

## Technical Note

Date: 23 March 2026

Project: Ryebank Fields, Chorlton

Title: Layout Update – Highways Aspects

### 1. Introduction

- 1.1 This Note has been prepared to provide a review of highways aspects of proposed changes to the scheme layout. The change affects the spine road alignment within the southern area of the site with implications for the location of the sub-station, an internal junction and the parking layout in the immediate vicinity.
- 1.2 The amended layout has been reviewed with swept path analysis for service and emergency vehicle access and also in relation to issues of visibility and proximity of parking spaces to the internal junction in this location, which have previously been the subject of detailed discussion.
- 1.3 Vehicle tracking has also been undertaken to review the revised location proposed for the sub-station.
- 1.4 The principles of the change are set out in Appendix A.

### 2. Review

#### Alignment Change

- 2.1 The change in alignment of the internal spine road within the southern portion of the site has been necessitated by drainage and flood risk requirements. The change essentially maintains the former road geometry at the bend and through to the turning head, but with the separation increased between the road and the site boundary.
- 2.2 A transition section is introduced to achieve the realignment. The proposed layout is shown overlaid on the previous layout in Appendix B, along with key geometric parameters. The carriageway is widened through the bend, as in the previous layout.
- 2.3 As indicated above, updated swept path analysis has been undertaken for service and emergency vehicle types. These are presented in Appendix C and demonstrate that the change will not adversely impact accessibility for large vehicle types.

#### Junction & Parking

- 2.4 As a consequence of the road realignment, the arrangement of the internal junction has been updated and parking bays in the immediate vicinity are proposed to be reconfigured. This area had previously been subject of detailed discussion relating to the proximity of the parking bays/driveways to the junction, including a specific review within the Stage 1 Road Safety Audit (RSA). This was prompted as Manchester City Council has a normal separation requirement of 10m a junction for driveways/parking spaces.
- 2.5 The submitted layout had a driveway positioned 7.1m from the internal junction (east side) and a row of parking bays on the western side, the first of which was positioned 5.6m from the junction, as shown in Figure 2.1 below.

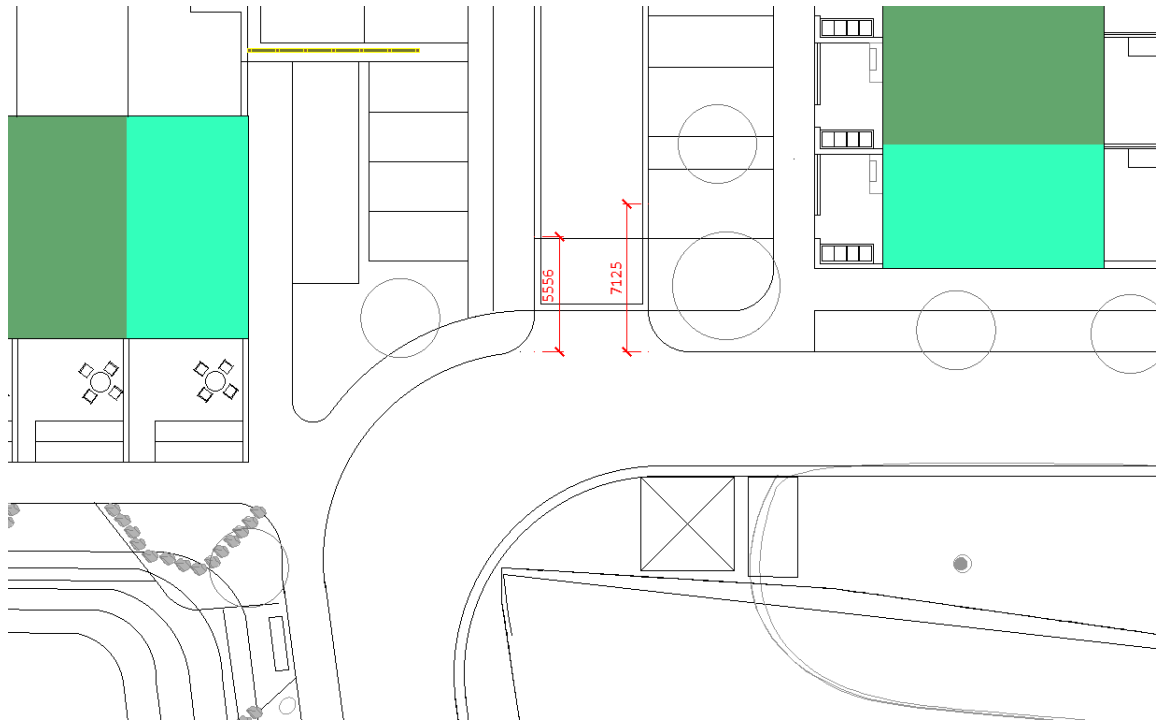


**Figure 2.1:** Driveway & Parking Bay Positions – Submitted Layout

- 2.6 The review of the previous layout considered vehicle tracking and visibility splay implications.
- 2.7 The proposed realignment of the internal road has necessitated that these parking spaces be reconfigured. The proposed arrangement is shown in Figure 2.2 below.



**Figure 2.2:** Driveway & Parking Bay Positions – Proposed Amendments

- 2.8 The amended layout takes the parking bays into a separate parking court, such that none of these spaces are within 10m of the junction. The reconfigured driveway arrangement on the eastern side also increases the separation distance to the first driveway, to over 9m as shown above. These changes are therefore beneficial in both cases, in terms of the spacing issue.

### Substation

- 2.9 The proposed substation within the site has also been relocated. Occasional maintenance access is typically required for substations, normally only requiring van access. However there may be an occasional requirement for a major component to be replaced and in these circumstances a larger HGV may be required. These would typically require a flat bed truck with HIAB.
- 2.10 Swept path analysis has been undertaken for an 18T rigid truck, to illustrate the access arrangement in the event this size of vehicle requires access. The swept path analysis is shown in Appendix D and shows that the vehicle can comfortably approach the sub-station location.

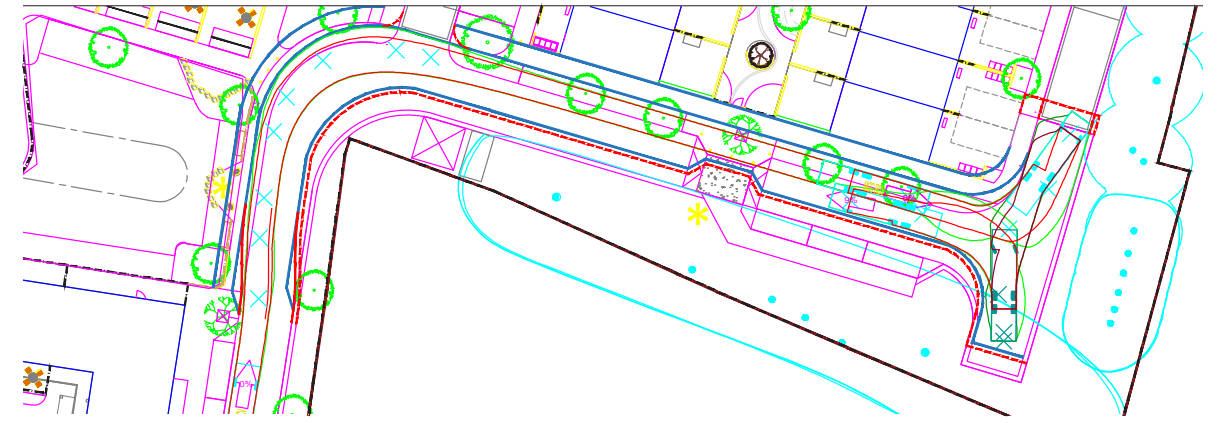
### 3. Summary

- 3.1 This Note has been prepared to set out proposed changes to the layout of the Ryebank Fields development proposal and to consider the implications of the changes in highway terms.
- 3.2 The geometric aspects of the realigned section of internal road are consistent with the design parameters applied previously for the adoptable areas of internal road.
- 3.3 The realigned section of road remains functional and is demonstrated to be suitable for service and emergency vehicle access.
- 3.4 The realignment has necessitated changes to the proposed driveway and parking bay arrangement in the vicinity of an internal junction. These aspects of the previous layout proposal were the subject of extensive review due to the proximity of the parking bays to the internal junction. The proposed arrangement increases the separation distances in all cases and is therefore considered to be beneficial in this respect.
- 3.5 The proposed sub-station has also been relocated within the site. Swept path analysis has been undertaken to demonstrate how the largest vehicle type likely to require access to the sub-station may do so, this being a very occasional requirement should a major component of the substation require replacement.

## Appendix A

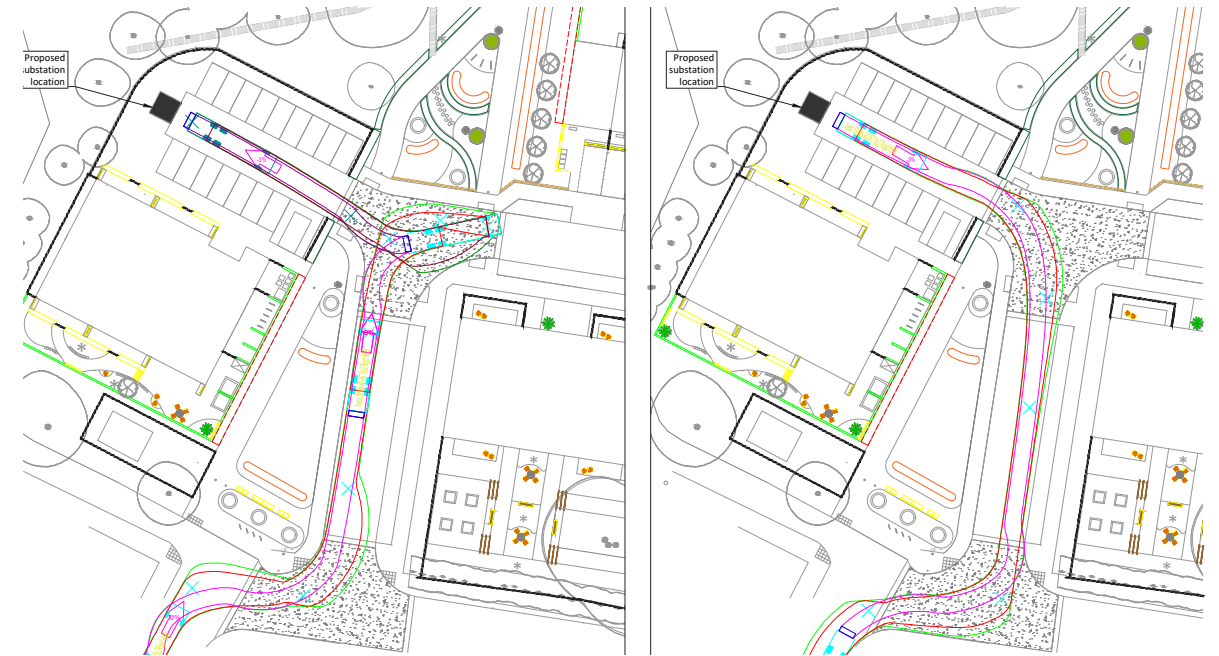
# Proposed Masterplan Updates

## Ryebank



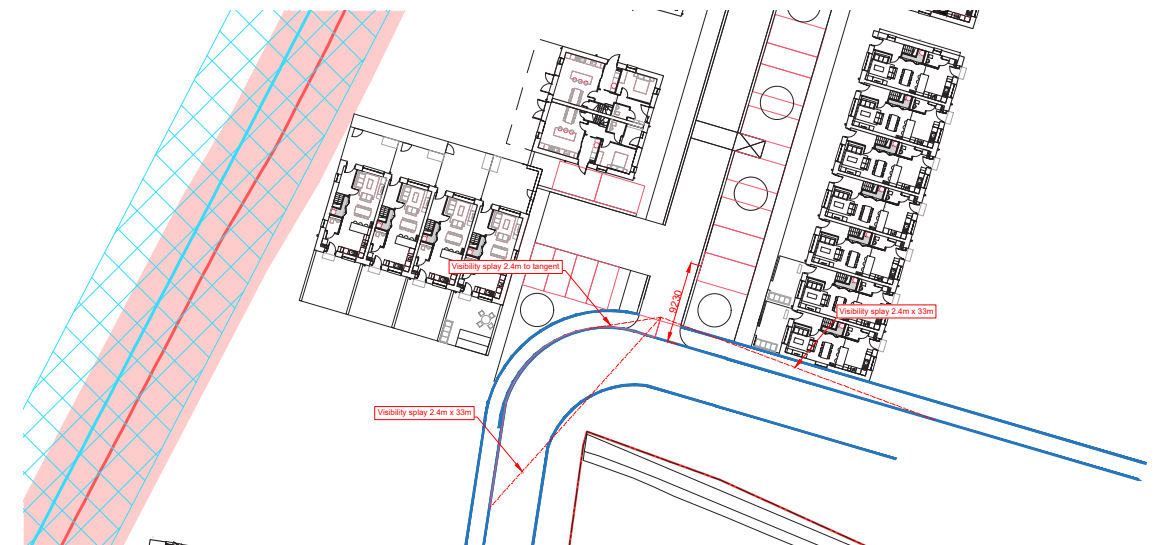
### 1. Road moves North to pavement line.

Loss of raingardens and relocation of new trees within the masterplan. Better layout for RPA of buffer trees.



### 2. Relocate Substation to co-ordinate with road realignment.

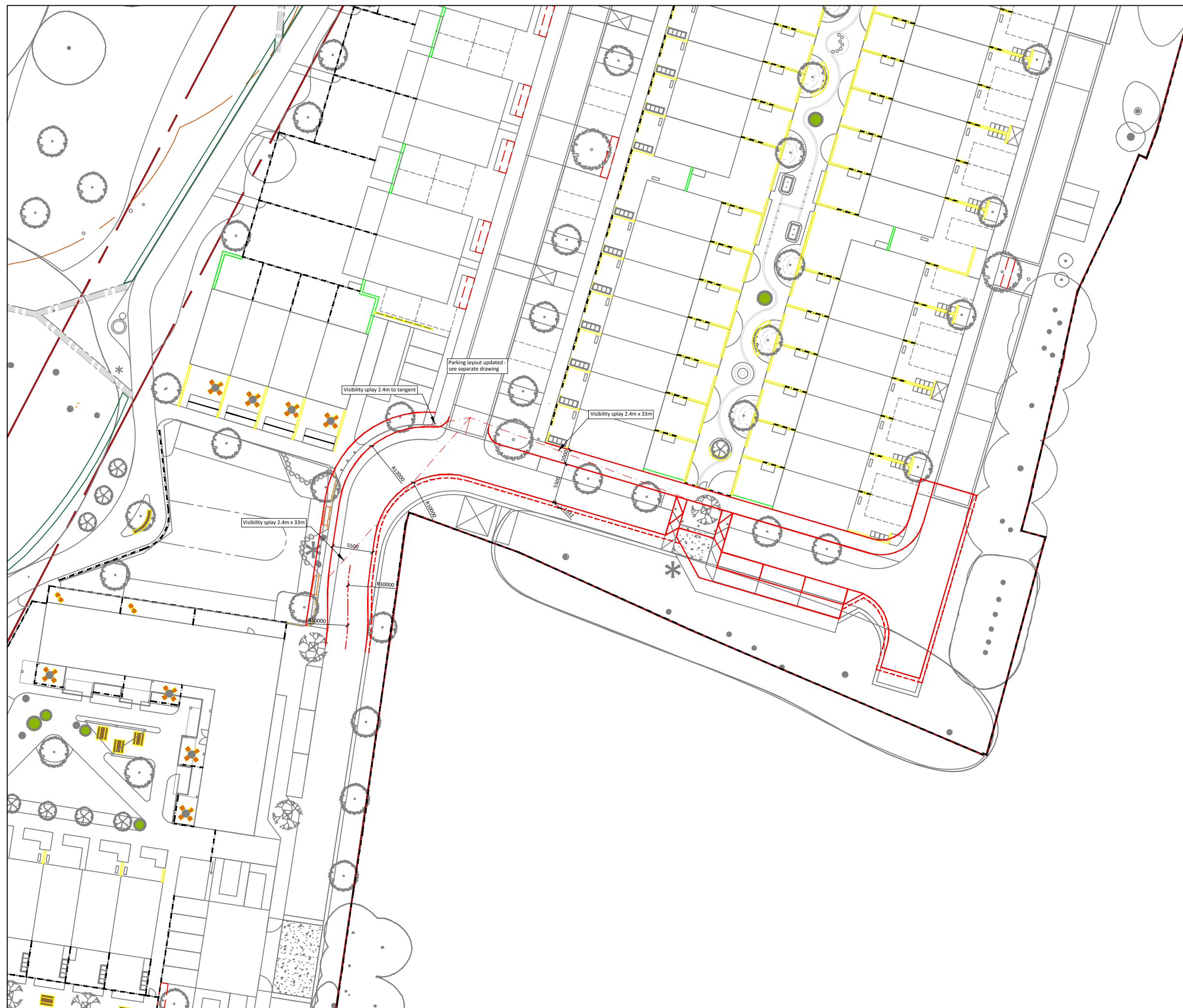
Better location to LV supply from Longford Road



### 3. New car parking/ bins/ cycle arrangement

Better distances between driveways and junction (9m vs 5.5/7m)  
Car parking rearranged. Bin and Bike strategy reconfigured.

## Appendix B



THIS DRAWING MAY BE USED ONLY FOR  
THE PURPOSE INTENDED AND ONLY  
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Proposed amendments to road layout shown red

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|                  |             |      |        |
| Revision Details | By<br>Check | Date | Suffix |

Drawing Number

SK22351-216

Ryebank Fields, Chorlton

|               |
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| Drawing Title |
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### Proposed Internal Road Layout Changes

Scale at A3

1:500

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| Drawn |
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JAT

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LGS

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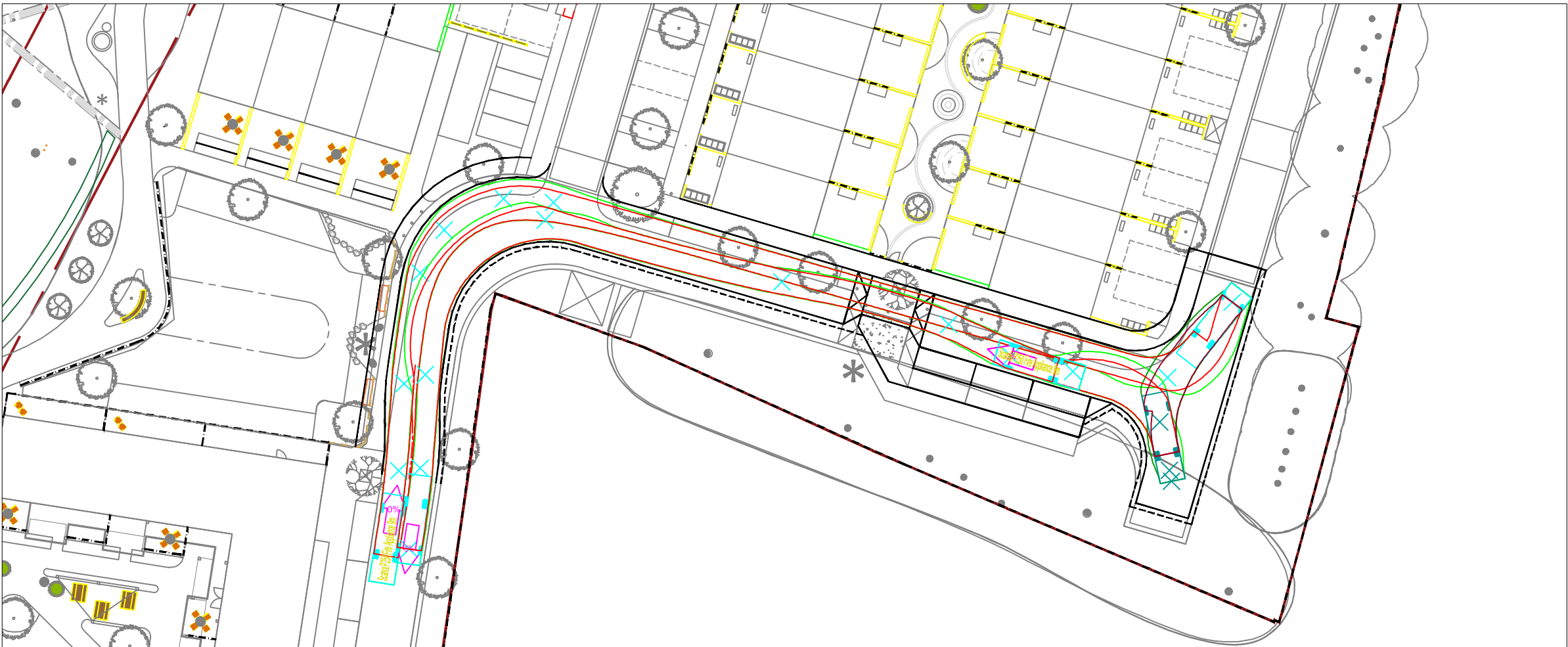
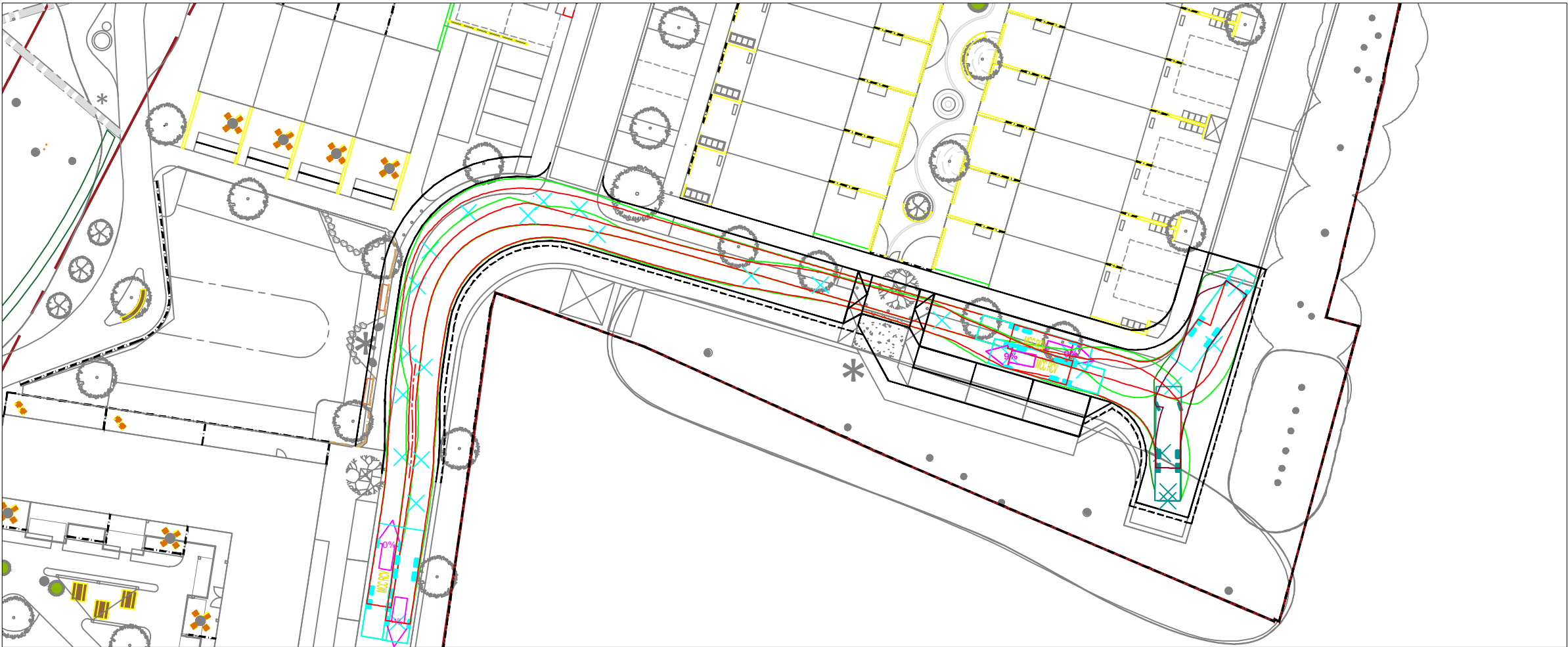
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23.03.26



SK Transport Planning Ltd  
Albion Wharf | Manchester | M1 5LN  
[www.sktransport.co.uk](http://www.sktransport.co.uk)  
0161 234 6509

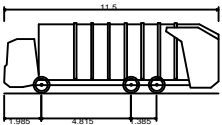
## Appendix C



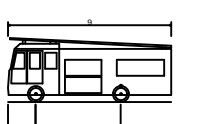
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NOTES

Vehicle Profiles



|                             |          |
|-----------------------------|----------|
| MCC RCV                     | 11.500m  |
| Overall Length              | 2.550m   |
| Overall Width               | 3.751m   |
| Overall Body Height         | 0.304m   |
| Min Body Ground Clearance   | 2.500m   |
| Track Width                 | 2.00 sec |
| Lock to Lock Time           | 9.700m   |
| Wall to Wall Turning Radius |          |



|                               |          |
|-------------------------------|----------|
| Scania P250 Fire Appliance 9m | 9.000m   |
| Overall Length                | 2.540m   |
| Overall Width                 | 3.531m   |
| Overall Body Height           | 0.416m   |
| Min Body Ground Clearance     | 2.490m   |
| Track Width                   | 3.00 sec |
| Lock to Lock Time             | 8.550m   |
| Kerb to Kerb Turning Radius   |          |

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Drawing Number

SK22351-217

Ryebank Fields, Chorlton

Drawing Title

Proposed Internal Road Layout  
Changes - Swept Path Analysis

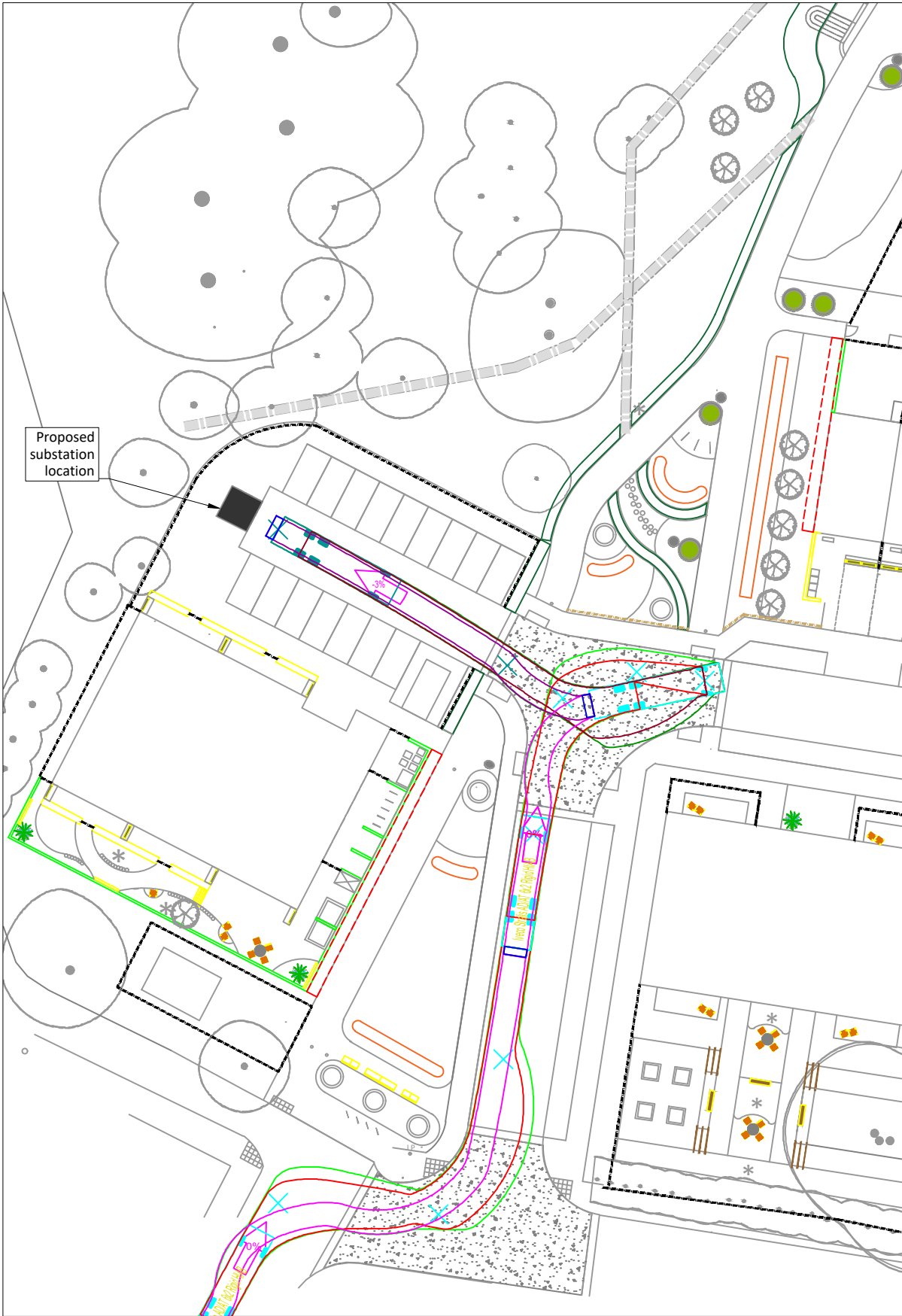
Scale at A3

1:500

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| Drawn | Approved |
| JAT   | LGS      |

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| Check | Date     |
| LGS   | 23.03.26 |

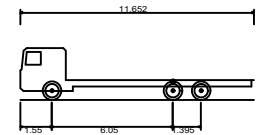
## Appendix D



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## NOTES

### Vehicle Profile



Iveco Stralis AD/AT 6x2 Rigid HIAB  
Overall Length 11.652m  
Overall Width 2.550m  
Overall Body Height 3.645m  
Min Body Ground Clearance 0.440m  
Track Width 2.490m  
Lock to Lock Time 3.00 sec  
Wall to Wall Turning Radius 11.265m

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| Drawing Number |
| SK22351-215    |

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| Ryebank Fields, Chorlton |
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| Drawing Title                            |
| Swept Path Analysis<br>Substation Access |

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| Scale at A3 |
| 1:500       |

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