

Premier Parking, Hulme Hall Lane

Response to Manchester City Council Highways

Client: Premier Parking

Date: 30 April 2025

Prepared by: RW

Job No 328596

Approved by: ME

1. Introduction

1.1 Preamble

- 1.1.1 This Technical Note (TN) has been prepared by Mode Transport Planning ('Mode') in response to comments raised by Manchester City Council (MCC) Highways in relation to a planning application at the Premier Parking site on Hulme Hall Lane (A6010) in Manchester.
- 1.1.2 Following submission of the planning application (Ref: 142061/FO/2025) in February 2025, a response has been received from MCC Highways via email, dated 8th April 2025, which is attached in [Appendix A](#).
- 1.1.3 This TN (TN01) responds to the points raised by MCC Highways in their consultation response and should be read in conjunction with the Transport Statement (TS), Delivery and Servicing Management Plan (DSMP) and the Car Parking Management Plan (CPMP) that accompanied the planning application.
- 1.1.4 It should be noted that matchday / event parking is already in operation at the site and there have been no highways safety issues during this period. This is due to the effectiveness of the trained on-site management team who control and coordinated the safe parking of customers' vehicles during operational hours.

2. Trip Generation

2.1 Bar Use

- 2.1.1 MCC Highways have requested that information is provided on the operating hours of the proposed bar. The Applicant has advised that initially the bar would be open for 3 hours pre-event and 2 hours post-event. It is the Applicant's intention to obtain a full alcohol license; once this is obtained, the bar would be able to operate between 12:00 – 00:00, Monday to Sunday. As events at the Etihad Stadium or Co-op Live can occur on any day of the week, the bar would need this flexibility.

2.1.2 As requested, the full TRICS outputs for the bar use are attached in [Appendix B](#).

2.2 Matchday / Event Parking

2.2.1 MCC Highways have requested that the arrival and departure profile is provided for the matchday / event parking. As outlined in the TS, all vehicles using the matchday / event parking service will be arriving for one event and therefore all arrivals occur around the same time. Based on 230no. car parking spaces, the maximum sum of arrivals and departures over a 1-hour period will be 230. This is a robust assumption that considers a worst-case scenario, whereas in reality, it is likely that both arrivals and departures will be staggered.

2.2.2 The exact arrival and departure profile cannot be outlined in any further detail as the timing of the car park's use will differ based on the time of the event, and arrivals and departures will be staggered.

2.2.3 It should be noted that this is an existing car park, and the proposals will not be increasing the number of spaces currently provided, and therefore the car park's trip generation is not expected to increase. Trips associated with events at the Co-op Live / Etihad Stadium are already accounted for on the local highway network and therefore the development proposals will not increase the number of trips on the local highway network.

3. Access

3.1 Vehicle Access

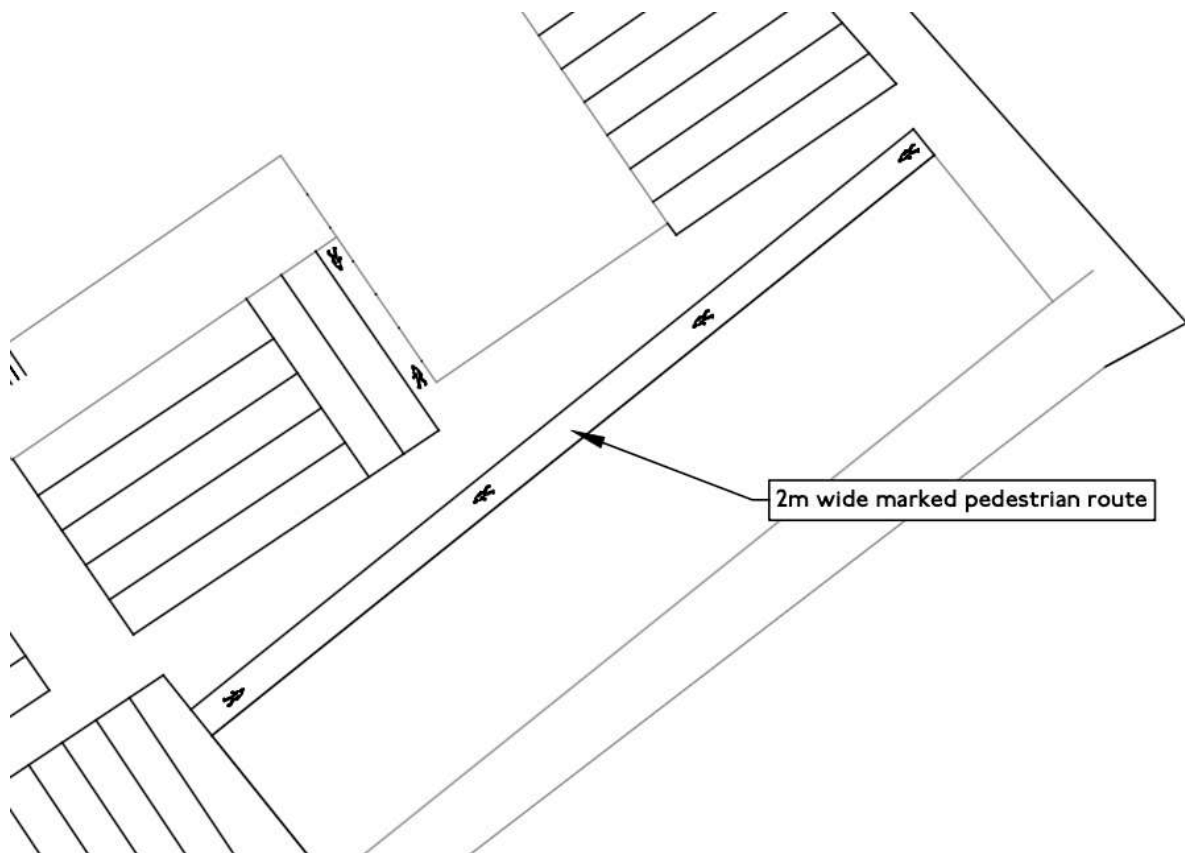
3.1.1 The existing access gate opens inwards into the site and away from the adopted footway and highway on Hulme Hall Road. MCC Highways have requested that it is ensured that the access gate does not affect vehicular manoeuvrability when accessing or egressing the site. As an operational car park, it can be confirmed that access / egress arrangement is not affected by the gate.

3.2 Pedestrian Access

3.2.1 Pedestrian access to the bar will be provided via a demarcated pedestrian route along the frontage of the building. MCC Highways have requested that an updated plan is provided which shows the dedicated pedestrian route with width dimensions.

3.2.2 The pedestrian route is shown in [Figure 3.1](#), with the full updated car park layout drawing (**Drawing J32-8696-PS-003**) attached in [Appendix C](#).

Figure 3.1 : Dedicated Pedestrian Route



4. Parking and Car Parking Management

4.1 Car Parking Allocation

- 4.1.1 Clarification is being sought from MCC Highways on how car parking will be managed between users and staff. Staff parking will be located to the rear of the site across 10no. garages, which each provide space for up to 2no. vehicles (20no. spaces in total).
- 4.1.2 Out of the parking spaces across the site, 10no. spaces will be dedicated for bar users on matchdays / event days, and the remaining car parking spaces will be available for matchday / event parking, as outlined in the TS. These spaces are identified on the updated car park layout plan.

4.2 Car Park Structure

- 4.2.1 MCC Highways have requested that the *'layout should be formally demarcated and not a stacked arrangement.'*

4.2.2 It should be noted that the stacked arrangement is currently in use at the site, and the Applicant has experienced no issues regarding its operation, efficiency or safety.

4.2.3 The following justifications for a stacked arrangement at the site are provided below:

- As described in the TS, the stacked arrangement is already operational at the site. The existing stacked arrangement, and the way in which it operates for event days / matchdays, currently operates successfully, with no issues surrounding its operation, efficiency or safety.
- The lanes are, and will continue to be, stewarded and supervised by trained marshals to safely manage access, emergency vehicle clearance and crowd flow.
- The proposed parking format maximises space within the existing site, ensuring the maximum number of parking spaces can be offered to those attending events at the Co-op Live / Etihad Stadium. Offering a higher number of spaces provides greater capacity for matchday / event parking and therefore reduces inappropriate parking on the surrounding local highway network.
- The stacked arrangement means the car park can be locked during event hours, to ensure security and safety for the vehicles on site during these times.
- Matchday / event parking only operates when events are occurring at the Co-op Live / Etihad Stadium, ensuring that the site has limited impact on the local highway network for limited durations. As stated previously, this is currently occurring and therefore there will be no additional impact on the local highway network.

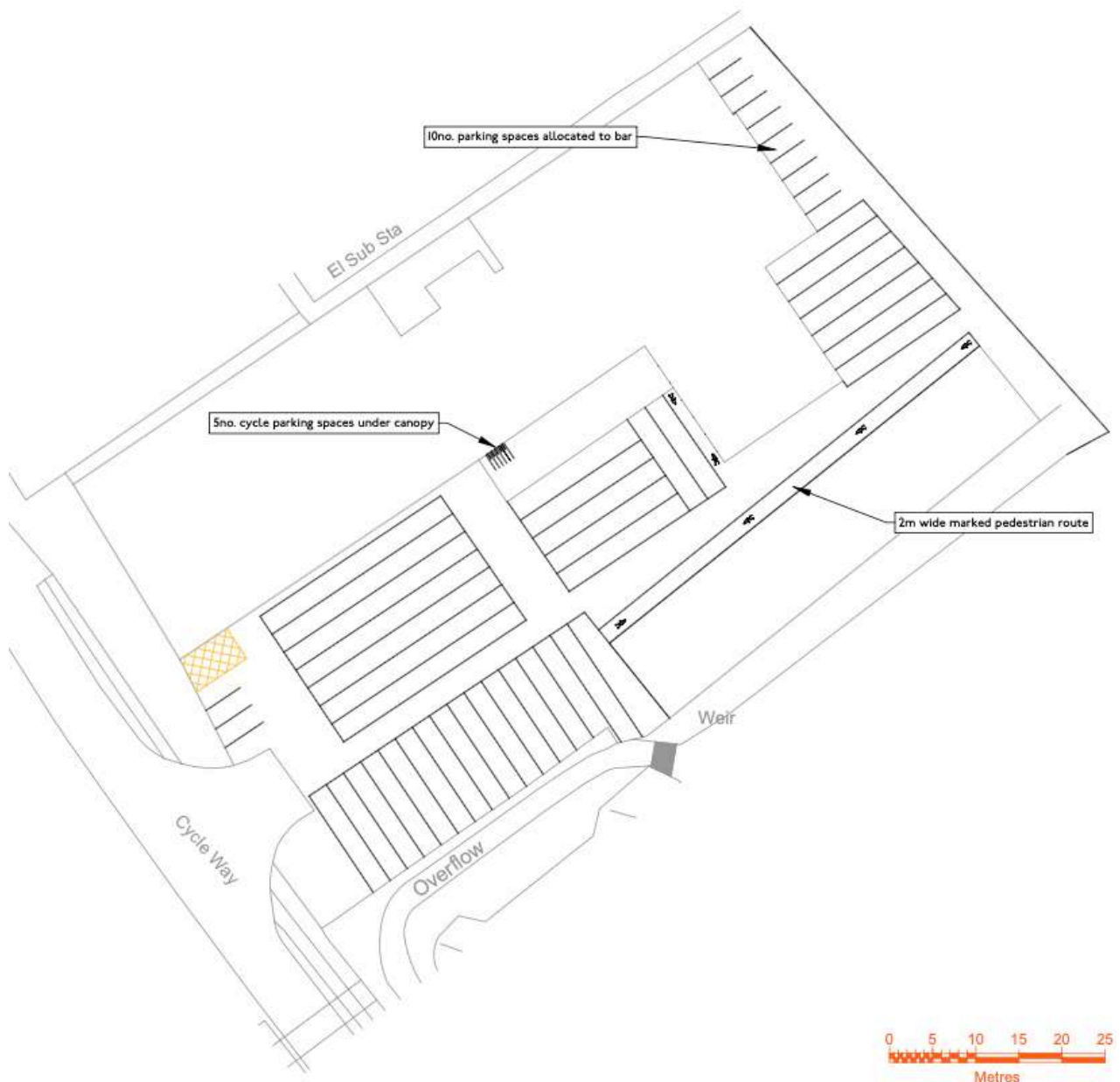
4.2.4 Based on these factors, and as the existing stacked arrangement operates safely and efficiently, it is not proposed to change the car park's format.

4.3 Updated Car Park Layout

4.3.1 The updated parking layout, including the proposed bar parking, pedestrian route and cycle parking, is shown in [Figure 4.1](#), with the full drawing (**Drawing J32-8696-PS-001**) attached in [Appendix C](#).

4.3.2 All car parking lanes are 3m wide.

Figure 4.1 : Updated Parking Layout



4.4 Cycle Parking

- 4.4.1 MCC Highways have confirmed that the proposed 5no. Sheffield stands is acceptable in principle, subject to the monitoring of cycle parking usage. The cycle parking will be monitored regularly, and additional spaces will be provided if required to meet demand.

5. Refuse and Servicing

- 5.1.1 As requested by MCC Highways, swept path analysis has been undertaken for the largest vehicles expected to access the site (a refuse vehicle and a 10m rigid HGV) manoeuvring and egressing in a forward gear.
- 5.1.2 Swept path analysis is shown in [Figure 5.1](#) and [Figure 5.2](#), with the full drawing (**Drawing J32-8696-PS-003**) attached in [Appendix D](#).
- 5.1.3 It should be noted that all delivery and servicing times will be arranged to take place outside of operational hours and on non-matchdays/event days. This will allow the car parking area to be used for manoeuvring by service and delivery vehicles and avoid any conflicts with other users of the site.

Figure 5.1 : Swept Path Analysis – 11.2 Refuse Collection Vehicle



Figure 5.2 : Swept Path Analysis – 10m Rigid HGV



APPENDIX A MCC Highways Consultation Response

Subject: Re: 142061/FO/2025 - Hulme Hall Lane, Manchester, M40 8YD

Date: Thursday 10 April 2025 at 18:01:52 British Summer Time

From: Michael Parham

To: Carl Glennon

Good afternoon Carl,

No problem at all. Thank you for circulating these comments with me and let me know as soon as any others have come in.

We will be providing a response on this, I am just seeking input from our highways consultant. Please bear with me and I will come back to you shortly.

Kind regards,

Michael Parham

Graduate Planning Consultant

Email: mp@broadgrove.co.uk

Mobile: 07909621164

Web: www.broadgrove.co.uk

LinkedIn: [Broadgrove Planning & Development Ltd](#)

Twitter: [@_Broadgrove](#)

Office address: Regent House, Suite Four, 9th Floor, Heaton Lane, Stockport, SK4 1BS.

From: Carl Glennon <carl.glennon@manchester.gov.uk>

Sent: 08 April 2025 17:52

To: Michael Parham <mp@Broadgrove.co.uk>

Subject: Re: 142061/FO/2025 - Hulme Hall Lane, Manchester, M40 8YD

Hello Michael,

Thank you for your email. I apologise for the delay in providing a response.

Consideration is still being given to the impact of the development on the supply of employment space and further comments will be provided.

Notwithstanding the above, Highways have given careful consideration to the proposals. The following comments indicate that the submitted application has not demonstrated that the development could be satisfactorily operated within the site in its submitted form. Further consideration would therefore need to be given to the arrangements for site management and the reduction of potential impacts that may affect the operation of the highway.

Please advise if you wish to comment further.

Regards,

Carl

Highways response

1. TRIP GENERATION:

A Trip Generation Assessment using TRICs has been undertaken for the proposed bar.

It is estimated that the proposed bar will generate the following vehicular trips at the site:

- o 18 two-way vehicle trips in the PM Peak Hour (17:00 - 18:00); and
- o 14 two-way vehicle trips in the weekend PM Peak Hour (15:00-16:00)

It is assumed that the bar will not generate any trips during the weekday AM peak period.

It is noted that the proposed bar will be open to the public on non-matchdays/ event days. Highways request that information is provided on the operating hours of the proposed bar. Highways request that the arrival and departure timing profile is provided for the matchday/event parking. Appendix C containing the full TRICs output appears to have been omitted from the submitted Transport Statement. Highways requests that this is provided.

2. ACCESS:

Access to the site will continue to be taken from the existing gated access junction from Hulme Lane. The site access operates as a left in/left-out arrangement. No changes are proposed to the site access. The existing access gate opens inward into the site and away from the adopted footway and highway. It should be ensured that the access gate does not affect vehicular manoeuvrability when accessing or egressing from the site.

It is noted that pedestrian access to the bar will be provided via a dedicated pedestrian route that is demarcated. Highways request that an updated plan is provided which demonstrates the dedicated pedestrian route including width dimension.

3. PARKING:

The application form notes that there are 32no. existing car parking spaces on-site with 240no. spaces proposed. However, the TS acknowledges that 240no. car parking spaces will be provided on site, as per existing arrangement in a linear formation. No additional parking is proposed. A breakdown of the car parking allocation is provided below:

- o 10no. car parking spaces dedicated for bar users on matchday/event
- o 230no. car parking spaces available for matchday/ event parking.

It is understood that matchday / event day parking has been operational on site since May 2024.

All on-site car parking will be available for bar users on non-match days/event days.

Clarification is sought on how car parking will be managed between users and staff associated with the proposed bar during non-match day/event day and match day/event day.

Highways request that the following is provided:

- o An updated plan demonstrating the car parking layout and dimensions of all parking bays. This layout should be formally demarcated and not a stacked arrangement.
- o A swept path analysis assessment with a large car for manoeuvres around the car park and a selection of appropriate parking bays.
- o An updated plan demonstrating the car parking spaces allocated to the proposed bar during matchday/event days.
- o Provision of on-site disabled car parking bays and should be shown on an updated plan.

Standard parking bay dimensions should be a minimum of 2.4m x 4.8m and disabled parking bay dimensions should be a minimum of 3.6m x 6.0m in line with MCC guidelines.

A 6-metre aisle width should be provided to allow vehicles to safely manoeuvre within the car park.

4. CAR PARKING MANAGEMENT:

A Car Parking Management Plan has been provided within the TS.

Matchday/Event Parking:

- o Users book a space through an online system via the operators website for a specific match at the Etihad Stadium/event at the Co-op Live Arena.
- o Users are provided with an earliest arrival time and will be guided to their space via an on-site staff/steward.
- o At departure time, gates will be open for 90 minutes after any events finished.
- o On-site staff/Stewards will be present to ensure a staggered departure from the site.

Bar Parking:

- o Signage will be in place to advise users that spaces are bar users only.
- o An online booking system will allow users to book a space.
- o On-site staff will be present to direct users to their space.

As discussed previously, stacked parking is not supported by Highways and all previous

comments on parking arrangement & layout should be addressed.

5. CYCLE:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.

5no. Sheffield stands is provided within the site which accommodates 10no. cycle parking spaces. This level of provision is acceptable in principle subject to monitoring cycle parking usage and provision of additional space where demand requires it.

6. REFUSE AND SERVICING:

A Delivery and Service Management Plan has been provided within the TS.

The largest vehicles expected to enter the site will be the following:

- o Refuse Vehicle; and

- o 10m Rigid Van;

Highways request that a swept path analysis assessment is provided for the above[1]mentioned vehicles accessing the site, manoeuvring and egressing in a forward gear.

Waste generated by the proposed bar will be stored in the internal bin store.

Staff from the bar will be responsible in relocating the refuse to the external refuse storage area. This is located in the corner of the yard to the front of the site.

Refuse collection and deliveries will occur within the site via the exiting access from Hulme Hall Lane. No servicing vehicles or delivery vehicle will stop on Hulme Hall Lane.

All delivery and servicing times including waste collection will be arranged to take place outside of operational hours and on non-matchdays/event days. This will allow the car parking area to be used for manoeuvring and avoid conflict with users of the site.

No deliveries/waste collection will take place on Sunday and Bank Holidays.

A member of staff will be on-site at all times to allow access through the secure gated entrance.

Highways request that the Delivery and Service Management Plan is conditioned and attached to any planning approval.

7. CONSTRUCTION MANAGEMENT:

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to:

highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to

highwaynetworkmanagement@manchester.gov.uk

Carl Glennon
Planning Officer,
Growth and Development Directorate,
Area Team,
Planning,
Manchester City Council,
Floor 6 Town Hall Extension,
PO Box 532,
Manchester,
M60 2LA.
Tel: 0161 234 4530
email: carl.glennon@manchester.gov.uk
Web: <http://www.manchester.gov.uk>
Mobile: 07814 086043

From: Michael Parham <mp@Broadgrove.co.uk>
Sent: Monday, April 7, 2025 12:29
To: Carl Glennon <carl.glennon@manchester.gov.uk>
Subject: Re: 142061/FO/2025 - Hulme Hall Lane, Manchester, M40 8YD

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Good afternoon Carl,

I trust you are keeping well?

I note the consultation period for this has now run its course. Are you able to circulate the consultation responses? I can't seem to see them on the application portal.

Kind regards,

Michael Parham

Graduate Planning Consultant

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LinkedIn: [Broadgrove Planning & Development Ltd](#)
Twitter: [@_Broadgrove](#)

Office address: Regent House, Suite Four, 9th Floor, Heaton Lane, Stockport, SK4 1BS.

From: Michael Parham <mp@Broadgrove.co.uk>
Sent: 24 March 2025 11:19
To: Carl Glennon <carl.glennon@manchester.gov.uk>
Subject: Re: 142061/FO/2025 - Hulme Hall Lane, Manchester, M40 8YD

Good morning Carl,

I hope you are keeping well? Have we received any consultee comments on this as of yet?

Kind regards,

Michael Parham

Graduate Planning Consultant

Email: mp@broadgrove.co.uk
Mobile: 07909621164
Web: www.broadgrove.co.uk
LinkedIn: [Broadgrove Planning & Development Ltd](#)
Twitter: [@_Broadgrove](#)

Office address: Regent House, Suite Four, 9th Floor, Heaton Lane, Stockport, SK4 1BS.

From: Michael Parham
Sent: 13 March 2025 09:25
To: Carl Glennon <carl.glennon@manchester.gov.uk>
Subject: 142061/FO/2025 - Hulme Hall Lane, Manchester, M40 8YD

Good morning Carl,

I trust you are keeping well. I just wanted to touch base on the above referenced application for which I am the agent. I understand the target date is the 16th of April, but if there are any queries you have in the meantime please do not hesitate to get in touch.

Have we received any consultee responses?

Kind regards,

Michael Parham

Graduate Planning Consultant

Email: mp@broadgrove.co.uk
Mobile: 07909621164
Web: www.broadgrove.co.uk
LinkedIn: [Broadgrove Planning & Development Ltd](#)
Twitter: [@_Broadgrove](#)

Office address: Regent House, Suite Four, 9th Floor, Heaton Lane, Stockport, SK4 1BS.

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APPENDIX B

Full TRICS Outputs – *‘Hotel, Food & Drink – Public House (without restaurant)’*

Calculation Reference: AUDIT-754101-250116-0115

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 120 to 655 (units: sqm)
Range Selected by User: 120 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Saturday 1 days
Sunday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
Sui Generis 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
5,001 to 10,000 1 days
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HF-06-I-01	PUBLIC HOUSE	HERTFORDSHIRE
	CAMBRIDGE ROAD		
	SAWBRIDGEWORTH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	120 sqm	
	Survey date: SUNDAY	10/07/16	Survey Type: MANUAL
2	NN-06-I-02	PUBLIC HOUSE	NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	KETTERING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	655 sqm	
	Survey date: SATURDAY	25/06/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	120	0.833	1	120	1.667	1	120	2.500
11:00 - 12:00	2	388	0.516	2	388	1.032	2	388	1.548
12:00 - 13:00	2	388	0.645	2	388	0.258	2	388	0.903
13:00 - 14:00	2	388	1.548	2	388	0.645	2	388	2.193
14:00 - 15:00	2	388	1.290	2	388	0.903	2	388	2.193
15:00 - 16:00	2	388	1.548	2	388	1.419	2	388	2.967
16:00 - 17:00	2	388	1.032	2	388	1.290	2	388	2.322
17:00 - 18:00	2	388	0.903	2	388	1.419	2	388	2.322
18:00 - 19:00	2	388	0.516	2	388	0.258	2	388	0.774
19:00 - 20:00	2	388	0.774	2	388	0.645	2	388	1.419
20:00 - 21:00	2	388	0.774	2	388	1.032	2	388	1.806
21:00 - 22:00	2	388	0.774	2	388	0.774	2	388	1.548
22:00 - 23:00	2	388	0.645	2	388	1.161	2	388	1.806
23:00 - 24:00	2	388	0.000	2	388	0.387	2	388	0.387
Total Rates:			11.798			12.890			24.688

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

120 - 655 (units: sqm)

Survey date date range:

01/01/16 - 25/06/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

1

Number of Sundays:

1

Surveys automatically removed from selection:

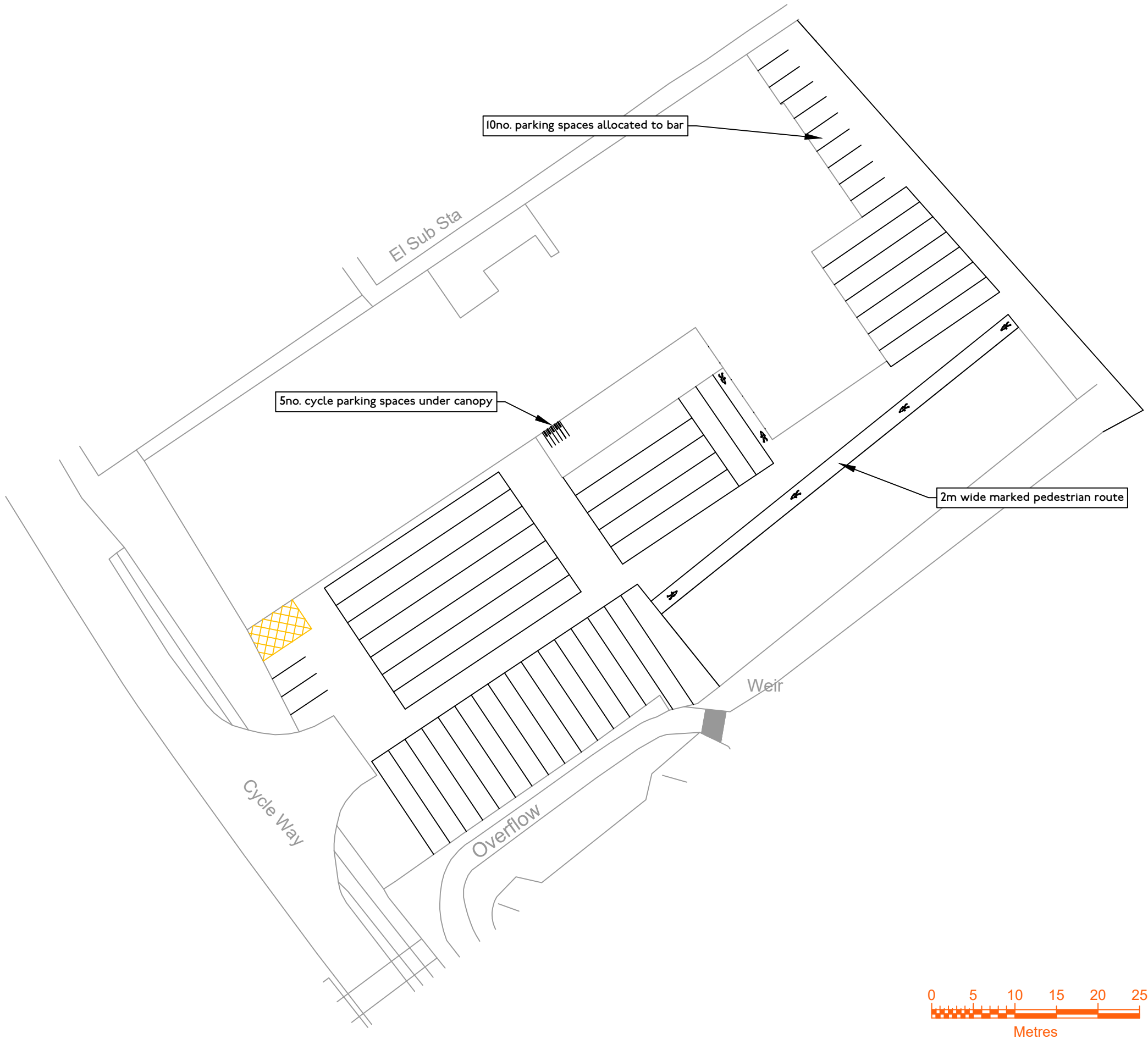
0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX C Updated Car Park Layout



mode

transport planning

t

0161 464 9495

e

info@modetransport.co.uk

w

www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os base mapping.

issue/revision		
A	25/04/2025	issued
-	19/02/2025	issued
l/r	date	description

client: premier parking ltd

project: premier parking, hulme hall lane

project number: J328596

scale: 1:500@A3

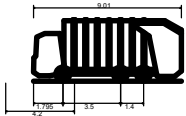
drawing title:
current car parking layout

drawing number:
J32-8596-PS-001

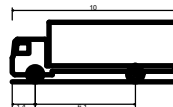
APPENDIX D Swept Path Analysis – Servicing Vehicles



t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Medium Refuse Vehicle (3 axle)
Overall Length 9.010m
Overall Width 2.450m
Overall Body Height 3.742m
Min Body Ground Clearance 0.295m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.200m



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.945m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os base mapping.

issue/revision		
i/r	date	issued description
-	24/04/2025	

client: premier parking ltd
project: premier parking, hulme hall lane
project number: J328596

scale: 1:500@A3
drawing title:
swept path analysis

drawing number:
J32-8596-PS-003