

Transport Statement

**Proposed Residential Development
79-85 Hathersage Road, Manchester**

Tatton House Investment 2 Ltd

May 2023

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1.0 INTRODUCTION

- 1.1 SCP have been instructed by Tatton House Investment 2 Ltd to provide transport advice in connection with their proposal to re-develop existing buildings at land located at 79-85 Hathersage Road, Manchester.
- 1.2 The proposals include the extension and conversion of the existing buildings to form a total of 35 apartments with 15 parking spaces (including 1 disabled), with vehicular access taken from Upper Brook Street and Hathersage Road.
- 1.3 This Transport Statement (TS) has been produced to accompany the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.4 The TS has therefore been prepared in accordance with above and the now superseded Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

Structure of Report

- 1.5 The structure of this report is summarised below:-
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

- 2.1 This Chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

- 2.2 The site is located at the junction of Hathersage Road and Upper Brook Street approximately 3km south of Manchester City Centre and approximately 400m from the Manchester Hospitals Campus, including: Manchester Royal Infirmary, Manchester Children's Hospital and St. Mary's Hospital.
- 2.3 The site is currently occupied by two separate blocks containing a total of 28 apartments with vehicle access taken from both Upper Brook Street and Hathersage Road. There are a total of approximately 12 parking spaces located to the rear of the two blocks. This gives an existing parking provision of 43%. The access onto Hathersage Road is currently shared with an access and parking to the rear of properties 295 to 301 Upper Brook Street. The site is bound by Hathersage Road to the north, Upper Brook Street to the west and residential properties to the south and east
- 2.4 The location of the site in relation to the wider and local highway network is shown on **Figure 2.1 and Figure 2.2**.

Figure 2.1 – Site Location Wider View

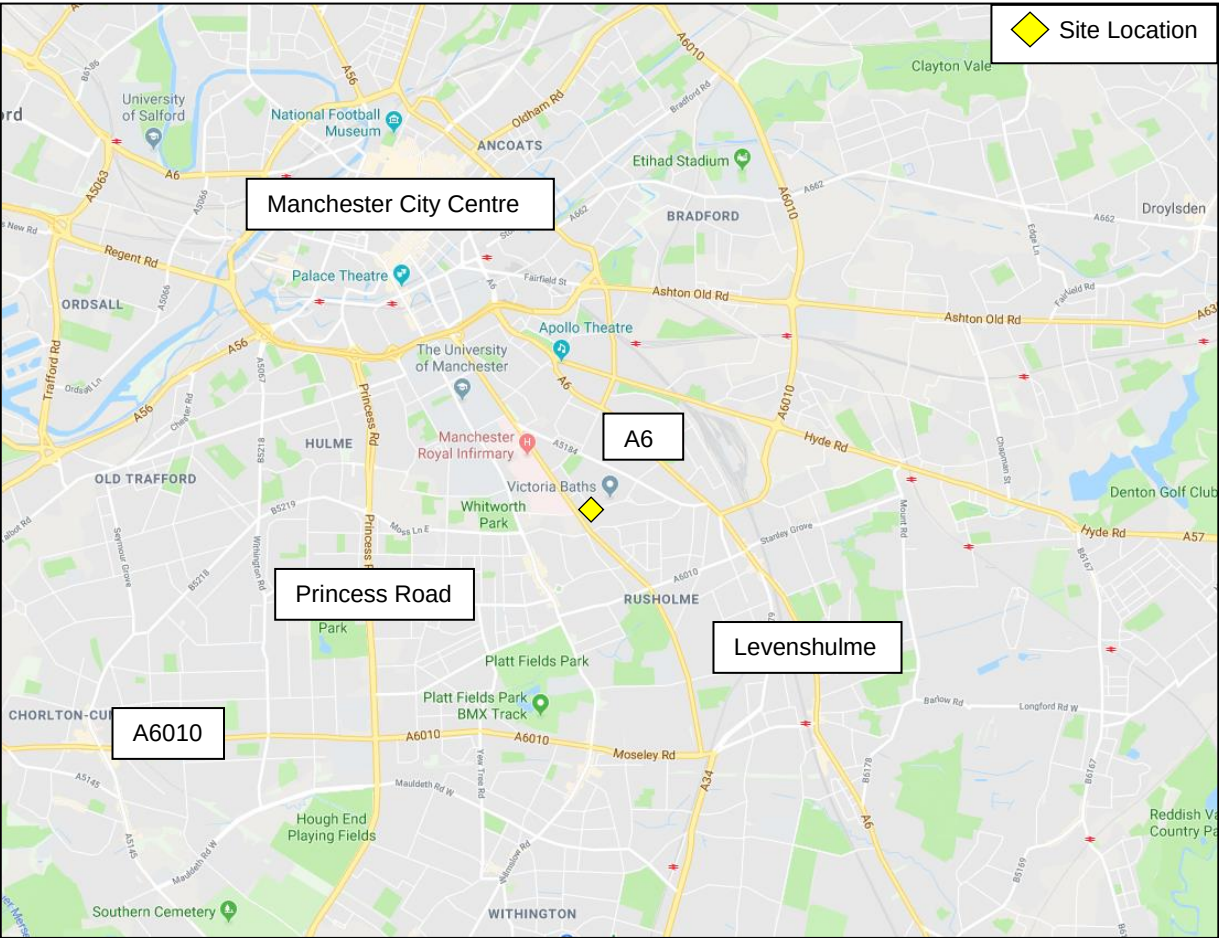
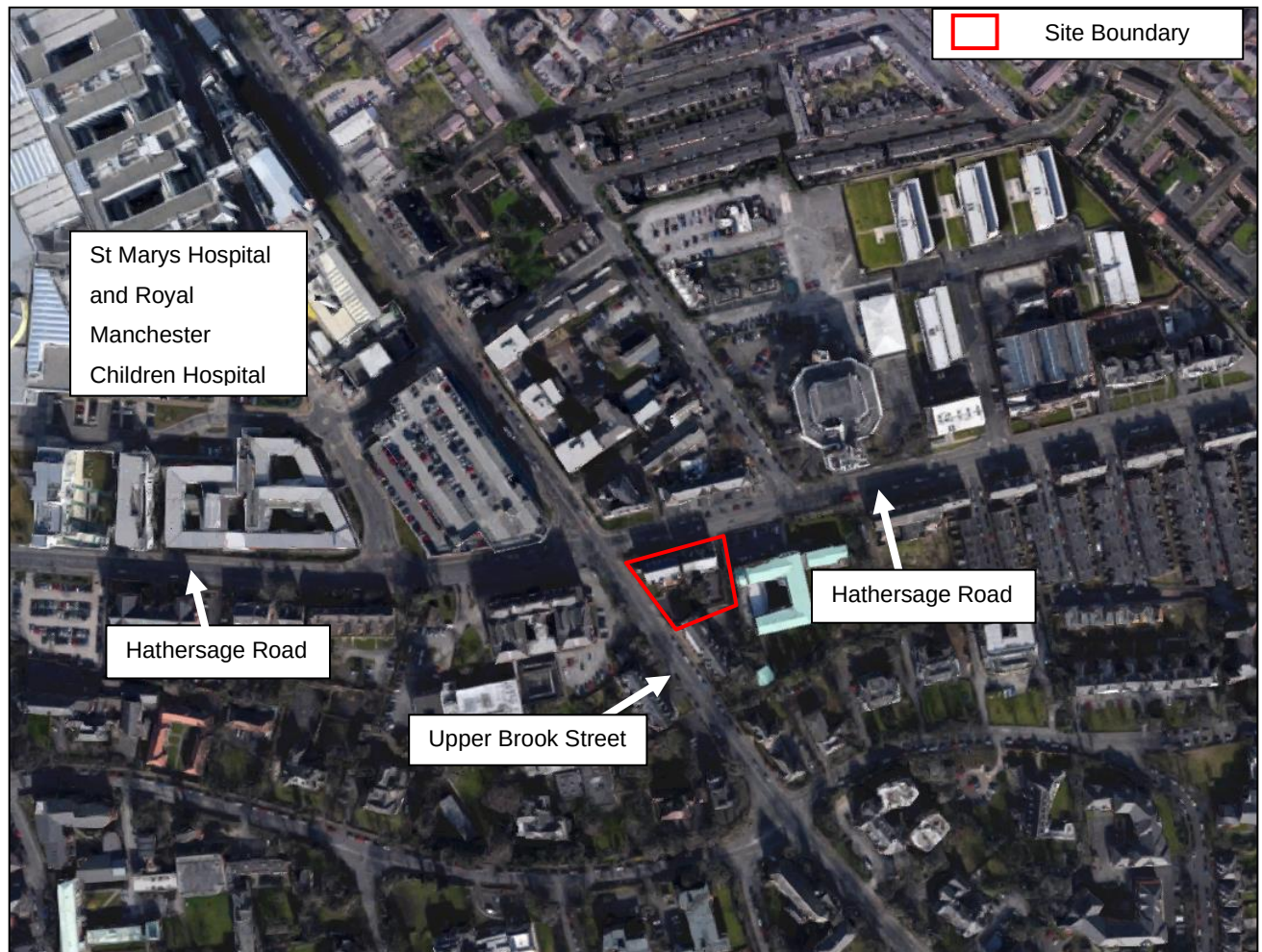


Figure 2.2 – Site Location Local View



Local Highway Network

Hathersage Road

- 2.5 Hathersage Road is located on the northern site boundary and connects the site to Upper Brook Street to the west and the A5184 to the west. Hathersage Road is subject to a mandatory 20mph speed limit in the vicinity of the site and the carriageway measures approximately 10m.
- 2.6 Hathersage Road benefits from street-lighting and wide footways on both sides of the carriageway. There is dropped kerbs and tactile paving at the majority of junctions in the vicinity of the site.
- 2.7 Hathersage Road provides on-street parking for up to 1 hour along the northern side of the carriageway. With the exception of this parking, the remainder of the road network in the vicinity of the site is covered by 'no parking at any time' restrictions.

- 2.8 Hathersage Road meets Upper Brook Street at a four-arm signalised traffic with pedestrian crossing facilities on all four arms. Each approach to the stoplines also have advance cycle stoplines.

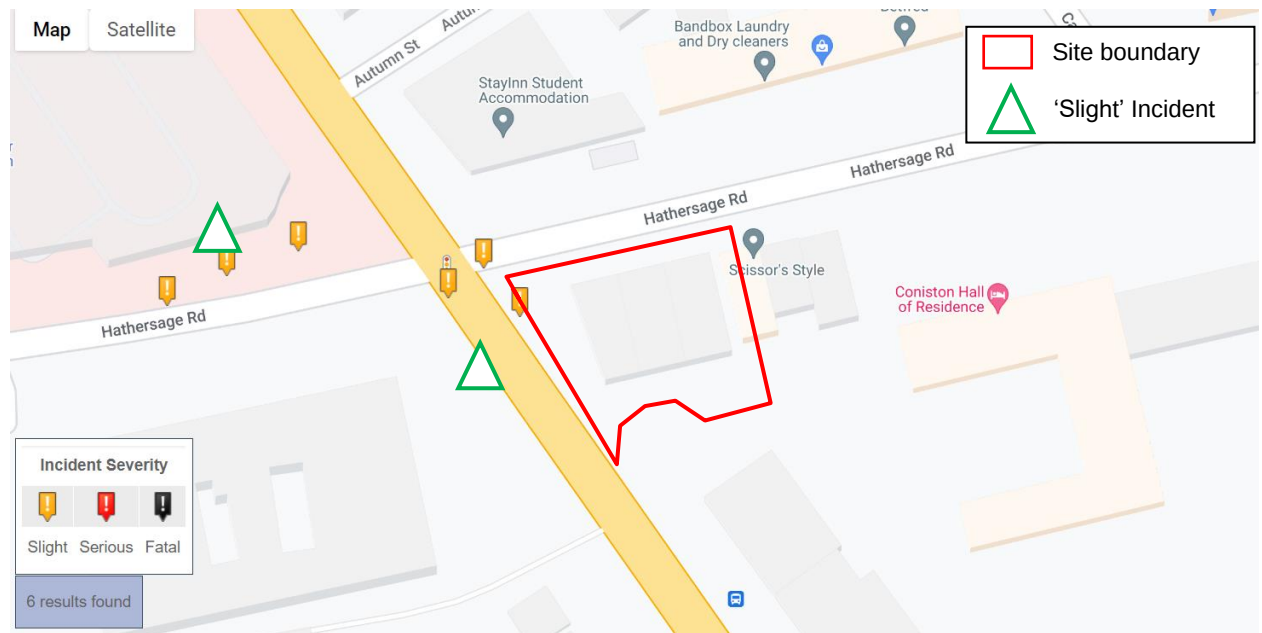
Upper Brook Street

- 2.9 Upper Brook Street is located along the western site boundary and connects the site to the A57 and Princess Street to the north and Moseley Road to the south. Upper Brook Street is subject to a mandatory 30mph speed limit in the vicinity of the site and the carriageway width measures approximately 10m.
- 2.10 Upper Brook Street benefits from street-lighting and wide footways on both sides of the carriageway.

Road Safety Record

- 2.11 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.12 The personal injury accident data of the local network has therefore been obtained from the Crashmap website for the most recently available 5-year period ending 31st December 2021. **Figure 2.3** shows the location and severity of the accidents within the study area.

Figure 2.3 – Accident Location Map



- 2.13 **Figure 2.3** shows there has been a total of three accidents at the Upper Brook Street/Hathersage Road junction in the past five years. All of these were classified as 'slight' incidents. None of the accidents took place at either of the site access points.
- 2.14 The first incident occurred on 28th February 2017 just to the south of the Upper Brook Street/Hathersage Road junction. The incident which was classified as 'slight' involved two vehicles colliding.
- 2.15 The second incident occurred on 4th September 2020 just south of the junction with Hathersage Road and involved one vehicle and resulted in one slight injury.
- 2.16 The third accident took place on 6th April 2021 at the junction and involved two vehicles. This resulted in one slight injury.
- 2.17 Three accidents over a five period is considered to be a very good highway safety record and as such any additional traffic on the network as a result of the development will not present a material concern.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed development will provide a total of 35 apartments as a result of the redevelopment and extension of the buildings. The extension will also link the two buildings.
- 3.2 The existing two buildings currently have a total of 28 apartments.
- 3.3 It is proposed that the car park at the rear will contain 15 parking spaces (including one disabled). Access will be taken via the existing access points onto Upper Brook Street and Hathersage Road.
- 3.4 The proposed site layout is shown in [Appendix 1](#).

Proposed Access Arrangements

- 3.5 The existing access onto Hathersage Road will be retained, and will continue to serve the rear of properties fronting Upper Brook Street. The access into the car park which joins the shared access road will be relocated approximately 5m south to allow for the building extension.
- 3.6 The existing access onto Upper Brook Street will also be retained.

Internal Layout and Servicing Arrangements

- 3.7 Servicing of the site such as refuse collections and deliveries will take place from along Upper Brook Street, as per the existing situation. The bin store is located close to the access on Upper Brook Street and bins will be taken out and returned by a member of staff at relevant times.

Cycle Parking

- 3.8 The development will incorporate 37 secure cycle lockers recessed at basement level. This represents a 106% provision for cycle parking.

Car Parking

- 3.9 The development will provide a total of 15 car parking spaces. This equates to a 43% parking provision.

- 3.10 The existing development consists of 28 apartments and approximately 12 parking spaces. This equates to a 43% provision. Car parking surveys have been carried over 15 days from the 3rd to 17th November 2022.
- 3.11 These demonstrate a maximum of 7 cars parked at the rear of the development in any morning peak and 6 parking in any evening peak. Taking into account the fact that two out of 28 apartments are currently empty, this equates to a maximum occupancy of 26% at any time. Across the morning survey, an average capacity of 16% was recorded and 12% in the evening peaks. This is well below the 43% provision proposed. The parking survey data is included in [Appendix 2](#).
- 3.12 Further car parking data has been provided by the developer who operates the neighbouring Tatton House. This is a new build development of 136 studio apartments with a total of 67 parking spaces, equivalent to a 49% provision. The parking spaces are leased out at a cost of £375 per annum or £200 for six months. The take up of parking over the last 5 years ranges between 40% and 55% of car park capacity. Based on the ratio of spaces occupied to number of apartments, this equates to a provision of 20-27%. The parking provision for the proposed development is 43%, which is significantly higher than the actual take up of spaces at Tatton House which benefits from the same facilities and public transport services as the proposed development. The survey data is included in [Appendix 3](#).
- 3.13 The car parking is considered acceptable for the following reasons:
- i. As detailed in Chapter 4, the site benefits from excellent levels of accessibility, being within easy access (less than 2km walk) of numerous facilities, amenities and transport links;
 - ii. The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocated location developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a reduced number of parking spaces, will help to reduce the reliance on the use of the private car and meet these policy objectives; and
 - iii. Any prospective tenant of the properties will be in no doubt as to the level of parking provided at the scheme and will therefore make alternative arrangements. However if they or their visitors do wish to drive and there is no parking available the nearest off-site contract parking includes:
-

- Hathersage Road Multi-Storey Car park (100m to the west of the site, approximately 2 minute walk) – 6-24 hours = £15, weekly pass = £20; monthly pass= £40, and
 - Q-Park Wilmslow Park (400m west site)- 24 hours = £18, monthly unlimited season ticket= £193, various options available, and
 - Worldwide Food Car park (900m to the south-west of the site, approximately 9 minute walk) 24 hours - £6.00.
- iv. Car park uptake for the existing and neighbouring residential development is low at up to 27% provision based on ratio of demand to apartments.
- v. There are alternatives to owning a car including the Enterprise Car Club scheme located at the Harrington Buildings Car Park at the Children's Hospital and at the Manchester Hopsital's Q Park on Hathersage Road, 300m and 400m away respectively.

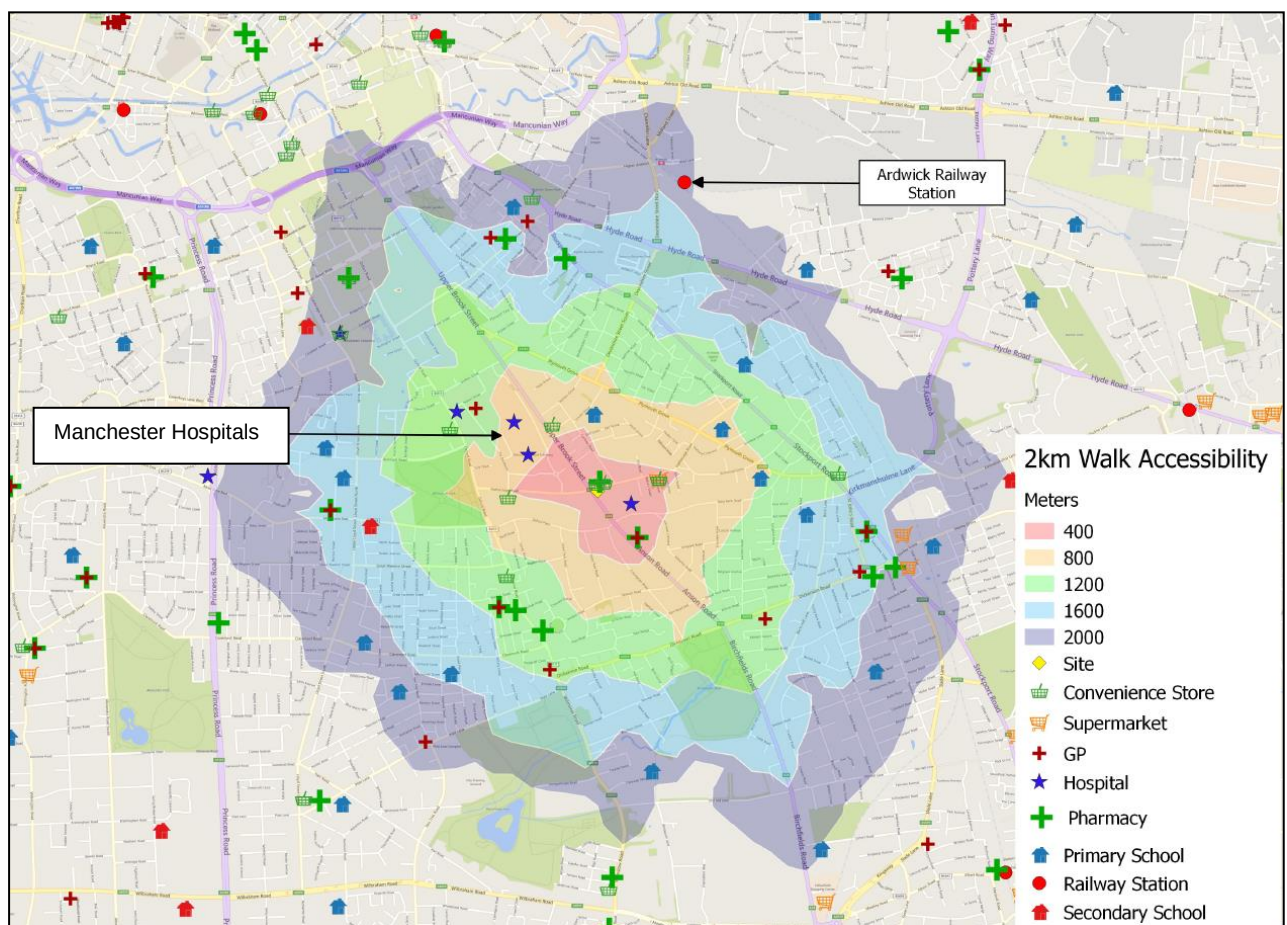
4.0 SUSTAINABLE TRANSPORT ACCESSIBILITY

- 4.1 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

Walking

- 4.2 The surrounding area benefits from a good level of pedestrian infrastructure. The quality of the footways on Hathersage Road and Upper Brook Street are of a high standard.
- 4.3 A walk distance of 2km is suggested as being able to replace short car journeys. As illustrated by **Figure 4.1** the site is within easy walk distance of numerous retail, residential, health, tourist facilities and employment such as St Mary's Hospital, Manchester Royal Infirmary, Manchester Children's Hospital, Manchester Museum, University of Manchester buildings, Whitworth Gallery & Park and Manchester Metropolitan University amongst others.

Figure 4.1 – 2km Walk Accessibility



Source: Basemap Visography

- 4.4 The plan above demonstrates that a vast array of amenities can be reached within a 2km walk distance. **Table 4.1** demonstrates the facilities within this radius, however the list is not exhaustive but demonstrates the closest key local everyday facilities.

Table 4.1 – Facilities within 2km Walk Distance of Site

Facility	Detail	Distance from site (approximately)
Bus Stop	Upper Brook Street	<100m
Convenience Store	Malik's Off License	<100m
Nursery	Lead N Learn Pre School	500m
Petrol Station/Convenience Store	Tesco Express/Esso Filling Station	290m
Hospital	St Marys Hospital/ Manchester Children Hospital/ Manchester Royal Infirmary	450m
Discount Food store	Lidl Rusholme	600m
Convenience Store	Tesco Express	600m
Secondary School	Manchester Academy High School	950m
Supermarket	Morrison's	1km
Secondary School	Ardwick School	1km
Primary School	St Luke's Church of E Primary School	1km
Entertainment/Music Venue	Manchester Academy	1.1km
Medical Centre	Moss Side Health Centre	1.3km
University Buildings	Manchester University Main Campus	1.5km

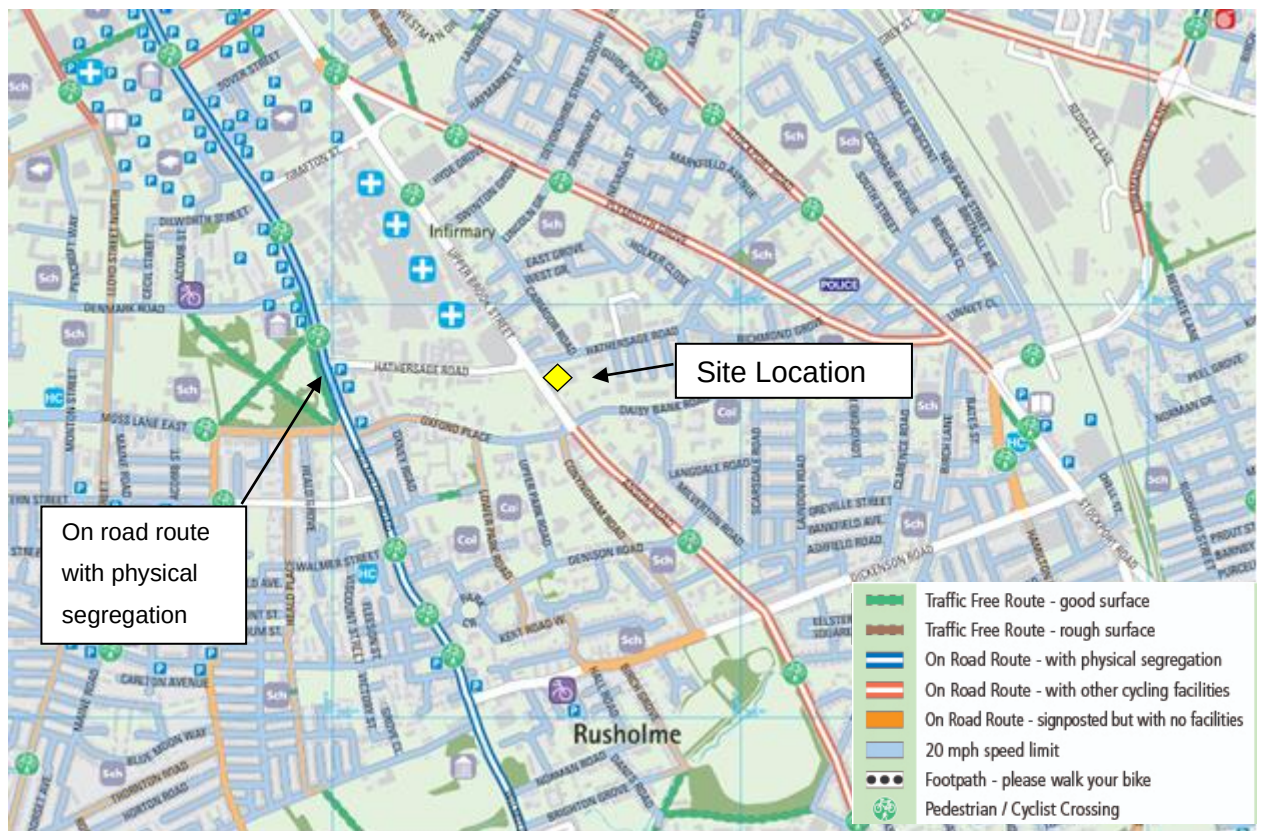
- 4.5 The comprehensive range of local facilities in 2km of the site will benefit future residents. Residents will be able to easily access a wide range of various retail, education, health and leisure facilities within a 2km walk, without having to rely on the private car.

Cycling

- 4.6 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.

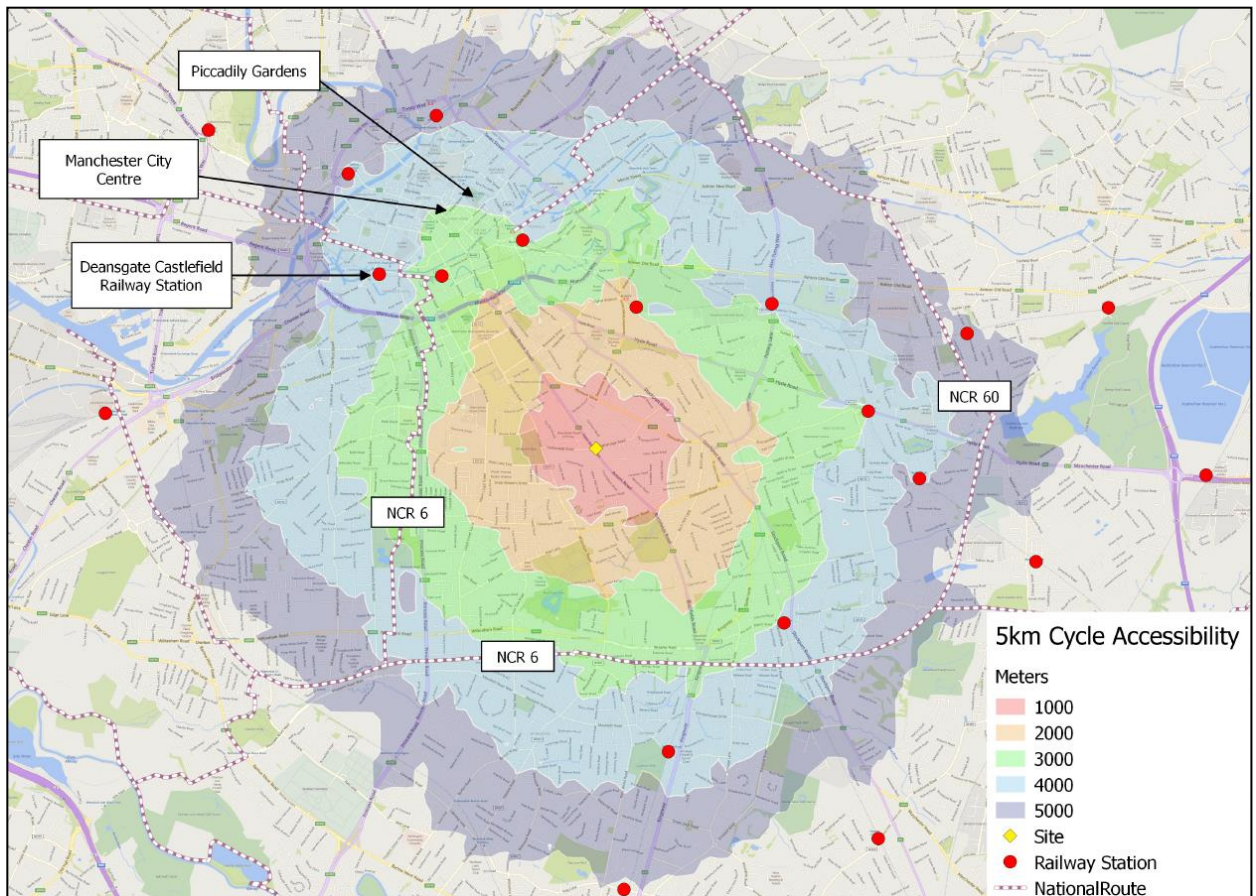
- 4.7 Transport policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 There are good cycle facilities within the surrounding area of the application site, including the National Cycle Route (NCR) 6 which is located to the west of the site. NCR route 55 runs to the east of the site and connects the site with Stockport Centre.
- 4.9 Moreover, the site is in close proximity to Greater Manchester's Bee Network cycle hire scheme. Pedal bikes can be unlocked for 50p and cost 5p/minute to ride, while it is £1 to unlock e-bikes and 10p per minute to ride. The nearest docking station is less than 150m east of the development on Hathersage Road. From here it is possible to ride to a number of areas within the city centre and Media City zone, with more places having infrastructure installed in the coming years.
- 4.10 **Figure 4.2** shows TFGM advisory cycle routes in the vicinity of the site.

Figure 4.2 – TfGM Advisory Cycle Routes



- 4.11 Oxford Road runs parallel to Upper Brook Street and provides an on-road cycle route with physical segregation into the city centre.
- 4.12 As can be seen from the above plan there is a high standard of cycling infrastructure in the area, with a large network of 20mph streets suitable for cycling and further on-road routes.
- 4.13 GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 4.3**.

Figure 4.3 – 5km Cycle Accessibility



Source: Basemap Visography

- 4.14 The plan shows that a number of areas within the Manchester area can be reached within 5km. As the application site is well located in relation to suggested cycle routes it provides an attractive alternative to private car use for future residents.

Public Transport

- 4.15 Guidance published by the IHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five minute walk.
- 4.16 The nearest bus stops to the site are located on Upper Brook Street, the northbound bus stop is located 120m from the site and the southbound bus stop is located immediately outside the site.
- 4.17 The **Table 4.2** summarises the buses which currently serve these bus stops.

Table 4.2 – Bus Services

Service Number	Route	Bus Stop Location	Operator	Average Service Headway (mins) each Direction of Travel		
				Mon-Fri	Sat	Sun
50	East Didsbury – Victoria Park – Manchester – Salford Quays – Media City	Upper Brook Street	Stagecoach	10	12	15

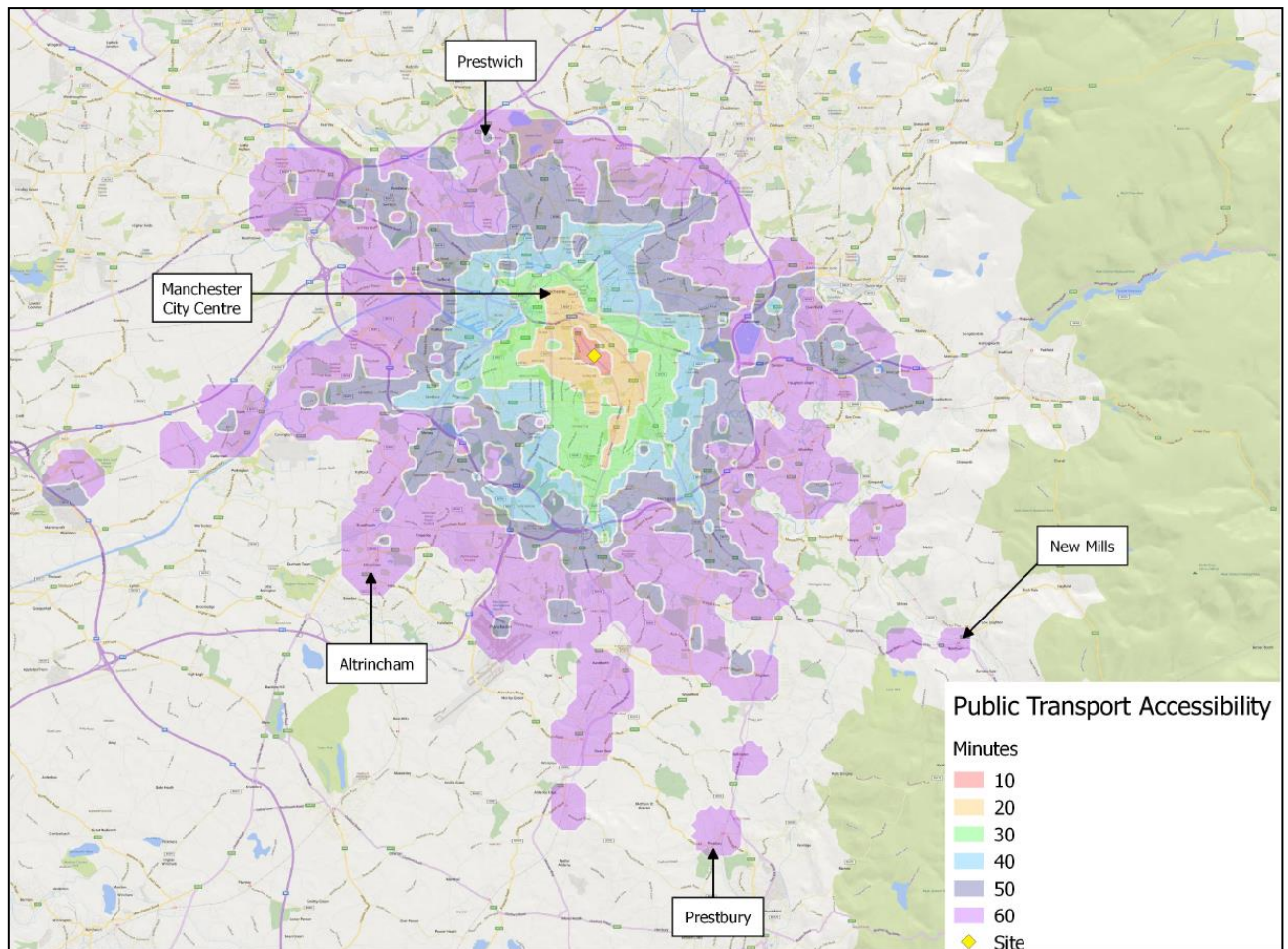
- 4.18 There are further bus stops located on Oxford Road 600m to the west of the site and Plymouth Grove 600m east of the site. These bus stops are also served by services 15/ 41/ 43/ 53/ 111/ 143/ 147/ 191/ 197/ 797.
- 4.19 The above shows the buses which run within the vicinity of site. It clearly shows that the site is very accessible by a number of high frequency bus services, providing access to and from a wide range of destinations and other public transport interchanges.

Public Transport - Train

- 4.20 Manchester Oxford Road Railway Station is located approximately 2.5km to the north of the site. Oxford Road provides cycle parking for up to 72 bikes. From here there are services to a wide range of destinations such as Liverpool, Preston, Middlesbrough, Manchester Airport, Crewe and Newcastle.
- 4.21 Ardwick Railway Station is located approximately 1.7km to the north-east of the site however limited services are provided from this station. This station provides two services per day and one service on a Saturday.
- 4.22 Furthermore, the Metrolink Tram Service can be found within Manchester City Centre. The Metrolink provides services to areas such as Eccles, Manchester Airport, Ashton-under-Lyme, Bury and East Didsbury as well as other stops along the way.
- 4.23 TRACC software has been used to map a 60 minute journey time using public transport, including the walk to the nearby bus stops, tram stops and railway stations, and are presented in **Figure 4.5**. The analysis demonstrates that it is possible to reach a vast array of areas in the north-west region such as Warrington, Prestbury, Altrincham and Prestwich amongst others, within an acceptable 60 minute commute time. Manchester City Centre can be accessed within a 20 minute commute time.

- 4.24 Residents travelling further afield will also be able to utilise the excellent public transport services running close to the site.

Figure 4.5 - 60-Minute Public Transport Accessibility



Source: Basemap Visography

- 4.25 Therefore, future residents will have access to bus, tram and train services which provide access to a range of destinations at a high frequency, making the site extremely accessible without the use of a private car.

Summary

- 4.26 Overall, the site is considered to be very well located in terms of its accessibility by non-car modes of transport. Access to the site by foot, cycle and public transport is of an excellent standard making the site accessible by alternatives to the private car.

5.0 DEVELOPMENT RELATED TRAFFIC MOVEMENTS

- 5.1 This chapter provides an estimate of the trips generated by the proposed use of the site.
- 5.2 In order to establish the impact the development will have on the local highway network the trip rates from the existing use of the site have been calculated, and offset against the trip rates for the proposed use to establish the net trip impact.

Existing Use – 28 Apartments

Trip Generation

- 5.3 The Trip Rate Information Computer System (TRICS) database has been used to derive suitable vehicle trip generation rates for the development site of 28 apartments.
- 5.4 The following criteria were applied to the TRICS category “Flats, Privately Owned”:
- Sites in London, Republic of Ireland, Northern Ireland or Scotland were excluded;
 - Only Edge of Town Centre and Edge of Town areas were selected;
 - Only surveys on weekdays are included;
 - Sites between 40 and 130 dwellings were included which includes only privately-owned flats; and
 - Only the most recent survey was included for each site.
- 5.5 Multi-modal trip rates for the AM and PM peak hours extracted from the sample are shown at **Table 5.1**. The TRICS output files are included at **Appendix 3**.

Table 5.1: Trip Rates

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Cyclists	0.004	0.021	0.004	0.004
Pedestrians	0.049	0.148	0.145	0.113
Public Transport	0.004	0.134	0.078	0.018

- 5.6 The above trip rates have been applied to the 28 unit to determine the multi-modal trip generation for the existing use, as summarised in **Table 5.2**.

Table 5.2 – 28 Units Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Cyclists	0	1	0	0
Pedestrians	1	4	4	3
Public Transport	0	4	2	1

Proposed Use – 35 Apartments

Trip Generation

- 5.7 The Trip Rate Information Computer System (TRICS) database has been used to derive suitable vehicle trip generation rates for the proposed development of 35 apartments. The same trip rates were applied to the proposed number of apartments as shown in **Table 5.1**.
- 5.8 These multi-modal trip rates have been applied to the 35 apartments to determine the trip generation for the development. This is summarised in **Table 5.3**.

Table 5.3 – 35 Apartments Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Cyclists	0	1	0	0
Pedestrians	2	5	5	4
Public Transport	0	5	3	1

- 5.9 The net trip impact has been calculated to establish the difference between the previous and proposed use of the site. This is shown below in **Table 5.4**. Trip generation values have been rounded.

Table 5.4 – Net Trip Impact

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Cyclists	0	0	0	0
Pedestrians	0	1	1	1
Public Transport	0	1	1	0

- 5.10 The TRICS data has revealed that increasing the number of apartments by 7 would have a minimal impact on the number of additional trips on foot and public transport.

5.11 Vehicle trips have been calculated based on the 15 proposed parking spaces, using TRICs data. As a robust assessment it has been assumed that all parking spaces would empty over the course of three morning peak hours and return within the three evening peak hours. The distribution of trips across these hours is set out in the table below.

Table 5.5- Potential Vehicle Trip Generation- 15parking spaces

Time	Trip Rate (OUT)	Distribution %	Trip Gen	Time	Trip Rate (IN)	Distribution %	Trip Gen
0700-0800hrs	0.166	33%	5	1600-1700hrs	0.198	32%	5
0800-0900hrs	0.237	47%	7	1700-1800hrs	0.17	27%	4
0900-1000hrs	0.099	20%	3	1800-1900hrs	0.251	41%	6

5.12 Table 5.5 demonstrates that the development is predicted to generate up to 7 vehicle trips in the busiest peak hour. This assumes that a) the car park is fully occupied at the start and end of each day and b) the car park empties entirely over 3 hours in the morning peak and fills over 3 hours in the evening peak. As such it represents an extremely robust assessment of trips. There will not be a material impact on the local highway network as a result of the 7 additional apartments.

5.13 As a result of the investigations into traffic generation there is no requirement to carry out capacity assessments of the proposed site access onto Hathersage Road or the Upper Brook Street/Hathersage Road Junction.

6.0 SUMMARY AND CONCLUSION

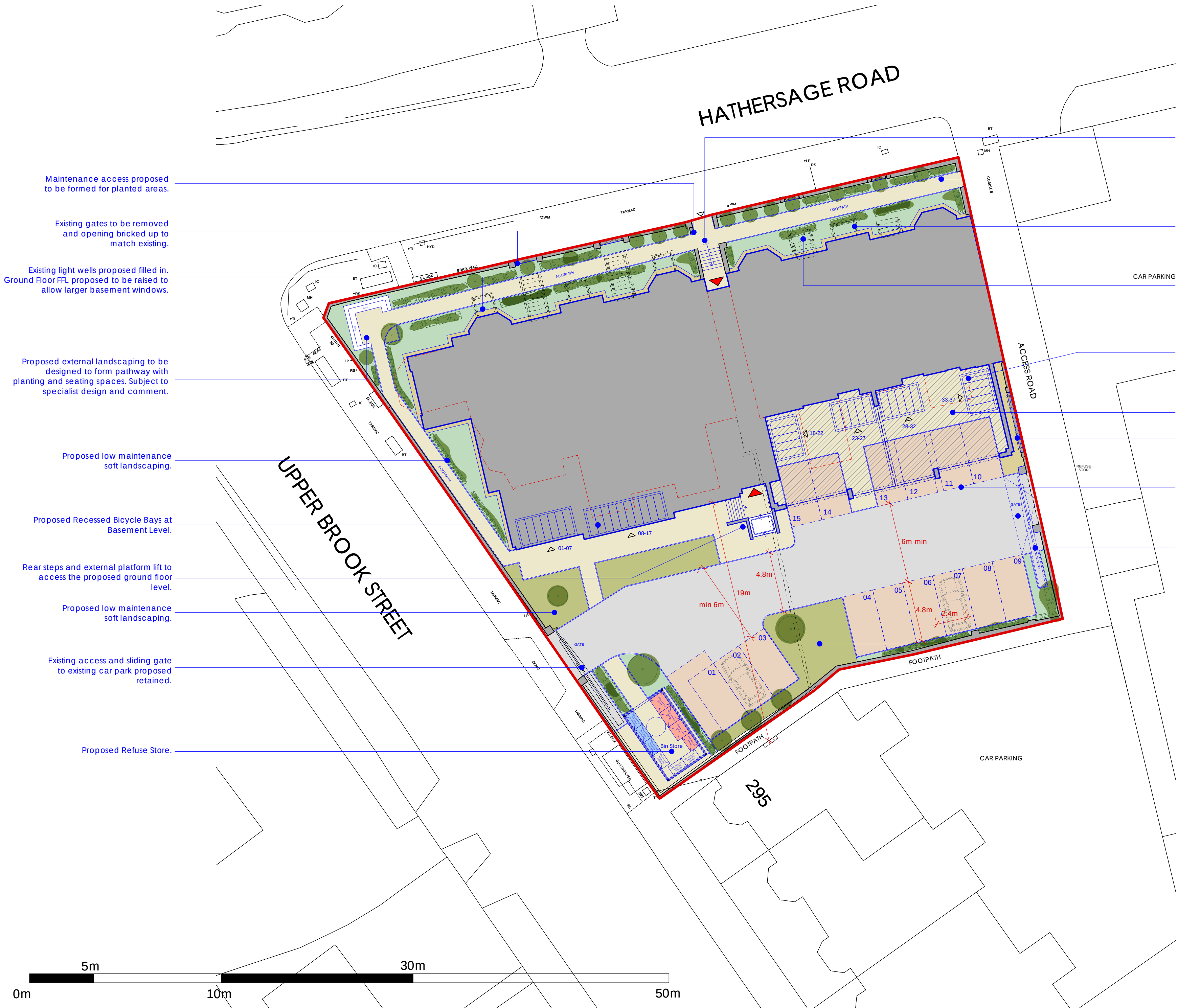
- 6.1 This Transport Statement has been prepared on behalf of Tatton House Investment 2 Ltd to provide transport advice in connection with their proposal to construct an extension form a total of 35 apartments on land located at 79-85 Hathersage Road, Manchester.
- 6.2 The proposed development will provide a total of 15 car parking spaces. There will be 37 secure cycle lockers, which represents a 106% provision.
- 6.3 Pedestrian and cycle access will be provided from the same location as the vehicular accesses as well as a second pedestrian access being provided directly into the front of the building from Hathersage Road.
- 6.4 The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.5 It has been demonstrated that access to sustainable transport infrastructure from the site is excellent with a high frequency of bus services, train services and excellent cycle and pedestrian provision to a wide range of facilities.
- 6.6 The proposed development is predicted to generate low levels of vehicular traffic in both the morning and evening peak hour periods.
- 6.7 The car parking provision for the site is considered acceptable in this location, due to the sustainability of the site. The proposed car park provision matches the existing provision of 43%.It has been demonstrated that the existing car park and the neighbouring Tatton House car park are under-utilised. The proposed 15 parking spaces are therefore considered adequate for the size, type and location of the development. There are also alternatives to owning a car such as using one of the Enterprise Car Club vehicles for occasional events when a car is required for a short period of time.
- 6.8 Overall, our investigations have confirmed that there are no transport, traffic or highways reasons to resist the grant of planning permission for the redevelopment of the site for 7 additional apartments.

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APPENDICES

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APPENDIX 1



Maintenance access proposed to be formed for planted areas.

Existing gates to be removed and opening bricked up to match existing.

Existing light wells proposed filled in. Ground Floor FFL proposed to be raised to allow larger basement windows.

Proposed external landscaping to be designed to form pathway with planting and seating spaces. Subject to specialist design and comment.

Proposed low maintenance soft landscaping.

Proposed Recessed Bicycle Bays at Basement Level.

Rear steps and external platform lift to access the proposed ground floor level.

Proposed low maintenance soft landscaping.

Existing access and sliding gate to existing car park proposed retained.

Proposed Refuse Store.

Existing path proposed to be altered to suit new central main entrance. Stepped approach proposed to ground floor level.

Proposed low maintenance soft landscaping.

Existing light wells proposed filled in. Ground Floor FFL proposed to be raised to allow larger basement windows.

Existing steps used previously to access ground floor apartments proposed removed. Existing front door proposed altered into a proposed window.

Red dashed line indicates existing building line of existing outriggers proposed to be demolished.

Proposed undercroft area, housing secure cycle storage.

Existing gate proposed removed and opening bricked up to match existing.

Proposed partial undercroft car parking spaces.

Proposed 150mm ramp up to alley way existing levels.

Existing gate proposed relocated and opening formed up to match existing.

Proposed grass and feature soft landscaping to form shared amenity for residents.

Notes

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All dimensions are to be checked on site. Do not scale from this drawing, work to figured dimensions only. Any queries please contact condy lofthouse architects.

Materials Prohibited

Materials prohibited from use, except where used in accordance with 'Good Practice in the Selection of Construction Materials (March 2017)' or unless required by the Contract.

- a) high alumina cement in the structural elements;
- b) wood wool slabs in permanent formwork to concrete;
- c) calcium chloride admixtures for use in reinforced concrete;
- d) asbestos or asbestos-containing products, as defined in the 'Control of Asbestos at Work Regulations, as amended 2012' or any other statutory modification or re-enactment thereof;
- e) any naturally occurring or man made mineral fibres (for example, rock-wool or slag wool) with a thickness of 3 microns or less and a length of 200 microns or less, unless they are appropriately sealed to prevent migration of fibres;
- f) aggregates for use in reinforced concrete which do not comply with: BS EN 12620:2002: properties of aggregates used in concrete. BS EN 12359:2002: Properties of aggregates used in mortar. BS EN 12655 (Parts 1 & 2): properties of lightweight aggregates. 'Guidance on avoiding alkali-silica reaction and limitations on alkali content in BRE Digest 335 (2004)' & 'Concrete Society Technical Report 30 (1999)';
- g) lead, lead paint or any other materials containing lead which may be ingested, inhaled or absorbed, except where copper alloy fittings also containing lead are specifically required in drinking water pipework by any relevant statutory requirement or where lead flashings or other lead roof coverings are specifically provided for in the Contract;
- h) urea formaldehyde foam or materials which may release formaldehyde in quantities which may be hazardous with reference to the limits set by the Health and Safety Executive;
- i) calcium silicate bricks or tiles;
- j) vermiculite unless it is established as being fibre-free; calcium silicate bricks or tiles;
- k) any products containing cadmium referred to in Statutory Instrument 'SI 2006/3311 Controls on dangerous substances and preparations Regulations 2006'. Reference should also be made to HSE 'EDG599 Cadmium and you';
- l) any new timber treated with pentachlorophenol;
- m) non galvanised mild steel structural fixings for building elements particularly susceptible to erosion;
- n) concrete used in circumstances where it is susceptible to alkali/silica reaction;
- o) materials containing chlorofluorocarbons (CFC's);
- p) solvent based paints except where water based paints are unsuitable for availability;
- q) any new materials not in accordance with statutory requirements, British Standards, Codes of Practice and good building practice current at the date of incorporation of the relevant materials into the works or the specifications thereof;

Additional Notes

This drawing is based on 2022 topographical survey information by Malcolm Hughes Chartered Land Surveyors.
Drawing is subject to site survey information. All dimensions to be checked on site prior or any works commencing.

Car Parking:
15no car parking spaces including
1no. accessible @ 43% provision.

Cycle Storage:
37no cycle storage spaces proposed @
106% provision.

G Revised to suit client comments. AeJ 12-05-2023
F Revised to suit client comments. AeJ 14-03-2023
E Revised to suit client comments. AeJ 17-11-2022



Client

Tatton House Investment 2 Ltd

Project

79-85 Hathersage Road,
Victoria Park, Manchester, M13 0EW

Title

Proposed Site Plan

Scale	Date	Drawn By
1:200@A2	Sept 2022	DB

Drawing No	Revision
21-064-102	G

PLANNING ISSUE

Unit 17 Connect Business Village
24 Derby Road
Liverpool L5 9PR
0151 207 4371
info@condylofthouse.co.uk
www.condylofthouse.co.uk

S|C|P

APPENDIX 2

79 & 85 Hathersage Road car park survey

No 79/81

No 83/85

Date	Time	No of car	Time	No of Car			Date	Time	No of car	Time	No of Car
03/11/2022	07:33	3	18:30	3			03/11/2022	07:33	2	18:30	0
04/11/2022	07:00	3	19:00	3			04/11/2022	07:00	2	19:00	2
05/11/2022	07:45	2	19:00	2			05/11/2022	07:45	0	19:00	0
06/11/2022	07:25	2	19:00	2			06/11/2022	07:25	0	19:00	0
07/11/2022	07:25	2	18:40	2			07/11/2022	07:25	2	19:00	2
08/11/2022	06:35	3	18:30	2			08/11/2022	06:35	3	18:30	2
09/11/2022	07:00	3	18:30	0			09/11/2022	07:00	4	18:30	4
10/11/2022	07:45	2	18:30	0			10/11/2022	07:45	2	18:30	2
11/11/2022	07:17	1	18:30	2			11/11/2022	07:17	2	18:30	2
12/11/2022	07:17	1	19:00	3			12/11/2022	07:17	2	19:00	0
13/11/2022	07:50	2	19:00	2			13/11/2022	07:50	2	19:00	0
14/11/2022	06:45	2	18:45	3			14/11/2022	06:45	2	18:45	3
15/11/2022	07:32	3	18:45	2			15/11/2022	07:32	2	18:45	1
16/11/2022	07:15	2	18:45	2			16/11/2022	07:15	3	18:45	2
17/11/2022	07:45	2					17/11/2022	07:45	1		

S|C|P

APPENDIX 3

	Occupied spaces	% occupancy	% provision per apartment
2017-2018	37	55%	27%
2018-2019	27	40%	20%
2019-2020	35	52%	26%
2020-2021	28	42%	21%
2021-2022	29	43%	21%
2022-current	11	16%	8%

No. Of parking spaces	No. of apartments	Parking Provision
67	136	49%