sanderson associates (consulting engineers) ltd

Highways | Traffic | Transportation | Water

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Development Management (North)
Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532
Manchester M60 2LA

18 May 2018

brett.littlewood@sandersonassociates.co.uk
By Email only

Our ref : 10549-001

Dear Steve,

Globe House, Southall Street, Manchester, M3 1LG

Sanderson Associates (Consulting Engineers) Ltd. have been appointed by Gary Macarthur of Globe House Management Co. Ltd. to advise on proposed under-croft parking arrangements at the above site.

The site has recently been granted approval for residential development and the client is looking to provide additional car parking for the development in addition to existing provisions to the rear of the building.

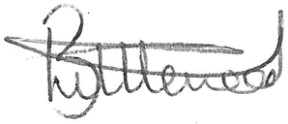
The new under-croft parking area will provide a total of 9 additional car parking spaces as well as space to provide cycle parking facilities. Access to the proposed car park will be gained via a newly constructed access from Southall Street.

The drawing attached (10549-002) provides a swept path analysis of the site using a Standard Design Vehicle as defined in the ISE's 'Design recommendations for multi-storey and underground car parks' (Fourth Edition, March 2011). A copy of the vehicle's specification is attached to this document. The swept path analysis has been undertaken allowing stationary steering as this manoeuvre is commonly undertaken in car parking areas such as the proposed.

All spaces within the car park are designed to a minimum of 2.4m x 4.8m, however several are wider to accommodate a reduced aisle width.

The drawing identifies that all spaces provided are accessible and allow the vehicle to enter and exit the site in forward gear.

Yours sincerely



Brett Littlewood

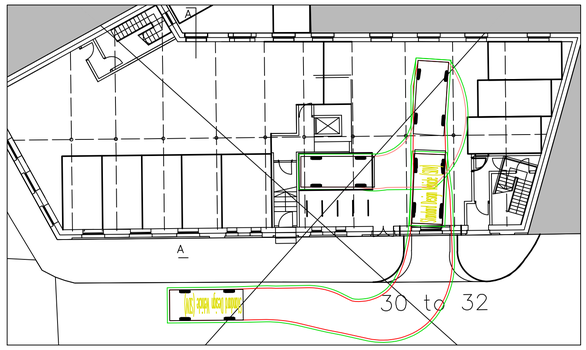
Enc 10549-002
Vehicle Tracking Data - Standard Design Vehicle

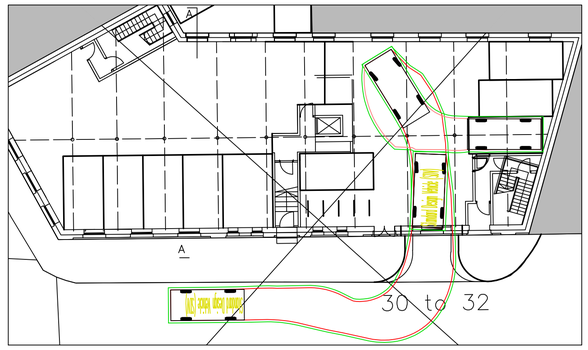
- Sanderson Associates (Consulting Engineers) Ltd ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.

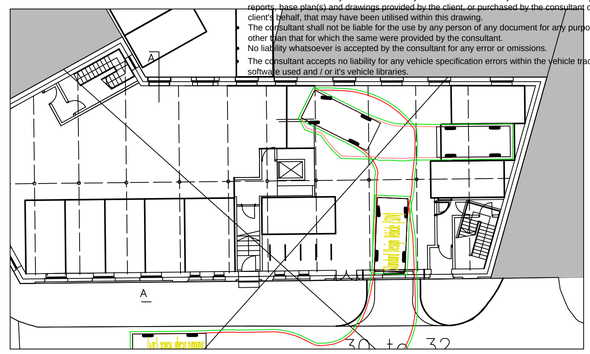


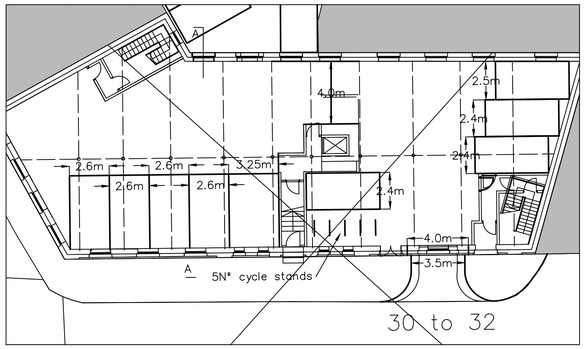
Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

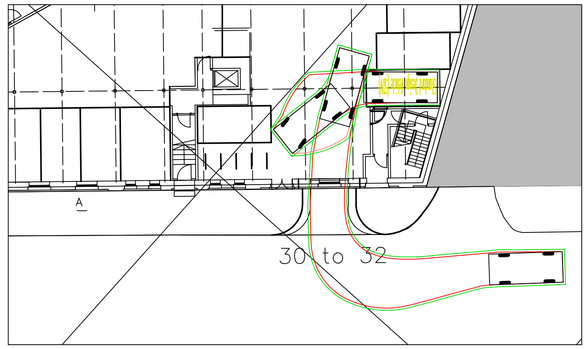


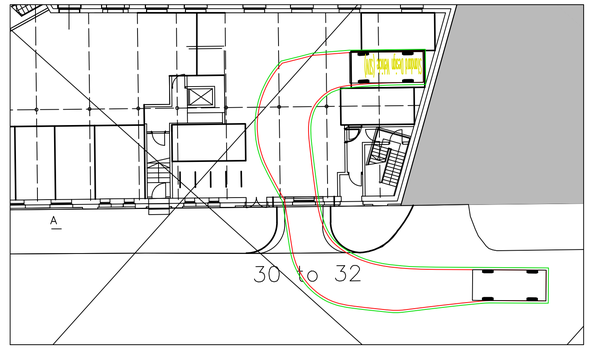


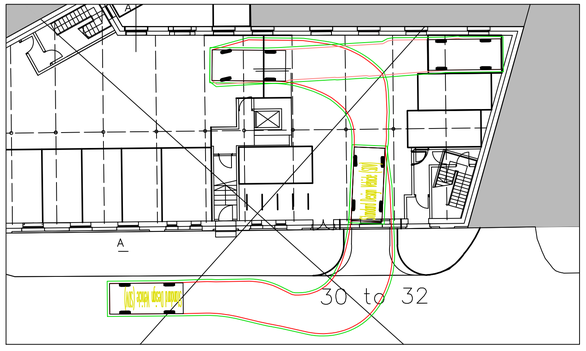


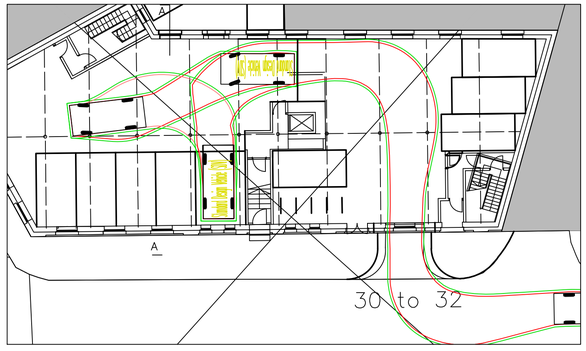


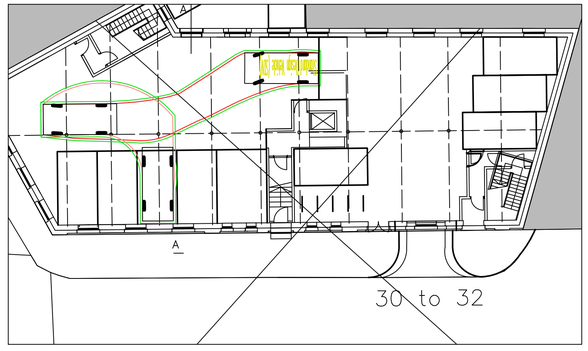


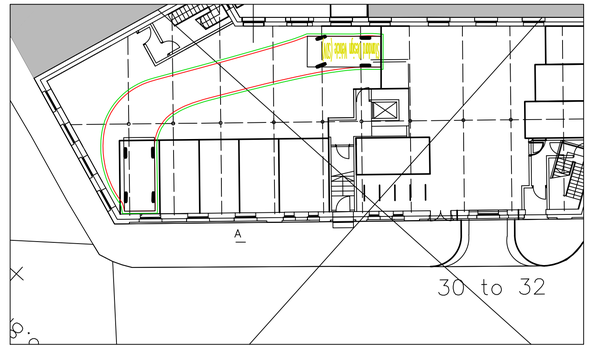


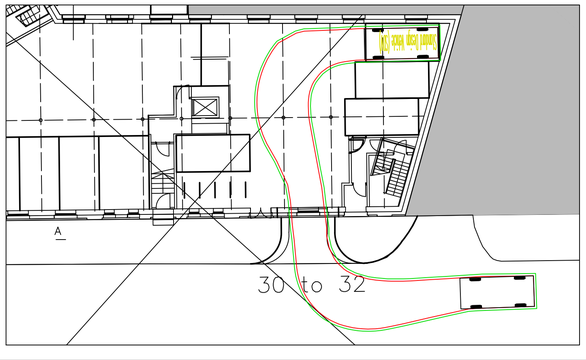


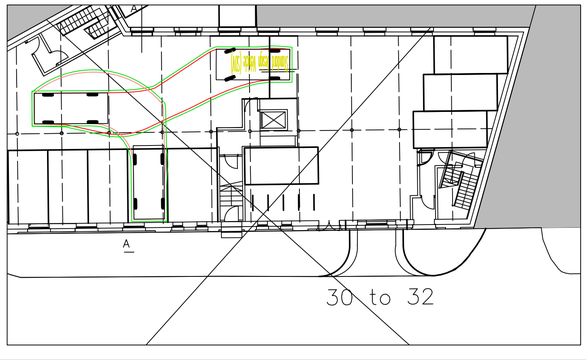


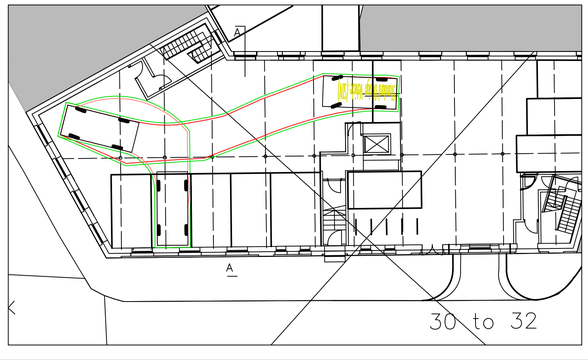


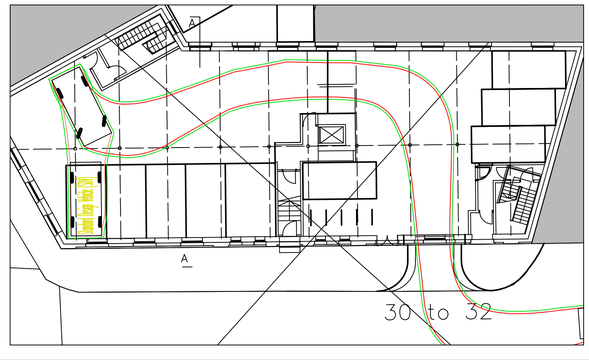












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Client: Globe House Management Co Ltd.

Project Title: Globe House, Southall Street, Manchester

Drawing Title: Proposed Basement Car Parking Arrangement
Swept Path Analysis
using Standard Design Vehicle

Rev	Amendment	Drawn	Date	Checked

Scale: 1:200	Drawn By: BL
Drawing Size: A1	Checked By: IEL
Date: May 2018	Approved By: IEL
ISO 9001 REGISTERED FIRM	Drawing Number: 10549-002 Rev

FILE REF:

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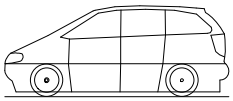
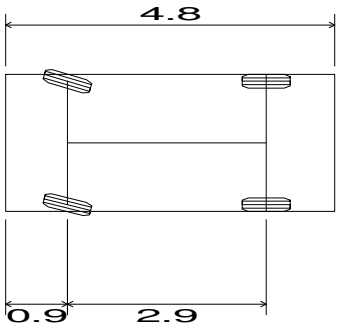


Vehicle Tracking Vehicle Details **Ref:**

Vehicle Name:	**Standard Design Vehicle (SDV)**
Type:	Passenger car
Category	(Unspecified)
Classification	(Unspecified)
Source:	ICE Car Park Designers Handbook
Description:	
Notes:	
Unit 1 Name:	Standard Design Vehicle (SDV) Tractor



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref:

Unit Name:	**Standard Design Vehicle (SDV) Tractor**
Type:	Tractor (with driver controlled steering)
Body style:	People Carrier (MPV)
Classification	(Unspecified)
Source:	
Description:	
Notes:	
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0.000m
Effective Front Axle Offset:	0.000m (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2.000m
Total Wheels:	2 (positioned at the ends of the axle)
Tyre Width:	0.200m (Auto Calculated - proportion of Track Width)
Tyre Diameter:	0.700m (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	2.900m (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	2.900m (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2.000m
Total Wheels:	2 (positioned at the ends of the axle)
Tyre Width:	0.200m (Auto Calculated - proportion of Track Width)
Tyre Diameter:	0.700m (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Wall / Wall Turning Radius:	6.000m (based upon body only)
Calculated Maximum Wheel Angle:	46.600deg
Lock to Lock Time (Fwd/Rev):	4.0sec / 4.0sec
Driver / Pilot	
Driver Offset Longitudinally:	0.600m (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-0.600m (Right of Centreline)
Driver Height:	1.500m (Above ground level)
Front coupling:	None
Rear coupling:	None
Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	-0.900m, 0.000m
Length / Width:	4.800m / 2.000m

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources