

Proposed Temporary Fire Station, Middleton Road, Heywood.

Transport Technical Note (5267.TN01b)

Introduction

- 1 This Technical Note has been produced in association with a planning application for a proposed temporary fire station off Middleton Road, Heywood.
- 2 The provision of a temporary fire station will enable the demolition of the existing fire station building and the delivery of a new, permanent, fire station in its place.
- 3 This note considers the transport matters associated with the operation of the temporary fire station; the details the permanent fire station will be the focus of a separate planning application and Technical Note in due course.
- 4 The following information will discuss:
 - the proposed layout and content of the temporary fire station site;
 - the general operation of the site, including non-emergency vehicle movements; and
 - the operation of emergency vehicle movements at the site.
- 5 The details of the proposed development will now be discussed.

Proposed Development

- 6 The proposed development is located to the rear of the existing Heywood Fire Station building, which is accessed off Middleton Road. The proposed operation of the temporary fire station, and any interfaces with the construction activity of the permanent station, has been discussed and agreed with the fire service as part of this application. A plan of the site location is shown in **Appendix 1**.
- 7 The temporary fire station is being proposed in order to maintain fire station operations whilst the existing fire station building is demolished. That will enable the construction a new, permanent, fire station on the same site. The existing fire station would relocate to the temporary station whilst those demolition and construction works take place, which is expected to take around 60 weeks.
- 8 Some of the temporary station area would also accommodate a degree of demolition / construction activity associated with the permanent fire station works. Those works have been discussed with the fire service, and any requirements agreed, such that the construction activity would not impede the safe operation of the temporary fire station.

- 9 The details of the permanent fire station, and its associated construction management processes, would be set out within the permanent fire station's planning application.
- 10 The temporary station will operate in much the same way as the existing fire station. The demands of that operation are known by the existing operators. The design of the temporary station has been coordinated with the Greater Manchester Fire Service to ensure that it provides the same necessary facilities as the existing station. A copy of the proposed site layout arrangement is shown on the plan in **Appendix 2**.
- 11 The temporary station would be accessed off Middleton Road using the existing access junction and the access road that currently serves the rear of the existing fire station. That route would provide access to the temporary station building and emergency vehicle parking areas.
- 12 The temporary station building would be located to the east of the proposed development area. The full detail of that temporary structure is set out within the wider application documentation, but in summary, it would provide the necessary station facilities including Kit Room, changing and shower facilities, kitchen and Watch Room.
- 13 To the northeast of the temporary station building would be the parking bay for the fire appliance. That would be the location of the appliance during the temporary station arrangement only. The appliance would be located within the permanent station once that facility has been delivered.
- 14 To the northeast of the proposed appliance bay is an existing garage, which would be used to store the 'water incident unit' that accompanies the fire tender. The water incident unit is a van-based vehicle.
- 15 The general operation of the site will now be discussed.

General Site Operation

- 16 As discussed above, the temporary station would provide the same services as the existing fire station in terms of the number of fire vehicles accommodated, the size of the fire crew and facilities provided.
- 17 The operation of the proposed facility is therefore known, and has been discussed and agreed with the existing operators.
- 18 In terms of the day-to-day activity, access to the site would be gained via the existing access road, as discussed above. The space previously used to accommodate operational car parking is required to accommodate emergency vehicle movements and construction vehicle activity. There are multiple areas of unrestricted on-street car parking surrounding the site, which would be used to accommodate the site's parking demand during the temporary construction period. The site's parking demand is minimal, equating to around 6 vehicles during the day.
- 19 The details of the emergency vehicle operation is discussed in more detail below.

Emergency Vehicle Operation

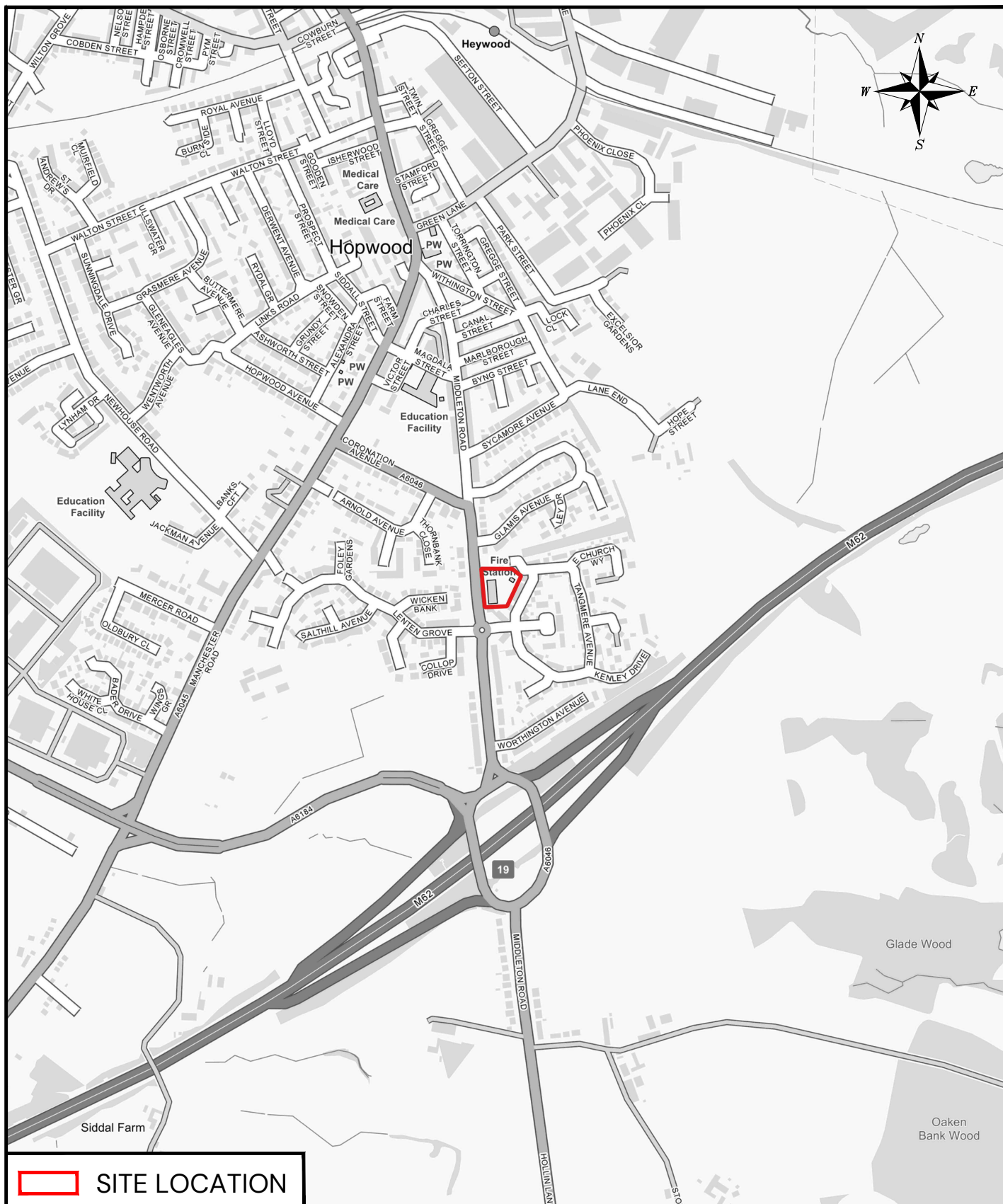
- 20 As discussed above, the temporary station would accommodate two fire vehicles; a fire appliance and an accompanying water incident unit. Each vehicle would have its own dedicated parking space on site, located adjacent to the temporary station building.
- 21 The fire appliance is the larger of the two emergency vehicles and would have the most onerous manoeuvring requirements accordingly. A swept path analysis has therefore been undertaken for the fire appliance, which is shown on the plan in **Appendix 3**.
- 22 That information shows how the site's fire appliance would reverse into its bay from Middleton Road. The construction methodology for the permanent fire station site requires the closure of the southbound lane of Middleton Road in order to accommodate part of the construction compound and the delivery of materials. The closure would be undertaken by way of a Heras type fence, which, unlike solid fence panel, would enable visibility through the fence.
- 23 The lane closure would provide a space for the fire appliance vehicle to stop and reverse turn into the site without affecting the southbound flow of general vehicles along Middleton Road. The water incident unit can undertake that same manoeuvre when accessing the site, or there is space for that vehicle to turn in front of the temporary station, as shown in **Appendix 3**.
- 24 The swept path analysis shows that the movements of a fire appliance vehicle would be suitably accommodated by the site access junction and access road. The site layout arrangements have also been produced in coordination with the fire station operators to ensure that it meets their operational requirements.
- 25 As discussed above, outbound emergency vehicles would leave site onto Middleton Road via the existing access junction. That junction currently serves the fire station site, but is not used by emergency vehicles, so does not include box junction road markings accordingly. It is therefore proposed that box markings be installed across the temporary station access junction to ensure that the area remains clear for emergency vehicle egress.
- 26 The indicative location of those markings is shown on the plan in **Appendix 2**. However, the full detail of those markings would be discussed and agreed with the Local Highway Authority (LHA), post-planning permission, as part of the site access junction's detailed design.
- 27 Similarly, the access arrangements and markings for the permanent fire station would be discussed and agreed with the LHA as part of the permanent fire station planning application process.

Summary

- 28 This Technical Note has been produced in association with a planning application for a proposed temporary fire station off Middleton Road, Heywood.
- 29 The provision of a temporary fire station will enable the demolition of the existing fire station building and the delivery of a new, permanent, fire station in its place.
- 30 This Technical Note has confirmed that the proposed temporary facility:
- Has been designed in coordination with the existing operators to ensure that its operation requirements are suitably accommodated;
 - Would function on a similar basis as the existing facility and would not represent an intensification of use;
 - Would be provide a safe and suitable form of access; and
 - Would be in operation for a temporary period only, which is expected to be around 60 weeks.
- 31 In summary, there should be no reason to prevent the granting of planning permission from a transport perspective.

APPENDIX 1

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SITE LOCATION

CLIENT:

GREATER MANCHESTER COMBINED AUTHORITY

DRAWING TITLE:

HEYWOOD TEMPORARY FIRE STATION SITE LOCATION

DRAWN:

LG

DATE:

28.05.26

CHECKED:

JE

DATE:

28.05.26

SCALES:

NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
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www.eddisons.com/services/transport-planning

DRAWING NUMBER:

5267-01

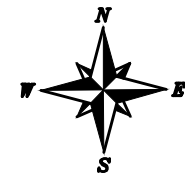
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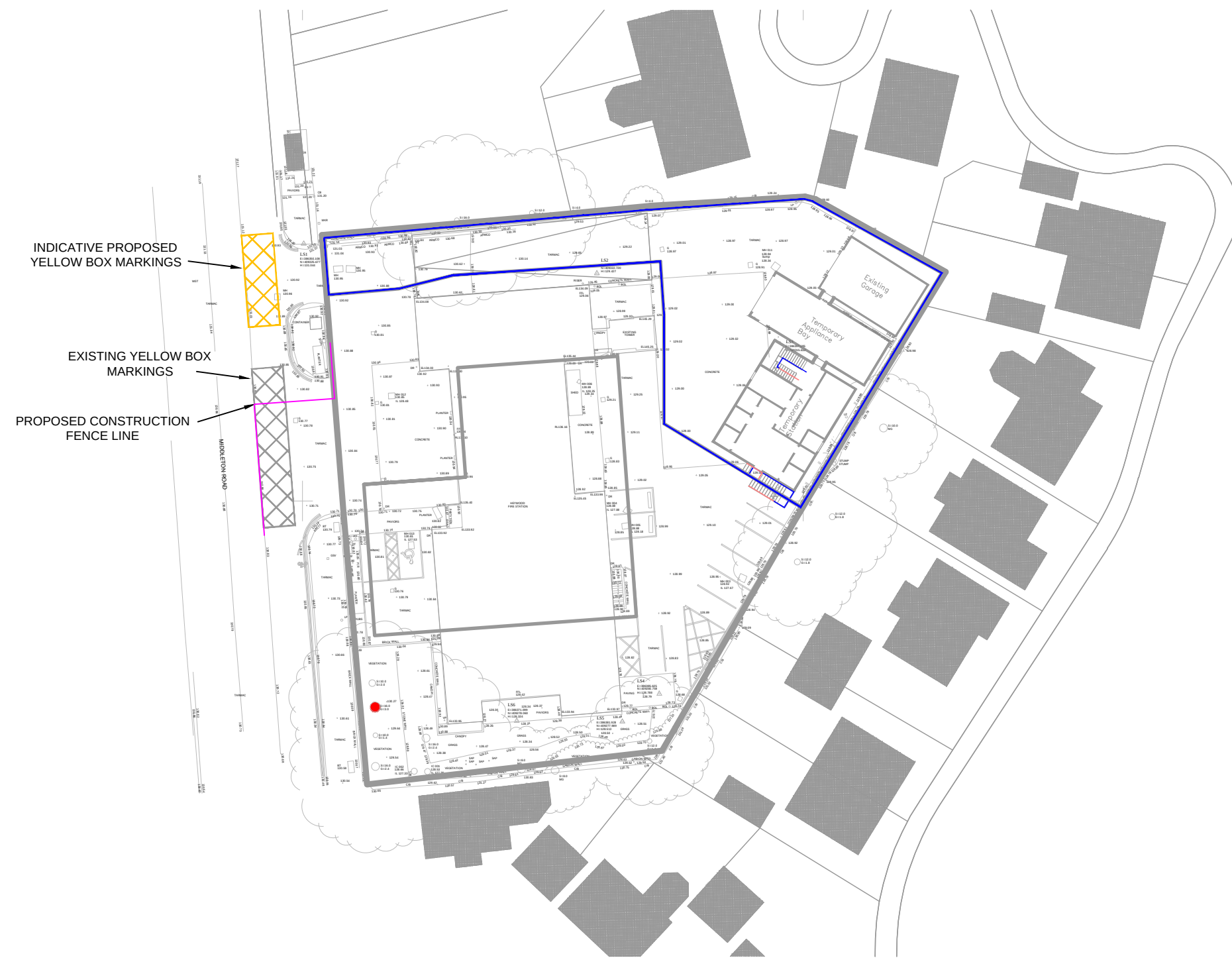
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APPENDIX 2



NOTES

- TEMPORARY STATION SITE BOUNDARY
- PROPOSED FENCE BOUNDARY



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
**GREATER MANCHESTER
COMBINED AUTHORITY**

PROJECT:
**HEYWOOD TEMPORARY FIRE
STATION**

DRAWING TITLE:
SITE LAYOUT PLAN

SCALES:
1:500 @ A3

DRAWN:	LG	CHECKED:	JE	DATE:	JUN 26
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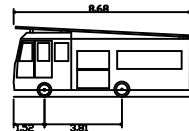
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DRAWING NUMBER:	5267-F02	REVISION:	-
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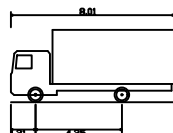


APPENDIX 3

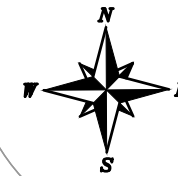
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DB32 Fire Appliance
Overall Length 8.680m
Overall Width 3.010m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 1.921m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



7.5t Box Van
Overall Length 8.610m
Overall Width 4.250m
Overall Body Height 3.563m
Min Body Ground Clearance 0.337m
Max Track Width 1.921m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



NOTES

— TEMPORARY STATION SITE
— BOUNDARY
— PROPOSED FENCE BOUNDARY

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT: GREATER MANCHESTER COMBINED AUTHORITY

PROJECT: HEYWOOD TEMPORARY FIRE STATION

DRAWING TITLE: SWEPT PATH ANALYSIS

SCALES: 1:500 @ A3

DRAWN:	CHECKED:	DATE:
LG	JE	JUN 26

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DRAWING NUMBER:	REVISION:
5267-SP05	-

