STARK BUILDING PRODUCTS

NEW INGRESS – JEWSON – NEWTON HEATH - 144811/FO/2025

TECHNICAL NOTE 2.1 – RESPONSE TO HIGHWAYS COMMENTS

15TH OCTOBER 2026

1.0 Introduction

1.1 This Technical Note 2.1 (TN2.1) has been produced by Connect Consultants Ltd to respond to highways comments made by Manchester City Councill on planning application 144811/FO/2025. The planning application seeks planning permission to provide a new ingress to the Jewson builders merchant located off Beckford Street, Newton Heath. The application is for an access only with internal site alterations secured via condition.

1.2 The Manchester City Council highways comments were issued to the planning agents handling the application, Freeths, on 10th July 2026 as part of a wider planning response. The highways comments have been extracted and can be seen in full at Appendix 1.

1.3 A summary of the Manchester City Council comments that need responding to is provided below:

- A Stage 1 Road Safety Audit is required.
- Segregated/kerbed footway provision should be provided rather than a demarcated route on the access.
- The applicant should also consider the implementation of localised kerb-side restrictions at Beckford Street.
- Detail is also requested on the site internals. Appropriate routes/circulation space should be provided, to ensure that all vehicles are able to ingress and egress in forward gear. Appropriate internal pedestrian routes/connections should also be provided.

1.4 This TN2 will respond to the comments above in the order they are presented.

2.0 Stage 1 Road Safety Audit

2.1 As requested, a Stage 1 Road Safety Audit (RSA1) of the access has been commissioned. The RSA1 is given at Appendix 2.

2.2 The RSA 1 does not identify any problems with the access proposal, which it is noted was modified to include the footway considered in section 3.0.

2.3 Given that no problems are identified, no designers response report is required. This is clarified at note 2 of paragraph 4.11 of the DMRB GG119 revision 2.0.1 which notes *"A RSA response report is not required for stage 1, 2 or 3 RSAs where the RSA report does not raise any problems."*

2.4 The following is noted under the 'comments' section in the RSA:

"The proposed access ingress junction into the Jewson yard will remove some of the congestion that results in turning vehicles tailing back onto Oldham Road therefore reducing the risk of collisions."

3.0 Footway Provision

3.1 The Manchester City Council comments require that a footway be provided on the eastern side of the site access, as opposed to a demarcated footway.

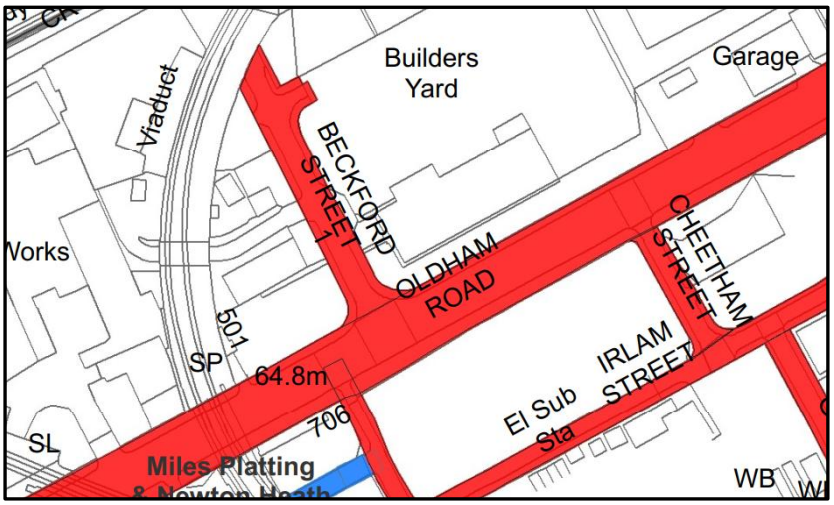
3.2 This request has been incorporated inot the proposed site access and can be seen at the revised access drawing 240146 – 010 - C at Appendix 3.

4.0 Restrictions on Beckford Street.

4.1 The Manchester City Council response suggests that kerbside restrictions should be considered on Beckford Street.

4.2 Beckford Street is public highway, as shown in the *highways maintained at public expense* search records of Manchester City Council extracted as Figure 1.0 below.

Figure 1.0 – Public Highway Extents - Beckford Street



Credit: Ordnance Survey / Manchester City Council

4.3 One of the key benefits brought about by the provision of a new ingress-only to the site is the removal of inbound Jewson trips on Beckford Street. The effect of this is to improve conditions on Beckford Street.

4.4 This improvement is acknowledged by the RSA1, as referenced earlier *"..the proposed access…will remove some of the congestion.."* and also by Manchester City Council themselves *"..as the proposals are limited to ingress only, there is a reduced level of concern in terms of potential conflicting vehicle movements."*

4.5 There is no reason to presuppose that the provision of a new ingress will materially increase trips to the site and therefore the overall position post-provision of the access is one of betterment.

4.6 Policy DM6 of the August 2026 NPPF notes how planning conditions and obligations should only be attached to planning consents when they are necessary, relevant and reasonable.

4.7 It is considered that the request to introduce kerbside restrictions, given the net position of betterment brought about by the access proposal, would not meet these tests and therefore the kerbside restrictions are not necessary.

5.0 Site Internals

5.1 The comments pertaining to site internals are noted. The application is for an access only and internal site alterations within the Jewson to facilitate the ingress will be secured via condition. The comments pertaining to the site internals can be addressed at the condition discharge stage.

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Enclosures

Appendix 1 - Manchester City Council Highways Response

Appendix 2 - Stage 1 Road Safety Audit

Appendix 3 - Proposed Site Access

Appendix 1

1. Highways comments

1.1 Plan 'STK-ZZ-DR-K-FRTHS-03 Rev 2 Proposed Site Plan' shows provision of a new ingress only access from Oldham Road, in order to alleviate access issues for Jewson, and to reduce to overall traffic levels on Beckford Street.

1.2 Operational assessments demonstrate that the proposals would not result in operational issues.

1.3 Appropriate swept-path assessment has been undertaken for a max. articulated HGV.

1.4 Access gates will be sufficiently set-back from the back of footway and will be inward-opening/sliding.

1.5 Whilst Highways do not generally support the creation of new vehicular access junctions onto the key route network, the existing issues and operational impacts on the adjoining A62 are acknowledged. Furthermore, as the proposals are limited to ingress only, there is a reduced level of concern in terms of potential conflicting vehicle movements.

However, Highways do request submission of a Stage 1 Road Safety Audit (prior to determination).

1.6 Segregated/kerbed footway provision will need to be provided rather than a demarcated route on the access road for safety reasons.

1.7 The applicant should also consider the implementation of localised kerb-side restrictions at Beckford Street in order to improve the situation for egressing vehicles, given that such vehicles would still need to route out onto Beckford Street.

1.8 Further detail is also required regarding the site internal arrangements in order to ensure appropriate routes/circulation space is provided to ensure that all vehicles can access and egress in forward gear. Appropriate internal pedestrian routes/connections to the new point of pedestrian access will also be required.

Appendix 2

Stage 1 (Feasibility) Road Safety Audit Report

Jewson
A62 Oldham Road, Manchester
New Vehicle Access
Section 278 Highway Works

Produced for:
Connect Consultants

Date: 10th September 2026

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DOCUMENT REGISTER

Project Name: Jewson, A62 Oldham Road, Manchester

Report Title: Stage 1 Road Safety Audit

Date: 10th September 2026

Client: Connect Consultants

Audit Team	Name	Position	Date
Audit Team Leader:	[redacted]		10/09/2026
Audit Team Member:			10/09/2026
Approved By:			10/09/2026

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	10/09/2026	Draft	PR	TS	PR
A	10/09/2026	Final	PR	TS	PR

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1. Executive Summary

1.1 This scheme is promoted by Jewson. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 2nd September 2026. The overseeing authority is Manchester City Council. The proposed works include provision of a new access only ingress junction from the A62 Oldham Road into the Jewson Builders Merchant depot.

2. Introduction

2.1 This report results from a Stage 1 Road Safety Audit carried out on a proposed new access junction into the Jewson Depot from the A62 Oldham Road, Manchester

2.2 **Audit Team Membership**

[redacted]

2.3 **Audit Site Visit and Plan Examination**

A site visit was made to the site on Tuesday 8th September 2026 between 12.30pm and 1.00pm, by the team. The weather conditions were clear and dry. Moderate traffic, with low pedestrian and cycle movements were observed. Vehicle speeds were observed to be within the 30mph posted speed limit at the location of the proposed access junction.

The Audit also comprised an examination by the team of the drawings provided by Connect Consultants and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the outline design details shown on the drawing.

2.4 **Strategic Decisions**

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 **Audit Brief**

The Audit Team have been provided with an Audit Brief prepared by Connect Consultants.

2.6 **Terms of Reference**

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.7 Audit Recommendations

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 Scope of Road Safety Audits

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 The site is an existing Jewson Builders Merchant Depot located off the northern side of the A62 Oldham Road and is currently accessed via Beckford Street.

5. Existing Environment

5.1 The existing Jewson Depot is accessed and exited via Beckford Street onto Oldham Road.

5.2 A62 Oldham Road is a single carriageway primary route that links from Manchester to Oldham. It has four lanes two in each direction with a peak hour bus lane located on one of the westbound lanes, with footways present along both sides. There are also double yellow lines in place along its length with peak hour loading restrictions, together with a system of street lighting that introduces a 30mph speed limit.

5.3 Beckford Street is a single carriageway cul-de-sac that extends off the northern side of Oldham Road, with footways and serves several commercial premises and has no parking restrictions present. There were vehicles observed parked on Beckford Street during the site visit.

6. Collision Data

6.1 The Audit Team has been provided with recorded injury collision data as part of this road safety audit brief obtained from www.crashmap.co.uk and this indicates that there has been one slight personal injury accident on the length of road that is the subject of this audit during the 2020 – 2024 five-year period. This collision occurred on Oldham Road to the north of the proposed access in September 2024 and involved two vehicles adjacent to the garage north of the proposed access.

7. Survey Information

7.1 The audit team has been provided with speed data from November 2024 at the proposed junction location and this shows 85% vehicle speed of 29mph eastbound and 30mph westbound.

7.2 Two Way Traffic flows of approx. 1800 were recorded during the 8.00-9.00 morning peak hour, 1300 vehicles were recorded during the 12.00-13.00 lunchtime and 1800 vehicles were recorded during the 17.00-1800 evening peak hour.

8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
A1	**General**		
A1.1	Departures from Standards		None reported
A1.2	Drainage		
A1.3	Climatic Conditions		
A1.4	Landscaping		
A1.5	Public Utilities/ Services Apparatus		
A1.6	Lay-bys		
A1.7	Access		
A1.8	Skid Resistance		
A1.9	Agriculture		
A1.10	Fences and Road Restraint Systems		
A1.11	Adjacent Developments and Roads		
A1.12	Road alignment		
A1.13	General layout		
A2	**Local Alignment**		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A3	**Junctions**		
A3.1	Layout		

A3.2	Visibility		
A3.3	Signing		
A3.4	Road Markings		
A3.5	T, X and Y junctions		
A3.6	All roundabouts		
A3.7	Mini Roundabouts		
A3.8	Traffic Signals		
A4	**Non-Motorised User Provision**		
A4.1	Adjacent Land		
A4.2	Pedestrians		
A4.3	Cyclists		
A4.4	Equestrians		
A5	**Road Signs, Carriageway Markings and Lighting**		
A5.1	ADS and Local Traffic Signs		
A5.2	Variable Message Signs		
A5.3	Lighting		
A5.4	Road Markings		
A5.5	Poles and Columns		

NO PROBLEM IDENTIFIED

9. Nil Response/Comments

9.1 During the site visit, the Auditors observed vehicles parking along Beckford Street. The Auditors have also been advised that regular obstruction occurs due to skip lorries waiting to access the adjacent commercial premises. The presence of such vehicles has the potential to impede the movement of larger vehicles accessing the existing commercial premises and Builders' Merchants. In particular, turning manoeuvres may result in vehicles queuing back onto the A62 Oldham Road, with the potential to obstruct through traffic and adversely affect the operation of the surrounding highway network.

9.2 The proposed access ingress junction into the Jewson yard will remove some of the congestion that results in turning vehicles tailing back onto Oldham Road therefore reducing the risk of collisions.

10. Non-Motorised User Report (NMU's)

10.1 This report has not identified road safety problems affecting NMU's.

11. Audit Team Statement

I certify that we have examined the drawing listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



10th September 2026

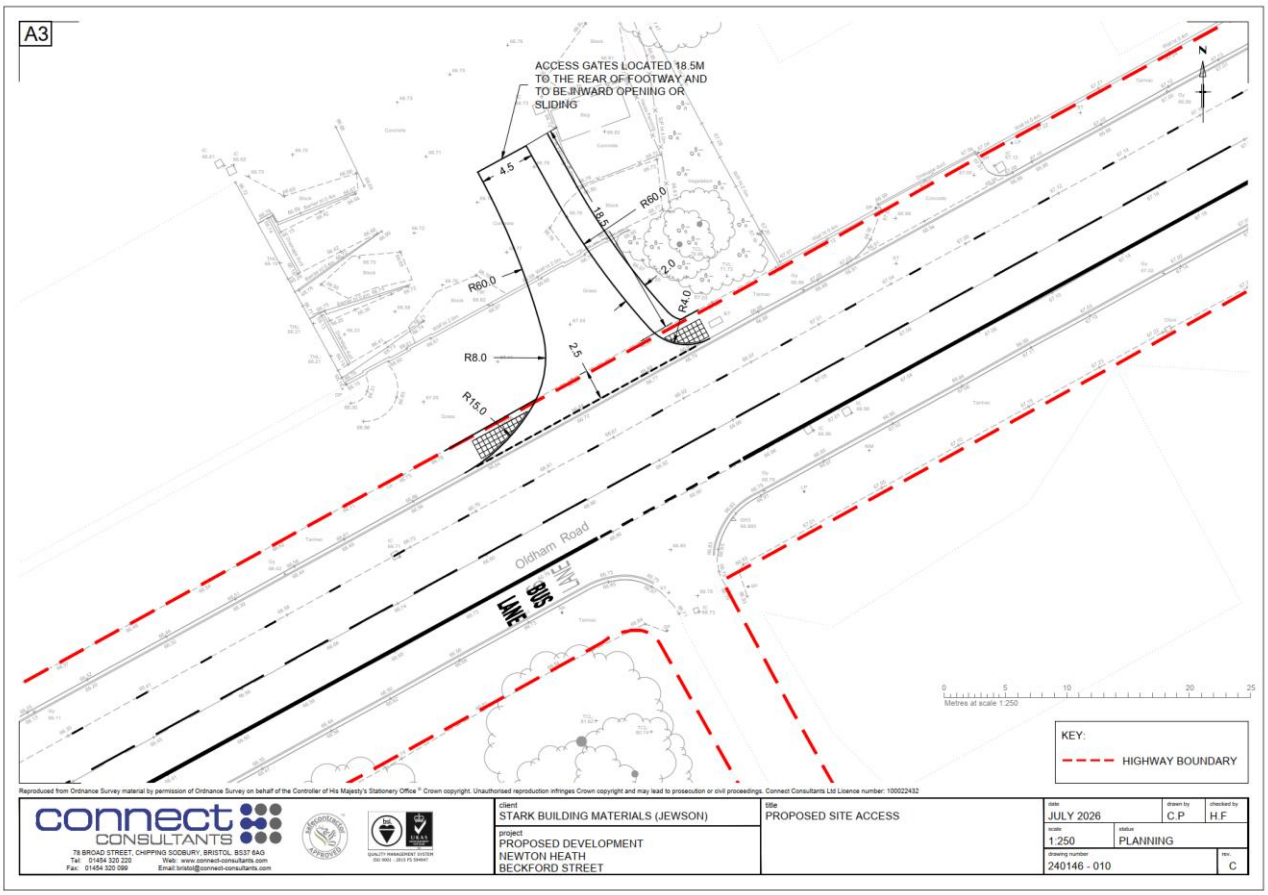
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12. Appendix A - List of Documents

Drawings

240146 - 010-C Proposed Site Access
240146 - TR001-B HGV Swept Path analysis
RSA Brief prepared by Connect Consultants

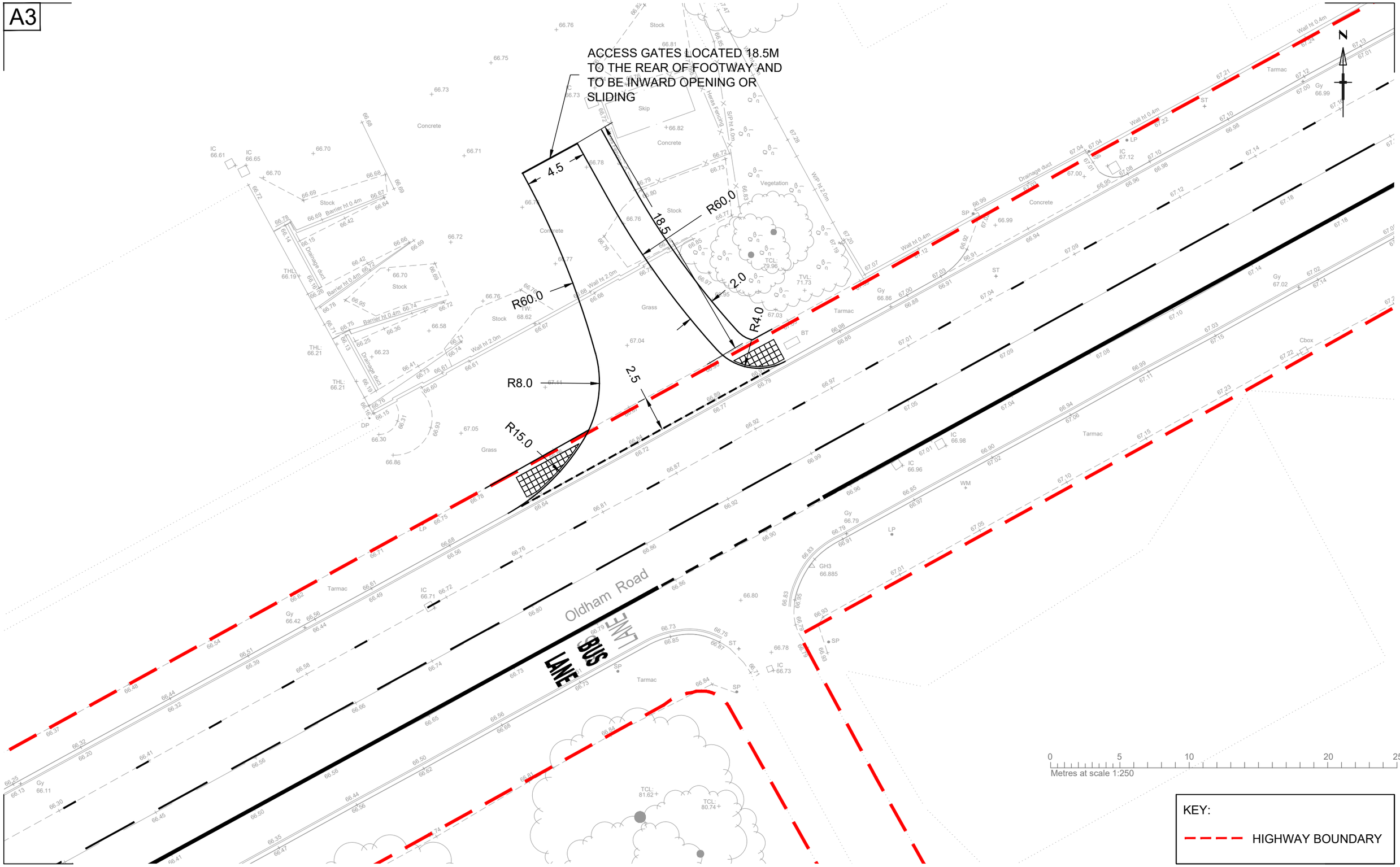
13. Appendix B - Identified Road Safety Audit Matters Location Plan



Appendix 3

A3

ACCESS GATES LOCATED 18.5M TO THE REAR OF FOOTWAY AND TO BE INWARD OPENING OR SLIDING



KEY:

HIGHWAY BOUNDARY

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safecontractor APPROVED

QUALITY MANAGEMENT SYSTEM
ISO 9001 : 2015 FS 594947

client
STARK BUILDING MATERIALS (JEWSON)

project
PROPOSED DEVELOPMENT
NEWTON HEATH
BECKFORD STREET

title
PROPOSED SITE ACCESS

date	drawn by	checked by
JULY 2026	C.P	H.F

scale	status
1:250	PLANNING

drawing number	rev.
240146 - 010	C