

Downing Living (Manchester South) Limited Partnership

Block C Plot 11 First Street
Manchester

Stage 1 Road Safety Audit



Control Sheet

CLIENT: Downing Living (Manchester South) Limited Partnership

PROJECT TITLE: Block C Plot 11 First Street
Manchester

REPORT TITLE: Stage 1 Road Safety Audit

PROJECT REFERENCE: 158834

DOCUMENT NUMBER: 002

ISSUE NUMBER: 01

DATE: January 2024

Issue & Approval Schedule	Issue 01 Final		Name		Signature		Date	
	Prepared by		David Colley				16.01.2024	
	Checked by		Ashley Armitage				16.01.2024	
	Approved by		David Colley				16.01.2024	
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	02				Prepared			
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	03				Prepared			
					Checked			
					Approved			

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1. Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd have been appointed by Downing Living (Manchester South) Limited Partnership to carry out a Stage 1 Road Safety Audit (RSA) of the highway works related to the Block C Plot 11 planning application proposals comprising of the introduction of 2 mobility impaired parking spaces on Chester Street, amendments to existing pedestrian dropped kerbs with servicing from the junction of Newcastle Street and Chester Street. These highway works would be additional to the overall scheme of improvements at the junction of Chester Street and Willmott Street, western end of Chester Street adjacent to the former Newcastle Street together with the junction of Willmott Street and Hulme Street already proposed as part of the wider development proposals around Block C.
- 1.2 Sanderson Associates have previously undertaken a Stage 1 and Stage 2 Road Safety Audit of the proposed highways works around the wider development site with the Audit Team members being the same as for this Block C Stage 1 Audit. A copy of the Designers Response to the Stage 1 Road Safety Audit (doc ref 300004-003-01) dated 27 August 2021 has been provided to the Block C Stage 1 Audit Team. A copy of the design team Response Report for the Stage 2 RSA has not been provided. Sanderson Associates have provided a Stage 1 Road Safety Audit Brief for Block C in an email dated 15 December 2023.
- 1.3 This Block C Stage 1 Road Safety Audit has been instructed by Sanderson Associates (Ian Ladbrooke) on behalf of the client Ian Harrison of Downing Living (Manchester South) Limited Partnership by an email dated the 14 December 2023. This Block C Stage 1 RSA has been conducted reflecting the details of the previous Stage 1 and Stage 2 Road Safety Audits. Problems 1.1 and 1.2 from the Stage 1 RSA are within the Block C Audit boundary shown in Figure 1 of the Audit Brief document and problem 2.2 from the Stage 2 RSA also has relevance to the Block C Audit boundary. The two problems 1.1 and 1.2 from the Stage 1 RSA together with the associated design team response are presented in **Appendix B** for reference. Problem 2.2 from the Stage 2 RSA is presented in **Appendix C** for reference. The problems raised for this Block C RSA are presented in Section 2 including reference to the problems that were previously raised for completeness. A marked-up plan showing the location of the Block C Stage 1 RSA problems is included in **Appendix A**.
- 1.4 The Block C Plot 11 Stage 1 Audit Team have been requested to consider the alterations proposed to the S278 Works as a result of a planning application for a *Purpose Built Student Accommodation (PBSA)* (sui generis) for up to approximately 555 students on Block C. The Audit Brief notes that the development impacts on the public highway comprise:
 - 2no. mobility car parking spaces proposed on the north side of Chester Street.
 - Vehicle access to the development service turning area and service layby from Newcastle Street / Chester Street.
 - The removal of dropped kerbs and tactile paving on Newcastle Street (east side) at the junction with Chester Street. This existing east / west crossing is redundant and does not have a reciprocal dropped kerb / tactile paving arrangement on the west side of the road.

- 1.5 The Road Safety Audit boundary is within the green line on the plan extract at Figure 1 of the Audit Brief.
- 1.6 The following drawings and information were provided to the Block C Stage 1 Audit Team in an email dated 15 December 2023:
 - Sanderson Associates Drawings.
 - 155345-001 revision A: Swept Path Analysis of a Large Car Into Parking Bays
 - 155345-002 revision A: Swept Path Analysis of 11.85m Large Refuse Vehicle
 - Other information
 - Block C Stage 1 Road Safety Audit Brief dated 15 December 2023 reference 158834-001-01.
 - OPEN drawing reference 10474-OPE-00-GF-DR-L-910001 revision 02
 - Transport Statement document reference 155345-001-05
 - Stage 1 Road Safety Audit dated 25 May 2021 reference 300004-002-01
 - Stage 1 Road Safety Audit Response dated 27.08.2021 reference 300004-003-01.
 - Stage 2 Road Safety Audit dated 07 October 2022 reference 301156-001-01.
- 1.7 The Audit Team members were as follows:
 - Audit Team Leader - David Colley MCIHT, Associate Director at Sanderson Associates
 - Audit Team Member – Ashley Armitage MIHE, Assistant Engineer at Sanderson Associates
- 1.8 The Block C Stage 1 Audit took place on the afternoon of Friday 5th January 2024 and was discussed further by the Audit Team at Sanderson Associates Offices. During the site visit the weather was overcast with broken cloud and the road surface was damp.
- 1.9 Reference to the Transport Statement indicates that there are no accidents on Newcastle Street and Chester Street within the area of the Road Safety Audit although there is a serious accident and slight accident on the A5103 Mancunian Way adjacent to the signalised crossing just to the south of the site.
- 1.10 The terms of reference of the Road Safety Audit are as described in GG119 and the Audit Brief. The Audit Team has examined the works and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the works to any other criteria.
- 1.11 All of the problems described in Section 2 of this report are considered by the Audit Team to require action in order to improve the safety of the scheme. However, any recommendation included within this report should not be regarded as being a prescriptive design solution to the problem raised. They are intended only to indicate a proportionate means of eliminating or mitigating the identified problem. It is noted that there may be alternative methods of addressing a problem that would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

- 1.12 Marked up plans from the previous Stage 1 and Stage 2 Road Safety Audits are included in **Appendix A**, which identify the general location of problems that have been raised. General problems or those with multiple locations have not all been shown.
- 1.13 Following the completion of the Road Safety Audit, the design team should prepare a '*Road Safety Audit Response Report*' in collaboration with the Overseeing Organisation. The response report should incorporate the following:
- Decision Log spreadsheet, where each Problem and Recommendation in the Road Safety Audit report is reiterated;
 - In the Decision Log, a response should be provided by the Design Team and then by the Overseeing Organisation for each problem raised. This should then be followed by an agreed action.

Further information to assist the preparation of the Road Safety Audit Response Report is provided in **GG119 Sections 4.11 to 4.19 and Appendix F** (that includes a Road Safety Audit Response Report template). In accordance with GG119, the response report should be produced and finalised within one month of the issue of the Road Safety Audit report. A copy of the response report should be issued to the Road Safety Audit Team for information.

2. Items raised for this Block C Stage 1 Audit

- 2.1 The problems that are raised in the Block C Stage 1 Road Safety Audit are presented in this section. The problems that were previously raised from the Stage 1 and Stage 2 RSA where they are relevant to the Block C Audit area are included as problems in this section.

Problem 1.1:

Location: Newcastle Street adjacent to the A5103

Summary: The Landscape Plan drawing 10474-OPE-00-GF-DR-L-910001 revision 02 shows the provision of 'Blister' type tactile paving (annotation PT11B) between the proposed footway works and the existing cycle track to the south of the site. The segregated cycle track is nearest to the site and cyclists appear to join the Newcastle Street carriageway via a dropped kerb. It is not clear from the drawing whether the new hard surfaced route from the south, adjacent to the A5103 and running to the north into the site is intended as a shared use facility. There is signage for a cycle route along Newcastle Street / Chester Street. The priority between cyclists and pedestrians is not clearly defined in this area and 'blister' type paving is not appropriate as it does not have a reciprocal set of paving and in part would lead into the cycle track from the signalised crossing. This could lead to conflicts between cyclists and pedestrians where pedestrians cross the cycleway route to access the signalised crossing.

Recommendation: Provide appropriate pedestrian hazard warning paving and signage for cycle routing.

Problem 1.2:

Location: Western end of Chester Street

Summary: No details of street lighting have been provided on the drawings for the northern side of Chester Street. There are 2 existing street lights on Chester Street one on the southern side at the eastern end adjacent to Wilmott Street and one on the southern side adjacent to the junction with Newcastle Street. The next street light is on the southern end of Newcastle Street adjacent to the cycle track and the A5103. The development will lead to vehicles manoeuvring along Chester Street and Newcastle Street in conjunction with the signed cycle route as well as manoeuvring into the accessible parking bays together with an increase in resident footfall. Inadequate lighting levels could lead to the increased risk of conflicts between vehicles and also between vehicles and pedestrians.

Recommendation: Provide appropriate lighting levels on Chester Street Newcastle Street to accommodate the vehicle, cycle and increased pedestrian activity.

3. Audit Team Statement

3.1 We certify that the terms of reference of the audit are as described in GG119.

AUDIT TEAM LEADER:

Name: David Colley MCIHT
Highways England Approved RSA Certificate of Competency

Position: Associate Director at Sanderson Associates (Consulting Engineers) Ltd

Sanderson Associates (Consulting Engineers) Ltd

Signed:  Date: 16th January 2024

AUDIT TEAM MEMBER:

Name Ashley Armitage MIHE

Position: Assistant Engineer at Sanderson Associates (Consulting Engineers) Ltd

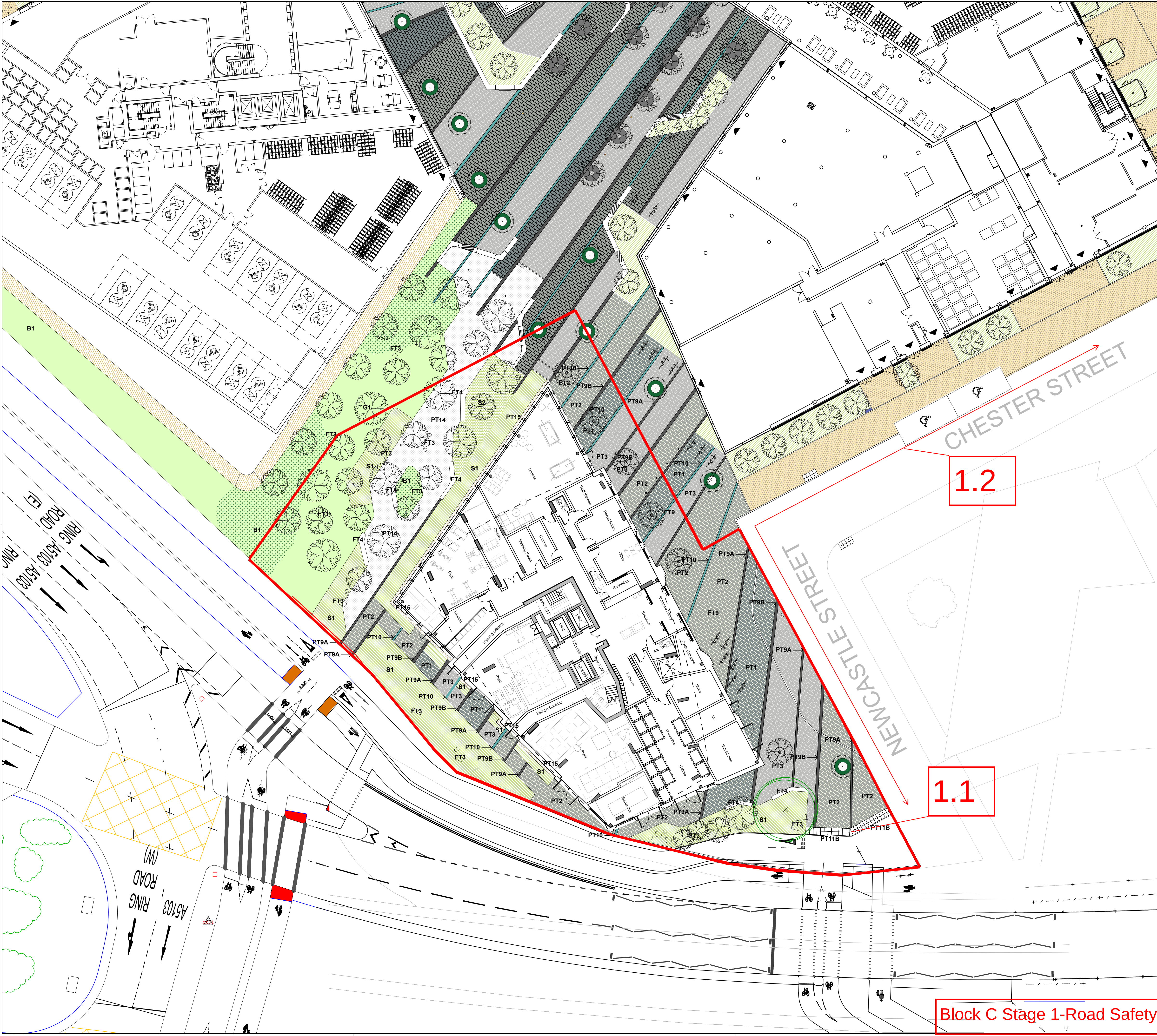
Sanderson Associates (Consulting Engineers) Ltd

Signed:  Date: 16th January 2024



Appendix A

Block C Stage 1 RSA Marked up drawing



GF PUBLIC REALM
SOFTWORKS - Note legend is site wide

INGROUND TREE PLANTING IN HARD
GIRTH: 25-30cm
HEIGHT: 2-4.5m
STEM: Rootball
ROOT: 2.5m Clear Stem

INGROUND TREE PLANTING IN SOFT
GIRTH: 25-30cm
HEIGHT: 5-5.5m
STEM: Rootball
ROOT: 2.5m Clear Stem

RETAINED EXISTING TREE
Existing tree to be retained.

PERENNIAL PLANTING 1 (S1)
DETAILS: Mix of evergreen shrubs, ground cover and herbaceous perennials.
SIZE: 3-10L
ROOT: Containerised

RAIN GARDEN: PERENNIAL PLANTING 2 (S2)
DETAILS: Mix of evergreen shrubs, ground cover and perennials.
SIZE: 3-10L
ROOT: Containerised

AMENITY GRASS (G1)
PRODUCT: T13 Festival Plus Turf
SUPPLIER: Lindum or equal & approved

SEASONAL BULBS (B1)
PRODUCT: Seasonal bulb mix.
SUPPLIER: Lindum or equal & approved

GF PUBLIC REALM
HARDWORKS - Note legend is site wide

PAVING TYPE 1 (PT1): GRANITE SETTS
SUPPLIER: Hardscape or equal & approved
SIZE: W100mm x L150mm - 300mm x D80mm
MATERIAL: Granite
PRODUCT: Kobra Green
FINISH: Flamed texture surface, sawn base and sides
SUBBASE: To engineers specification
DETAIL: 10000

PAVING TYPE 2 (PT2): GRANITE SETTS
SUPPLIER: Hardscape Granite Setts or equal & approved
SIZE: W100mm x L150mm / 200mm / 300mm x D80mm
MATERIAL: Granite
PRODUCT: Kobra
FINISH: Flamed texture surface, sawn base and sides
SUBBASE: To engineers specification
DETAIL: 10001

PAVING TYPE 3 (PT3): GRANITE SETTS
SUPPLIER: Hardscape Granite Setts or equal & approved
SIZE: W100mm x L150mm / 200mm / 300mm x D80mm
MATERIAL: Granite
PRODUCT: Alpendorada
FINISH: Flamed texture surface, sawn base and sides
SUBBASE: To engineers specification
DETAIL: 10002

PAVING TYPE 9A (PT9A): GRANITE BAND
SUPPLIER: Hardscape Granite or equal & approved
SIZE: W200mm x L300mm x D100mm
MATERIAL: Granite
PRODUCT: Crystal Black
FINISH: Bush Hammered surface, sawn base and sides
SUBBASE: To engineers specification
DETAIL: 10007

PAVING TYPE 9B (PT9B): GRANITE BAND
SUPPLIER: Hardscape Granite or equal & approved
SIZE: W300mm x L500mm x D100mm
MATERIAL: Granite
PRODUCT: Crystal Black
FINISH: Bush Hammered surface, sawn base and sides
SUBBASE: To engineers specification
DETAIL: 10008

PAVING TYPE 10 (PT10): LIMESTONE BAND
SUPPLIER: Hardscape Granite or equal & approved
SIZE: W200mm x L300mm x D100mm
MATERIAL: Limestone
PRODUCT: Kilkenny Blue Commercial
FINISH: Flamed
SUBBASE: To engineers specification
DETAIL: 10009

PAVING TYPE 11B (PT11B): BLISTER PAVING
PRODUCT: To Manchester City Councils specification
SUBBASE: To engineers specification

PAVING TYPE 14 (PT14): SELF BINDING GRAVEL
SUPPLIER: Hardscape or equal and approved
PRODUCT: Solid Granite Step Unit
SIZE: Tread 400mm x Rise 150mm
MATERIAL: Granite
FINISH: Flamed texture surface, sawn base and sides
COLOUR: Magma
ARIS: Pencil round nose with
NOTE: Inlay contrasting strip
SUBBASE: To engineers specification
DETAIL: 30001

PAVING TYPE 15 (PT15): GRAVEL
SUPPLIER: Hardscape or equal and approved
PRODUCT: Solid Granite Step Unit
SIZE: Tread 400mm x Rise 150mm
MATERIAL: Granite
FINISH: Flamed texture surface, sawn base and sides
COLOUR: Magma
ARIS: Pencil round nose with
NOTE: Inlay contrasting strip
SUBBASE: To engineers specification
DETAIL: 30001

FT3 FURNITURE TYPE 3 (FT3): BOULDERS
Supplier: Specialist Aggregates or equal & approved
Size: W450-600 x L 450-600 x H450-500 mm
Colour: Natural
Finish: Free from sharp edges or aggregates
Material: Locally sourced glacial boulder

FT4 FURNITURE TYPE 4 (FT4): GRANITE BENCH
SUPPLIER: Hardscape or equal & approved
SIZE: As shown
MATERIAL: Granite
FINISH: Flamed
COLOUR: Kobra
DETAIL: 50001 / 50002

FURNITURE TYPE 6 (FT6): BOLLARD
PRODUCT: Stainless Steel Bollard
SUPPLIER: Kant Stainless or equal and approved
DIA: 101mm
HEIGHT: 900mm above ground
MATERIAL: Stainless Steel
FINISH: Polished
FIXING: Root fixed

FT9 FURNITURE TYPE 9 (FT9): BIKE STAND
PRODUCT: Ride Bike Rack or equal and approved
SUPPLIER: Landscape Forms
SIZE: 1100mm Height x 800mm Wide x 60mm Dia
MATERIAL: Aluminum
FINISH: Polyester Powder Coated
COLOUR: Grey

NOTES

- This drawing is to be read in conjunction with all other drawings and specifications.
- Do not scale off this drawing. Written dimensions to be taken only.
- Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.
- This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.

DRAWING INFORMATION BASED UPON

Emapsite: © Crown copyright and database rights 2019
Ordnance Survey D100031673.

OS OpenData: Contains OS data © Crown copyright and database right (2019).

Google Earth: Please show the attribution statement shown on the Google map or image that you are using.

Topographical Survey: Please reference surveyor's survey.

CDM INFORMATION

- To be completed

KEY PLAN

02	Amendments to facilitate paving location	GH	10.11.23
01	Landscape amendments following new GF layout	GH	06.11.23
00		GH	25.10.23
Issue	Revision	Initial	Date

open
optimised environments
PART OF SLR

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Client
Downing

Project
**FIRST STREET SOUTH
BLOCK C
Manchester**

Drawing Title
**LANDSCAPE PLAN
GENERAL ARRANGEMENT**

Scale Bar
2m 4m 6m 8m 10m North

Scale: 1:200@A1 Date: 10.11.23

By: GH Status: PLANNING

Checked: AW Approved: AW

Drawing Number
10474-OPE-00-GF-DR-L-910001 Rev
02

Computer File: R:\Projects\2019\M0183.08_FSB\Book\CAD\AUTOCAD\SHEETS

Block C Stage 1-Road Safety Audit Mark-up Plan



Appendix B

Stage 1 RSA Marked up drawing

Stage 1 RSA Problems 1.1 and 1.2 with Designers Response



NOTES

1. This drawing is to be read in conjunction with all other drawings and specifications.

2. Do not scale off this drawing. Written dimensions to be taken only.

3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.

4. This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.

5. Survey information is based upon aspect surveyors Topographical as Survey.

CDM INFORMATION

1. To be completed

KEY PLAN

A	ASSEMBLY TO PODIUM AND PATHS	IL	17.01.20
Issue	Revision	CO	Date

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Client

Downing Living (Manchester) Ltd

Project

FIRST STREET

Manchester

Drawing Title

COLOUR LANDSCAPE MASTERPLAN

Sheet 1 of 1

Scale Bar

2m 4m 6m 8m 10m

North

Scale: 1:200@A0

Date: 22.11.19

By: IL

Status: PLANNING

Checked: AW

Approved: AW

Drawing Number

M9083_L100

Rev

A

Computer File: R:\Project\2019\9083\1_FirstStreet\CA\LANDSCAPE\MASTERPLAN

Problem 1.1:

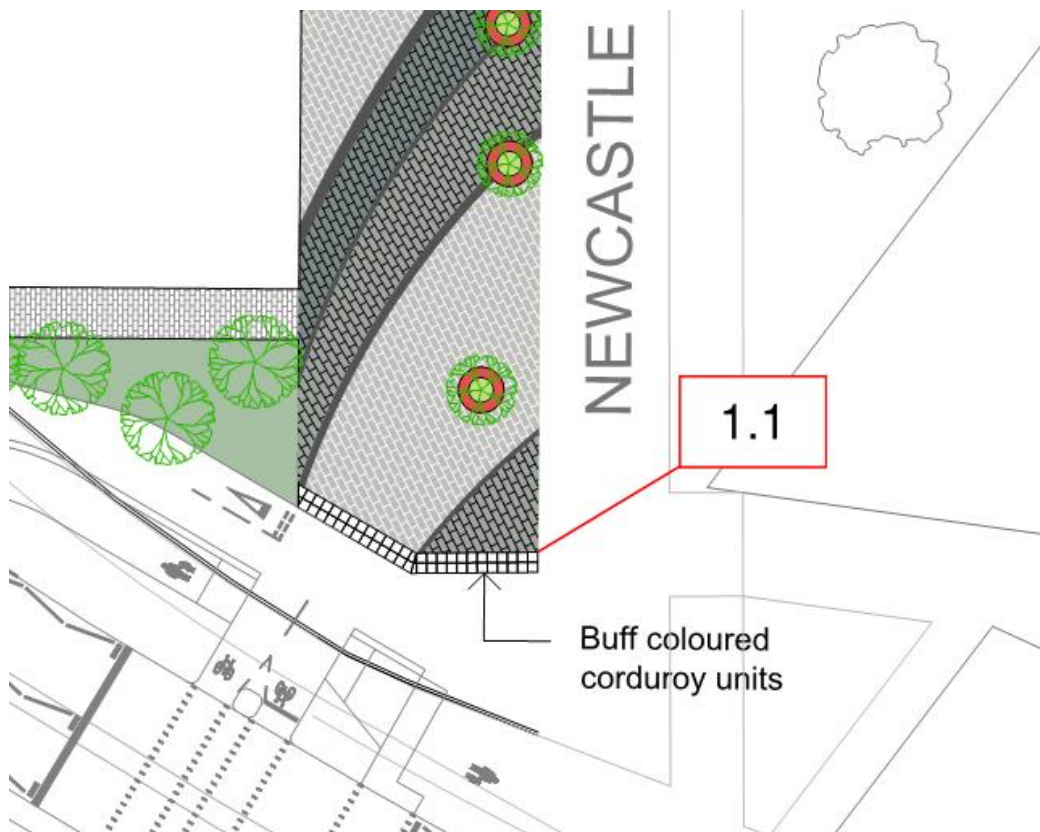
Location: Newcastle Street adjacent to the A5103

Summary: The architects plan (M9083_L100 rev A) does not show the current highway pedestrian / cycle accommodation at the southern end of Newcastle Street adjacent to the A5103. Cyclists appear to join the Newcastle Street carriageway via a dropped kerb. There is a new cycleway / footway adjacent to the southern edge of the site and at the end of Newcastle Street associated with a signalised crossing facility over the A5103. This will link into the proposed pedestrian area along Newcastle Street (western side) where the priority between cyclists and pedestrians is not clearly defined. This could lead to conflicts between cyclists and pedestrians where pedestrians cross the cycleway route to access the signalised crossing.

Recommendation: Provide appropriate pedestrian hazard warning paving and signage for cycle routing.

Stage 1 Audit Designers Response: The recommendation is agreed. Pedestrian hazard warning paving and signage for cycle routing will be provided. The extract location 1.1 from the plan at **Appendix C** shows the proposed location for the hazard warning paving. The agreed Stage 1 Road Safety Audit recommendations are to be incorporated at detail design stage and subject to Stage 2 Road Safety Audit. The proposed measures to address the Road Safety Audit recommendation have been discussed with the Road Safety Audit Leader who is satisfied that the proposed measures adequately address the Road Safety Audit problem raised.

Designers Response Location 1.1



Stage 2 Audit Team Comments:

Drawing 3732-D001 Rev B: S278 General Arrangement provides the following annotation and does not show the existing footway / cycleway features (See Image 1 below).
 APPROPRIATE CORDUROY/TACTILE PAVING AND SIGNAGE TO BE INSTALLED AS PART OF ON-SITE WORKS TO ENSURE ADEQUATE HAZARD WARNING FOR PEDESTRIANS CYCLISTS.

Image 1



This area is outside the S278 Boundary shown on the drawing although noted as part of the on-site works. No further comments are made by the Stage 2 Audit Team with respect to the S278 highway works boundary.

Problem 1.2:

Location: Newcastle Street junction with Chester Street

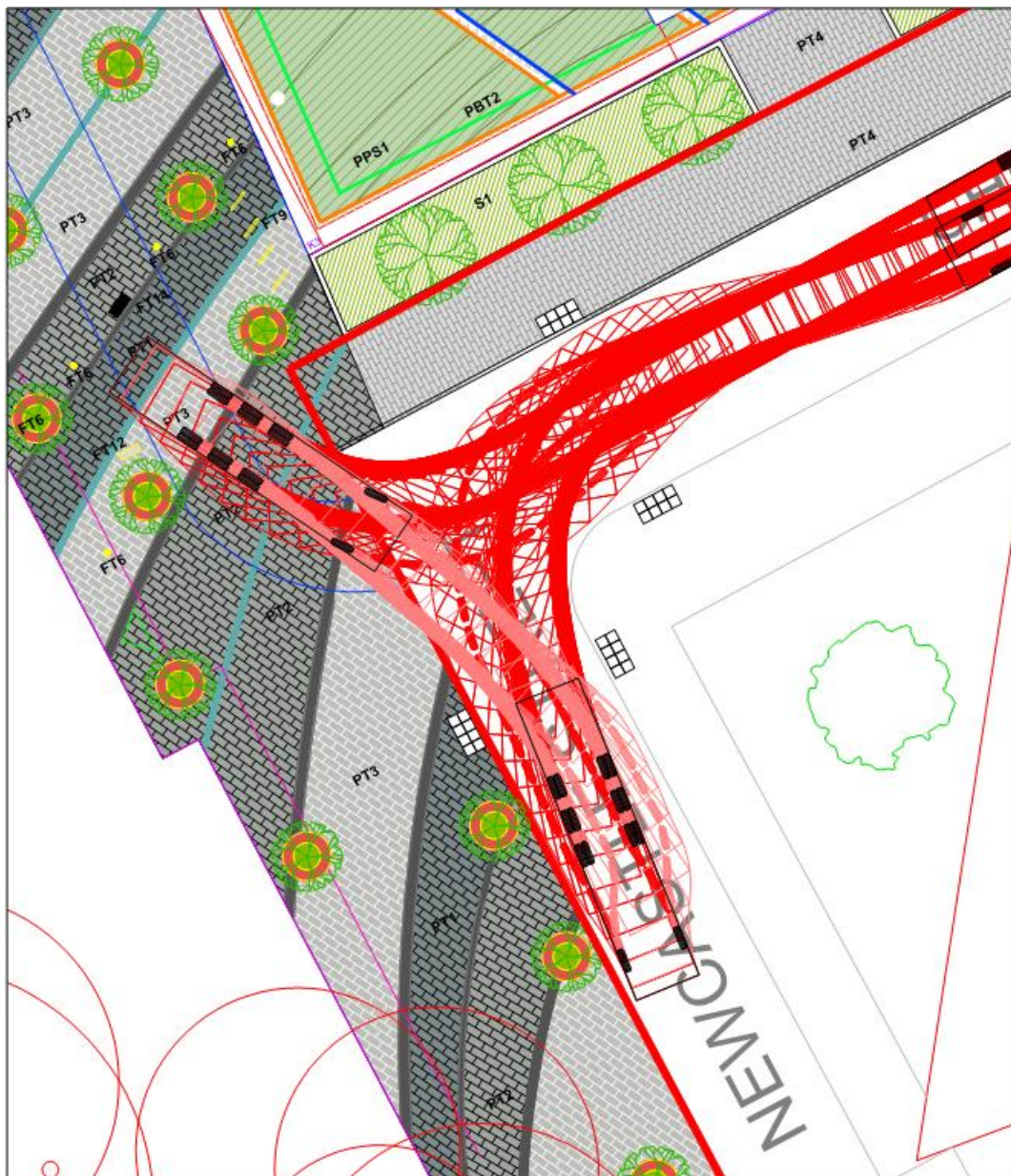
Summary: Drawing ref 300035-001: Swept Path of an 11.85m Refuse Vehicle shows a refuse vehicle turning at the western end of Chester Street at its junction with Newcastle Street where the existing carriageway width is to be reduced. The swept path is very constrained and utilises the proposed footway area on the west side and takes place where pedestrian dropped kerbs and tactile paving are provided. It is unclear if the refuse vehicle also services the adjacent building and no bollards are provided to limit its incursion on to the pedestrian area. The vehicle body swept path is shown overhanging the footway on the northern and western sides where dropped kerb locations are proposed which could result in conflict between the turning vehicle and pedestrians waiting at the crossing point.

Recommendation: Provide appropriate carriageway kerb widths locally or reposition the dropped kerb locations outside of the swept path but still on the likely pedestrian desire line.

Stage 1 Audit Designers Response: *The recommendation is agreed. The proposed carriageway width on Chester Street adjacent to the site frontage has been widened from ~5.8m to ~6.7m. The widened carriageway better accommodates the refuse vehicle swept path, which does not encroach on the proposed footway area where pedestrian dropped kerbs and tactile paving*

are provided. The extract overleaf is taken from the swept path drawing 300035-001 Rev A at **Appendix D** which shows the refuse vehicle tracking on the revised proposals at Location 1.2 and also bollards and planters (labelled FT6 and FT14) provided to limit vehicle incursion on to the pedestrian area. The agreed Stage 1 Road Safety Audit recommendations are to be incorporated at detail design stage and subject to Stage 2 Road Safety Audit. The proposed measures to address the Road Safety Audit recommendation have been discussed with the Road Safety Audit Leader who is satisfied that the proposed measures adequately address the Road Safety Audit problem raised.

Designers Response Location 1.2



Stage 2 Audit Team Comments:

Drawing 3732-D001 Rev B: S278 General Arrangement shows the proposed carriageway width of Chester Street is 7.3m and 4.8m for Newcastle Street. Drawing 3732-SP01: Swept Path Analysis shows the swept paths of 3 vehicle types. The swept path of the refuse vehicle appears to impinge over the tactile paving on the northern side of Chester Street which could result in conflict between a turning vehicle and pedestrians waiting at the crossing point. Problem 1.2 does not appear to have been fully addressed in the manner stated in the design team response despite the Chester Street carriageway being wider than stated in the Design Team Response.

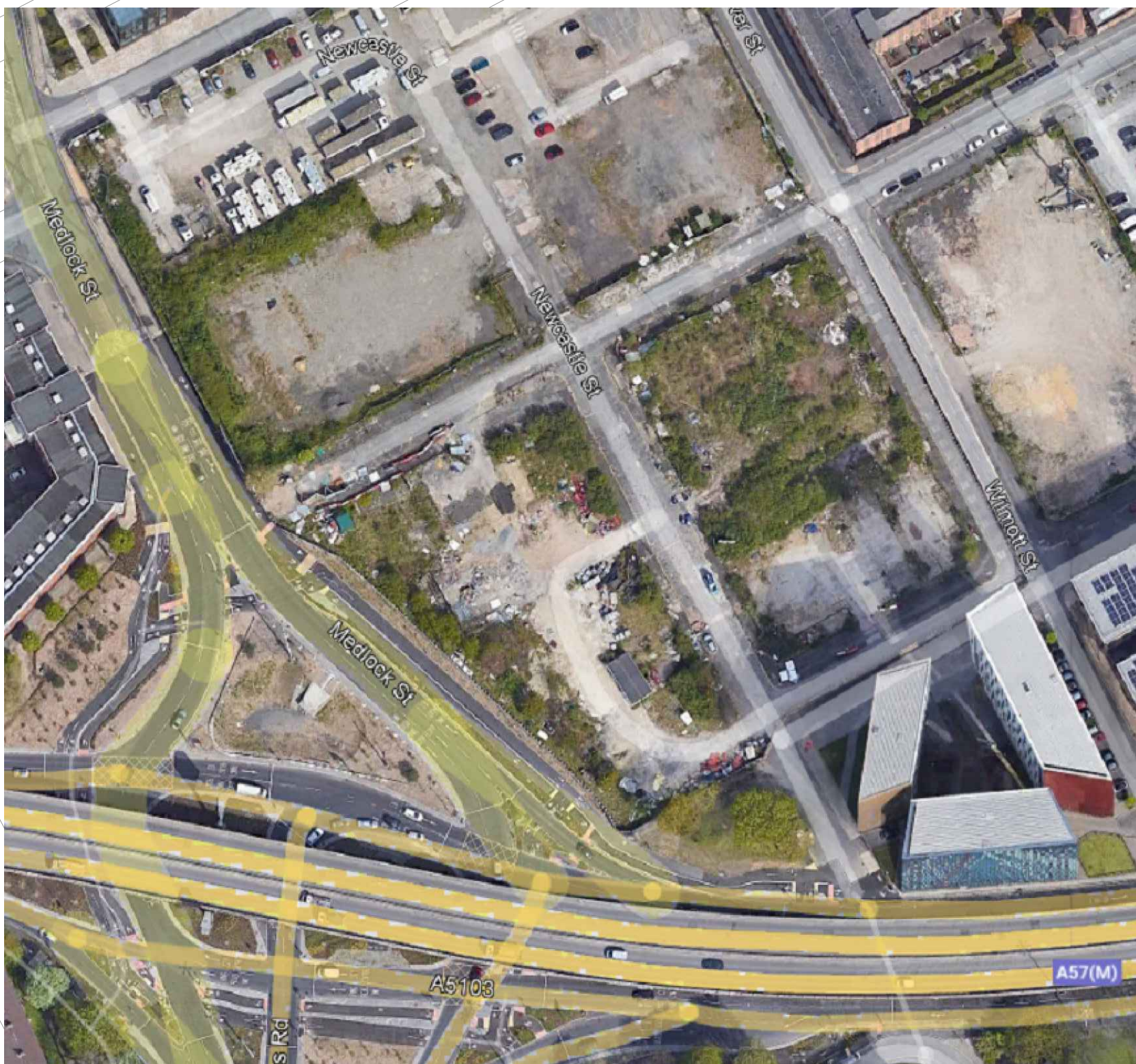
Recommendation: Provide appropriate carriageway kerb widths and a swept path to demonstrate that the vehicle does not impinge over the tactile paving.



Appendix C

Stage 2 RSA Marked up drawing

Stage 2 RSA problem 2.2



NORTH SOUTH AERIAL VIEW



NOTES

1. ALL ADAPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH 'SEWERS FOR ADOPTION' 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DRAINAGE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH THE BOUNDARIES, FENCIBLES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADAPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERTAKING ANY PAVEMENT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS.

4. ALL EXISTING STATIONS, INVERT LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAHICAL SURVEY INFORMATION PROVIDED BY OTHERS. ANY DISCREPANCIES BETWEEN THIS AND OTHER DRAWINGS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.

5. ALL MATERIALS TO BEAR THE RELEVANT B.S. STANDARDS AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL MATERIALS TO BE AGREED WITH THE OVERSIGHTING LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL CONCRETE & CEMENTS PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR).

6. ALL STATUTORY CONSENTS, OPENING NOTICES ETC AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. CONTRACTOR TO MAKE ADEQUATE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS' OVERSEES WITHIN THEIR PROGRAMME OF WORKS. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PREWORK OR CABLEING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STAT. PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STAT. APPROPRIATE PROTECTION (DIVERSION MEASURE INCLUDING SPRIT DUCT AND 200MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STAT. OTHERWISE) WHERE STAT. EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO CONFIRM ALL SIGN POSTLIGHTING COLUMN MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL SIGNS TO COMPLY WITH BS EN 12385:2007 AND ITS NATIONAL ANNEX. TYPE OF POSTS, FINISHES AND LIGHTING CONTRASTS TO BE CONFIRMED WITH LA STREETLIGHTING ENGINEER PRIOR TO ORDERING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PROVISION OF ALL REQUIRED EQUIPMENT AND ELECTRICAL FEEDS TO LIGHTING AND ANY SIGNALS PRIOR TO WORKS COMMENCING. CONTRACTOR TO MAKE ALLOWANCE FOR ANY LEAD-INS WITHIN THEIR PROGRAMME.

9. ALL ROAD MARKINGS TO BE LAID IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGNS MANUAL CHAPTER 7, TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. ROAD MARKING MATERIALS, LIVING AND PERFORMANCE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN 1436. ALL ACCESS COVERS WITHIN THE VICINITY OF THE WORKS TO HAVE HIGH FRICTION COVERS AND AGREED WITH LA ENGINEER. POV OF ALL LINING AND COVERS TO SUIT ADJACENT SURFACING.

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT AGREED FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS.

C.D.M. REGULATIONS 2015

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED. THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY CROFT BELOW:

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES
5. COMPRESS SPACE OPERATIONS
6. DEALING WITH EXISTING SERVICES
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS AND PROTECTION OF SITE PERSONNEL AND MEMBERS OF THE PUBLIC
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE
10. COORDINATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED. COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

i) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
ii) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
iii) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

INDICATIVE SITE BOUNDARY

DEMOTES NEW VEHES

EXISTING ROAD MARKINGS

PROPOSED ROAD MARKINGS

PROPOSED TACTILE PAVING

REVISED FOLLOWING MCC COMMENTS PRIOR TO RISA	JC	MC	SEP 22	
REVISED FOLLOWING MCC COMMENTS	JC	MC	JUL 22	
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

PROJECT

DRAWING TITLE

SCALES

DRAWN

CHECKED

DATE

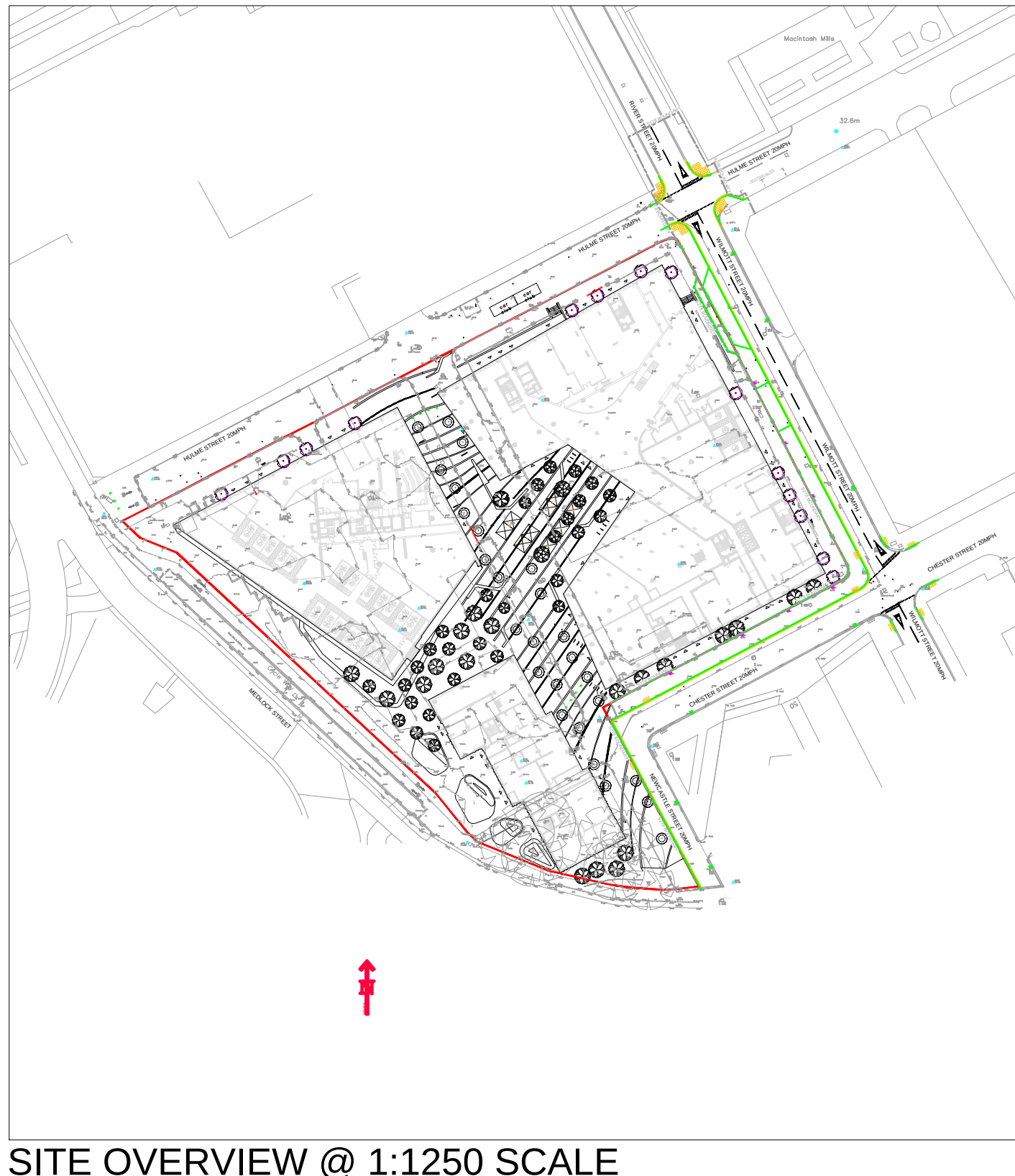
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DRAWING NUMBER

REVISION

Eddisons

Incorporating Croft



SITE OVERVIEW @ 1:1250 SCALE

Problem 2.2:

Location: Wilmott Street just south of Hulme Street

Summary: No details of street lighting have been provided on the drawings for the west side of Wilmott Street or along the northern side of Chester Street. There are 3 street lights on the east side of Wilmott Street at a wide spacing with one previously on the east side at the junction of Chester Street (since removed). There is 1 street light on the southern side of Chester Street with one on the western end adjacent to Newcastle Street together with 1 on the northern side (since removed). The development will lead to vehicles manoeuvring along Wilmott Street and into the loading bay and accessible parking bays together with an increase in resident footfall. Inadequate lighting levels could lead to the increased risk of conflicts between vehicles and also between vehicles and pedestrians.

Recommendation: Provide appropriate lighting levels on Wilmott Street and Chester Street to accommodate the increased pedestrian activity.



FAIRHURST



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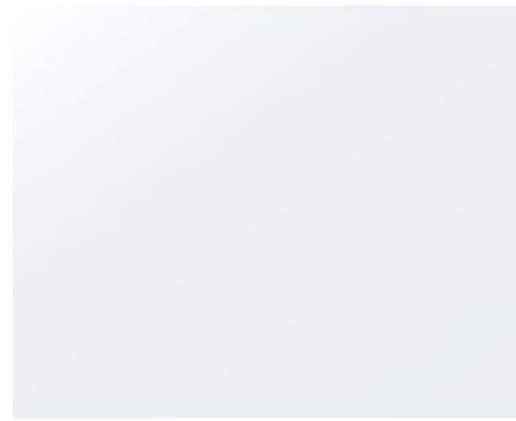


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