

Our Ref: 084456-CUR-XX-XX-T-TP-00003-P02

13 March 2024

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

Via Email Only

Re: 138805/FO/2023 – Hotspur Press PBSA

Dear Sir / Madam,

Thank you for the consultation response to the above application, with the initial response received on 12th January 2024, and subsequent response provided on 29th January 2024 following a review of the Active Travel England (ATE) comments received.

Curtins has reviewed the response, and this post-submission note responds to each comment that has been raised.

It was noted that Transport for Greater Manchester (TfGM) provided a response on 11th January 2024 with respect to a review of TROs to be undertaken to deter street parking. It appears that has also been included within the Manchester City Council (MCC) Highways response in the 'Parking' section – as such, the TfGM comment has been considered.

In addition, as the updated MCC Highways response has considered the ATE comments, Curtins have responded accordingly to the MCC Highways only.

For convenience, we have reproduced the key comments in ***bold italics***, followed by our response underneath. For conciseness, we have only included the consultee comments where an action or response is required by Curtins/Design Team.

“TRIP GENERATION AND HIGHWAY SAFETY:

An accident assessment has been provided within the submitted Transport Statement which shows that there are no existing highway safety issues within the vicinity of the site. The TA demonstrates that the proposals are unlikely to generate a significant increase in vehicular trips and it is accepted that pedestrian/cycle trips can be accommodated through the surrounding highways infrastructure.”

Noted and agreed.

“SITE ACCESSIBILITY:

Given its city centre location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, metroshuttle, taxi, tram, and rail.”

Noted and agreed.

"PARKING

It is understood from the application and supporting documentation that this will be a car free development and there will be no (standard) private parking provision on site. Given the nature of this development with its highly accessible location this is deemed to be acceptable to Highways. There are various on-street 'Pay & Display' bays located in close vicinity of the site and direct pedestrian access to the 'Q-Park' multi-storey car park will be provided as part of the proposals.

1no. disabled parking bay is proposed at the site frontage at Cambridge Street/Gloucester Street in alignment with the site's previous approval. However, given the scale of the proposed development, highways query whether additional on-street disabled provision can be provided."

The Transport Statement (TS) clarifies that the car parking provision is in line with Manchester City Council (MCC)'s parking ambitions reducing the number of car parking spaces in the city centre, including at key public transport hubs, with the exception of accessible spaces for those with disabilities and mobility impairments.

Notwithstanding, Curtins note MCC's request to increase the provision of disabled parking from the proposed 1no. on-street disabled bay. It is considered that the proposed provision is in line with the scale of the Proposed Development, and furthermore, based on the constraints associated with the Site, it is not considered possible to increase the proposed on-street disabled parking provision. However, Curtins have undertaken an additional review of parking in the vicinity of the Site available for disabled users.

Within the TS, Table 3.1 demonstrates that within 450m of the Site, there are 36no. dedicated disabled bays. In addition, it is noted that disabled drivers who hold a Blue Badge can also use parking bays across the City for free and for an unlimited time.

To the north of the site, accessed via Gloucester Street to the east or the new First Street connection to the west, Whitworth Street West benefits from 35no on-street pay and display bays which are less than 100m distance from the proposed main residential access point. Furthermore, there are a further 9no. pay and display bays located c.100m south of the Site on Cambridge Street/Gloucester Street.

On this basis, it is considered that the new disabled bay proposed as part of the Proposed Development is suitable with consideration given to existing parking opportunities.

"The application should also include a review of existing Car Club provision to identify whether there are existing nearby facilities or whether the proposals can include such provision to benefit students."

The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

The nearest Car Club Bay is located on Whitworth Street West – approximately 100m from the Site. This includes two spaces and the provision of a car and van. It is acknowledged that many students

do not own a car/will not bring a car to university, therefore the Car Club represents an solution for the occasion where they may require the use of a car.

“A review of TROs should be undertaken in the vicinity of the site and amended where necessary to deter street parking for those drivers who may wish to use the car to reach the development.”

Section 2.4 of the TS provides detail of the surrounding carriageway and associated restrictions relating to parking/loading and Traffic Regulation Orders (TROs).

From this analysis, it is demonstrated that the surrounding carriageways (Cambridge Street, Gloucester Street and Whitworth Street West) consist of either double-yellow lines or pay-and -display parking bays. This would deter illegal on-street parking for those drivers who may wish to use the car to reach the Proposed Development.

“CYCLE PARKING

The proposals include internal cycle storage for 124 cycles which equates to 21.5% provision. This is lower than the amount of cycle parking discussed during scoping discussions as Highways request minimum 25% cycle parking provision for new student accommodation.

A quantum of wide-spaced stands to accommodate larger models such as tricycles, delivery bikes, electronic bikes and modified models together with charging facilities should be made available in alignment with LTN 1/20 guidance.

Additional long-stay provision should also be provided for staff associated with the ground floor retail uses in accordance with Core Strategy standards, together with short-stay provision within the public realm area to cater for any customer demand.

Overall cycle parking demand and potential additional demand should be monitored and implemented as part of the Travel Plan.

ADDITIONAL HIGHWAYS COMMENTS (29.01.24):

ATE request increased cycle parking provision (both internally and externally) for residents/employees and visitors to the site, including 100% provision for students. Whilst highways agree that additional provision needs to be provided for employees and visitors, Highways would be satisfied with minimum 25% based a similar level of provision/demand at local student accommodation sites. However, such provision should be closely monitored and increased if necessary as part of the site Travel Plan.”

Curtins agrees with the view from MCC that the Active Travel England's (ATE) response suggesting a requirement for 100% cycle provision is excessive.

The proposed cycle parking provision at 21.5% is broadly in line with other PBSA developments which have been granted planning permission within Manchester.

The proposed cycle parking provision is currently being refined as part of amendments to the wider proposals; an update on cycle parking will be provided in due course.

“PEDESTRIAN ACCESS

Pedestrian access is being provided from Cambridge Street/Gloucester Street. A pedestrian route is also proposed between the site and the First Street complex through an area of public realm which is also acceptable in highway terms.

ADDITIONAL HIGHWAYS COMMENTS (29.01.24):

ATE request maximisation of sustainable transport routes to and from the site including the indicative 'aspirational' connection through the site to First Street. Highways request confirmation as to whether the connection forms part of the planning application as this is clearly referenced within the submitted Transport Statement but only noted as 'aspirational' within the Design and Access Statement.”

At this stage, discussions are ongoing with the adjacent landowner to facilitate the connection between the Proposed Development and First Street to the west.

“Submitted plans show a number of doorways which open out onto the Cambridge Street/Gloucester Street footway. Highways request that such doors open internally in order to reduce potential conflict with passing pedestrian movements.”

The proposed development plans are currently being updated – as part of this, it is confirmed that the doorways along Cambridge Street/Gloucester Street will open internally in order to reduce potential conflict with passing pedestrian movements.

“HIGHWAYS WORKS

The proposals include provision of 1no. on-street loading bay and disabled bay located along the site frontage at Cambridge Street/Gloucester Street which aligns with the site's previous approval. The proposed works will be provided as part of a S278 agreement.

Swept-path assessment for a 10m rigid vehicle utilising the proposed loading bay has been provided, however Highways require that this is revisited to ensure a standard MCC refuse vehicle (11.5m) can safely utilise the loading bay. It is also unclear whether vehicles providing deliveries associated ground-floor commercial uses can be safely accommodated within the loading bay. Highways also request a plan showing detailing the proposed loading bay and disabled bay dimensions.”

Curtins have undertaken additional drawings to demonstrate the standard MCC refuse vehicle can safely utilise the loading bay. This is shown in Drawing 084456-CUR-XX-00-D-TP-05004-P01_SPA11.2mRefuse – included to the rear of this response.

The 10m HGV and the large refuse vehicle represent the largest vehicles likely to service the Proposed Development, therefore it is considered that deliveries associated with the commercial unit can be safely accommodated within the loading bay. Based on a TRICS analysis, this would equate to less than 1 movement per day, therefore this would be managed accordingly.

Furthermore, a review of the consented disabled bay/loading bay approach, which was retained from the previous BTR scheme, has shown that the disabled bay is slightly too narrow than suggested within the Traffic Signs Manual (Chapter 3). On this basis, the disabled bay has been revised, which results in a minor widening of the bay and hatching; this is shown as 6.6m x 2.7m (and shown in 084456-CUR-XX-00-D-TP-75001-P02_LoadingBay).

The impact of this minor revision has been reviewed as part of the various drawings included within the TS. For completeness, all drawings updated are noted as follows:

- 084456-CUR-XX-00-D-TP-75001-P02_LoadingBay
- 084456-CUR-XX-00-D-TP-05002-P02_SPAOncomingBuses
- 084456-CUR-XX-00-D-TP-05003-P02_SPADisabledBay
- 084456-CUR-XX-00-D-TP-05004-P01_SPA11.2mRefuse
- 084456-CUR-XX-00-D-TP-75001-P02_LoadingBay
- 084456-CUR-XX-00-D-TP-75002-P02_ForwardVisibility

It is noted that this amendment to the disabled bay would extend slightly outside of the development redline; as such the redline is being amended for completeness. Notwithstanding, this would be undertaken via a Section 278 and would not materially impact the development proposals.

“Plans indicate that access to proposed disabled bay may be constrained due to an existing pedestrian guardrail. Further assessment is required to determine with the guardrail can be removed/relocated. Sufficient footway clearance will also need to be ensured with the implementation of disabled/loading bay TRO plates.”

It is considered that the guardrail can be removed or relocated from its current position to safely accommodate the proposed disabled bay.

This removal/relocation – and the implementation of required signage - would be undertaken at detailed design via a Section 278 Agreement.

“Based on the current design, swept-path assessment for adjacent vehicle movements along Cambridge Street/Gloucester Street and forward visibility assessment have been provided.”

Noted – and revised as above.

“As the site lies within the city centre Controlled Parking Zone, alterations to the underpinning traffic regulation orders will be required through the S278 agreement.

Highways request that the proposed S278 works are subject to the full road Safety Audit process.

Highways request resurfacing of the adjacent Cambridge Street/Gloucester Street footway from the access to the southernmost point of the river bridge to the junction with Whitworth Street West. The works should also include footway reinstatement works at the site's redundant vehicular access points although dropped-kerb provision should be provided within the vicinity of the loading bay.”

This appears to be acceptable and would be undertaken at detailed design via a Section 278 Agreement.

Highway street-lighting will require some amendment and associated costs and design approval would be required via a S278 agreement. It should also be noted that a car park variable message sign on Cambridge Street (that is managed through TfGM) will need to be repositioned and funded by the applicant.

Based on a review of the Variable Message Sign (VMS) on Cambridge Street, it is noted that this sign is not operational and has been deactivated/broken for numerous years. It is not considered that this VMS is required at this location.

“Refuse and Servicing:

“Internal bin stores are proposed with a ground floor holding area accessed from Cambridge Street. The proposed on-street loading bay will cater for refuse servicing, commercial deliveries, resident deliveries and taxis.

An outline Delivery and Servicing Management Strategy is provided within the submitted Transport Statement, however Highways request that this is conditioned with any approval. The strategy should work to ensure that servicing/delivery activities across the site are co-ordinated to ensure efficient use of the proposed loading bay. Highways request that the loading bay is also supported by a time limiting TRO to ensure operational efficiency. The strategy should also take into consideration food/parcel deliveries, providing clear direction on the following:

- ***Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers;***
- ***Provision of clear signage in common areas to guide delivery drivers to the drop-off point;***
- ***Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;***
- ***Establish specific delivery hours for residents of the development where possible;***
- ***Periodically review how the drop-off process is working and encourage resident feedback;***
- ***Set up a secure delivery holding area within the development; and***
- ***Monitor Security Concerns.”***

Whilst the overview was included within the Transport Statement, the proposed Condition is acceptable in principle.

“Travel Plan:

Whilst the submitted framework travel plan is acceptable in principle, Highways request that a full Travel Plan is conditioned with any approval.

ADDITIONAL HIGHWAYS COMMENTS (29.01.24):

ATE request the setting of precise objectives should be introduced in the submitted Interim Travel Plan (ITP). Highways are satisfied that such objectives can be agreed as part of the conditioned Full Travel Plan.”

Curtins agree that the Framework Travel Plan is acceptable in principle – and that the objectives can be agreed as part of the conditioned Full Travel Plan.

“Start/End of Term Resident Management:

An Outline Student Management Plan is provided within the Transport Statement which includes measures to safely manage the arrival/departures of students at start and end of term.

Measures involve short-term use/management of the proposed loading bay and disabled bay during student move-in/move-out periods which are expected to be busiest during one 'check-

in' weekend. Whilst this is acceptable in principle, the use and such operations will need to be agreed with Highways in advance.

Residents will be required to book an arrival (loading/unloading) slot and will be allocated a 5-minute slot whereby drivers will then be asked to park-up elsewhere following unloading which will also be supported by on-site baggage handlers. Assessments provided within the Transport Statement indicate that the management plan would accommodate all arrivals by car, although this depends of tight operational efficiencies which must be taken forward by on-site management in order to prevent congestion and ensure that no vehicles are parked inappropriately.

Highways request that a Student Moving-in/Moving-out Strategy is conditioned with any approval."

Whilst the overview was included within the Transport Statement, the proposed Condition is acceptable in principle.

"Construction Management Plan:

An Interim Construction and Demolition Management Plan has been provided which includes an indicative site set-up and logistics plan. The proposed methodology is acceptable in principle, however, Highways request that prior to the commencement of the development a detailed Construction and Demolition Management Plan is submitted and approved in writing by the local planning authority, which should include;

- *Full details on any required traffic/pedestrian/cycle management measures and proposed alternatives including those associated with any utility connections;*
- *Details on remaining carriageway widths/associated tracking once the HGV waiting area has been implemented;*
- *Details of wheel washing;*
- *Dust suppression measures;*
- *Compound locations where relevant;*
- *Location, removal and recycling of waste;*
- *Routing strategy and internal/external swept path analysis;*
- *Parking of construction vehicles and staff;*
- *Community Consultation strategy;*

The development shall then be carried out in accordance with the approved construction management plan.

A dilapidation survey is also required which should include photographs and commentary on the current condition of carriageways and footways on the construction vehicle routes surrounding the site.

The Construction and Demolition Management Plan will also require approval from Network Rail and Rivers Authority due to the site's proximity to the railway viaduct and River Medlock. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk."

The proposed CMP Condition is acceptable in principle.

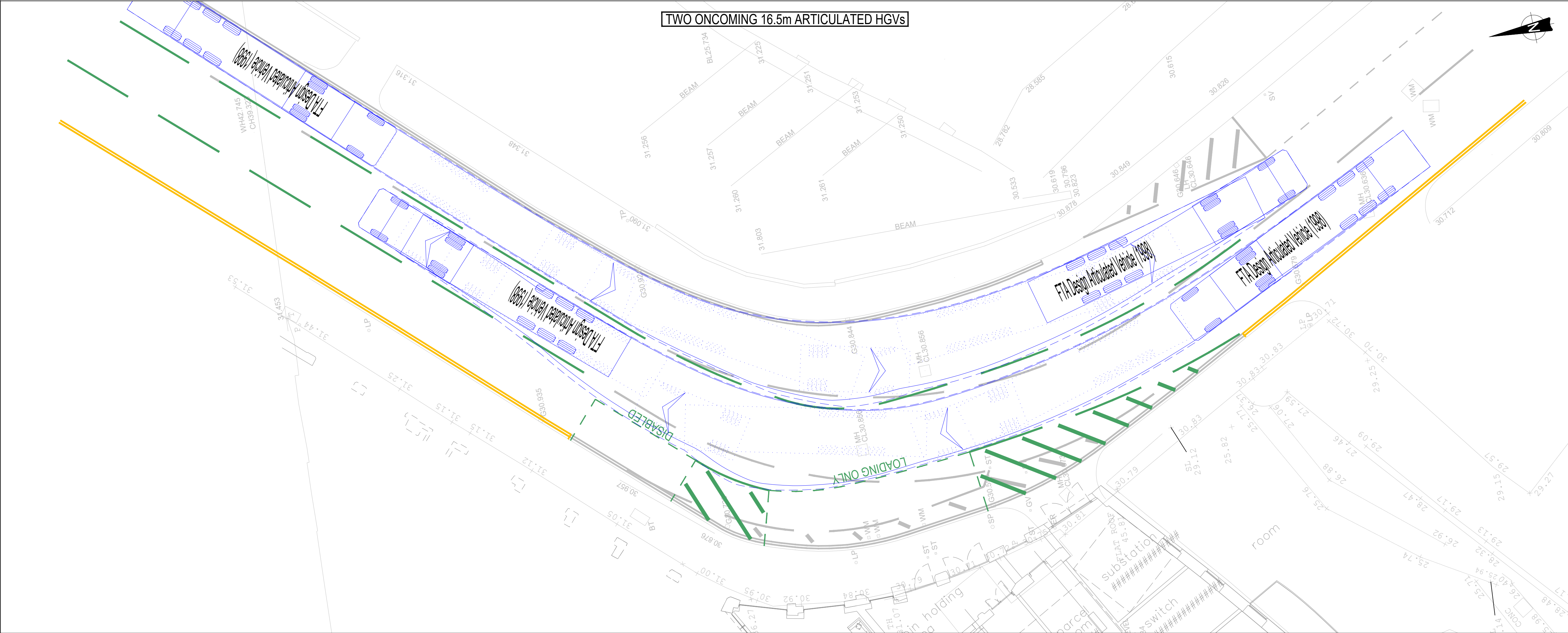
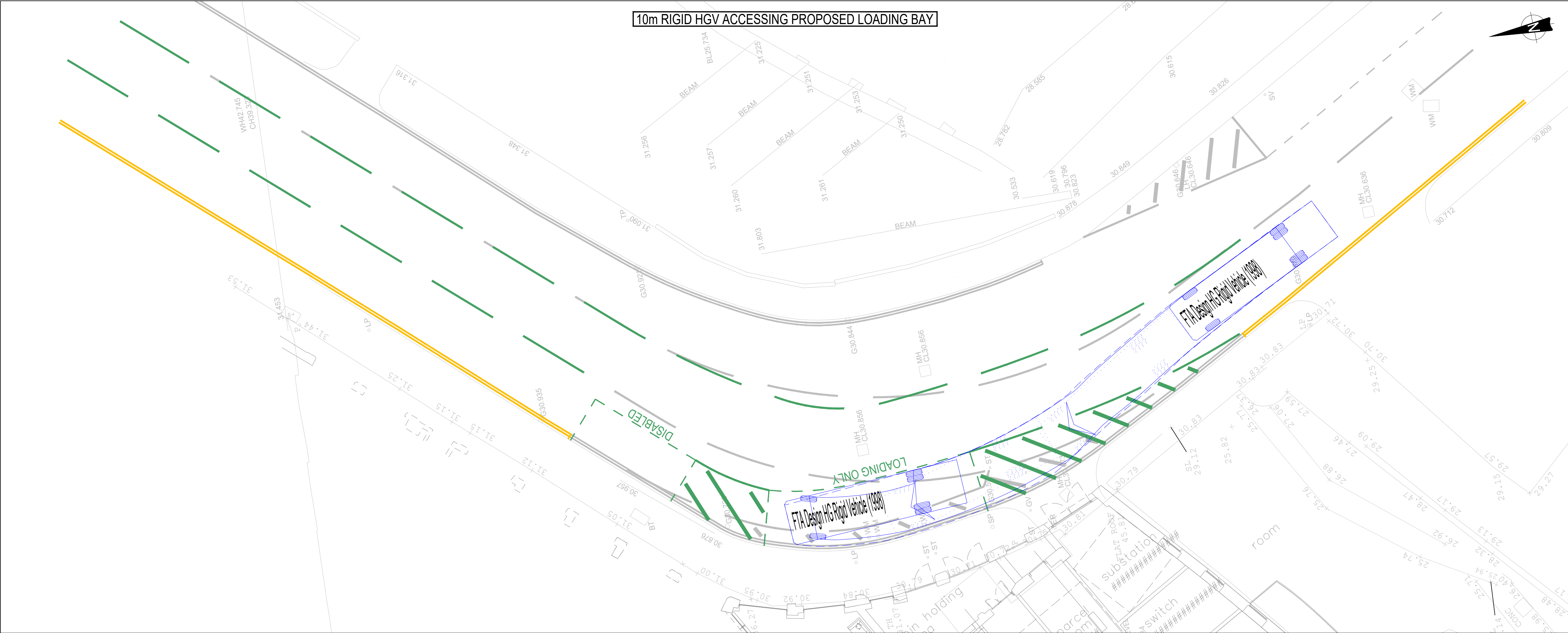
SUMMARY

This post-submission response has been prepared to address the highways and transport comments raised by Manchester City Council. It provides supplementary information and does not alter the conclusions of the documents submitted as part of the planning application.

We trust that the above provides Highways Officers at Manchester City Council with the required information to progress the application forwards.

Drawings

- 084456-CUR-XX-00-D-TP-75001-P02_LoadingBay
- 084456-CUR-XX-00-D-TP-05002-P02_SPASOncomingBuses
- 084456-CUR-XX-00-D-TP-05003-P02_SPADisabledBay
- 084456-CUR-XX-00-D-TP-05004-P01_SPA11.2mRefuse
- 084456-CUR-XX-00-D-TP-75001-P02_LoadingBay
- 084456-CUR-XX-00-D-TP-75002-P02_ForwardVisibility



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- BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

KEY: — PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.640m
Min Body Ground Clearance	0.400m
Track Width	2.570m
Lock to Lock Time	1.000s
Kerb to Kerb Turning Radius	11.000m

FTA Design Articulated Vehicle (1998)

Overall Length	16.400m
Overall Width	2.500m
Overall Body Height	3.640m
Min Body Ground Clearance	0.400m
Track Width	2.570m
Lock to Lock Time	1.000s
Kerb to Kerb Turning Radius	0.500m

P02	Disabled bay and markings updated. SPA updated	09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status:

PLANNING

Project:

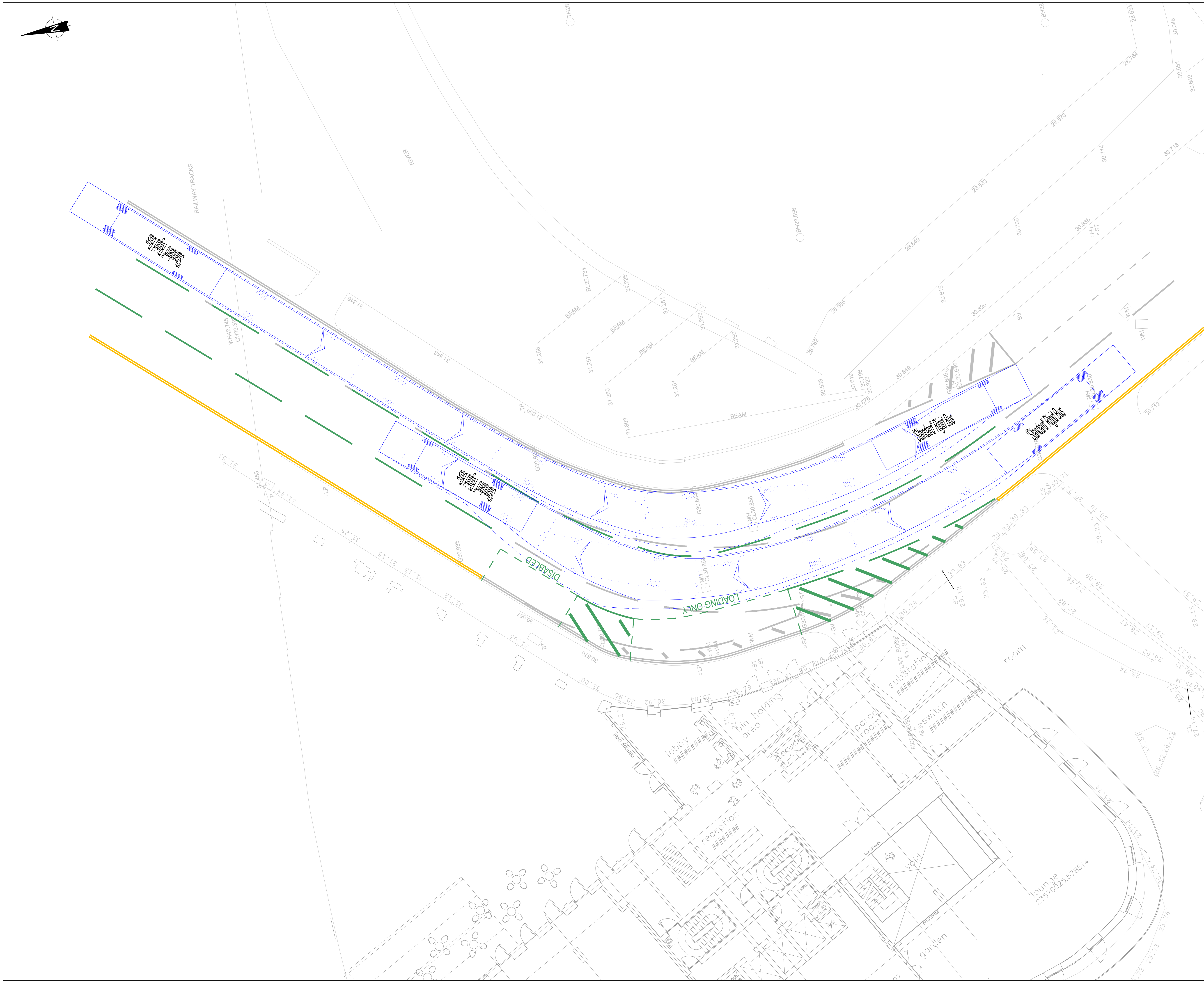
HOTSPUR PRESS PBSA
MANCHESTER

Dwg Title:

SWEPT PATH ANALYSIS
PROPOSED LOADING BAY

Drawn By	DD	Designed By	DD	Checked By	MT
Date		09/10/23		Scales @ A1 1:125	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
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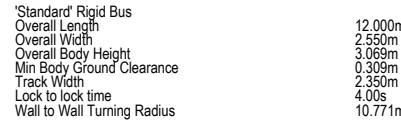
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VEHICLE PROFILE



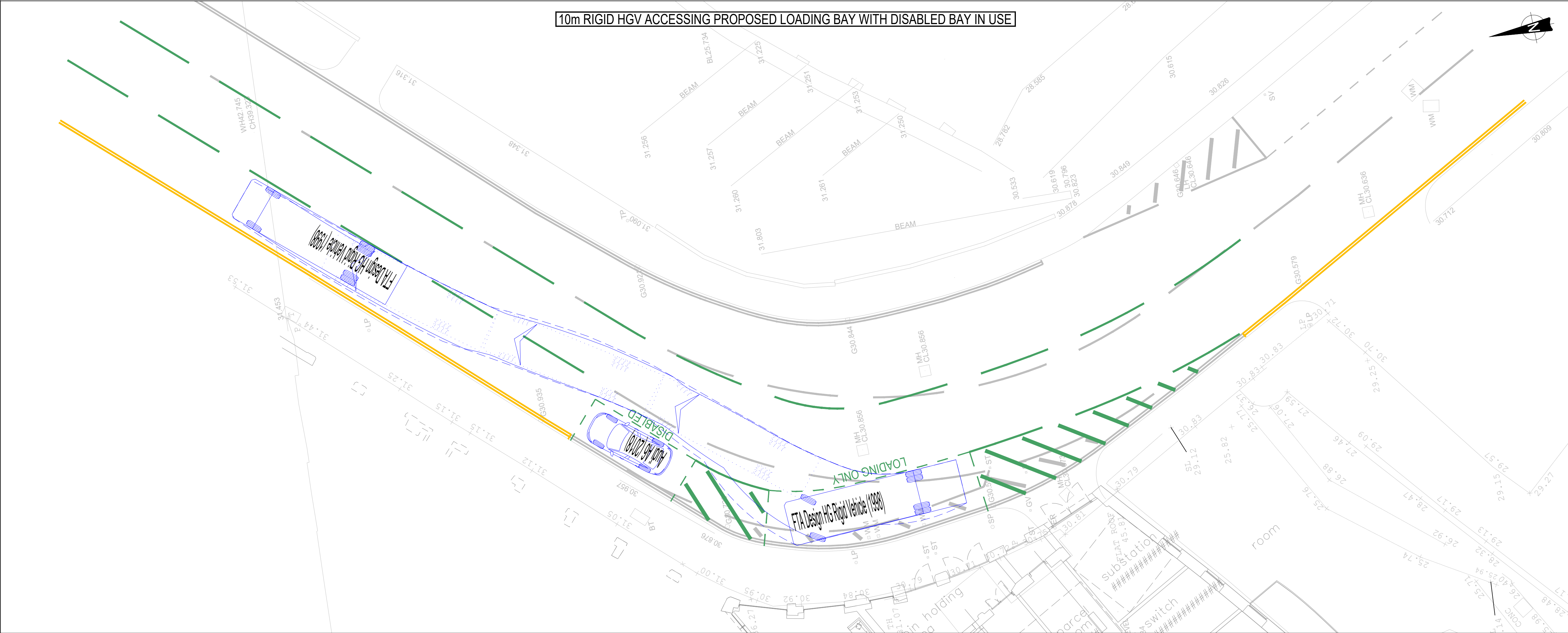
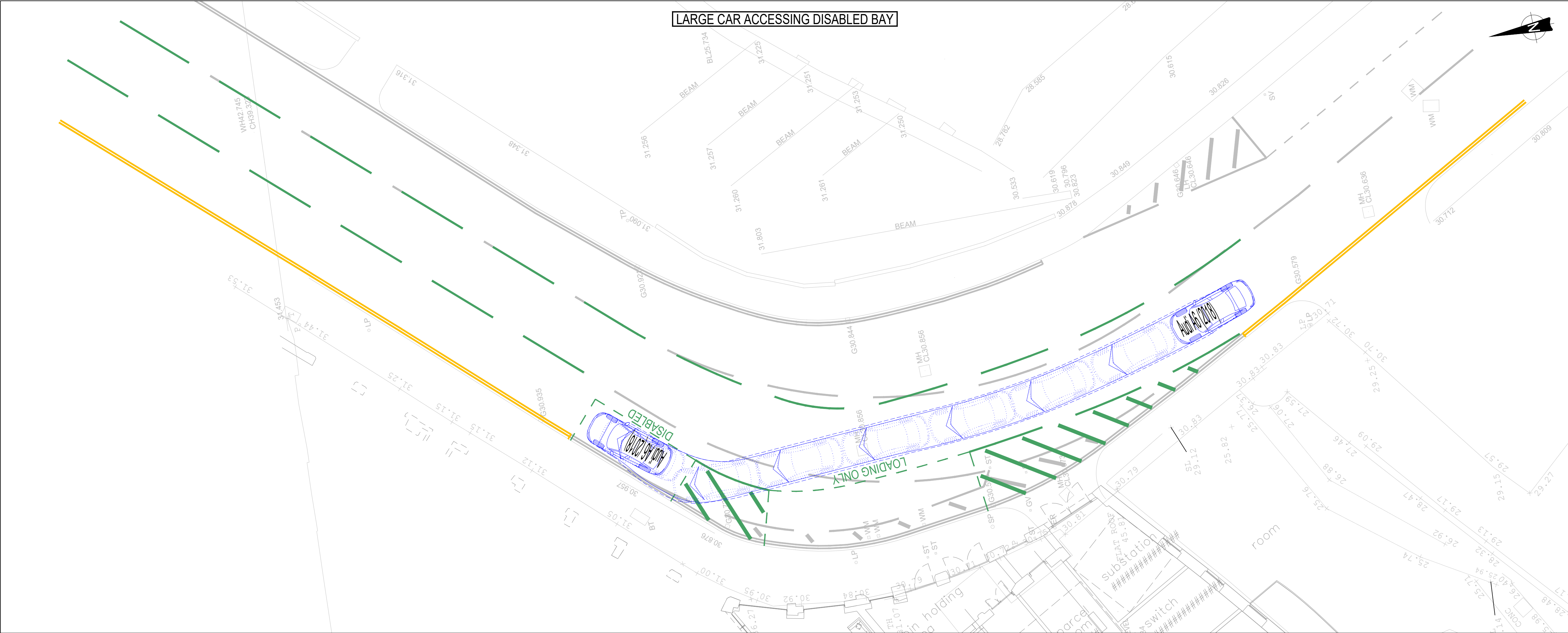
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Status:

Drug Title:

SWEPT PATH ANALYSIS
ONCOMING BUSES

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- BASED ON HODDER AND PARTNERS PLAN 'Plan_00_SH Plan'

KEY: --- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

FTA Design HG Rigid Vehicle (1998)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

19.00m

2.50m

3.60m

0.40m

2.57m

1.00m

11.00m

Audi A6 (2018)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

4.93m

2.11m

1.40m

0.14m

1.97m

4.59m

5.95m

P02	Disabled bay and markings updated. SPA updated	09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

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Status:

PLANNING

Project:

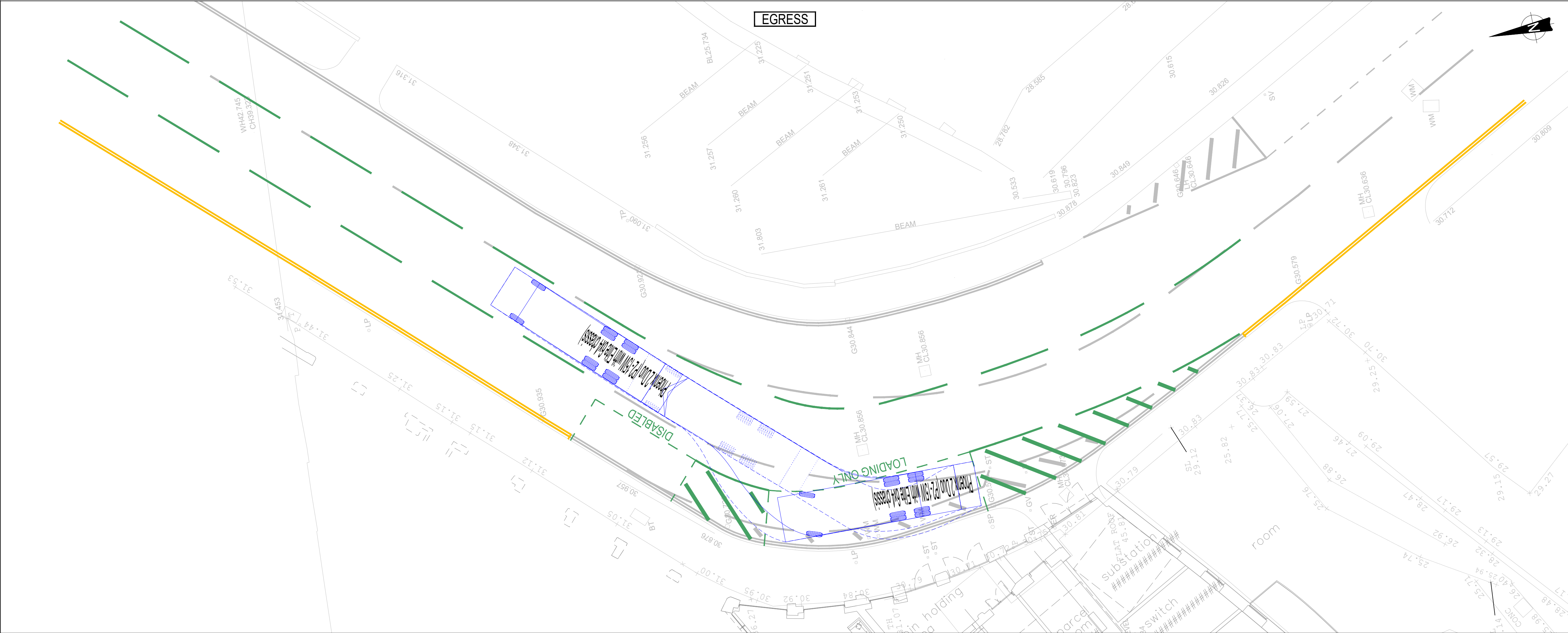
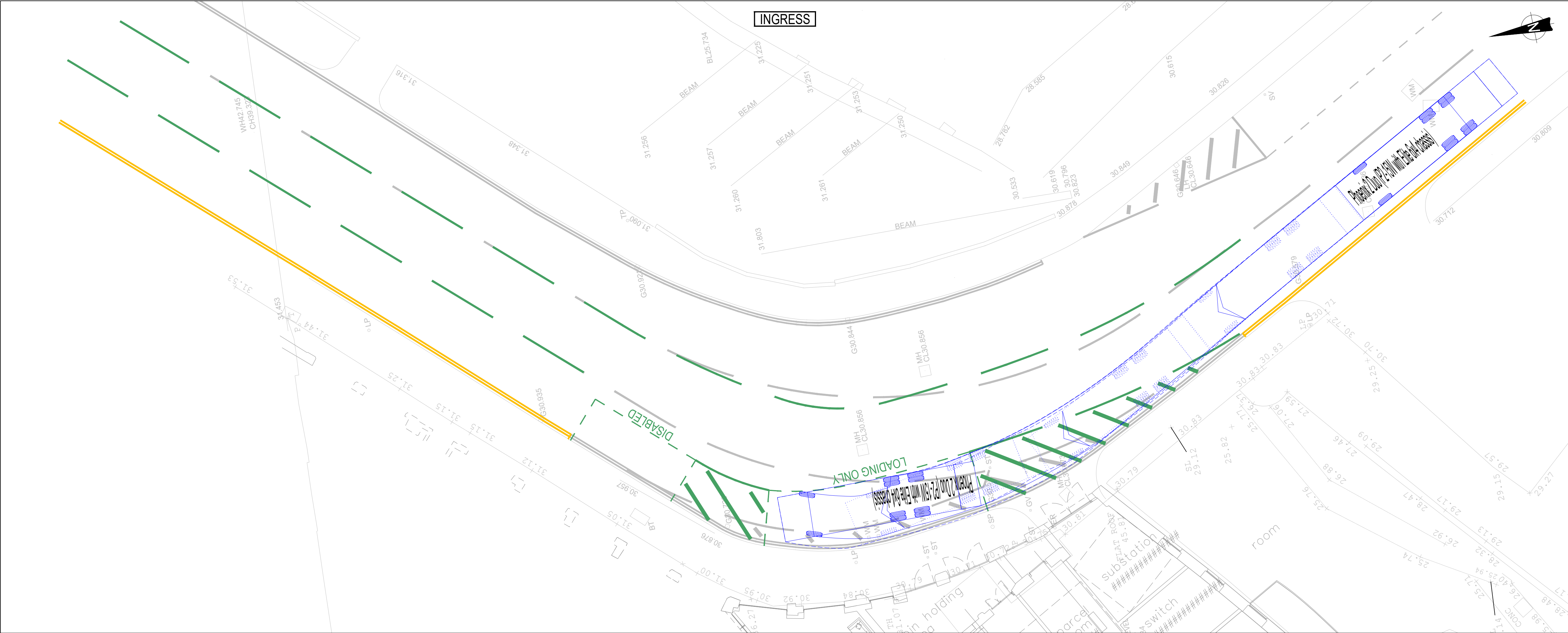
HOTSPUR PRESS PBSA
MANCHESTER

Dwg Title:

SWEPT PATH ANALYSIS
PROPOSED DISABLED BAY

Drawn By	DD	Designed By	DD	Checked By	MT
Date		09/10/23		Scales @ A1 1:125	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
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- BASED ON HODDER AND PARTNERS PLAN 'Plan_00_SH Plan'

KEY: — PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Phoenix 2 Duo (P2 15W with Elite 8x4 chassis)	11.200m
Overall Length	2.500m
Overall Width	2.500m
Overall Body Height	3.700m
Min Body Ground Clearance	0.500m
Track Width	2.500m
Lock to lock time	4.000m
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
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Status: **PLANNING**

Project: **HOTSPUR PRESS PBSA MANCHESTER**

Dwg Title: **SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE**

Drawn By MQ	Designed By MQ	Checked By MT
Date 09/02/24		Scales @ A1 1:125

Project No - Originator - Function - Spatial - Form - Discipline - Number		Revision
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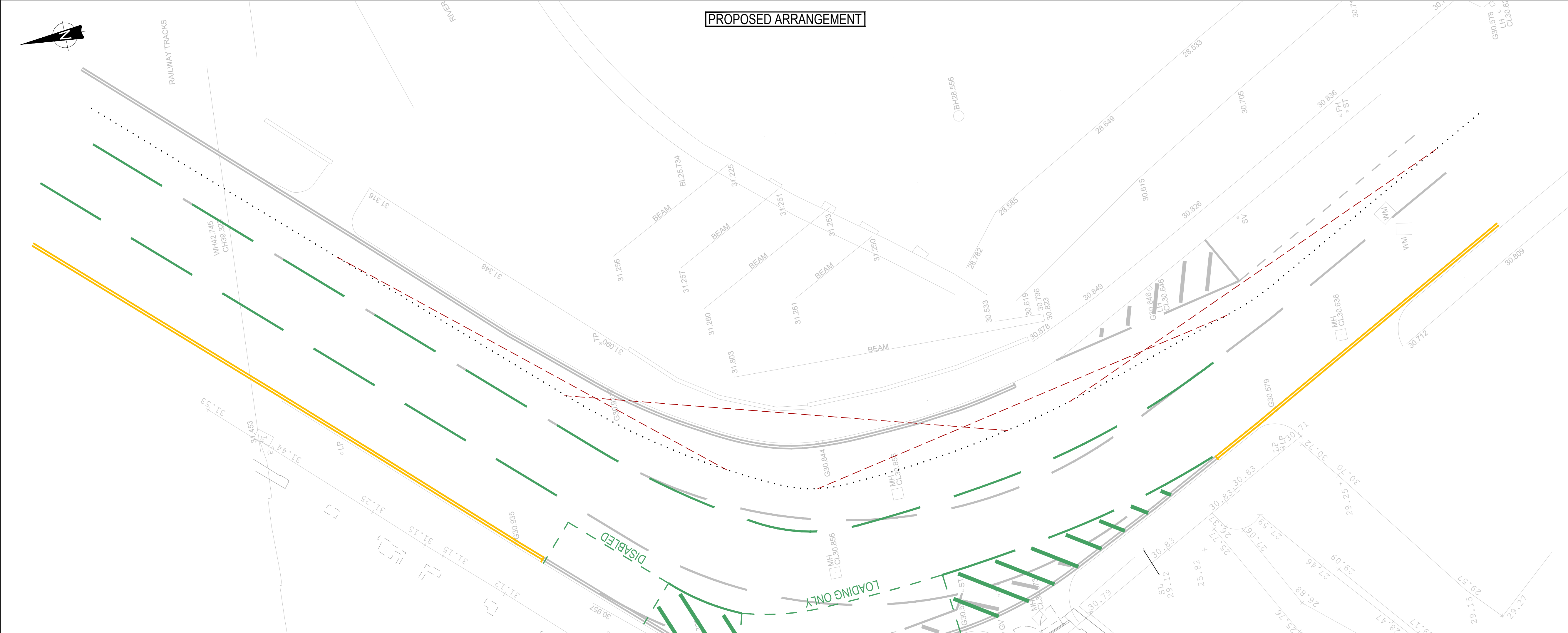
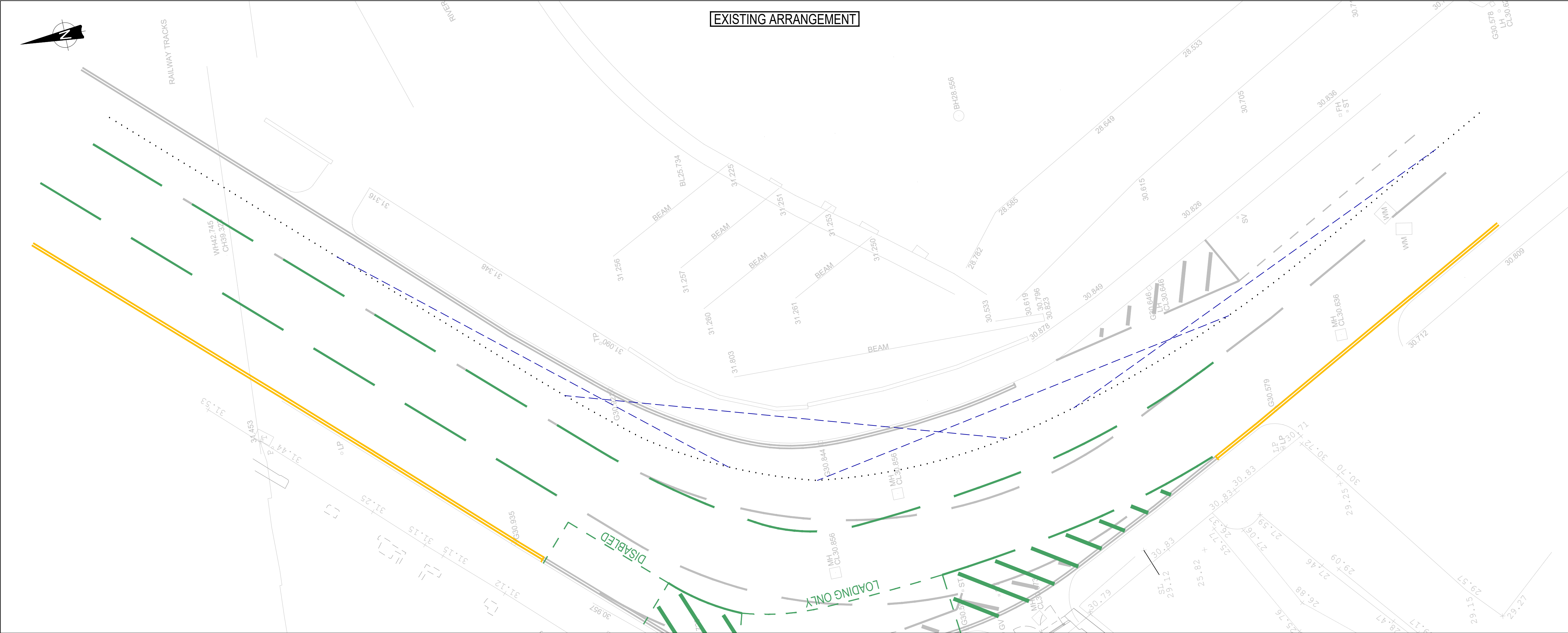
KEY: — PROPOSED ROAD MARKINGS

- | | | | | |
|------|---|----------|-----|-------|
| P02 | Disabled bay and markings updated. Dimensions added | 09/02/24 | MQ | MT |
| Rev: | Description: | Date: | By: | Chkd: |

Status:	PLANNING
Project:	HOTSPUR PRESS PBSA MANCHESTER
Dwg Title:	PROPOSED LOADING BAY AND ACCESSIBLE PARKING SPACE

Drawn By DD	Designed By DD	Checked By MT	
	Date 09/10/23	Scales @ A1 1:125	
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision
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- GENERAL NOTES:
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- KEY:
- PROPOSED ROAD MARKINGS
 - INDICATIVE LANE CENTRE LINE
 - EXISTING FORWARD VISIBILITY AT 20mph (25m)
 - PROPOSED FORWARD VISIBILITY AT 20mph (25m)

P02 Disabled bay and markings updated		09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status:		PLANNING			
Project:		HOTSPUR PRESS PBSA MANCHESTER			
Dwg Title:		FORWARD VISIBILITY			
Drawn By	DD	Designed By	DD	Checked By	MT
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