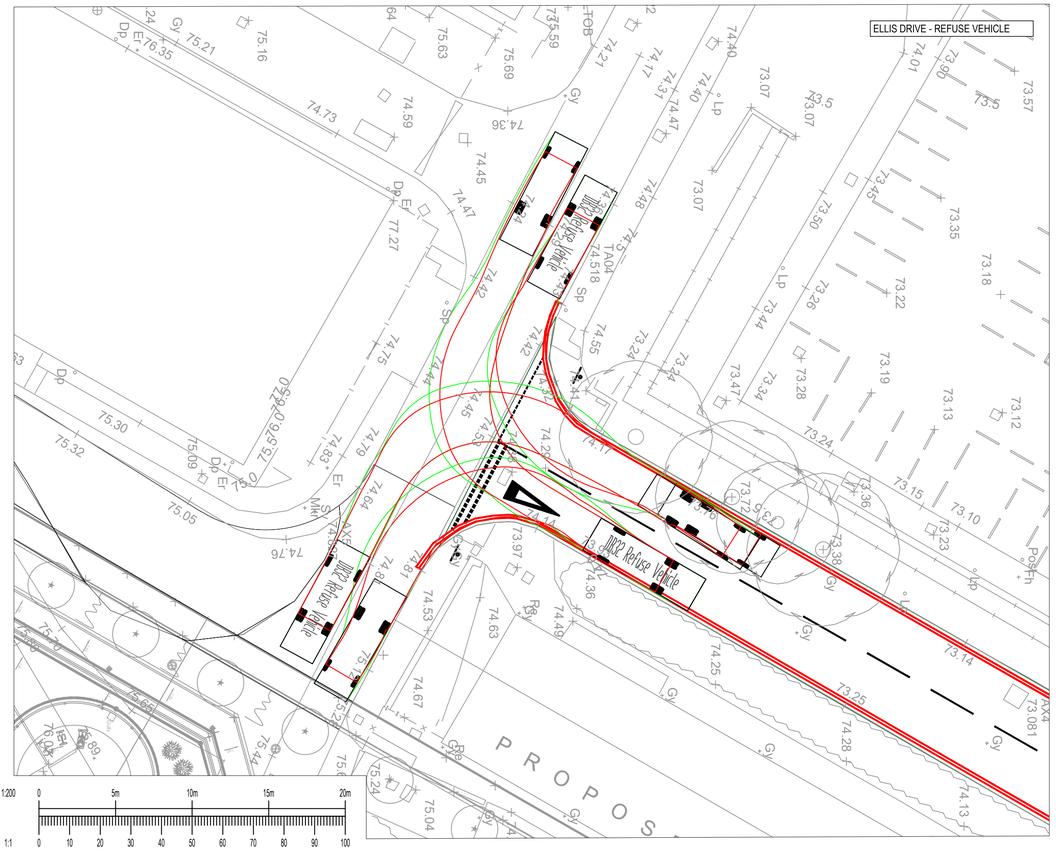
Project No - Originator - Function - Spatial - Form - Discipline - Number: 077416 - CUR - XX - XX - DR - C - 95511

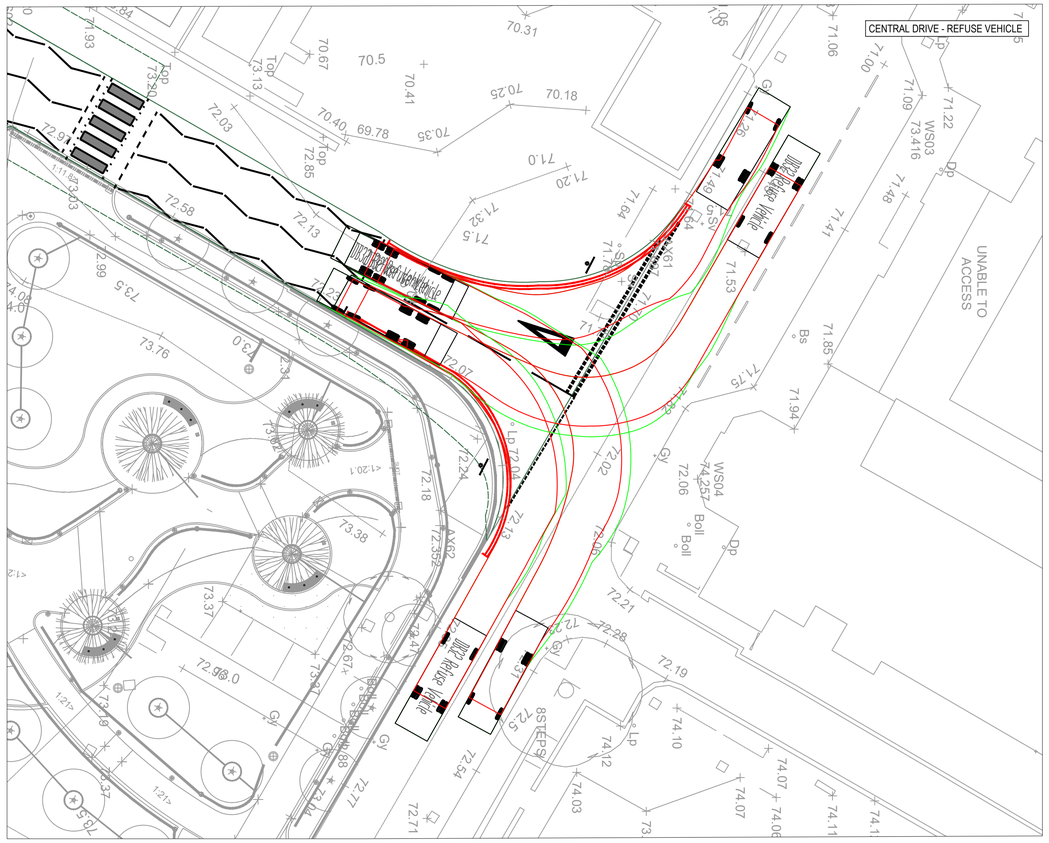
Revision: P03

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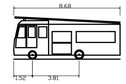


1:200 0 5m 10m 15m 20m

1:1 0 10 20 30 40 50 60 70 80 90 100

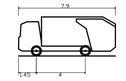
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DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.181m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



DB32 Refuse Vehicle

Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.3886m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.623m

Rev:	Description:	Date:	By:	Chkd:
P02	TRACKING UPDATED	04/06/24	HS	HS
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Status: SUITABLE FOR INFORMATION — S2

Project:
NMGH
NEW HOUSE WESTERN ROAD

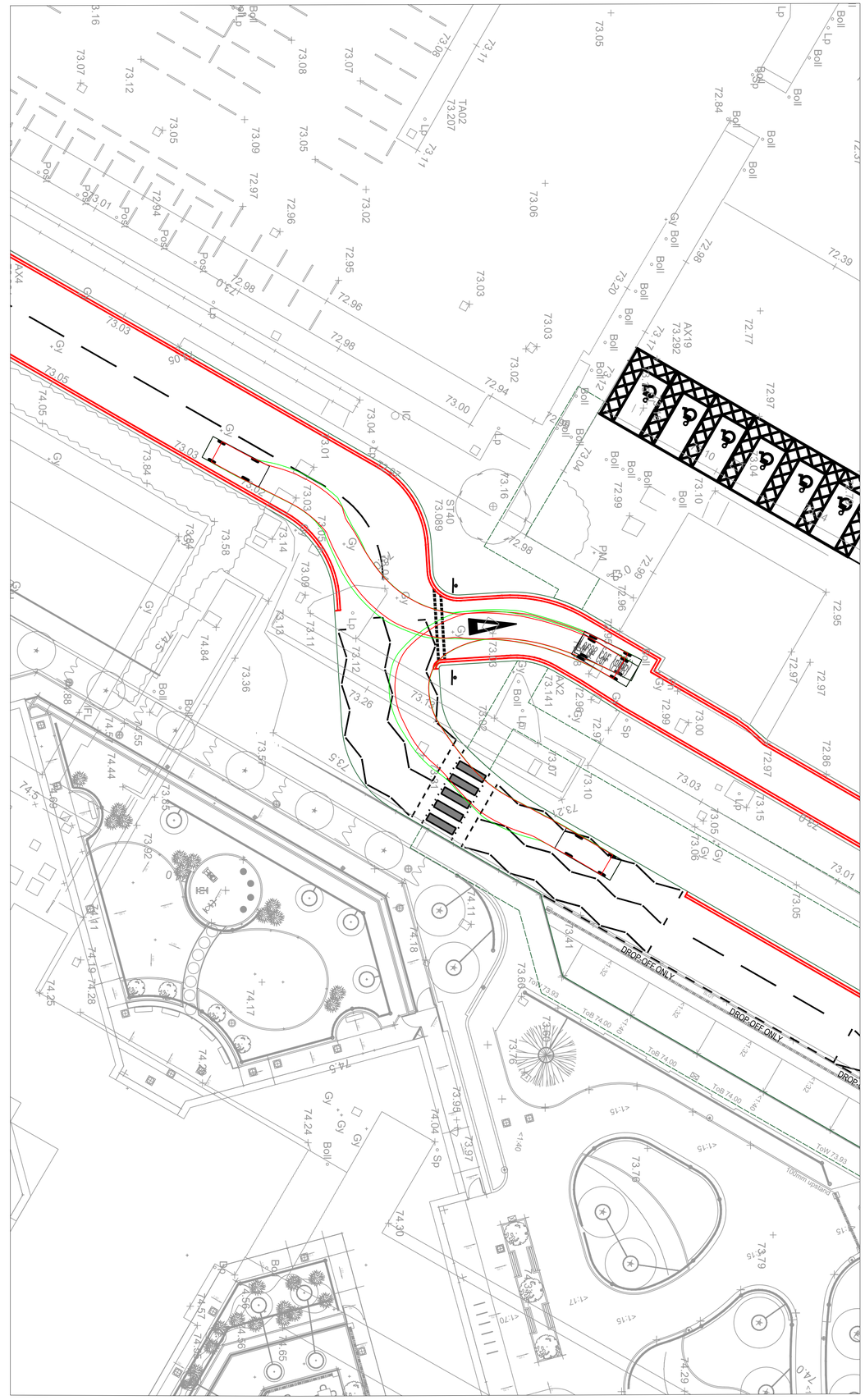
Drg Title:
STAGE 2
VEHICLE TRACKING
ELLIS DRIVE & CENTRAL DRIVE

Drawn By	Designed By	Checked By
JC	HS	HS
	Date: 02/04/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 077416 - CUR - XX - XX - DR - C - 95520

Revision: P02

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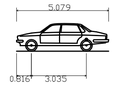


1:200 0 5m 10m 15m 20m

1:1 0 10 20 30 40 50 60 70 80 90 100

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.



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

Rev:	Description:	Date:	By:	Chkd:
P01	FIRST ISSUE	04/06/24	HS	HS

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Status: SUITABLE FOR INFORMATION — S2

Project:
NMGH
NEW HOUSE WESTERN ROAD

Drg Title:
STAGE 2
VEHICLE TRACKING
CAR PARK EXIT

Drawn By	Designed By	Checked By
JC	HS	HS
	Date: 04/06/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
077416 - CUR - XX - XX - DR - C - 95523	P01

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