
Job Title

Collyhurst Village Marketing Suite

Report Type

Transport Note v1.3

Prepared for

Far East Consortium Limited and
Manchester City Council

Date

31 May 2022

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Appendix A– Development Proposals

Appendix B - Visibility Splay, Emergency Vehicle and Refuse Vehicle Tracking

Transport Note v1.3

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Civic Job No. 1226-08

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1. Introduction

Civic Engineers has been commissioned by Far East Consortium International Limited (FEC) to produce this Transport Note to accompany a planning application for a temporary marketing suite and car park associated with the residential development at Collyhurst Village. Collyhurst Village received planning permission on 21st June 2021 (reference 129393/VO/2021) and is a residential-led mixed-use development site in the Collyhurst area of Manchester, to the northeast of the city centre. Collyhurst Village is part of Victoria North Masterplan

The site has also received planning permission for site enabling works (reference 128788/FO/2022) in February 2021. At present, the site is now cleared and ready for re-development.

This note details the development proposals in terms of transport and access.

2. Development Proposals

The scheme proposals are contained in Appendix A and can be summarised as follows:

- A marketing suite, landscaping, drainage infrastructure and other associated works.
- 10 car parking spaces including 1 disabled parking space.
- 2 cycle parking spaces

There will be 2 sales agents working at the office. The office will be open Monday to Wednesday, 10am to 6pm, Thursday – Friday, 11am-7pm and Saturday to Sunday, 10am to 4pm.

Trips to the development will be by the staff and potential residents for viewings. The number of additional vehicle trips will have a negligible impact on the operation or safety of the local highway network.

The development will be accessed from Marston Road via Rochdale Road.

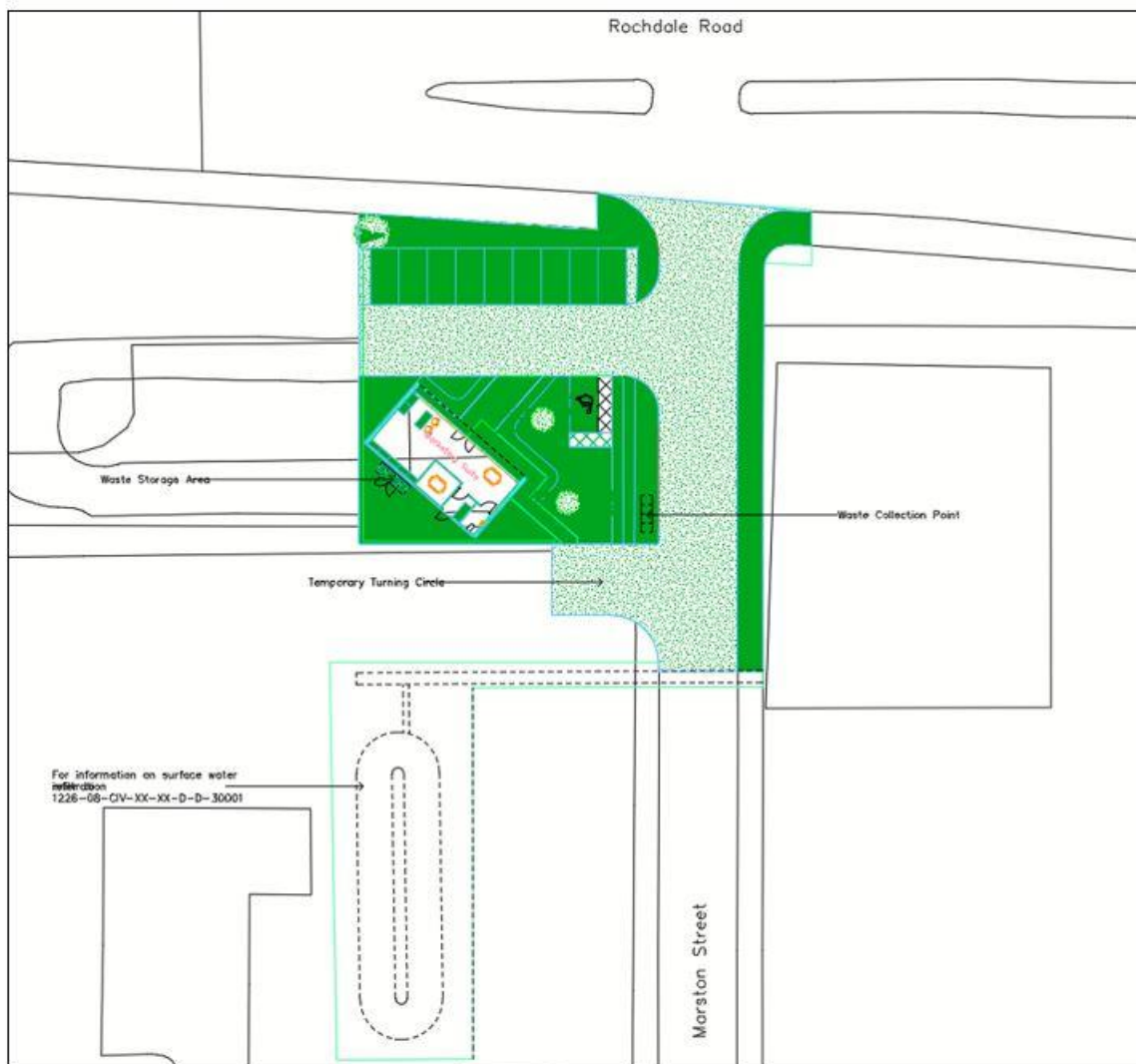


Figure 1: Proposed Site Layout

2.1 Site Location and Accessibility

Figure 2 shows the site location within the Collyhurst Area of Manchester which is approximately 2.4km northeast of the city centre.

Pedestrian access to the development will be from Marston Street to the north of the site, which will be re-opened and reconstructed with footways and a roadway which will allow vehicle and pedestrian access as shown in Figure 1.

The footways along Marston Street will be 2 metres wide on both sides of the road as shown in Figure 1. Rochdale Road, along the western extent of the site, connects to Marston Street and has 3-3.5m footways along either side with controlled crossing points at various points along its length.

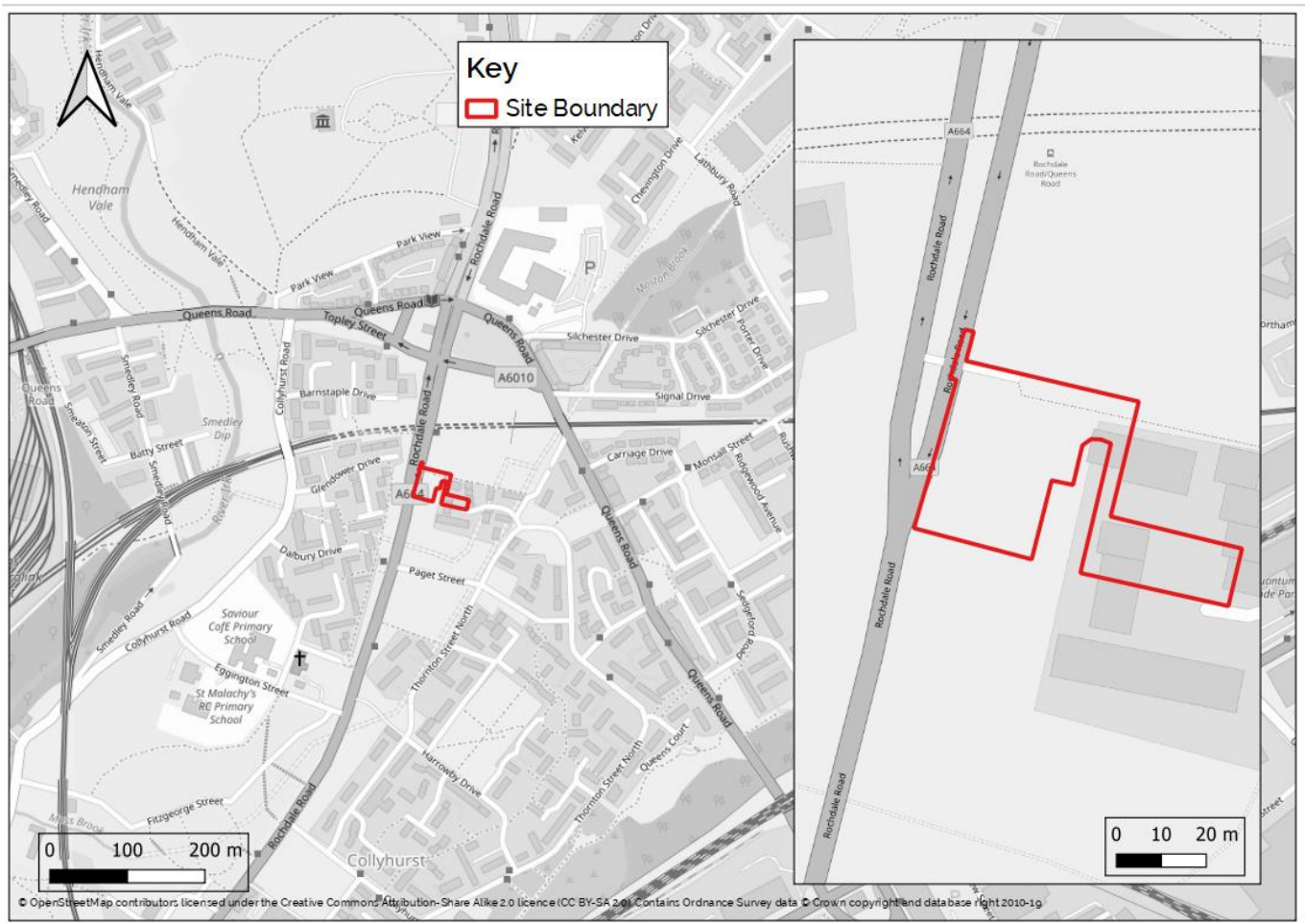


Figure 2: Site Location and red line boundary.

There is good provision of local amenities within a 20-minute walk, Figure 3 contains the green spaces, shops, healthcare services and residential areas that are within 20-minutes of the development site.

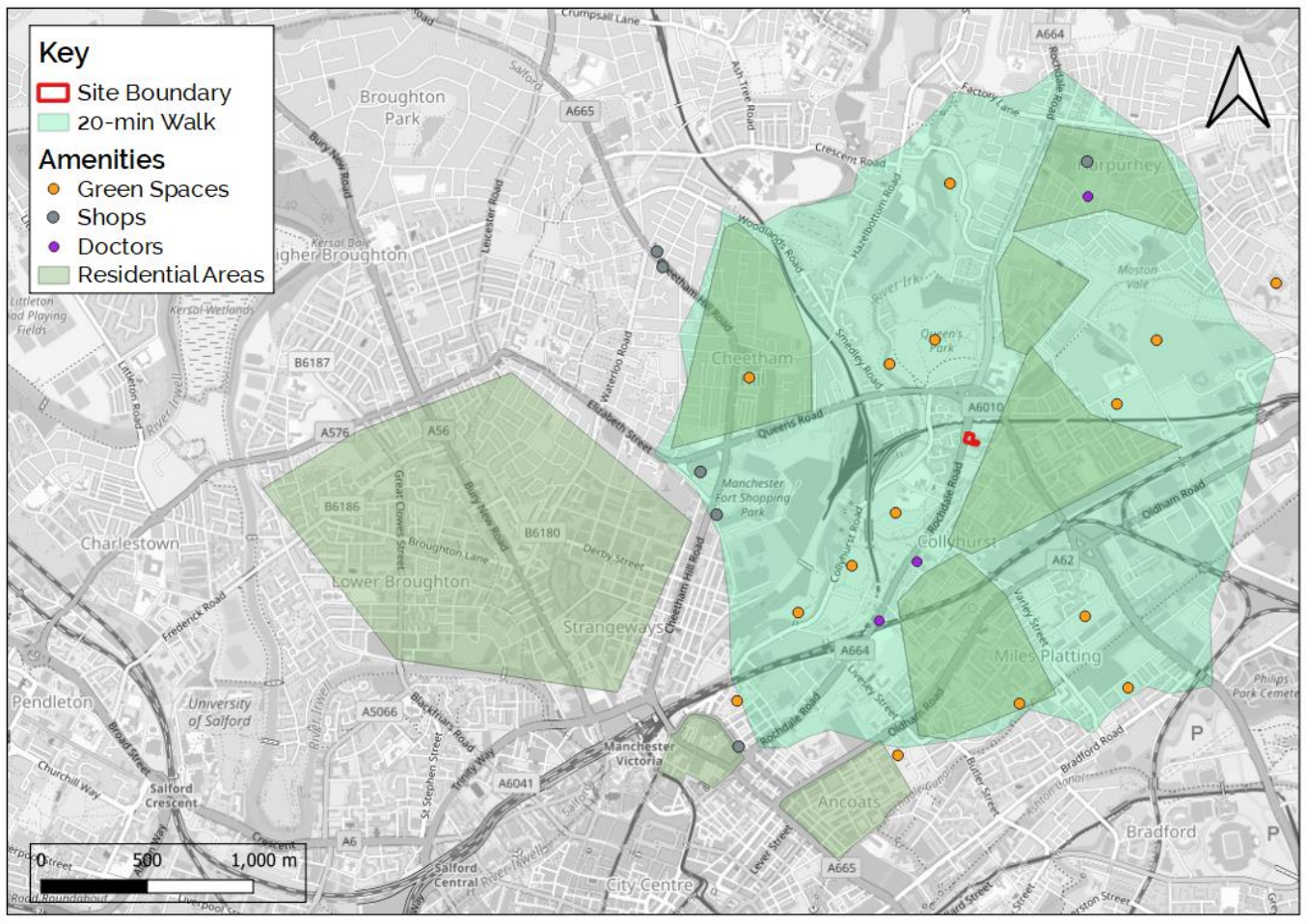


Figure 3 : 20-minute isochrone

With an interlinked network of pedestrian routes around the site, it is concluded that staff and visitors will find that the site is well located for access on foot.

2.2 Cycle Access and Proposed Facilities

Cycle access is from the new Marston Street which connects to Rochdale Road to the west as shown in Figure 1.

Figure 4 is an extract from TfGM cycle route map¹ showing the cycle routes in the vicinity.

The Manchester City Centre Salford and Middleton are within an 8km cycle of the site which is considered reasonable for commute to work.

¹ TfGM Cycle Route Map, 2022.

https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.49981689318674&lng=-2.2044381038768472# (accessed 4th May 2022)

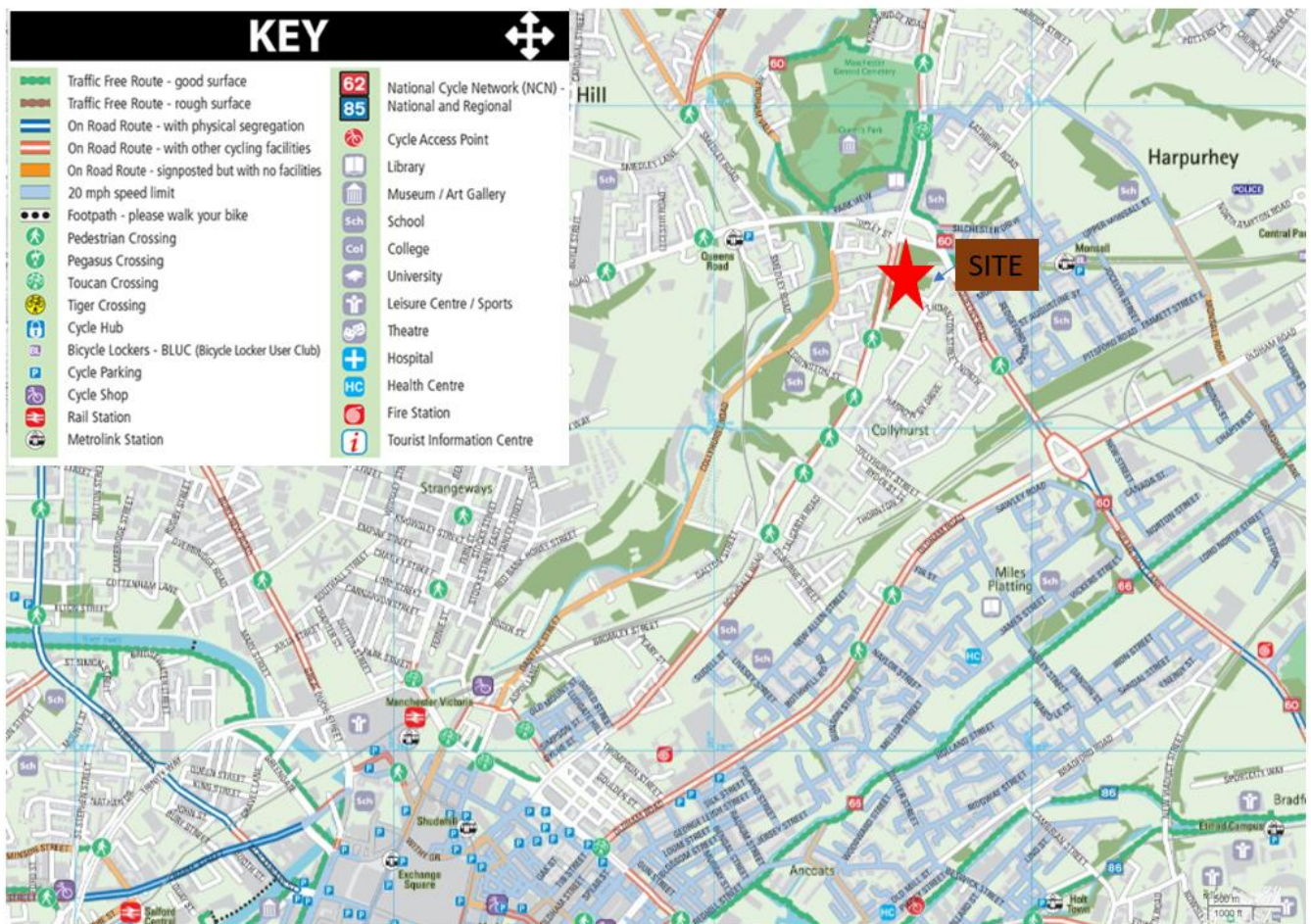


Figure 4: Extract from TfGM Cycle Route Map

Parking for 2 cycles will be provided around the centre of the site, along the boundary of the marketing suite. The cycle stand will be a Sheffield stand which is accessible and easier to use.

The site is well located for staff and visitors to access by bicycle.

2.3 Public Transport Access

Staff of the proposed development will be able to access the development using existing public transport services.

The site is well located to access bus services, with the nearest stops adjacent to the site on Rochdale Road. Approximately 32 services per hour travel along Rochdale Road, and for an additional five services per hour buses can be accessed from the stops on Queens Road. These services are for bus numbers 17, 18, 56, 81, 112, 113, 117, 118, 119, 156, 162 and 163. There are often more than six buses per hour for some of these services.

The closest Metrolink stop to the site is Monsall, which is located approximately 700m to the northeast of the site. Monsall is served by the pink Metrolink line, providing services between Rochdale and East Didsbury via the city centre. Connections can be made at Victoria or Cornbrook for services covering the entire network. Another stop near to the site is Queens Road, approximately 900m northwest of the site. Queens Road is served by the yellow Metrolink line which offers services between Bury and Piccadilly.

The nearest train station to the development is Manchester Victoria Station located approximately 2km (as the crow flies) to the southwest of the site. The station can be reached on foot in about 30 minutes, by bike in around 10 minutes, or by bus in about 15 minutes.

With frequent bus and tram services at stops within 5 minutes' walk from the site, staff and visitors will find that the site is well located for access by public transport.

2.4 Vehicle access, parking, and servicing

10 car parking spaces will be provided for staff and visitors of the new development. This will include 1 disabled parking space.

There are proposals to improve Marston Street with footways, a wider roadway for vehicles access to the site and a turning head on the eastern side. The changes to Marston Road can be found in the development proposals in Figure 1.

Vehicles will be able to turn into Marston Street by a left turn and right turn using the existing road layout on Rochdale Road. Vehicle tracking shown in Appendix B shows the existing layout on Rochdale Road can accommodate refuse and emergency vehicles accessing the site. These vehicles will drive into the car park, reverse to the eastern extent of Marston Street and drive out in a forward gear. Additionally, vehicles will be able to use the turning head to the east of the site on Marston Road when the car park is unavailable.

Refuse will be stored south of the sales office pod and will be moved to Marston Street on collection day by the sales team or their contractors.

Emergency vehicles, refuse vehicles and delivery vehicles will also use Marston Street. The vehicle movements are shown in Appendix B.

2.5 Local Highway Network

Marston Street, where the site can be accessed from will be reopened and reconstructed to allow vehicle access. A 2.4mx43m visibility splay, shown in Appendix B drawn for a vehicle leaving the site from Marston Street shows there is sufficient junction visibility, consistent with the 30mph speed limit on Rochdale Road.

There will be 2 staff at the development for viewings, therefore the number of hourly trips to the development will be very low. The number of additional trips will have a negligible impact on the junctions close to the site.

As shown in the Collyhurst Village transport assessment, vehicle trips are expected to be well distributed across the road network surrounding the site.

3. Conclusion

This note has set out the transport context of the proposed development and demonstrated that staff and visitors will have good access to walking and cycling routes as well as public transport services. Access has been considered and can be achieved without impacting the operation or safety of the local highway network. With only a marketing suite with a small office pod for viewings, this development is unlikely to have a significant impact on the transport network and should therefore be supported from a transport perspective.

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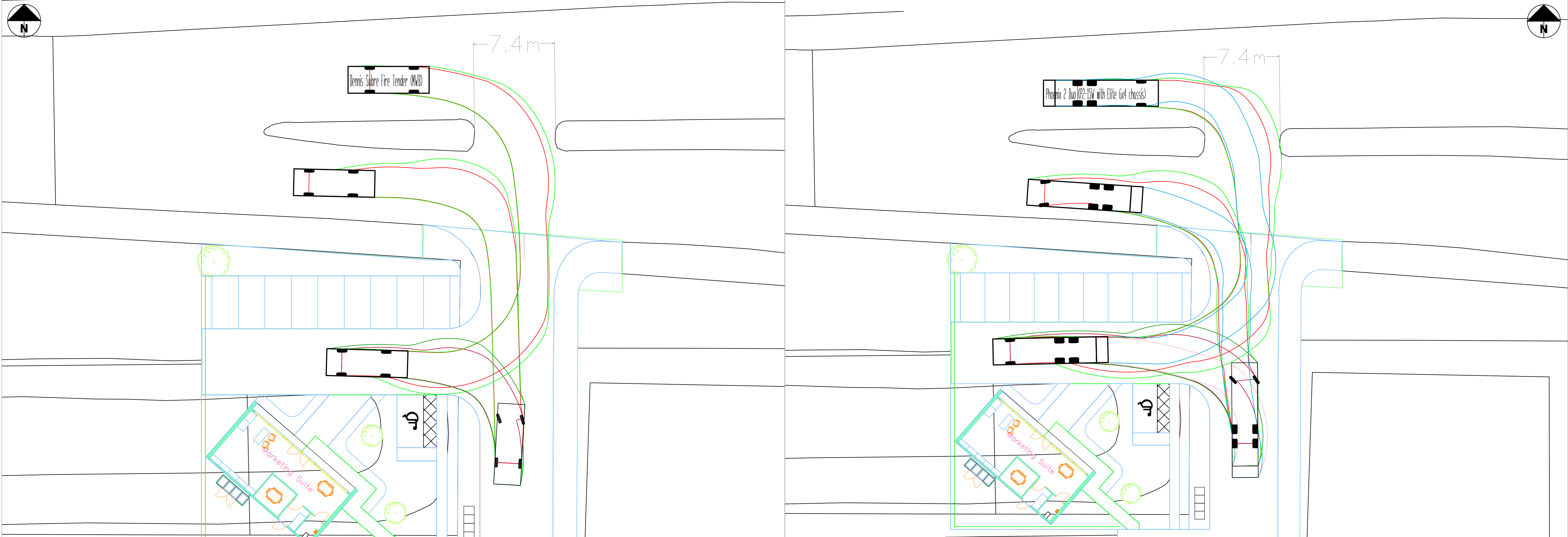
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Appendix A

Development Proposals

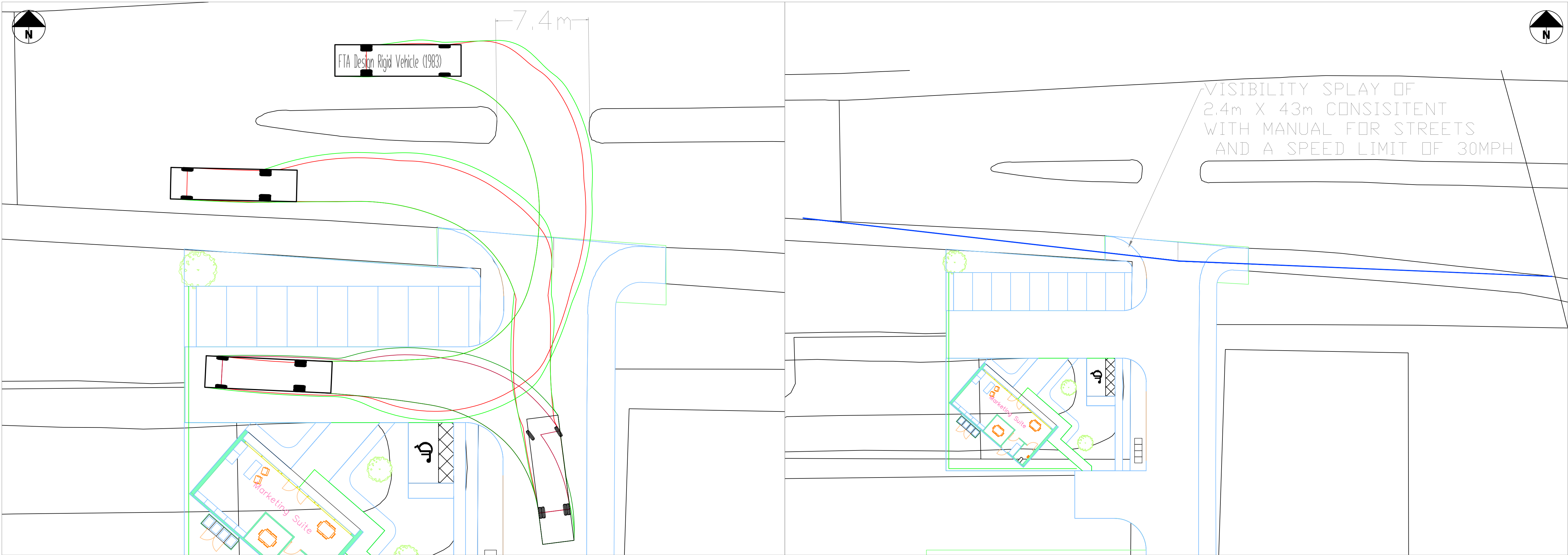
Appendix B

Visibility Splay, Emergency Vehicle and Refuse
Vehicle Tracking



FIRE TENDER

REFUSE VEHICLE



RIGID VEHICLE

VISIBILITY SPLAY

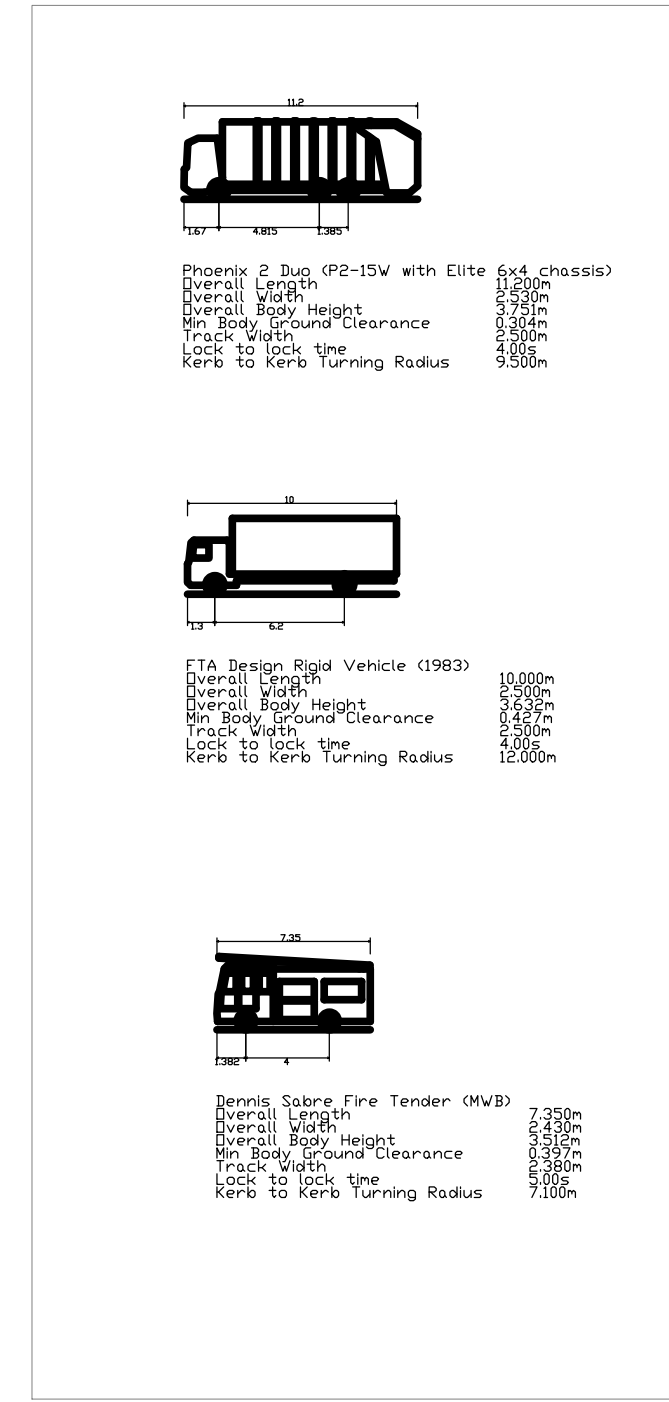
- Standard Notes
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
 2. This drawing should not be scaled.
 3. All dimensions are to be verified by the contractor on site.
 4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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Notes and Keys
SITE PLAN RECEIVED FROM BUTTRESS ON 31.05.22
DRAWING NUMBER
8871-BA-PD-00-DR-A-(04)090-Marketing Suite - Site Plan.

RED LINE BOUNDARY
VISIBILITY SPLAY

Vehicle Dimension



31.05.22	P01	ISSUED FOR INFORMATION	MRB	LS
Date	Rev	Description	Drawn	Chkd

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Project					
COLLTHURST VILLAGE SALES AREA					
Title					
VEHICLE TRACKING AND VISIBILITY SPLAY RIGHT AND LEFT TURN IN AND OUT					
Status					
INFORMATION					
Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1226-08	1:100	31.05.22	MRB	LS	----
Drawing Number					Revision
1226-08-CIV-XX-XX-D-H-4001					P01