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Stantec

# Squirrel's Bar Transport Statement

For *RLB*

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Date 26 March 2025

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# Document control sheet

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# 1. Introduction

## 1.1 Overview

- 1.1.1 Hydrock, now Stantec (referred to as Hydrock throughout this report) have been instructed by RLB to prepare a Transport Statement [TS] relating to the proposed relocation of Squirrel's Bar [Squirrels] at the University of Manchester [UoM] Fallowfield Campus.
- 1.1.2 Squirrels is proposed to be relocated to the west of The Armitage Sports Centre on land that is currently a restricted car park with approximately 20 spaces.
- 1.1.3 Squirrels currently resides in the Fallowfield campus which consists of:
  - » Student Halls including Oak House, Woolton Hall, Ashburne Hall and Sheavyn House, Richmond Park, Uttley House, and Unsworth Park;
  - » Owens Park student halls which are currently under demolition;
  - » FIRS Environmental Research Station and Botanical Gardens;
  - » The Limes building (due to be re-located);
  - » Vehicular parking; and
  - » Armitage Sports Centre
- 1.1.4 The relocation of Squirrels is part of a wider redevelopment of the Fallowfield Campus that relates to an approved application submitted in September 2023 (Ref: 138126/00/2023), which related to:
  - » Outline planning application (with access only in detail) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500sqm of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200sqm of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads.
- 1.1.5 The application was approved in January 2024 by Manchester City Council Planning and Highways Committee. The plans include the regeneration of Owens Park, Oak House and Woolton Hall. **This TS relates only to the relocation of Squirrel's Bar which currently resides within the area for Oak House.** The Fallowfield campus and redevelopment area for the above application is shown below in **Figure 1.1**.

Figure 1.1: Fallowfield Campus



1.1.6 This TS considers the impact of the proposed development on the local highway network.

## 1.2 Local Authority Engagement

1.2.1 A pre-application scoping email was sent to Manchester City Council [MCC] Highways on 28 February 2025. A response was received on 6 March 2025, noting:

- » A car parking assessment should be undertaken to understand the existing capacity at the overflow car park. It is understood that car parking surveys will be undertaken as part of the Owens Park UoM Fallowfield Campus redevelopment. Therefore, it is recommended that Hydrock liaise with the consultant for the Owens Park redevelopment to understand whether this overflow car park has been assessed.
- » Will the existing vehicular access point off Chancellors Way be retained?
- » Footway provision should be made within the site connecting to the wider footway for access to surrounding amenities. Observations currently indicate that the footway ceases at the junction between the existing vehicular access point and Chancellors Way.
- » Cycle parking provision for staff.
- » Observations indicate that the car park is also used by LGVs/HGVs with an existing loading bay door to The Armitage Sports Centre. Will the proposed development affect the servicing arrangement for The Armitage Sports Centre? Appropriate swept path analysis should be provided using the largest anticipated delivery vehicle associated with the sports centre.

1.2.2 A copy of the scoping email and response is shown within **Appendix A**.

1.2.3 This TS will look to address comments made by MCC.

## 1.3 Report Purpose

- 1.3.1 This TA has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document. It sets out the transport matters relating to the development and provides details of the development proposals, including an assessment of predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.
- 1.3.2 This TS aims to demonstrate the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be access via sustainable modes.

## 1.4 Structure of Report

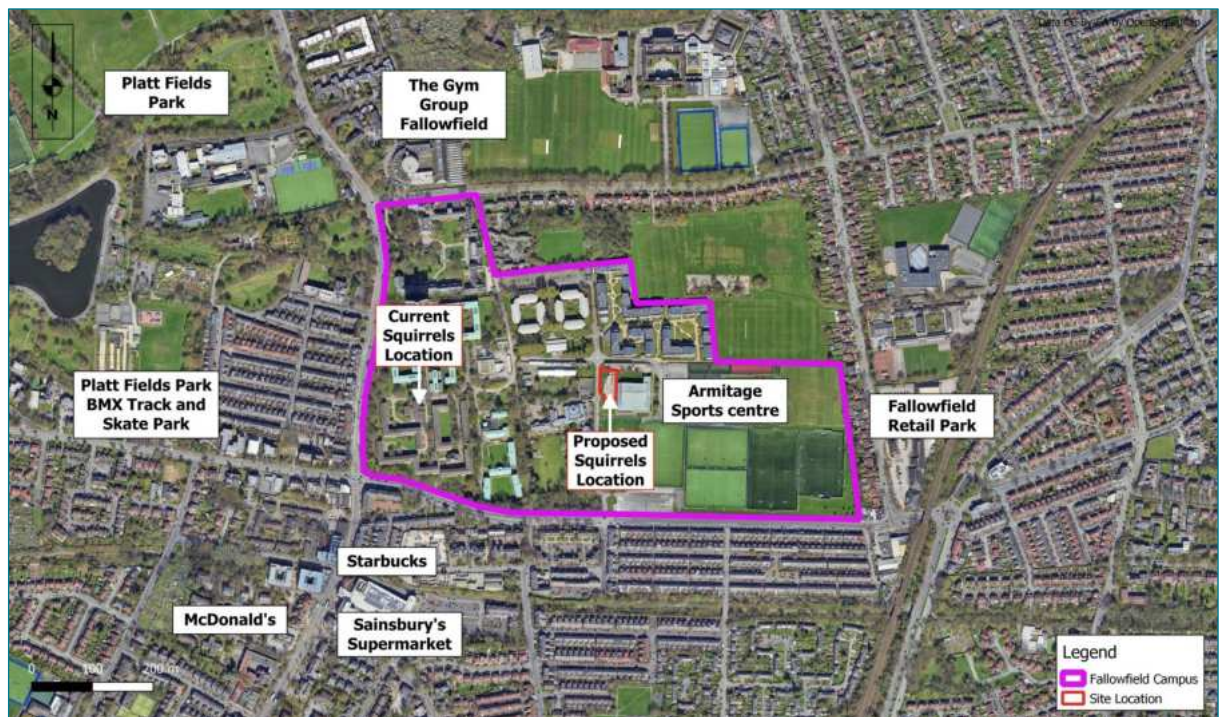
- 1.4.1 This report comprises seven sections, including this introduction:
- » **Section 2** offers a site description and review of existing conditions;
  - » **Section 3** considers the relevant national and local transport policy;
  - » **Section 4** assesses the accessibility of the site;
  - » **Section 5** outlines the development proposals;
  - » **Section 6** estimates the number of vehicles trips generated by the development and future baseline traffic conditions on the local highway network; and
  - » **Section 7** sets out the summary and conclusions.

## 2. Existing Conditions

### 2.1 Site Description

- 2.1.1 The proposed development is located within Fallowfield Campus, owned and operated by UoM. The proposed site is bounded by private roads within the campus. Chancellors Way resides to the west of the site with Guntery Lane located to the north. The site is predominantly surrounded by sports complexes, amenities, and student accommodation.
- 2.1.2 The site is located in an extremely sustainable location with a wide variety of local amenities and public transport provision for employees and visitors.
- 2.1.3 **Figure 2.1** below shows the site location plan.

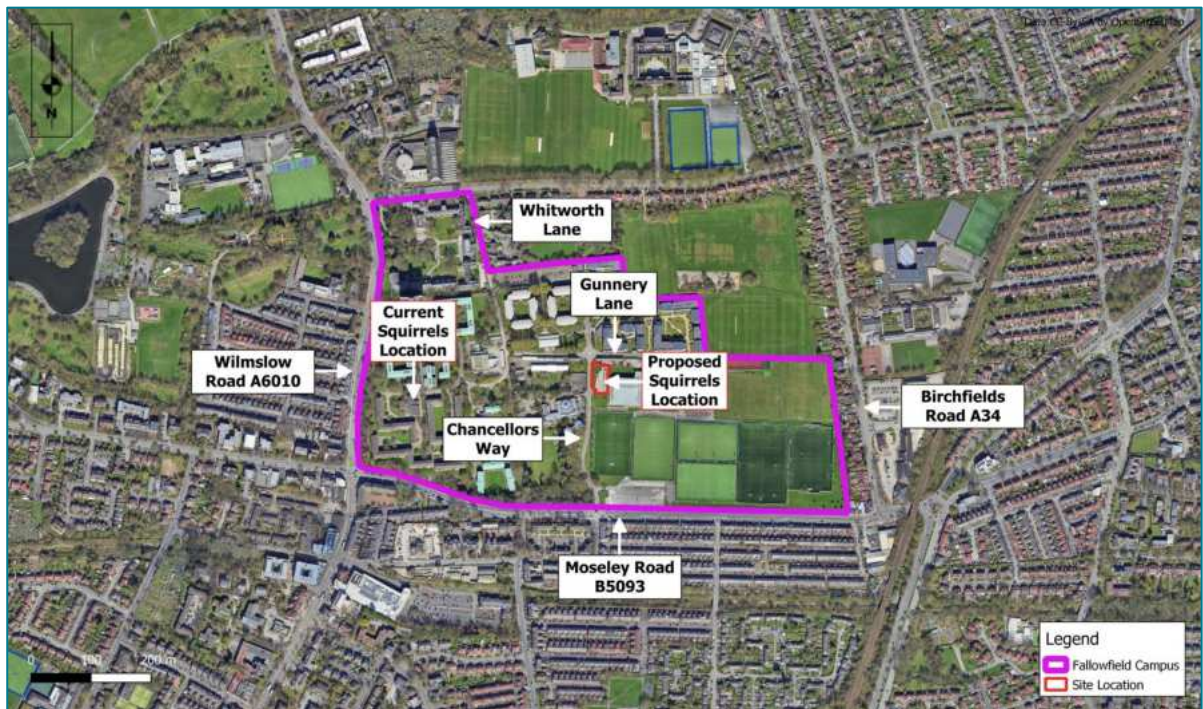
Figure 2.1: Site Location



### 2.2 Highway Network

- 2.2.1 A detailed location plan of the site and surrounding highway network is presented in **Figure 2.2** below.

Figure 2.2: Highway Network



2.2.2 **Table 2.1** below presents the key characteristics of the existing roads immediately surrounding the site.

| Road Name                 | Classification                                                                                                                                        | Pedestrian Infrastructure                                                                                                              | Cyclist Infrastructure                                                                     | Public Transport Infrastructure                                | Speed Limit                                                 | Street Lighting | Restrictions/ Parking/ Loading Provision                                                                                                 |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Chancellors Way</b>    | Private - with barrier-controlled access<br>Single carriageway, c. 5.6m. narrows to c. 4.8m where site access junction is located                     | Footpath to the east of the carriageway c. 1.6m wide. Zebra crossings to the northwest of the site at a mini roundabout                | No dedicated cycling infrastructure however the road is restricted and will be very quiet. | Closest bus stop to the site is on Moseley Road.               | 10mph - traffic calming measures in the form of speed humps | Present         | Double yellow lines on both side of the carriageway which run for the majority of the road. Multiple carparks within Fallowfield campus. |
| <b>Gunnery Lane</b>       | Private - with barrier-controlled access<br>Single carriageway, c. 5.8m. Widens to c. 6m upon entrance into Armitage Sports Centre carpark.           | Footpath to the north of the road, c. 1.2m. Zebra crossings at the entrance to the Armitage Sports Centre carpark.                     | No dedicated cycling infrastructure however the road is restricted and will be very quiet. | Closest bus stop to the site is on Moseley Road.               | 10mph - traffic calming measures in the form of speed humps | Present         | Double yellow lines on both side of the carriageway which run for the majority of the road. Multiple carparks within Fallowfield campus. |
| <b>Moseley Road B5093</b> | Public<br>The eastbound direction is generally a dual carriageway while the westbound side has some variations between dual and single carriageway to | Footways on both sides of the carriageway, c. 3.5m.<br>Dedicated signalised pedestrian crossing facilities are present along the road. | Cycle lanes and Advanced Stop Lines for cyclists at junction.                              | Multiple bus stops present along the full extent of this road. | 40mph                                                       | Present         | Eastbound side of the road has some dedicated-on street parking.                                                                         |

|                            | account for on street parking.                                                                                                                                                                                       |                                                                                                                                          |                                                                                                                                                                              |                                                                                                                                                                          |       |         |                                                                                                                                   |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>Wilmslow Road A6010</b> | <p>Public</p> <p>Connects to Oxford Road providing a direct route to Manchester Campus.</p> <p>Generally, a single carriageway road with some exceptions where an extra lane is present for cycle and bus lanes.</p> | <p>Footways on both sides of the road, c. 3m.</p> <p>Dedicated signalised pedestrian crossing facilities are present along the road.</p> | <p>Dedicated cycle lanes on northbound and southbound sides of the road.</p> <p>Advanced Stop Lines for cyclists at junction.</p> <p>Beryl Bike stands along this route.</p> | <p>Multiple bus stops present along the full extent of this road. Dedicated bus lanes found for the majority of the northbound route towards Manchester City Centre.</p> | 30mph | Present | <p>Double yellow lines with a limited number of on street parking. Signs warning of no parking permitted on verge or footway.</p> |

## 2.3 Accident Analysis

2.3.1 The DfT document "Guidance on Transport Assessment" states that:

- » "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"

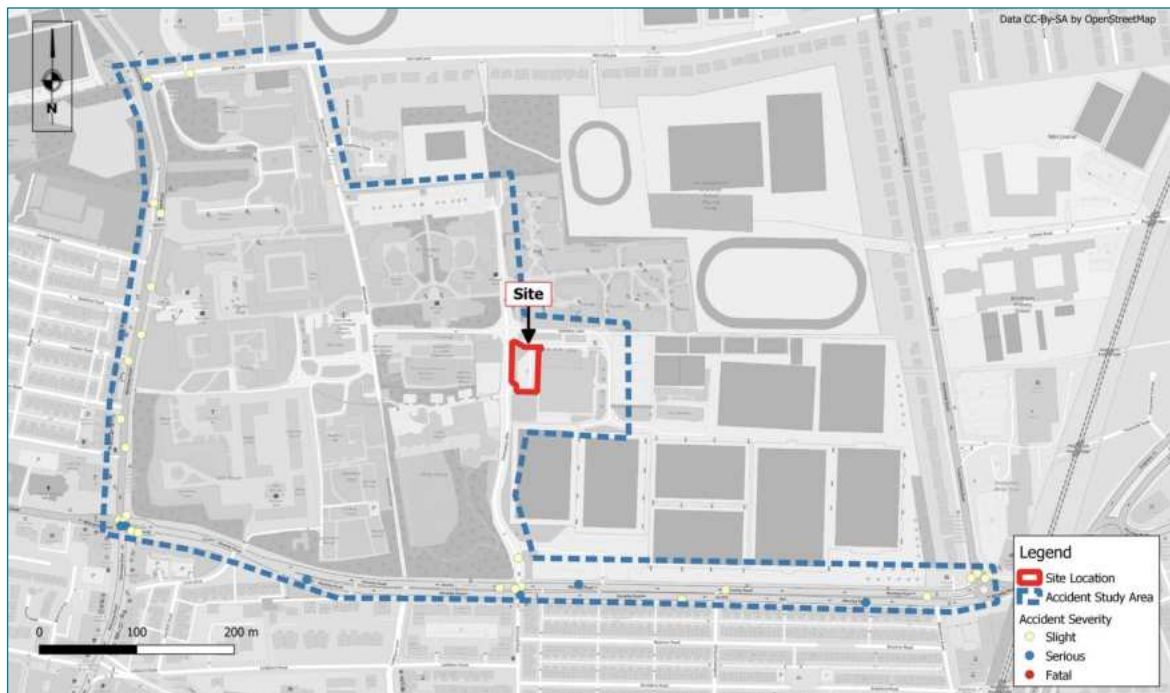
2.3.2 A review of the Personal-Injury Accidents [PIAs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2019 - 31st June 2024) available from DfT's STATS19 dataset.

2.3.3 Accidents within the study area are outlined in **Table 2.1** for the local highway network. The study area is shown in **Figure 2.3** and covers roads anticipated to be used by vehicles associated with the site.

**Table 2.1: Accident Data Summary**

| Year/Severity | Slight | Serious | Fatal | Total |
|---------------|--------|---------|-------|-------|
| 2019          | 7      | 1       | -     | 8     |
| 2020          | 2      | 1       | -     | 3     |
| 2021          | 7      | 3       | -     | 10    |
| 2022          | 4      | -       | -     | 4     |
| 2023          | 5      | 2       | -     | 7     |
| 2024          | -      | -       | -     | -     |
| Total         | 25     | 7       | -     | 32    |

Figure 2.3: Accident Locations



- 2.3.4 An examination of the PIA data revealed that during the five-year period there have been 25 slight accidents and seven serious accidents within the study area: noting:
- » Only one accident occurred within the Fallowfield Campus on Chancellors Way with no other accidents occurring with the Fallowfield Campus private road network.
  - » Five slight and two serious accidents occurred at the junction for Wilmslow Road/ Mosley Road/ Wilbraham Road at the southwest of the study area. This is a busy junction during peak hours with vehicle traffic and high frequency bus services. Therefore because of the frequency of vehicles travelling on these roads the accidents are expected to be high.
  - » Eight slight and one series accident occurred on Wilmslow Road to the west of Fallowfield Campus.
  - » 14 accidents occurred on Mosley Road to the south of the site.
  - » No fatal accidents were recorded.
- 2.3.5 The road network around Fallowfield Campus consists of heavily trafficked roads, with a high volume of vehicle trips, particularly during peak hours, and frequent bus services, which can lead to a higher incidence of accidents compared to the private roads within Fallowfield Campus.
- 2.3.6 Whilst the accidents are unfortunate, it is Hydrock's view that the accident frequency and severity does not indicate any specific highway safety issues associated with the road network.

### 3. Transport Policy

#### 3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

#### 3.2 National Planning Policy Framework

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 109 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 110 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 117).
- 3.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TS considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

### 3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.
- 3.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

### 3.4 Manual for Streets [MfS]

- 3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:
  - » Place;
  - » Movement;
  - » Access;
  - » Parking; and
  - » Drainage and utilities.
- 3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 3.4.4 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 3.4.5 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**.

**Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)**

|                       |                                                                   |
|-----------------------|-------------------------------------------------------------------|
| <b>Consider First</b> | Pedestrians                                                       |
|                       | Cyclists                                                          |
|                       | Public transport users                                            |
|                       | Specialist service vehicles (e.g. emergency services, waste etc.) |
| <b>Consider Last</b>  | Other motor vehicles                                              |

Source: MfS (2007)

### 3.5 Guidelines for Providing for Journeys on Foot

- 3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts.

**Table 3.2: Acceptable Walking Distances**

| Criteria                 | Town Centre (m) | School / Commuters (m) | Elsewhere (m) |
|--------------------------|-----------------|------------------------|---------------|
| <b>Desirable</b>         | 200             | 500                    | 400           |
| <b>Acceptable</b>        | 400             | 1,000                  | 800           |
| <b>Preferred Maximum</b> | 800             | 2,000                  | 1,200         |

### 3.6 Regional Plan - Greater Manchester Transport Strategy - Places For Everyone Joint Development Plan Document

- 3.6.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from this plan.
- 3.6.2 The nine Councils in Greater Manchester have now adopted PfE and will now form part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford. However, the Plan will not cover everything and Trafford Metropolitan Borough Council has produced a Local Plan.
- 3.6.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;
- » Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;

- » Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- » Align with wider Greater Manchester strategies for transport and other infrastructure investment.

3.6.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

3.6.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

### 3.7 Greater Manchester Transport Strategy 2040

3.7.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out Manchester's sustainable mobility plan for the future and forms Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- » Reducing the need to travel by car, and the distance travelled.
- » Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- » Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g., the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- » Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

### 3.8 The Bee Network

- 3.8.1 The Bee Network is *Greater Manchester's vision to deliver a joined-up London-style transport system*. The vision is set to integrate buses, trams, cycling, walking and rail under one umbrella, allowing for seamless sustainable accessibility across the Greater Manchester region. The network will aim to result in a cheaper but more effective system for those looking to travel by public transport. Using the network will be easy via the Bee Network app, which operates using a contactless fares system similar to that used in London. Over 250 bus services in Stockport, Tameside, Trafford and parts of Manchester and Salford joined the Bee Network on 5 January 2025. It means that Greater Manchester has made history as the first area outside London to bring all local bus services under local control in almost 40 years.

### 3.9 Summary

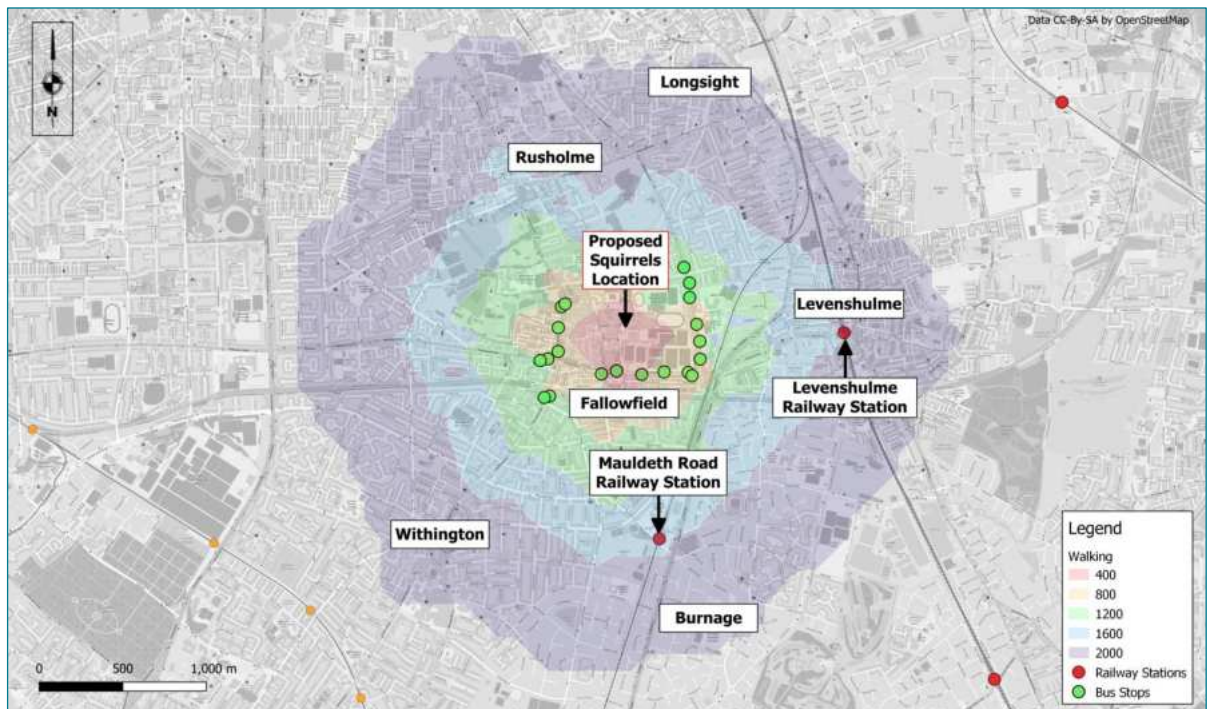
- 3.9.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 3.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

## 4. Accessibility

### 4.1 Access on Foot

- 4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 4.1.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.5 The location of development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.
- 4.1.6 **Figure 4.1** below provides an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping.

Figure 4.1: 2km Walking catchment



4.1.7 There are a number of areas local to the site such as Withington, Rusholme, Longsight, and Levenshulme.

4.1.8 Upon completion, the expanded Fallowfield Campus will provide up to 5,400 student beds, replacing the current older accommodations and adding 3,300 updated bedspaces. This development will increase the student population in the area, making the bar highly accessible to a substantial number of university students. Furthermore, its strategic location near other student-centric areas, including Hulme, Longsight, and Withington, enhances its reach. With Fallowfield's student population currently accounting for 54.7% of the area (2021 census), the bar will be within a short walking distance for many, thereby reducing the reliance on car travel.

## 4.2 Access by Cycle

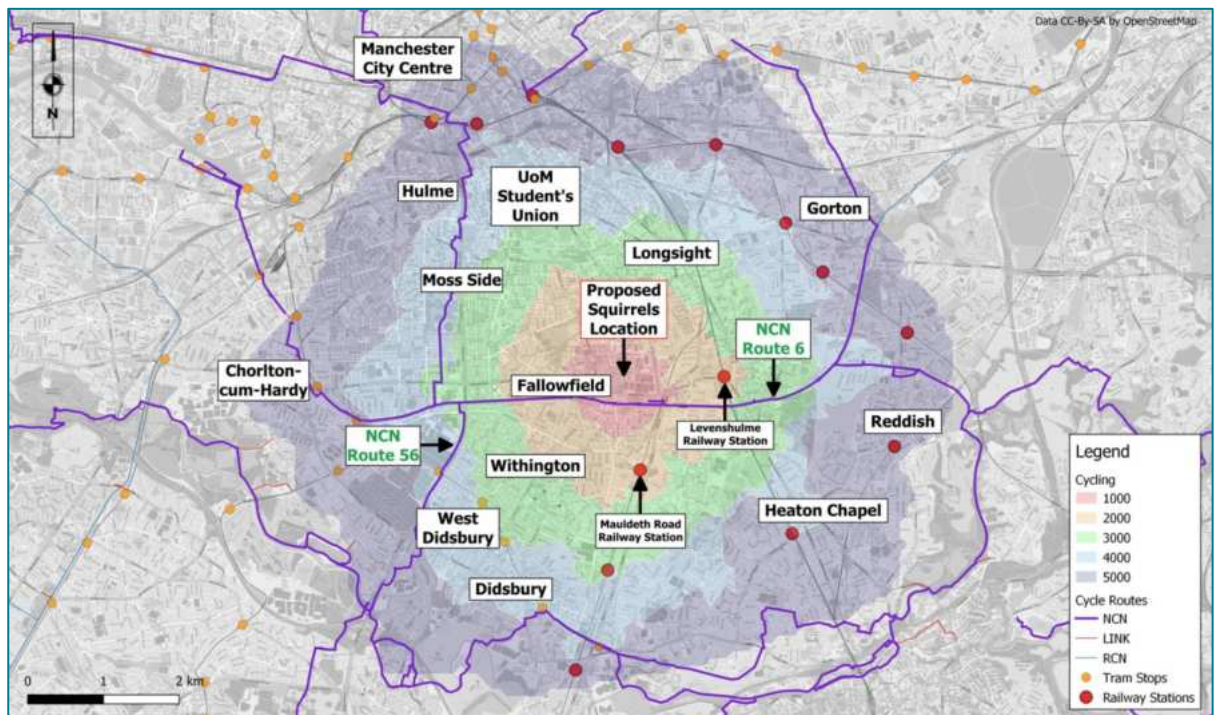
4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

» "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

4.2.2 The general topography surrounding the proposed development site is reasonably flat, which should encourage people to travel by bike.

- 4.2.3 The local highway network is generally conducive to encourage cycling through relatively wide carriageways. Dedicated cycle lanes can be found on busier roads including Advanced Stop Lines for cyclists at road junctions to increase efficiency and safety along Wilmslow Road which connects to Oxford Road and can take cyclists to UoM Students' Union within 3km taking approximately ten minutes.
- 4.2.4 It is noted that at present, both Buses and Metrolink Trams only allow fold-up bikes on board, however this is an area/service that TfGM are potentially looking to improve in the future.
- 4.2.5 **Figure 4.2** below provides an extract of the indicative 5km cycling catchment plan, again using GIS software - Basemap's Visography (TRACC) program, and is equivalent to a typical cycle time of 15-20 minutes. A copy of the full walking catchment is provided in **Appendix B**.

**Figure 4.2: 5km Cycling Catchment**



- 4.2.6 There are a number of areas local to the site such as Withington, Didsbury, Manchester City Centre, UoM Students' Union, and Gorton.
- 4.2.7 In addition to the existing local cycle infrastructure, there are multiple national, regional, and local cycling routes in near proximity to the site. The main national cycle routes are briefly described below:
- » Route 6 of the National Cycle Network passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere;
  - » Route 55 of the National Cycle Network is open between Stoke-On-Trent and Marple, and around Stockport, Manchester and Wigan;

- » National Route 56 of the National Cycle Network is open and signed from Chester to Wallasey and via the Mersey ferry to Liverpool and National Route 62 - the Trans Pennine Trail; and
- » Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loopline.

4.2.8 There are 309 Sheffield Stands across the campus within a mix of uncovered and cycle parking hubs, there is a total of 618 cycle parking space within Fallowfield Campus including a Beryl Bike (Starling Bank Bikes) stand, detailed below.

### 4.3 Starling Bank Bikes

4.3.1 Greater Manchester's first publicly operated, self-service, 24/7 bike hire scheme is running in parts of Manchester, Trafford and Salford.

- » An affordable, convenient and quick way to get around for commuters, students and cross city journeys.
- » Managed and funded by TfGM on behalf of the Greater Manchester Combined Authority.
- » Operated by Beryl, an experienced bike share company which operates in London and other areas.

4.3.2 With Bee Network Cycle Hire stations across Manchester, Trafford and Salford, cycle hire stations are handily close to the trams, trains and buses – perfect for everyday commuting or seeing the sights.

4.3.3 The bikes can be hired on a Pay As You Ride (PAYR) basis. Pedal bikes cost 50p to unlock and 5p per minute to ride. E-bikes cost £1 to unlock and 10p per minute to ride. With minute bundles also available for purchase.

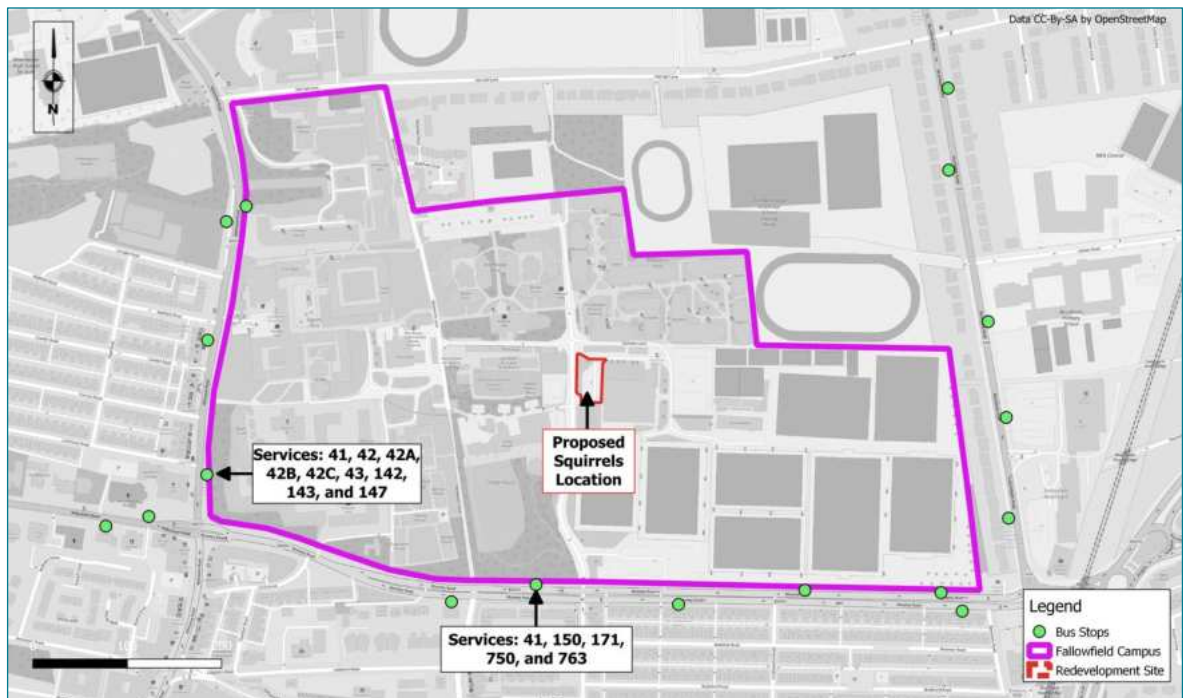
4.3.4 There is a dock for these bikes approximately sixty-meters to the east of the site within the Armitage Sports Centre car park.

### 4.4 Access by Bus

4.4.1 There are a number of bus stops located within 400m of the development. The closest bus stops to the site are located on Moseley Road to the south of the site and Wilmslow Road, to the east of the site. The closest stops on Moseley Road have timetable information present, on Wilmslow Road timetable information is present as well as a shelter.

4.4.2 A map illustrating the location of the bus stops is provided in **Figure 4.3**.

Figure 4.3: Bus Stop Map



Source: Google Maps ©

- 4.4.3 Moseley Road is a well-served bus corridor, providing connections to nearby neighbourhoods and densely populated student areas such as Longsight, located to the northeast of the proposed site. However, the site's proximity to Wilmslow Road offers exceptional connectivity throughout Manchester. This route is a key component of Manchester's transport strategy and the Bee Network, providing frequent and reliable services that link the city centre to southern districts, including Withington, Fallowfield, Didsbury, and Manchester Airport. The extensive bus services cater to the large student population at UoM Fallowfield campus.
- 4.4.4 The bus journey from Wilmslow Road to Piccadilly Gardens takes approximately 25 minutes, while the journey to UoM Students' Union is just 14 minutes. Services operate every one to two minutes, making the timetable information too extensive to summarise in this report.
- 4.4.5 With high bus availability and reliability in this area, people are well-connected to Fallowfield Campus and can easily travel to and from Squirrels Bar without needing to rely on private cars.
- 4.4.6 The Bee Network also offers a student ticket, valid from 1 September to 30 June, which can be used at any time on Bee Network buses for £330. Single tickets are priced at £2, and day tickets at £5, making buses an affordable and safe mode of transport within Manchester.

- 4.4.7 In conclusion, the site benefits from excellent bus access and existing infrastructure, offering an attractive and viable alternative to car journeys. Given the high frequency of services, buses provide a significant and practical option for reducing single-occupancy car use.

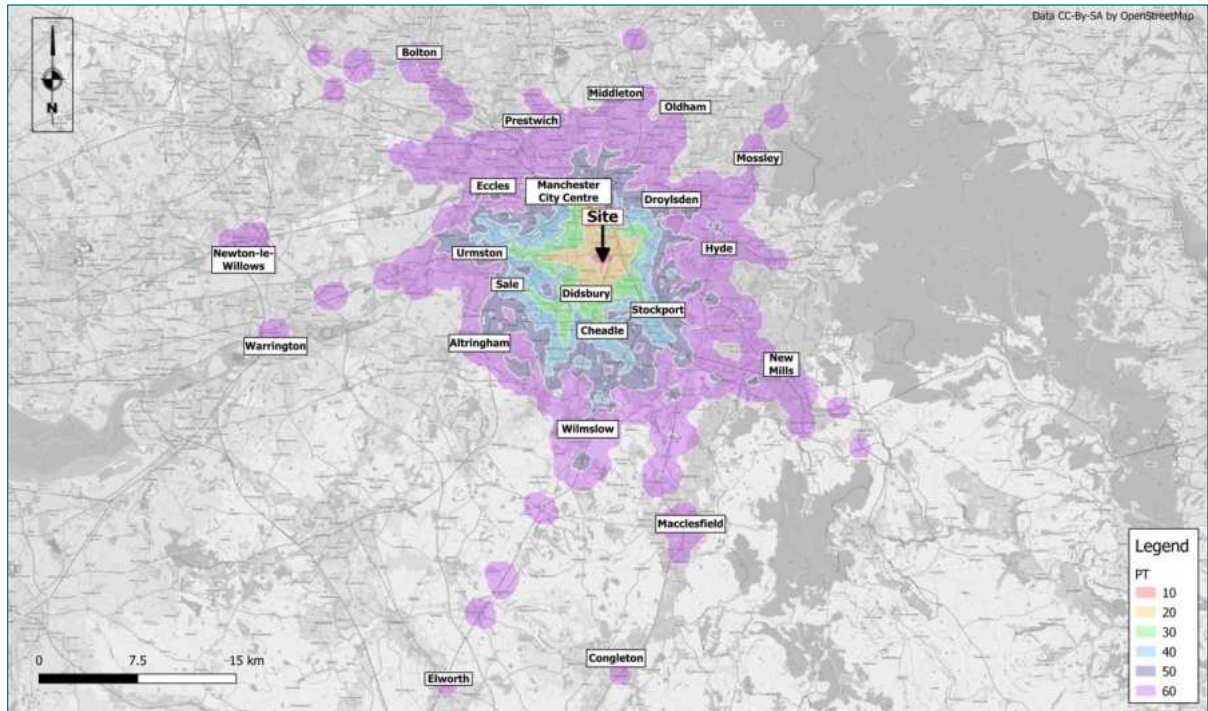
## 4.5 Access by Rail

- 4.5.1 As seen in **Figure 4.1** and **Figure 4.2** Levenshulme Railway Station is the closest station to the site and can be reached within the 2km walking and 5km cycling journey catchments. It can also be reached by Bus from Moseley Road.
- 4.5.2 The station has trains operated by Northern and provides frequent and direct routes to many areas including: Stockport, Cheadle Hulme, Wilmslow, Crewe, and Manchester Picadilly. The departures to Manchester Picadilly are frequent with a journey time of approximately seven-minutes, and is a key hub for national and regional travel. The station offers frequent journeys and direct routes to London, Birmingham, Leeds, and Edinburgh. In addition to local commuter locations such as Heaton Chapel, Stockport, Macclesfield, Burnage, Wilmslow and Manchester Airport amongst others. Again, the volume of train services is too numerous to list exhaustively in this report.

## 4.6 Access by Public Transport

- 4.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site.
- 4.6.2 The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Warrington, Altrincham, Droylsden, and Wilmslow are all within a 60-minute public transport journey.
- 4.6.3 **Figure 4.4** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Appendix B**.

Figure 4.4: 60-minute Public Transport Catchment



## 4.7 Conclusion

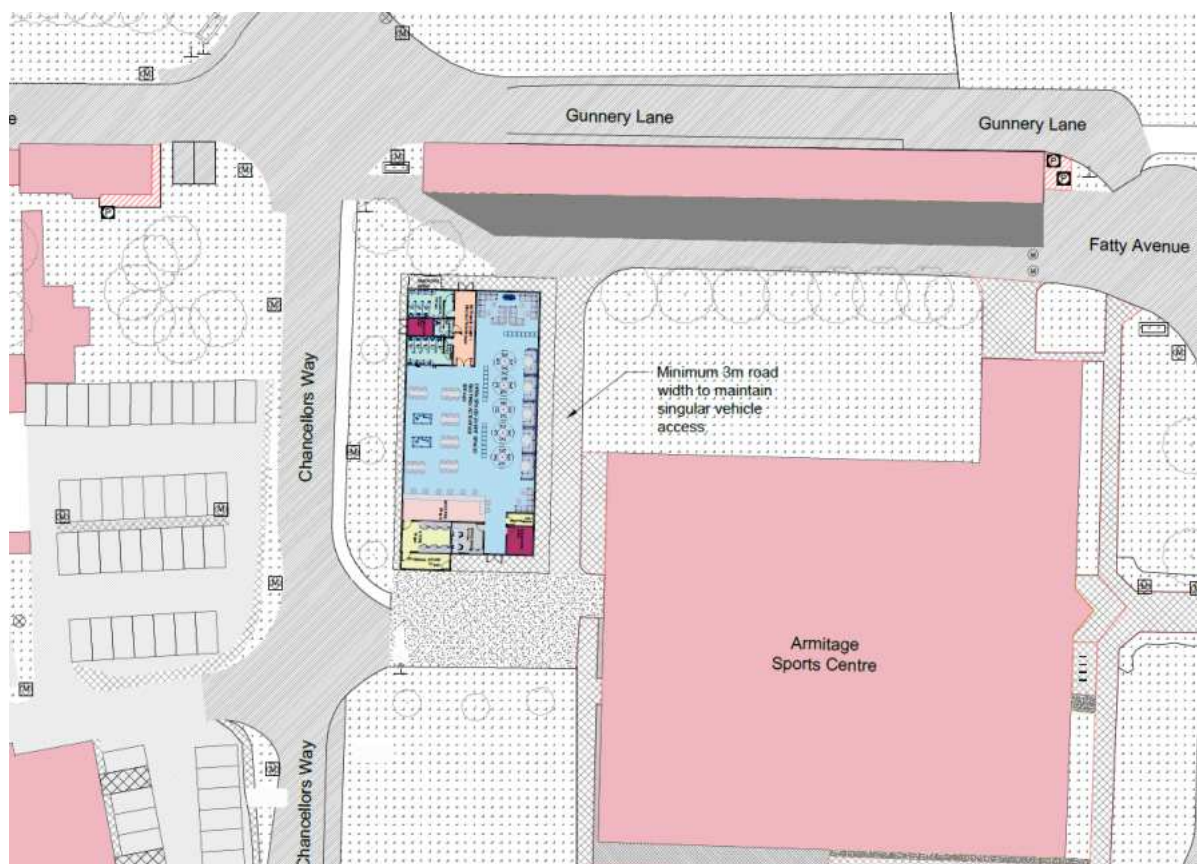
- 4.7.1 To summarise, the proposed development is located within a sustainable location, and is well located to make use of the existing and proposed transport links in addition to pedestrian and cycle routes.
- 4.7.2 Given that the development is a drinking establishment, it is anticipated that visitors will primarily depend on sustainable transport options, such as buses, for their onward journeys. This reliance on public transport is expected to reduce the likelihood of patrons using private cars for their travel.

## 5. Development Proposal

### 5.1 Introduction

- 5.1.1 The development proposal relates to the relocation of Squirrels that is located within the University of Manchester's Fallowfield Campus. The bar is currently located within the area for Oak House student accommodation and is planned to be relocated to next to The Armitage Sports Centre, which is also located in Fallowfield Campus.
- 5.1.2 The land for the proposed relocation of Squirrels is currently a restricted overflow car park with approximately 20 informal spaces. Any parking within this carpark can be accommodated within additional nearby carparking facilities.
- 5.1.3 The development is expected to have a Gross Internal Area [GIA] of 459sqm.
- 5.1.4 The proposed site layout is illustrated in **Figure 5.1** below with a copy of the layout and floor plans, located at **Appendix C**.

**Figure 5.1: Proposed Site Layout**



Source: RLB

### 5.2 Proposed Site Access Arrangement

- 5.2.1 The primary site access will be via an existing priority T-junction on Chancellor's Way that is within a barrier-controlled area. The access is adjacent to an access junction for Uttley House a student accommodation with an associated carpark.

### *Pedestrian Access*

- 5.2.2 Pedestrian access will be taken from the priority T-junction on Chancellor's Way, in addition to an existing footpath to the north of the site that will connect to a proposed footpath to the bar. A footpath runs along Chancellors Way and zebra crossings are present at the roundabout allowing for good accessibility within the campus.

### *Cycle Access*

- 5.2.3 The main access point for cyclist is from Chancellors Way/ Moseley Road junction. While Chancellors Way has no cycle routes it is within the controlled access area so traffic on the road is expected to be minimal, furthermore, the speed limit is 10mph making it a safe area for cycling.

## **5.3 Servicing and Delivery**

- 5.3.1 Servicing access and egress points are located around Fallowfield Campus on Moseley Road, Old Hall Lane and Wilmslow Road (now closed for demolition). The primary route for servicing for the site is on Chancellors Way as this route is already used by servicing vehicles for refuse collection and deliveries from the surrounding student accommodation and Armitage Sports Centre. The refuse collection for the sports centre is currently from the land proposed for Squirrels. This is expected to remain the same as the bins do not encroach onto the area for the bar and refuse collection can still take place from the site using the existing T-junction.
- 5.3.2 Servicing is planned to occur before the bar's opening hours, ensuring that servicing vehicles will not interfere with the bar's operation. The opening hours for the venue are expected to be 12pm until 1am daily.
- 5.3.3 A swept path analysis for a 4-Axle Refuse Vehicle and a 7.5T Panel Van has been conducted to demonstrate the servicing arrangements at the site. The swept path analysis can be found in **Appendix D**.

## **5.4 Parking**

- 5.4.1 Hydrock understands that the development will not include parking spaces, as the site is within the Fallowfield campus, where vehicle access is restricted and controlled by barriers. The campus is primarily inhabited by students, many of whom have low car ownership. As outlined in Section 4, sustainable transportation methods will likely be the main mode of travel to the bar, particularly walking. After the completion of the ongoing redevelopment, over 5,400 students are expected to reside within the Fallowfield campus. For those who wish to drive, there are several parking spaces available within the campus. Hydrock identifies four main car parks as follows:
- » Richmond Car Park - 185 spaces
  - » Armitage Centre (Main) - 119 spaces
  - » Chancellors Way - 176 spaces
  - » Uttley House - 87 spaces

- 5.4.2 This results in a total of 567 spaces, with additional formal and informal parking areas near the halls of residence. In total, there are approximately 642 parking spaces within the campus.
- 5.4.3 It is anticipated that visitors and staff will use the Chancellors Way car park, which is not within the barrier-controlled area. A short walk north to Squirrels Bar on Chancellors Way will take around 2 minutes.
- 5.4.4 Hydrock concludes that there are enough parking spaces for both visitors traveling by car and staff working at the venue. However, due to the sustainable transportation options available, as described in Section 4, car usage is expected to be minimal.

#### *Cycle Parking*

- 5.4.5 The development is proposing a provision of approximately 10 external D-rings. Hydrock currently understand that there are 309 Sheffield Stands located throughout the campus, which are a combination of uncovered spaces and those within designated cycle parking hubs. This provides a total of 618 cycle parking spaces. Additionally, a Beryl Bike stand is located to the north of the Armitage Centre. Therefrom sufficient cycle spaces are available for visitors and staff.

## 6. Traffic Impact and Trip Generations

### 6.1 Summary

- 6.1.1 Due to the location of the proposed development in a densely populated student area, surrounded by student accommodation and adjacent to Wilmslow Road, Hydrock expects that most patrons will primarily rely on sustainable transport options, such as walking, cycling, and public transport. As the development involves relocating an existing bar within the access barrier-controlled campus, any vehicle trips associated with the new location are expected to remain consistent with the current venue. Therefore, it is believed that a traditional trip generation exercise would not accurately reflect the actual vehicle trips to the site, given the minimal change in vehicle numbers.
- 6.1.2 Any additional vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- 6.1.3 MCC confirmed in their pre-application scoping response that this is acceptable from, a Highways perspective.

## 7. Summary and Conclusion

### 7.1 Summary

- 7.1.1 Hydrock, now Stantec (referred to as Hydrock throughout this report) have been instructed by RLB to prepare a Transport Statement [TS] relating to the proposed relocation of Squirrel's Bar at the University of Manchester's [UoM] Fallowfield Campus.
- 7.1.2 The bar is proposed to be relocated to the west of The Armitage Sports Centre on land that is currently a restricted overflow car park with approximately 20 spaces.
- 7.1.3 The sustainability assessment shows that the site is accessible by non-car modes. The ability to readily access wider destinations by walking, cycling, bus or rail provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.
- 7.1.4 The site's proximity to Wilmslow Road offers exceptional connectivity throughout Manchester. This route is a key component of Manchester's transport strategy and the Bee Network, providing frequent and reliable services that link the city centre to southern districts, including Withington, Fallowfield, Didsbury, and Manchester Airport. The extensive bus services cater to the large student population at UoM Fallowfield campus.
- 7.1.5 Given the proposed development's location in a densely populated student area, surrounded by student accommodations and adjacent to Wilmslow Road, Hydrock anticipates that the majority of patrons will predominantly utilise sustainable transport options, including walking, cycling, and public transit. Since the development involves relocating an existing bar within a campus that has controlled access barriers, the vehicle trips associated with the new location are expected to remain consistent with those of the current venue.
- 7.1.6 A conventional trip generation assessment is unlikely to provide an accurate representation of actual vehicle trips to the site, as the number of vehicle movements is expected to remain largely unchanged.

### 7.2 NPPF (December 2024 - paragraph 116) states that:

- » "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

### 7.3 Conclusion

- 7.3.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this TS that the proposed development accords with highway access design recommendations and sustainable values and hence there is no basis for highway and transportation objections to the proposals.
- 7.3.2 There are no highways or transport related reasons upon which a refusal of the planning application for the proposals would be justified.

# Appendix A Manchester City Council Scoping

## Paul Skipper

---

**From:** Syed Rahi <Syed.Rahi@manchester.gov.uk>  
**Sent:** 06 March 2025 13:35  
**To:** Paul Skipper  
**Subject:** RE: [Hydrock: 37821-TMBI] Squirrel Bar

**CAUTION:** This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Afternoon Paul,

Thank you for providing the proposed site plan and scope of assessment relating to the relocation of Squirrels Bar at UoM's Fallowfield Campus.

Please see below MCC's Highways response in blue for the proposed development.

Kind regards,

Syed Rahi

Engineer - Highways Development Control  
Neighbourhoods Directorate  
Manchester City Council

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



---

**From:** Paul Skipper <[PaulSkipper@hydrock.com](mailto:PaulSkipper@hydrock.com)>  
**Sent:** 28 February 2025 11:25  
**To:** Rebecca Hesketh <[Rebecca.Hesketh@manchester.gov.uk](mailto:Rebecca.Hesketh@manchester.gov.uk)>  
**Subject:** [Hydrock: 37821-TMBI] Squirrel Bar

**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.

Hi Rebecca,

The reason for my email is in relation to a proposed application relating to Squirrels Bar at the University of Manchester's Fallowfield Campus. The proposals include the relocation of the bar from Oak House onto land currently used as an overflow carpark (circa 20 spaces) to the west of The Armitage Sports Centre. The development is expected to have a Gross Internal Area [GIA] of 400sqm and Gross External Area [GEA] of 426sqm. **Please see proposed site plan attached.**

We just wanted to engage with you on highways scoping advice regarding the preparation of a Transport Statement [TS] relating to the proposed development.

This email is looking to confirm the agreed scope of assessment, as follows.

#### **Development Proposals**

The proposals include the relocation of Squirrels bar which is to remain in Fallowfield Campus with a Gross Internal Area [GIA] of 400sqm. The development will be off Chancellors Way.

#### **Assessments**

This email is looking to confirm the scope of assessment required to satisfy highways related matters. Based on the information given above, we anticipate the following documents to be required to support the planning application.

#### **Transport Statement [TS]**

- Comment on the background / history of the site;
- Provide a description of the existing conditions;
- Consider the national and local transport-related policy documentation, including car parking guidance – **The location of the bar is within the campus which is controlled by barriers and there are two large carparks next to the sports complex, owned by the university. Given the nature of the development and users expected to be students, it is our view that parking will not be necessary for this specific Campus use. In terms of staff parking, staff will be accommodated within existing parking provision with numbers expected to be minimal and monitored as part of the campus wide Travel Plan.**
- Undertake accident analysis of the local highway network;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site;
- Develop any site access drawings to illustrate the design including visibility splays;
- Undertake swept path analysis for parking and waste/delivery/emergency servicing (vehicles to be used are: car, large 4-axle refuse vehicle, 7.5T box van, and Fire Tender) – **Can you confirm this is acceptable, or if any other vehicle type is required? This is acceptable from a Highways perspective.**

The provision of a Transport Statement is acceptable from a Highways perspective.

The following will need to be considered as part of the Transport Statement:

- A car parking assessment should be undertaken to understand the existing capacity at the overflow car park. It is understood that car parking surveys will be undertaken as part of the Owens Park UoM Fallowfield Campus redevelopment. Therefore, it is recommended that Hydrock liaise with the consultant for the Owens Park redevelopment to understand whether this overflow car park has been assessed.
- Will the existing vehicular access point off Chancellors Way be retained?
- Footway provision should be made within the site connecting to the wider footway for access to surrounding amenities. Observations currently indicate that the footway ceases at the junction between the existing vehicular access point and Chancellors Way.
- Cycle parking provision for staff.
- Observations indicate that the car park is also used by LGVS/HGVs with an existing loading bay door to The Armitage Sports Centre. Will the proposed development affect the servicing arrangement for The Armitage Sports Centre? Appropriate swept path analysis should be provided using the largest anticipated delivery vehicle associated with the sports centre.

#### Trip Rates and Trip Generation

Due to the location of the proposed development in a densely populated student area, surrounded by student accommodation and adjacent to Wilmslow Road, Hydrock expects that most patrons, including staff, will primarily rely on sustainable transport options, such as walking, cycling, and public transport. As the development involves relocating an existing bar within the access barrier-controlled campus, any vehicle trips associated with the new location are expected to remain consistent with the current venue. Therefore, it is believed that a traditional trip generation exercise would not accurately reflect the actual vehicle trips to the site, given the minimal change in vehicle numbers.

**Could you confirm whether the reasoning provided for not conducting a trip generation exercise is justified and would be accepted by the LHA? This is acceptable from a Highways perspective.**

Many thanks for your assistance in this matter and should you wish to discuss any of the above further, please do not hesitate to contact myself directly.

Kind regards,

**Paul Skipper** *BSc (Hons) GradCIHT*  
Graduate Consultant | Transportation

**Advance notice:** IT migration is the next step to joining our Stantec colleagues. **This means we'll be technology-free and uncontactable (including phones) from 18:00 on 20 March – 09:00 on 24 March.** Let's talk now if you have any queries.

#### **Hydrock, now Stantec**

100 Barbirolli Square, Manchester, M2 3AB

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Tel: (0161) 233 9880

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**Hydrock is now part of the Stantec family.**

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## Paul Skipper

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**From:** Paul Skipper  
**Sent:** 28 February 2025 11:25  
**To:** Rebecca.Hesketh@manchester.gov.uk  
**Subject:** [Hydrock: 37821-TMBI] Squirrel Bar  
**Attachments:** Squirrels Bar Site Plan.pdf

**Categories:** Scanned by Gekko

Hi Rebecca,

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Kind regards,

**Paul Skipper** BSc (Hons) GradCIHT  
Graduate Consultant | Transportation

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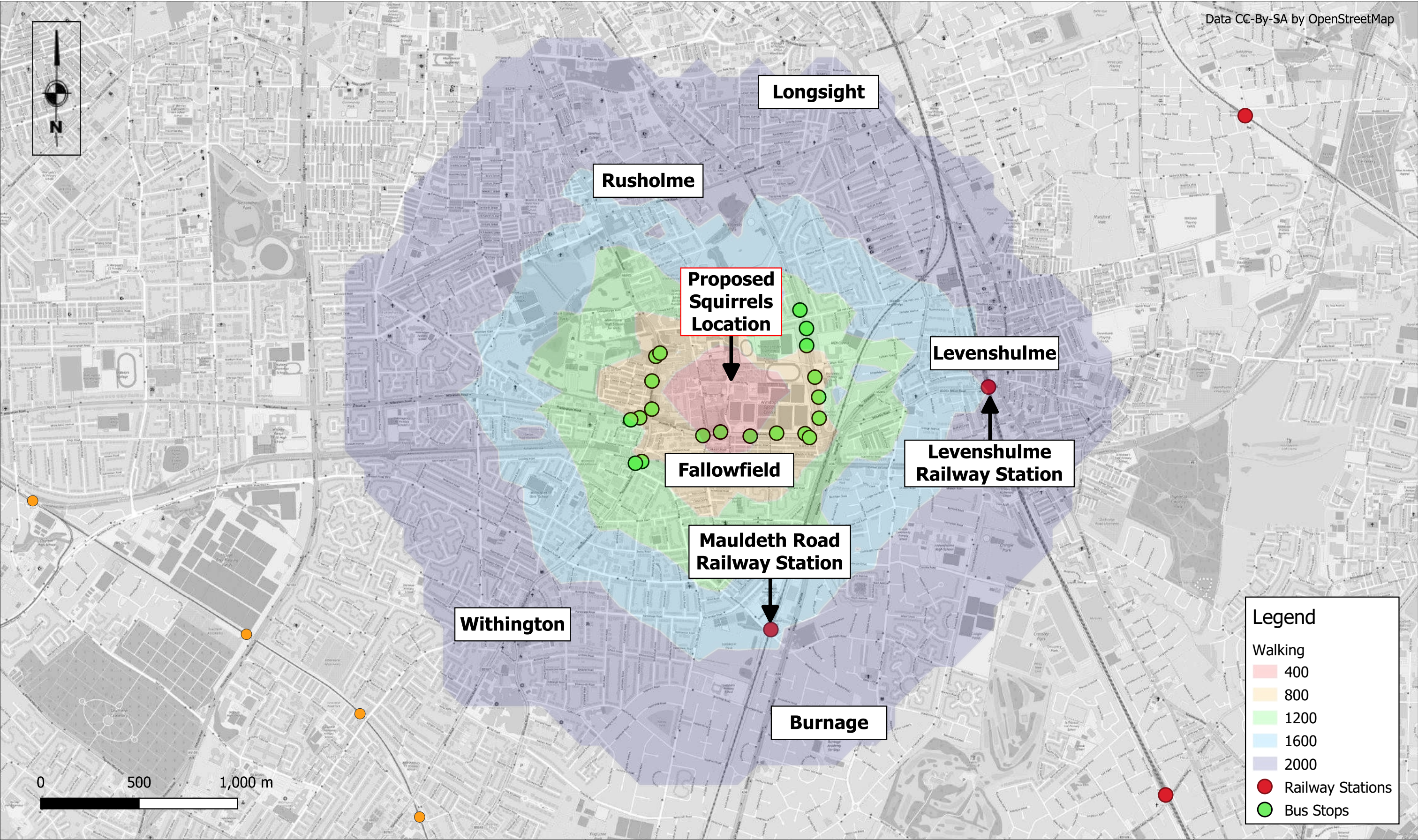
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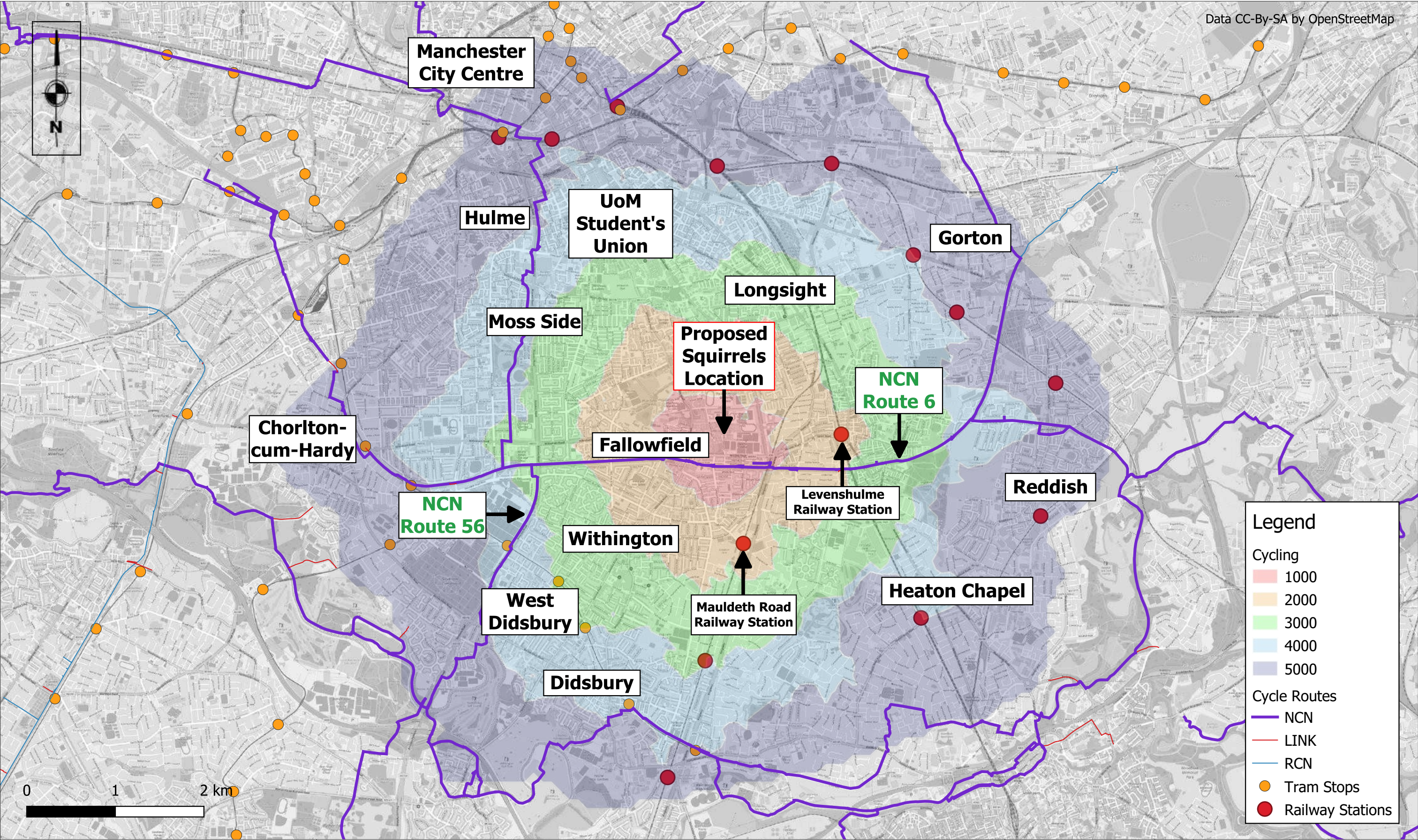
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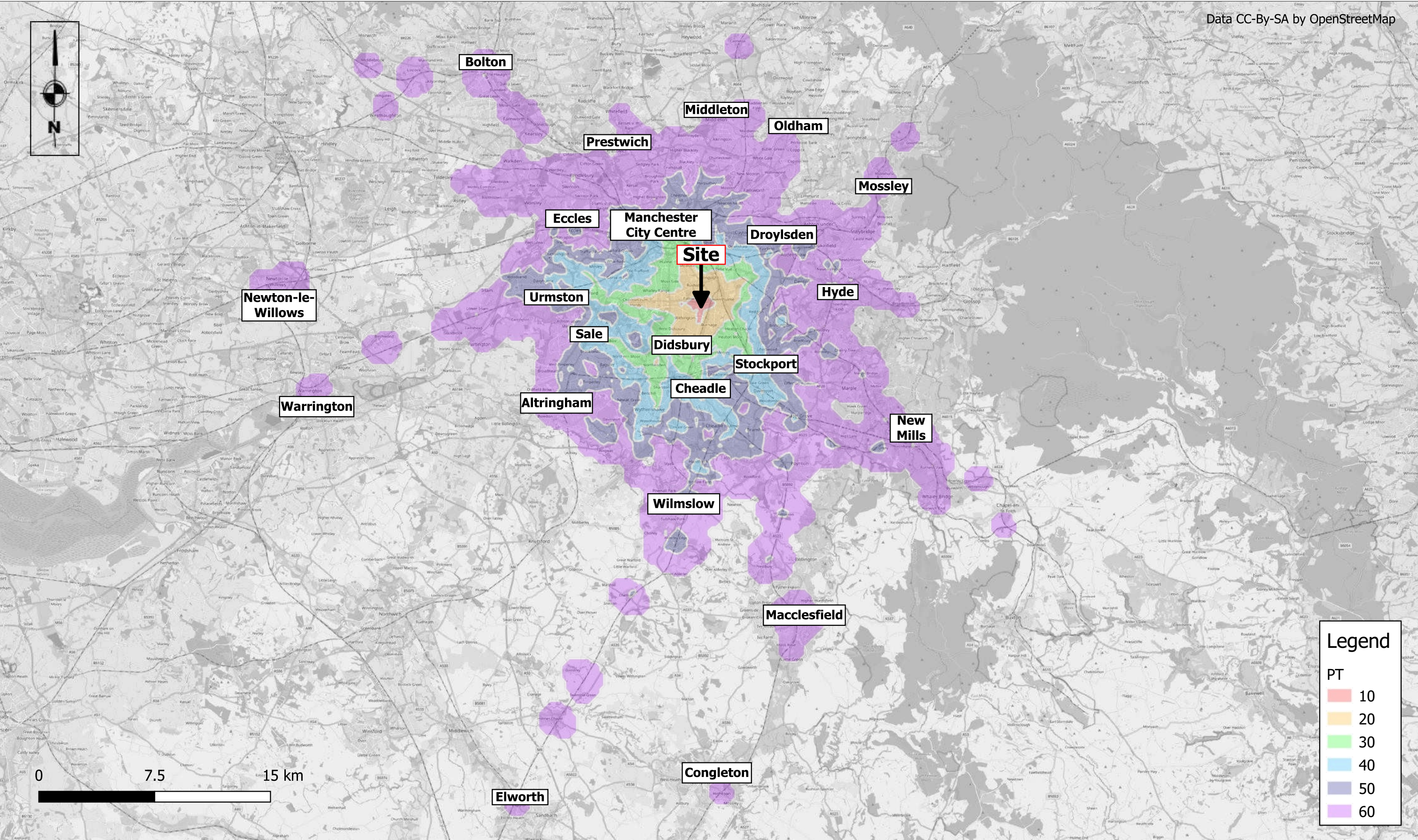
## Appendix B Accessibility



|                                                               |                      |                       |            |         |     |                       |          |    |             |
|---------------------------------------------------------------|----------------------|-----------------------|------------|---------|-----|-----------------------|----------|----|-------------|
| <div><div>Hydrock</div><div>now</div><div>Stantec</div></div> | Project Title        | Drawing Title         | Job Number | By      | Rev | Description           | Date     | By | Drawing No. |
|                                                               | 37821 - Squirrel Bar | Walking Accessibility | 37821      | PS      | P01 | Walking Accessibility | 04.03.25 | PS | 1           |
|                                                               |                      |                       | Date       | Checked | -   | -                     | -        | -  | Figure      |
|                                                               |                      |                       | 04/03/2025 | CR      | -   | -                     | -        | -  |             |
|                                                               |                      |                       | Scale      | Status  | -   | -                     | -        | -  |             |
|                                                               |                      |                       | 1:19,000   | S3      | -   | -                     | -        | -  | 4.1         |

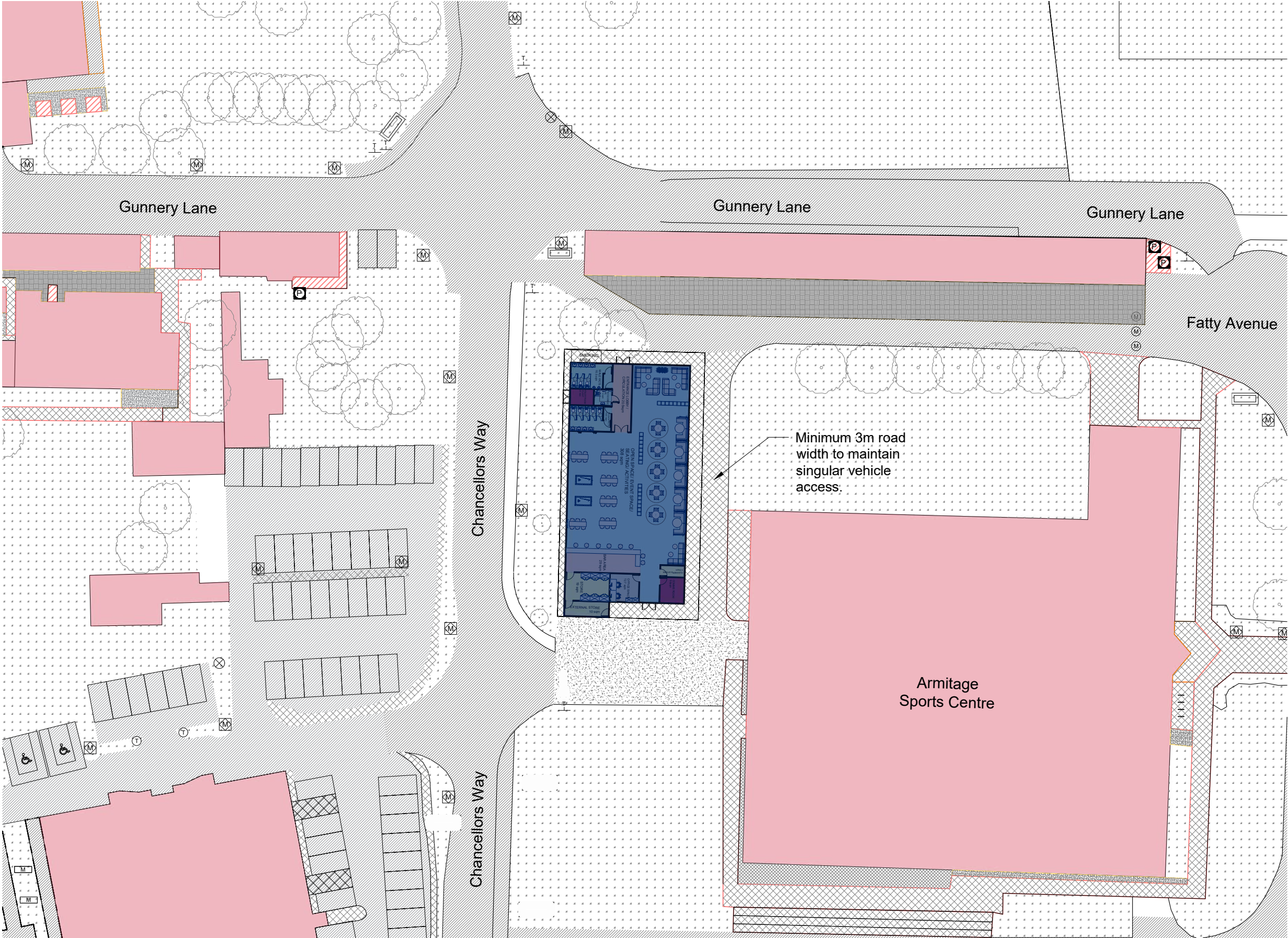


|                                                      |                             |                       |            |         |     |                       |          |    |             |
|------------------------------------------------------|-----------------------------|-----------------------|------------|---------|-----|-----------------------|----------|----|-------------|
| <div>Hydrock</div> <div>now</div> <div>Stantec</div> | Project Title               | Drawing Title         | Job Number | By      | Rev | Description           | Date     | By | Drawing No. |
|                                                      | 37821 - Squirrel Bar<br>XXX | Cycling Accessibility | 37821      | PS      | P01 | Cycling Accessibility | 04.03.25 | PS | 2           |
|                                                      |                             |                       | Date       | Checked | -   | -                     | -        | -  | Figure      |
|                                                      |                             |                       | 04/03/2025 | CR      | -   | -                     | -        | -  |             |
|                                                      |                             |                       | Scale      | Status  | -   | -                     | -        | -  | 4.2         |
|                                                      |                             |                       | 1:40,000   | S3      | -   | -                     | -        | -  |             |



|                                                                          |               |               |            |  |         |     |                  |          |    |             |
|--------------------------------------------------------------------------|---------------|---------------|------------|--|---------|-----|------------------|----------|----|-------------|
| <div><div><div>Hydrock</div><div>now</div><div>Stantec</div></div></div> | Project Title | Drawing Title | Job Number |  | By      | Rev | Description      | Date     | By | Drawing No. |
|                                                                          |               |               | 37821      |  | PS      | P01 | PT Accessibility | 04.03.25 | PS | 2           |
|                                                                          |               |               | Date       |  | Checked | -   | -                | -        | -  | Figure      |
|                                                                          |               |               | 04/03/2025 |  | CR      | -   | -                | -        | -  |             |
|                                                                          |               |               | Scale      |  | Status  | -   | -                | -        | -  | 4.4         |
|                                                                          |               |               | 1:230,000  |  | S3      | -   | -                | -        | -  |             |

## Appendix C Site Layout Plan



LEGEND

PROPOSED SQUIRRELS BAR

EXISTING SURROUNDING BUILDINGS

SOFT LANDSCAPE

EXISTING/ PROPOSED FOOTPATH / ROAD

HARD LANDSCAPE

| Rev | Description             | Date       |
|-----|-------------------------|------------|
| P01 | First issue.            | 06/03/2025 |
| P02 | Updated internal layout | 18/03/2025 |
| P03 | Updated internal layout | 20/03/2025 |

Client:

UOM

Project Title:

SQUIRRELS BAR  
REPROVISION

|         |                 |
|---------|-----------------|
| RLB ID: | Drawing Number: |
| 004150  | 03              |

Drawing Title:

PROPOSED SITE LAYOUT

|          |         |           |
|----------|---------|-----------|
| Stage:   | Status: | Revision: |
| PLANNING | S0      | P01       |

|            |       |        |
|------------|-------|--------|
| Date:      | Size: | Scale: |
| 26/03/2025 | A3    | 1:500  |



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Author: Thomas.Tunstall@uk.rlb.com

QA: Amy Le Vasseur@uk.rlb.com

# PROPOSED SITE LAYOUT

SCALE : 1:500

This drawing is to be read in conjunction with all other associated specifications, schedules, drawings and information issued.

Do **NOT** scale this drawing. Check and verify **ALL** dimensions and levels and on site before work commences. For discrepancies or omissions contact Rider Levett Bucknall.

All work and materials to conform with current applicable statutory legislation and regulations.

All work to comply with Construction Design Management (CDM) 2015.

Drawings to be printed in colour, to the scale stated in the title block:

Print colour check (CMYK)  Print size check  9mm

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0

5m

10m

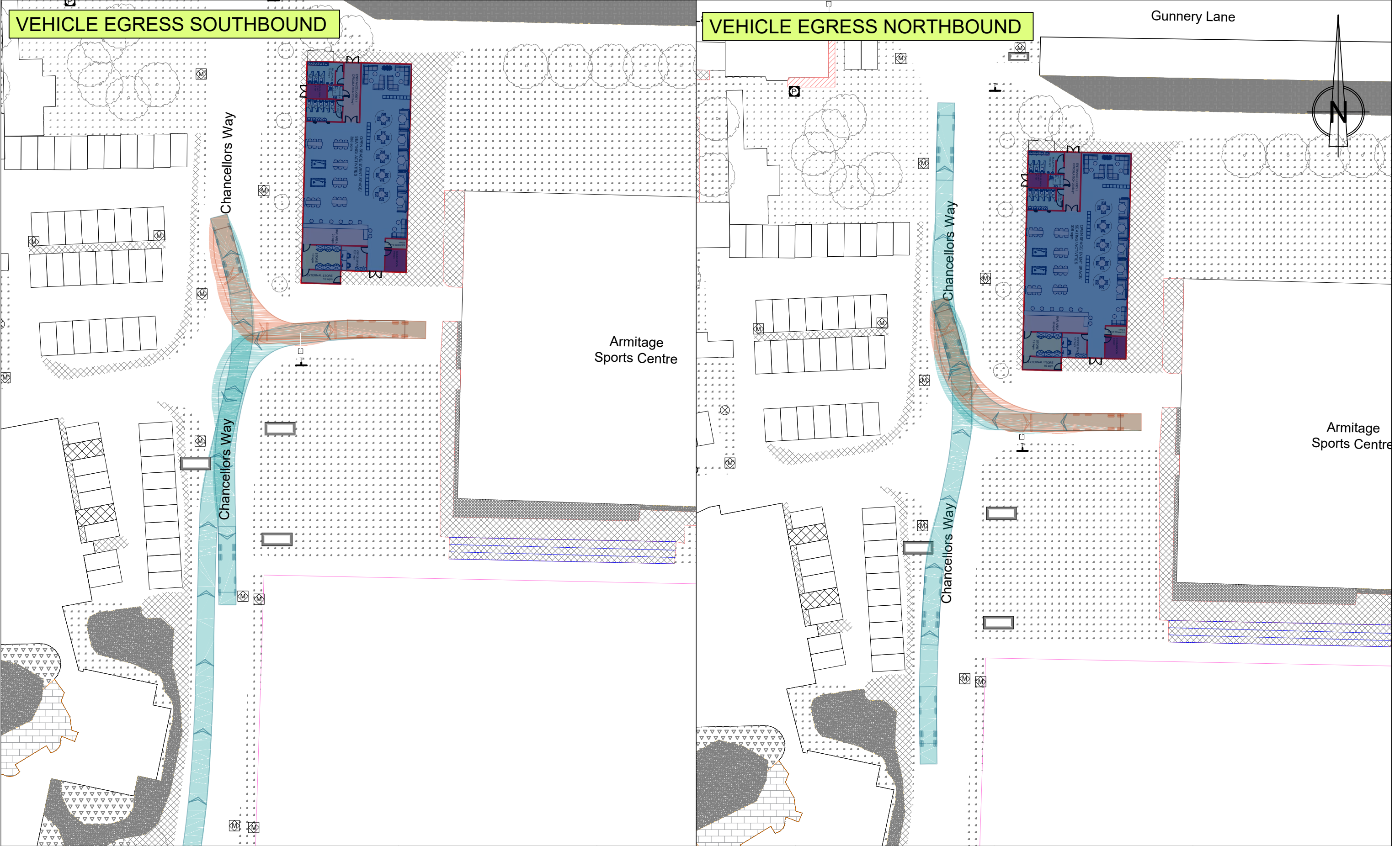
15m

20m

30m

1:500

## Appendix D Servicing Arrangement



Large Refuse Vehicle (4 axle)  
Overall Length 11.347m  
Overall Width 2.500m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Wall to Wall Turning Radius 11.330m

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION  
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN  
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

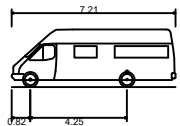
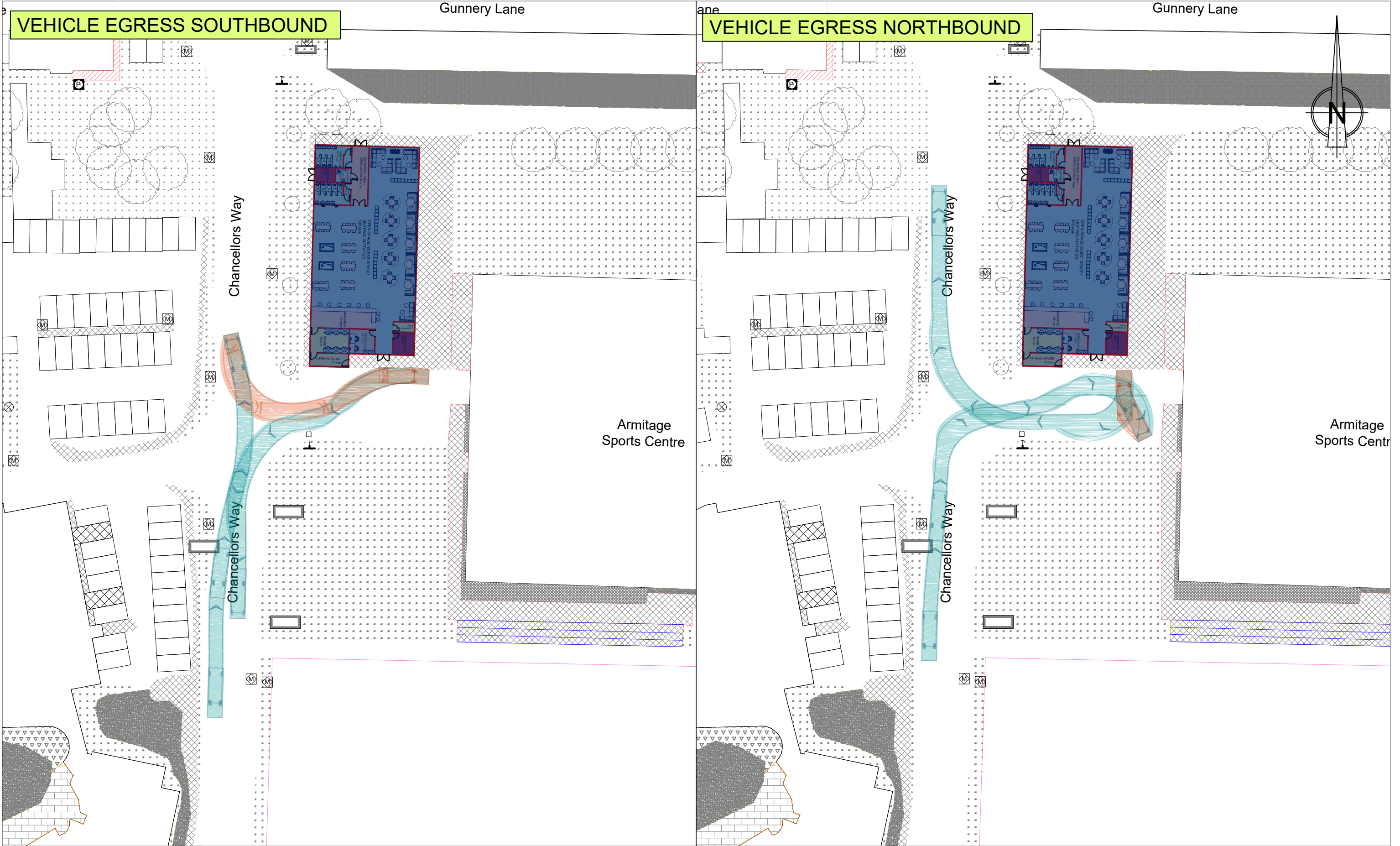
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|----------|-------------|----------|--------|----------|--------|----------|
| P02      | PS          | 26/03/25 | CR     | 26/03/25 | CR     | 26/03/25 |
| P01      | PS          | 04/03/25 | CR     | 04/03/25 | CR     | 04/03/25 |
| REVNOTES | DATE-D      | CHKBY    | DATE-C | APPLY    | DATE-A |          |

CLIENT: RLB

PROJECT: SQUIRRELS BAR

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE (4-AXLE)

|                                                   |                  |
|---------------------------------------------------|------------------|
| HYDROCK PROJECT NO. 37821                         | SCALE @ A3 1:500 |
| STATUS DESCRIPTION: SUITABLE FOR REVIEW & COMMENT | STATUS: S3       |
| DRAWING NO. 37821-HYD-XX-XX-DR-TP-1001            | REVISION: P02    |



7.5t Panel Van  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

7.210m  
2.192m  
2.544m  
0.316m  
1.865m  
4.00s  
7.400m

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

- 1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
- 2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
- 3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

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REVISIONS

| FIRST_ISSUE |         |          |       |          |       |
|-------------|---------|----------|-------|----------|-------|
| P02         | PS      | 26/03/25 | CR    | 26/03/25 | CR    |
| FIRST_ISSUE |         |          |       |          |       |
| P01         | PS      | 04/03/25 | CR    | 04/03/25 | CR    |
| REVNOTES    |         |          |       |          |       |
| REV         | DRAWNBY | DATE-D   | CHKBY | DATE-C   | APPLY |



CLIENT

RLB

PROJECT

SQUIRRELS BAR

TITLE

SWEPT PATH ANALYSIS - 7.5T PANEL VAN

HYDROCK PROJECT NO.  
37821

SCALE @ A3  
1:500

STATUS DESCRIPTION

SUITABLE FOR REVIEW & COMMENT

STATUS

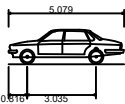
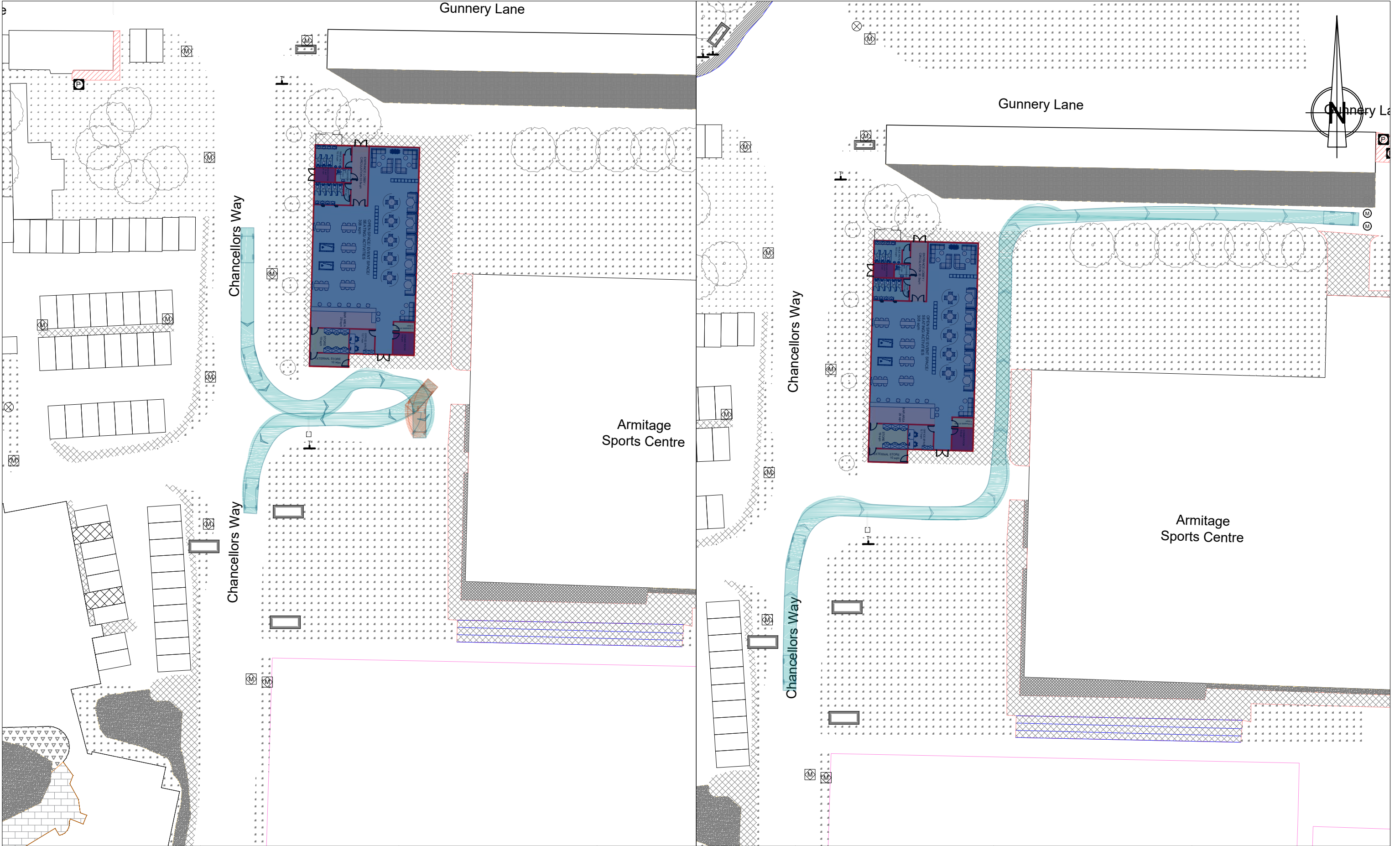
S3

DRAWING NO.

37821-HYD-XX-XX-DR-TP-1002

REVISION

P02



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

- THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
  - THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
  - THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION
- THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

| REV | REVNOTES    | DATE-D   | CHKBY | DATE-C   | APPLY | DATE-A   |
|-----|-------------|----------|-------|----------|-------|----------|
| P02 | FIRST_ISSUE |          |       |          |       |          |
| P5  |             | 26/03/25 | CR    | 26/03/25 | CR    | 26/03/25 |
| P01 | FIRST_ISSUE |          |       |          |       |          |
| P5  |             | 04/03/25 | CR    | 04/03/25 | CR    | 04/03/25 |



CLIENT

RLB

PROJECT

SQUIRRELS BAR

TITLE

SWEPT PATH ANALYSIS - LARGE CAR

HYDROCK PROJECT NO.  
37821

SCALE @ A3  
1:500

STATUS DESCRIPTION

SUITABLE FOR REVIEW & COMMENT

STATUS

S3

DRAWING NO.

37821-HYD-XX-XX-DR-TP-1003

REVISION

P01