

TRANSPORT STATEMENT

AIG Holdings Ltd

Starbucks Drive-Thru, Sandbrook Park
Rochdale

September 2022

Contents

1	Introduction	1
2	Existing Situation	2
3	Planning Policy	8
4	Proposed Development.....	13
5	Trip Generation.....	15
6	Summary and Conclusion.....	18

Figures

Figure 2.1	– Site Location Plan
Figure 2.2	– Strategic Site Location Plan
Figure 2.3	– 2km Walking Isochrone Plan
Figure 2.4	– 5km and 8km Cycling Isochrone Plan

Appendices

Appendix A	– Site Masterplan Drawing
Appendix B	– Service Vehicle Swept Path Drawing

1 Introduction

- 1.1 Vectos have been appointed by AIG Holdings Ltd to provide transport advice relating to the full planning application for the redevelopment of land used for car parking to a Starbucks Drive Thru in Sandbrook Park, Rochdale. This drive-thru will compromise 171 sqm GIA of floor space. This development will include 17 parking spaces, including two disabled parking spaces and four electric vehicle charging spaces.
- 1.2 Sandbrook Park is located on the north-eastern side of Edinburgh Way (A664) to the south of Rochdale Town Centre. The A664 connects with the A58 Manchester Road to the northwest and with the A627 (M) which then connects with the M62.
- 1.3 Sandbrook Park is currently occupied by a range of units including a Car Dealership, Travelodge, KFC Drive Thru, McDonalds Drive Thru, Pure Gym, Odeon Cinema, restaurants and Bowling Alley.
- 1.4 The park is accessed via a mini-roundabout on Sandbrook Way which is accessed via the Sandbrook Way/A664 crossroads junction.
- 1.5 The Transport Statement will provide supplementary information to assist in the determination of the planning application.
- 1.6 This structure of this report is as follows:
 - Section 2 sets out the existing site and the transport facilities which relate to the development site;
 - Section 3 summarises the transport policy context of the site;
 - Section 4 summarises the development proposals as well as the proposed access, parking and servicing arrangements;
 - Section 5 summarises the traffic effects of the development proposals; and,
 - Section 6 provides a summary and conclusion to the report.

2 Existing Situation

- 2.1 This section describes the existing conditions of the Development Site including descriptions of the Development Site itself; details of the full range of walking and cycling opportunities; accessibility in terms of and public transport service routes/ frequencies and a review of the existing highway network.

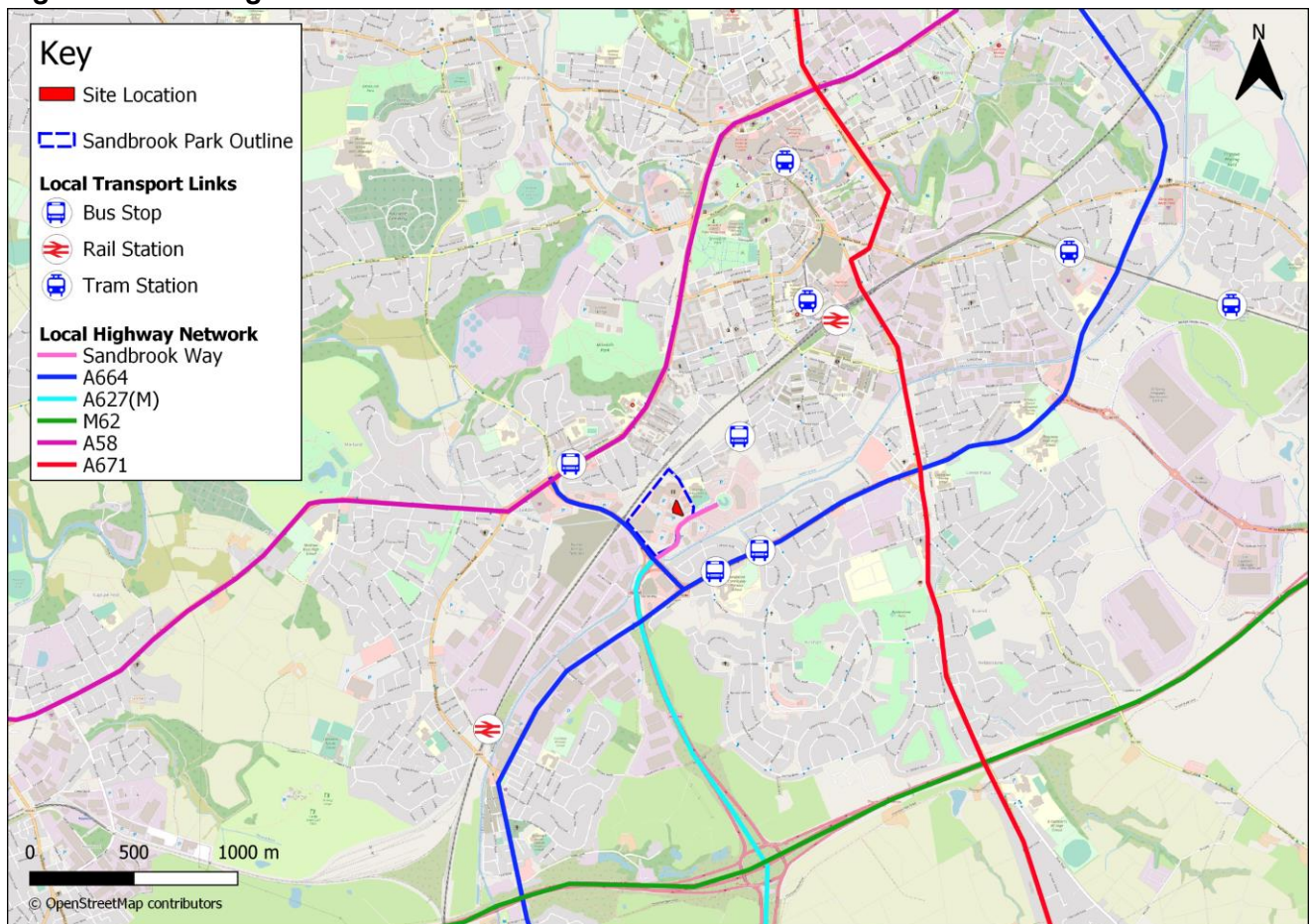
Existing Site and Surrounding Area

- 2.2 Sandbrook Park is located on the north-eastern side of the Edinburgh Way A664, south of Rochdale Town Centre. The site itself is accessed via Sandbrook Way, which connects with the A664 at a signalised crossroads junction. The site is then located within the car park of Sandbrook Park.
- 2.3 The location of the Development Site is shown in **Figure 2.1**, whilst the strategic site location plan is shown in **Figure 2.2**.

Figure 2.1: Site Location Plan



Figure 2.2: Strategic Site Location Plan



- 2.4 Sandbrook Park is currently occupied by a range of units including a Car Dealership, Travelodge, KFC Drive Thru, McDonalds Drive Thru, Pure Gym, Odeon Cinema, restaurants and Bowling Alley. The application site consists of an existing parking area of 48 spaces. The proposal involves the loss of these spaces with 11 new spaces in place, as well as 4 Electric Vehicle (EV) spaces and 2 disabled parking spaces.
- 2.5 The site is bound by the internal road network of Sandbrook Park. The wider site location is bound to the west by railroad tracks, to the south by the A664, to the east by Sandbrook Way, and to the north by New Barn Lane.
- 2.6 There are residential areas to the north and west of the site, with industrial areas to the south and commercial offices to the east. There are further residential areas to the east accessible via footpaths from the Rochdale Canal.
- 2.7 The park is accessed via a mini roundabout on Sandbrook Way which is accessed via the Sandbrook Way/A664 crossroads junction. The A664 connects with the A58 Manchester Road to the northwest and with the A627 (M) which then connects with the M62.
- 2.8 There are a number of bus stops accessible from the site. The nearest stops are on the A664 to the east, and the A58 to the west. Both stops are an 8-minute (600m) walk from the site. The stops to the

east serve Middleton and Rochdale. The bus stops to the west serve Bolton, Manchester, and Rochdale.

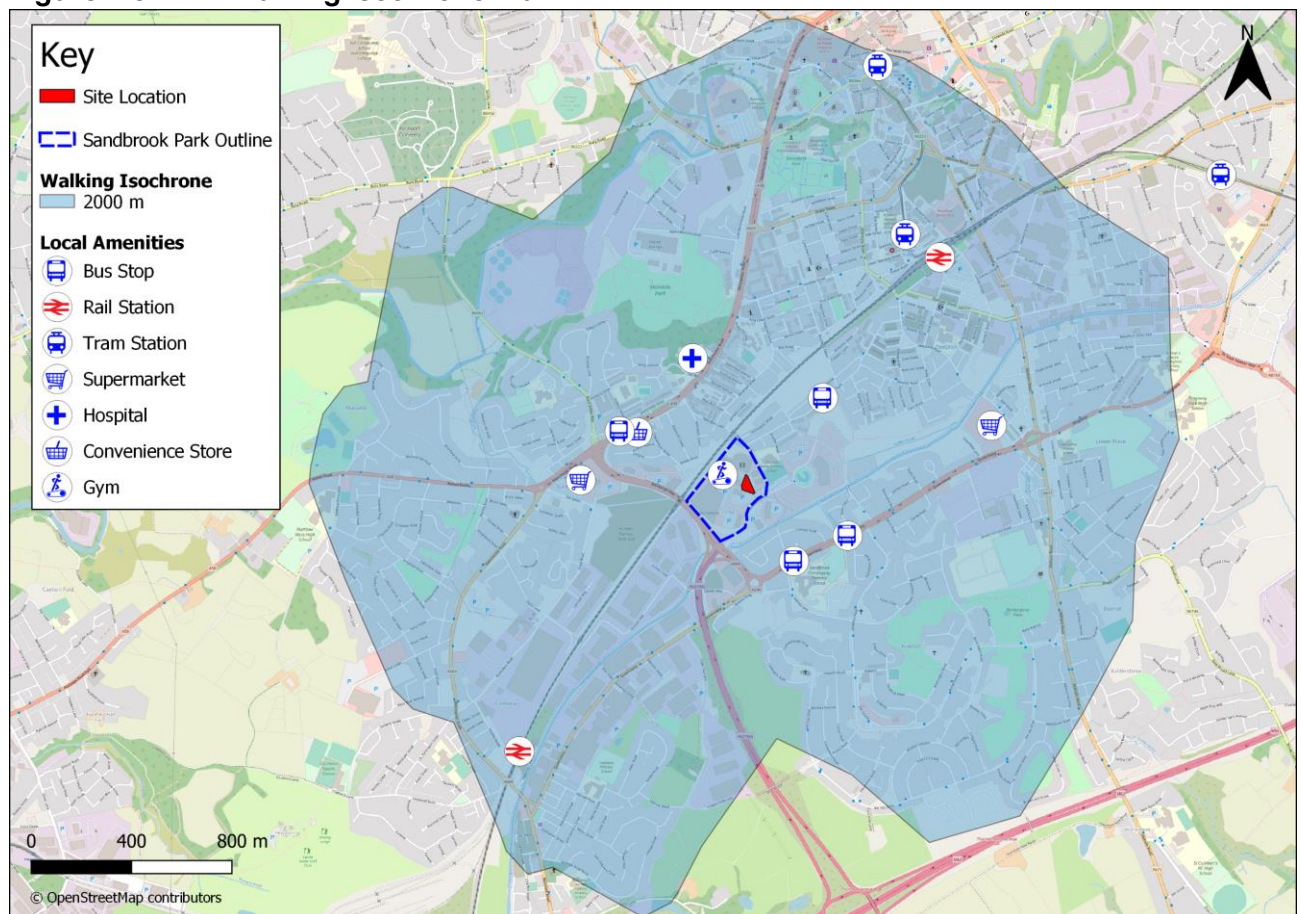
- 2.9 Rochdale Rail Station is an 18-minute (1.4km) walk northeast of the site along residential roads to the north of the site. This station is served by the Northern Railway Service providing connections to Wigan, Leeds, Chester, Blackburn, Clitheroe, and Manchester Victoria.
- 2.10 There are a variety of commercial and residential uses in the surrounding area. Rochdale Town Centre's commercial area is a roughly 20-25-minute walk from the site.

Accessibility by Non-Car Modes

Walking and Cycling

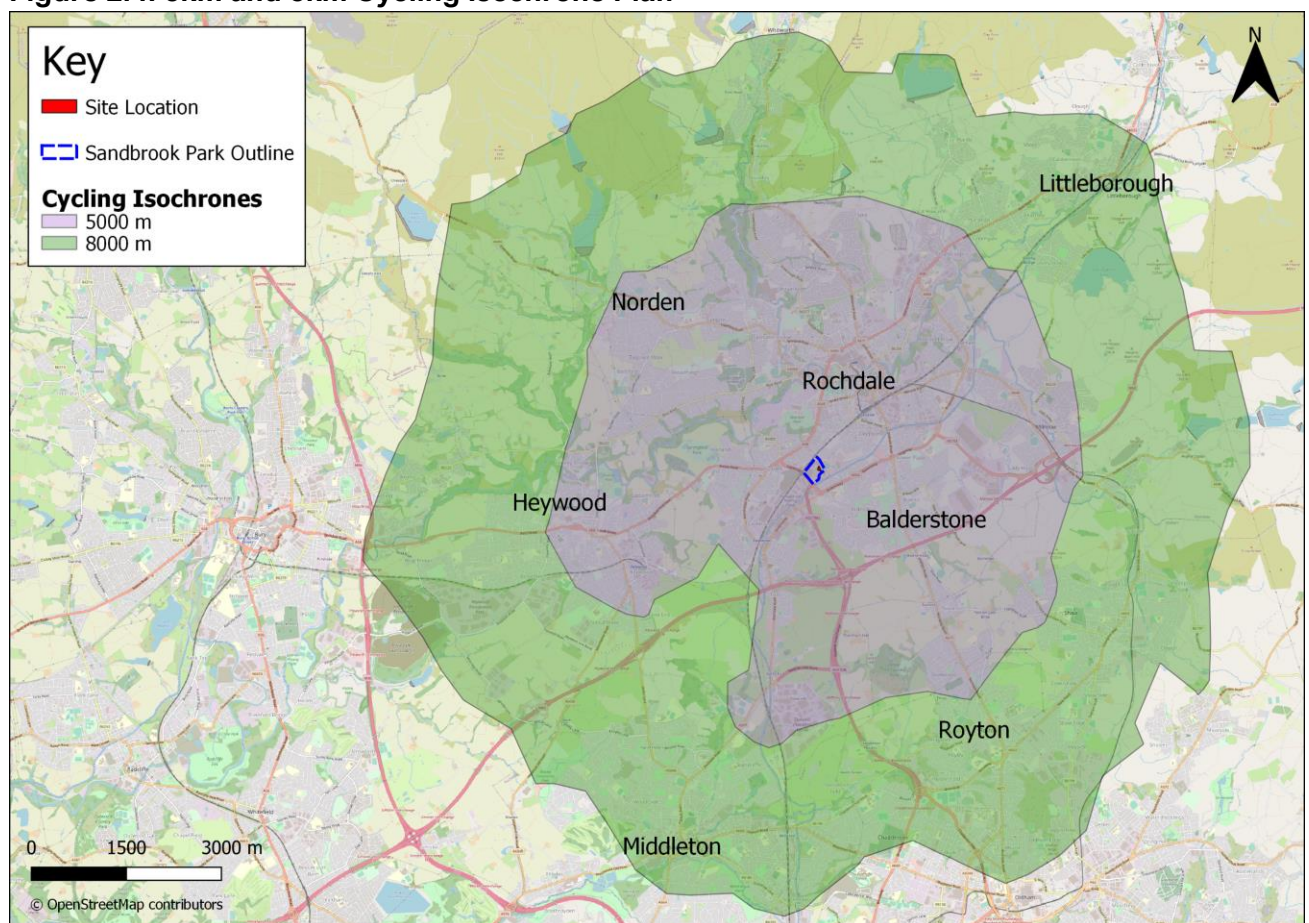
- 2.11 It is commonly accepted that a distance of 2 km is the distance over which walking might replace car trips. A number of local services are accessible within 2km with some services accessible within a significantly shorter distance most notably the rail station, primary school, and supermarket.
- 2.12 A plan illustrating the 2km walking isochrones from the Development Site is provided at **Figure 2.3** below.

Figure 2.3: 2km Walking Isochrone Plan



- 2.13 **Figure 2.3** highlights the numerous local amenities accessible within a 2km walk from the site, including bus stops, rail stations, and large residential settlements.
- 2.14 Central government research explains that for journeys less than 5km cycling has the potential to replace car trips. However greater distances are regularly undertaken and the DfT's 'Cycle Infrastructure Design' (October 2008) states that "for commuter journeys, a trip distance of over five miles (8.0km) is not uncommon". For completeness, 5km and 8km isochrones are included at **Figure 2.4**.
- 2.15 A plan illustrating 5km and 8km cycling isochrones from the Development Site is provided at **Figure 2.4** below.

Figure 2.4: 5km and 8km Cycling Isochrone Plan



- 2.16 It is clear from this figure that a number of residential and commercial areas are accessible within a 5km and 8km cycle including Rochdale, Norden, Balderstone, Heywood, Royton, Middleton, and Littleborough.

Public Transport

- 2.17 The Development Site is within an 18-minute walking distance of Rochdale Railway Station and an 8-minute walk to numerous bus stops on A664 and A58 which demonstrates that the overall level of accessibility to public transport is good.

Bus Services

- 2.18 The nearest bus stops to the Development Site are located 600m to the west on both the A58 and the A664.
- 2.19 The stops on the A58 are accessible via a footpath to the north of the site which links with New Barn Lane, a residential street with footpaths on both sides. This road then links with High Barn Close, another residential street with footpaths on both sides. This road is a cul-de-sac with no vehicular access to the A58, though there is pedestrian access. From here, pedestrians can cross the road through an underground passage, or at the signalised crossing 25m to the south. These bus stops are served by the 17 and 471 bus services.
- 2.20 The stops on the A664 can be accessed via the same footpath to the north of the site. There is access to this path to the east of the site. This path then crosses Sandbrook Way with dropped kerbs at the crossing point. The path then follows south across the canal to link with the residential street Hartley Lane. This street has wide footpaths on both sides and links directly to the A664. There is a signalised crossing just to the north of this junction providing access to the stops on both sides. Both stops have a shelter with seating provision. These bus stops are served by the R7.
- 2.21 **Table 2.1** below summarises the bus services available within walking distance of the site.

Table 2.1: Summary of Bus Services Available within Walking Distance of the Site

Route No.	Operator	Route	Frequency (per hour)			Weekday Service Times	
			Mon-Fri	Sat	Sun	First	Last
17	Go North West	Rochdale - Manchester	5-6	4-5	2-4	05:03	00:22
471	Diamond Bus	Rochdale – Bolton	3-4	2-4	1-2	04:17	23:54
R7	Rossobus	Rochdale - Middleton	1	1	1	05:50	22:10

Rail Services

- 2.22 Rochdale Rail Station is an 18-minute (1.4km) walk northeast of the site along residential roads to the north of the site. This station is served by the Northern Railway Service providing connections to Wigan, Leeds, Chester, Blackburn, Clitheroe, and Manchester Victoria. **Table 2.2** below summarises the services from this station.

Table 2.2: Summary of Rail Services from Rochdale Rail Station

Service	Destination	Frequency (per hour)		
		Monday - Friday	Saturday	Sunday
Northern Railway	Manchester Victoria	5-6	5-6	2
	Leeds	3	3	1
	Wigan North Western	1	1	-
	Chester	1	1	-
	Clitheroe	1	1	-
	Blackburn	1-2	1-2	1

- 2.23 **Table 2.2** demonstrates that there are between 5-6 services and during the week and Saturday to Manchester Victoria. There are 2 services on Sunday. There are 3 services an hour during the week to Leeds, with 1 service an hour to other destinations to the north and south.

Local Highway Network

- 2.24 In the vicinity of the site, the A664 is a dual carriageway providing two lanes in each direction with separate left and right turn lanes situated at the signalised crossroads at the junction with Sandbrook Way.
- 2.25 The A627 (M) extends south from the crossroads linking with the M62 at junction 20. The A664 extends northwest to southeast from the site, northwest the A664 links with the A58 which extends west to Bury and east to Littleborough.
- 2.26 Street lighting, speed enforcement cameras and traffic signage are provided in the vicinity of the site along A664, A627 and A58 respectively.
- 2.27 The crossroads at the A664/Sandbrook Way junction provide pedestrian crossing facilities with push call buttons, dropped kerbs, tactile paving and a pedestrian refuge island.

Section Summary

- 2.28 The Development Site is located in a highly sustainable location, within walking and cycling distance of a wide range of amenities typically used by residents in Rochdale. There are good public transport linkages from the site with regular services to destinations including Leeds and Manchester and across Rochdale using buses. Therefore, the opportunities are available for future employees to walk, cycle and use public transport as the main mode of travel.

3 Planning Policy

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (as amended in July 2021) sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 Section 9 of the NPPF deals with 'Promoting sustainable transport'. Paragraph 104 states:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;
 - the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."
- 3.4 Paragraph 105 goes on to state:
- "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."
- 3.5 Paragraph 106 states:
- "Planning policies should:

- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); 31
- provide for any large scale transport facilities that need to be located in the area⁴⁴, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.”

3.6 Paragraph 107 states:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

3.7 Paragraph 110 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;

- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

3.8 Paragraph 111 states:

“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 would be severe.

3.9 Paragraph 112 states that:

“Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Regional Policy

Greater Manchester Transport Strategy 2040 (January, 2021)

- 3.10 The Greater Manchester Transport Strategy 2040 (GMTS) sets out a long-term strategy to 2040. It provides investment priorities and complementary activities that support the maximum potential economic growth in Greater Manchester while acknowledging the need for lower carbon travel patterns.
- 3.11 It is an aim of this document that by 2040 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips.
- 3.12 Policy 4 of the GMTS states:

“We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.”

Local Policy

Rochdale Adopted Core Strategy (October, 2016)

3.13 The Rochdale Adopted Core Strategy (RACS) sets out the long-term spatial strategy for future development of Rochdale Borough through to 2028.

3.14 Policy T2 highlights the need for improving accessibility within the borough, stating:

“We will improve accessibility by locating development where good access to public transport is available or can be provided... Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.”

3.15 The policy goes on to state the requirement for a Transport Statement for smaller developments which fulfil one of the following requirements:

- i. Generate 50 to 99 vehicle movements per day (24 hours);
- ii. Generate 30 to 59 person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
- iii. Generate 20 to 29 vehicle movements in any single hour;
- iv. Generate up to 20 Heavy Goods Vehicles (over 7.5 tonnes);
- v. Propose 10 to 49 parking spaces; or
- vi. Consist of 50 to 79 residential units.

3.16 Policy T2 also requires developments to provide parking in compliance with the Council’s Car Parking Standards. These standards have been summarized in **Table 3.1** below.

Table 3.1: Car and Cycle Parking Standards.

Development Type	Maximum Standards for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
A3 Food and Drink			
Fast Food Drive Through	1 space per 8.5m ² GFA	1 space per 140m ² PFA (min 2 spaces)	1 space per 280m ² PFA (min 2 spaces)

Summary

- 3.17 A key aim of local and national transport policy is to integrate land use planning and transport for new development and to promote accessibility by non-car modes of transport wherever possible. New developments should ensure that high quality provision is made for pedestrians and cyclists, and connections to public transport facilities should be maximised. Car and cycle parking should be provided in accordance with relevant local standards and be considerate of the accessibility of the Development Site by non-car modes and be well-designed and conveniently located.
- 3.18 The proposed development has been designed to comply with these policy objectives and this is demonstrated throughout the remainder of this report.

4 Proposed Development

4.1 This section summarises the development proposals as well as the transport aspects of the scheme.

Development Proposals

4.2 AIG Holdings Ltd services intend to submit a Full Planning application for the redevelopment of the site to partly remove existing parking spaces within Sandbrook Park car park and construct a 171 sqm Starbucks Drive Thru.

4.3 A masterplan showing the proposed development can be viewed at **Appendix A**.

Vehicle Access

4.4 Existing vehicular access to the retail & leisure park will be used for the proposed development. Access to the drive thru will be from the internal road network of the Retail Park.

Car Parking

4.5 The application site consists of an existing parking area of 48 spaces. The proposed Drive Thru will provide 17 car parking spaces for customers, including 2 disabled spaces and 4 electric vehicle parking spaces. Accordingly, the proposals involve the net loss of 31 parking spaces within the wider Retail Park.

4.6 The wider Retail Park provides circa 712 car parking spaces and with the net loss of 31 spaces, there will be circa 681 car parking spaces. As the Retail Park provides leisure, retail, hotel and restaurants, these uses all have varying peak times with regards to demand for parking. The Starbucks Drive Thru unit will generate demand at different times to the other uses on site and as detailed later in this report, the majority of visitors to the Coffee Drive Thru unit will undertake trips to the Retail Park as part of a linked or pass-by trip meaning a visitor might park within the Retail Park and visit multiple units within the park or may not park at all in the case of the pass-by visitors.

4.7 As the Retail Park is an established leisure and retail destination which shares its car parking across the majority of site, this arrangement will be maintained and it is considered that the net loss in parking will not result in a material impact on the operation of the car park due to the varying peak hours of demand for different uses on-site.

4.8 Finally, on-site management will continue to monitor the demand for car parking and measures to encourage sustainable travel will be promoted as necessary via the Retail Park's Travel Plan.

Cycle Parking

4.9 Six cycle parking spaces will be provided for visitors close to the building access and adjacent to the external seating area which will ensure passer-by surveillance.

Servicing

- 4.10 Servicing for the existing unit will take place using the main circulatory loop within the retail park. The swept path drawings for service vehicles are shown in **Appendix B**.

Travel Plan

- 4.11 A Framework Travel Plan (FTP) for the wider Sandbrook Park has previously been prepared under planning reference: 16/01284/FUL to accompany that planning application and includes all units within the site. The proposed development will fall under the management of the existing Travel Plan.

5 Trip Generation

Introduction

- 5.1 This section considers the transport effects of the development, specifically in relation to development traffic impact.
- 5.2 It is worth noting that under planning consent 16/01284/FUL, a Costa Coffee Drive Thru was proposed as part of the wider re-development of the Retail Park. The Costa Coffee Drive Thru unit was subsequently removed from the application due to objections which did not relate to transport or highways. Nonetheless, the trip generation associated with the Costa Coffee Drive Thru unit was considered by the Local Authority and TfGM and no objections were raised on the trip rates and trip generation associated with a coffee Drive Thru prior to its removal from the planning application. The trip generation associated with the Costa Coffee Drive Thru was therefore acceptable albeit these trips never materialised as the building was not delivered.
- 5.3 The proposed Starbucks Drive Thru will deliver a similar amenity and it is considered that the proposed Starbucks Drive Thru would generate the equivalent level of vehicle traffic to that considered acceptable previously. Accordingly, as the principles of a coffee Drive Thru unit were previously acceptable, the same methodology has been adopted in assessing the impact of the proposed Starbucks Drive Thru unit. The remainder of this section summarises the trip generation assessment which was previously acceptable as part of the 16/01284/FUL consent.

Traffic Generation

- 5.4 The previously accepted trip rates for a Coffee Drive Thru unit as shown below in **Table 5.1 and 5.2** alongside the resulting total trips for the Starbucks Drive Thru floor area (171sqm). These vehicle trips comprise the total trips to the site including new trips, pass by, diverted and linked trips to the retail park.

Table 5.1: Agreed Vehicle Trip Rates and Trip Generation – Weekday PM Peak (17:00-18:00)

Arrivals	Departures	Total
Vehicle Trip Rate (per 100sqm)		
9.5	8.643	18.143
Vehicle Trips		
17	15	32

Table 5.2: Agreed Vehicle Trip Rates and Trip Generation – Saturday Peak (12:00-13:00)

Arrivals	Departures	Total
Vehicle Trip Rate (per 100sqm)		
25.552	20.925	46.477
Vehicle Trips		
44	36	80

- 5.5 For the Drive-Thru it has been assumed that any trips associated with the unit is likely to be linked with trips made to other on-site leisure uses such as the cinema, gym and retail outlets. Similarly, Drive-Thru trips are highly unlikely to form primary new trips on the local highway network and are likely to form pass-by trips as part of primary home-work/shopping/leisure trips.
- 5.6 Therefore 80% of the trips have been deducted, as is it assumed they are linked with vehicles travelling to the leisure park already and trips that are already on the local highway network. This approach was accepted by the local authority as part of the previous consented application.
- 5.7 Accordingly, only 20% of vehicle trips to the Starbucks Drive Thru will be new to the local highway network and **Table 5.3** sets out the likely number of new trips associated with the proposed development. It is worth reiterating that these vehicle trips associated with the Starbucks Drive Thru were similar in scale to that consented as part of the Costa Coffee Drive Thru which was not implemented so these vehicle trips have already been accepted.

Table 5.3: Proposed Drive-Thru New Vehicle Trips (80% Reduction to Total Trips)

Arrivals	Departures	Total
Weekday PM Peak		
4	3	7
Saturday Peak		
9	8	17

- 5.8 It can be seen that the proposed Starbucks Drive Thru would generate between 7 and 17 new trips to the local highway network during the peak hours. This quantum of new trips is considered to be minimal and would not result in a material impact on the local junctions surrounding the site.
- 5.9 In summary, the Local Authority and TfGM accepted a level of traffic associated with the previously proposed Costa Coffee Drive Thru unit which was subsequently removed from the planning application due to a non-transport / highways objection. The proposed Starbucks Drive Thru will

provide a similar floor area and amenity and the level of new vehicle trips to the site which this generates is similar as the previously acceptable Costa Coffee Drive Thru and will not result in a material impact on the local highway network.

6 Summary and Conclusion

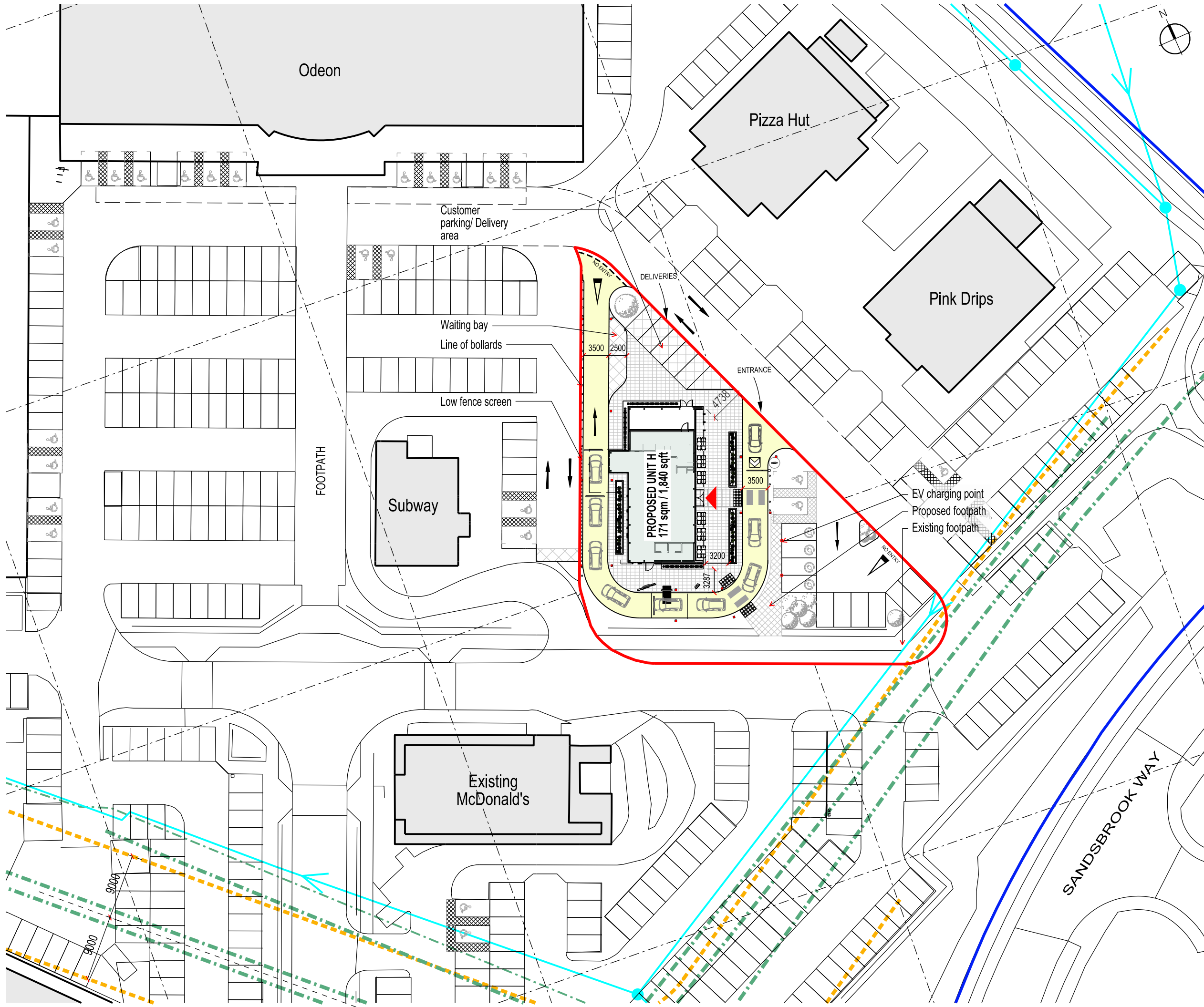
- 6.1 Vectos have been appointed by AIG Holdings Ltd to provide transport advice relating to the planning application for the redevelopment of car park to a Starbucks Drive Thru in Sandbrook Park, Rochdale. Sandbrook Park is located on the north-eastern side of Edinburgh Way (A664) to the south of Rochdale Town Centre. The A664 connects with the A58 Manchester Road to the northwest and with the A627 (M) which then connects with the M62.
- 6.2 This Transport Statement supports the planning application to redevelop a car park into a new Drive Thru unit. The development will result in a net loss of 31 car parking spaces from the existing car park and will provide 17 car parking spaces including 2 disabled parking spaces and 4 electric vehicle car parking spaces.
- 6.3 As a result of the propensity for linked trips within the Retail & Leisure Park and non-primary pass-by trips on the local highway network; it is considered that the impact of traffic generated by the proposals would not result in a material impact on the wider highway network or site access junction operation.
- 6.4 The location of the site in relation to nearby amenities and walking routes ensure a high level of sustainable travel to and from the site.

Conclusions

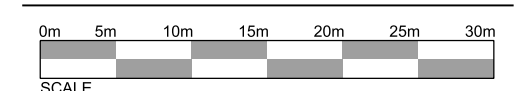
- 6.5 In conclusion, it can be seen that the site is accessible by all modes including the private car and that the proposals would not result in a material impact upon the local highway network nor change to demand on the existing pedestrian, cycling and public transport facilities and services.
- 6.6 The effect of the proposals has been assessed and it has also been concluded that the effects in terms of traffic impact, car parking and servicing would not be material.
- 6.7 As such, it is concluded that the proposals are acceptable from a transport and highways perspective.

Appendix A

17/06/2022 14:34:24 P:\0000\11000-11200-11200\11254\1-Sheets\11254-P-201 PR SITE PLAN-Scheme 2.dgn carmen.flood



THIS DRAWING IS PROTECTED BY COPYRIGHT AND MUST NOT BE COPIED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF R G PARTNERSHIP LIMITED.



All service locations subject to site investigation

- Existing building
- Site Ownership Boundary
- Application boundary
- Existing culvert
- Existing culvert 8m easement zone
- Drainage line

17 car parking spaces incl. 2 Blue badge holder parking spaces & 4 EV charging point within the application boundary

Ref to Starbucks drawing 93861-001 TF2

LAYOUT SUBJECT TO SITE SURVEY AND UNDERGROUND SERVICES SURVEY

C	17.08.22	KERB LINE TO DELIVERY BAY REVISED	CF
B	02.08.22	GIA, KERB LINES, APPLICATION BOUNDARY & F.E DOOR REVISED	JT
A	13.07.22	PLANNING ISSUE	CF
REV.	DATE	NOTES	INIT.

CLIENT / PROJECT

AIG HOLDINGS LTD
SANDBROOK PARK, ROCHDALE
OL11 1RY

DRAWING TITLE

UNIT H
PROPOSED SITE PLAN
SCHEME 2

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
06.07.2022	CF	1:500

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
11254	P	201	C	

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

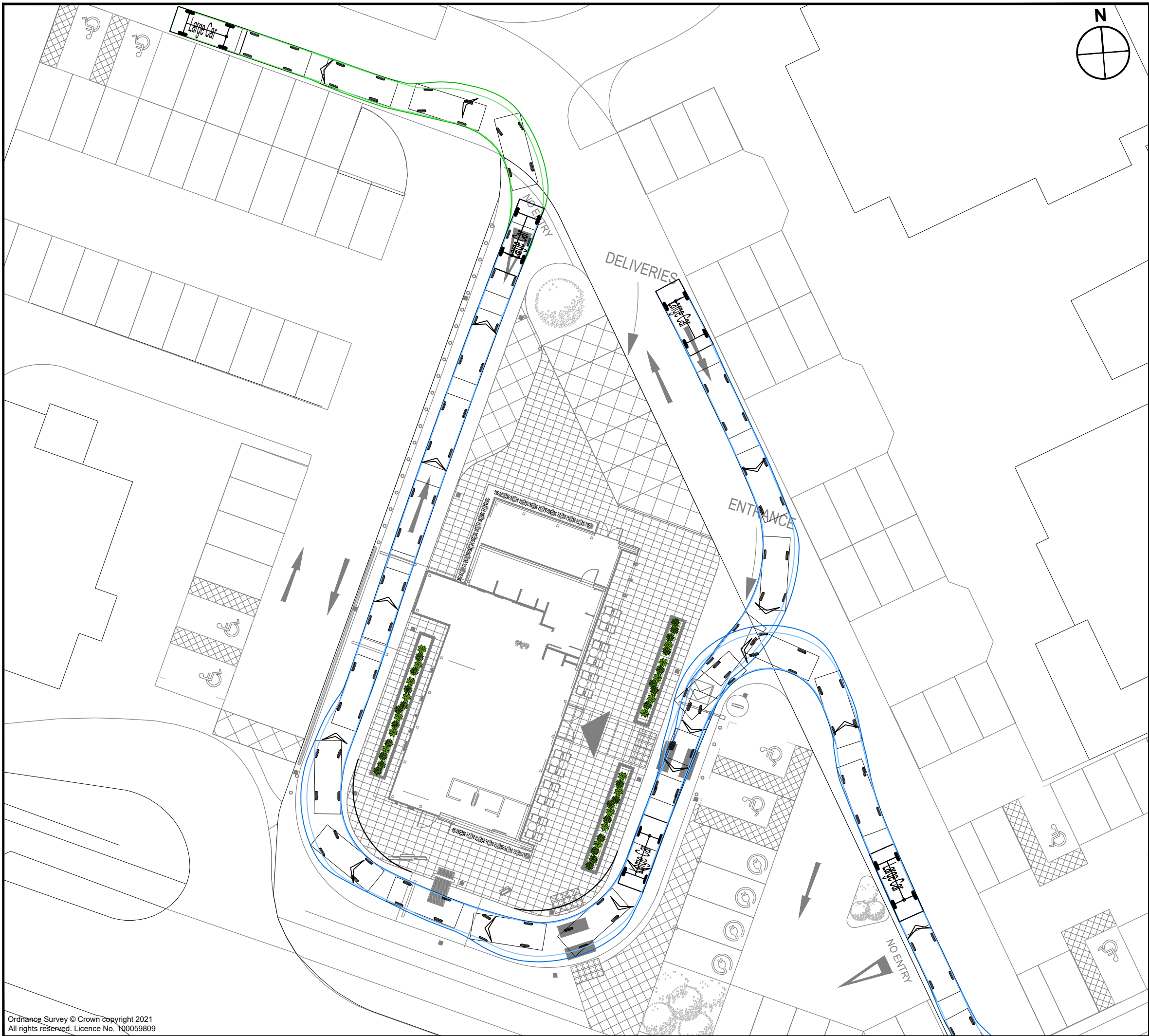
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Appendix B



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on RGP Architects layout: 11254-P-201 PR SITE PLAN-Scheme 2_C

4.988
1.793
1.502
0.287
1.700
4.00s
6.200m

Large Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.988m
1.793m
1.502m
0.287m
1.700m
4.00s
6.200m

A	Site layout updated	MZ	JM	25.08.2022
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
AIG Holdings Ltd

PROJECT:
**Sandbrook Park,
Rochale**

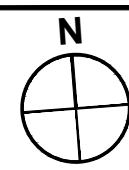
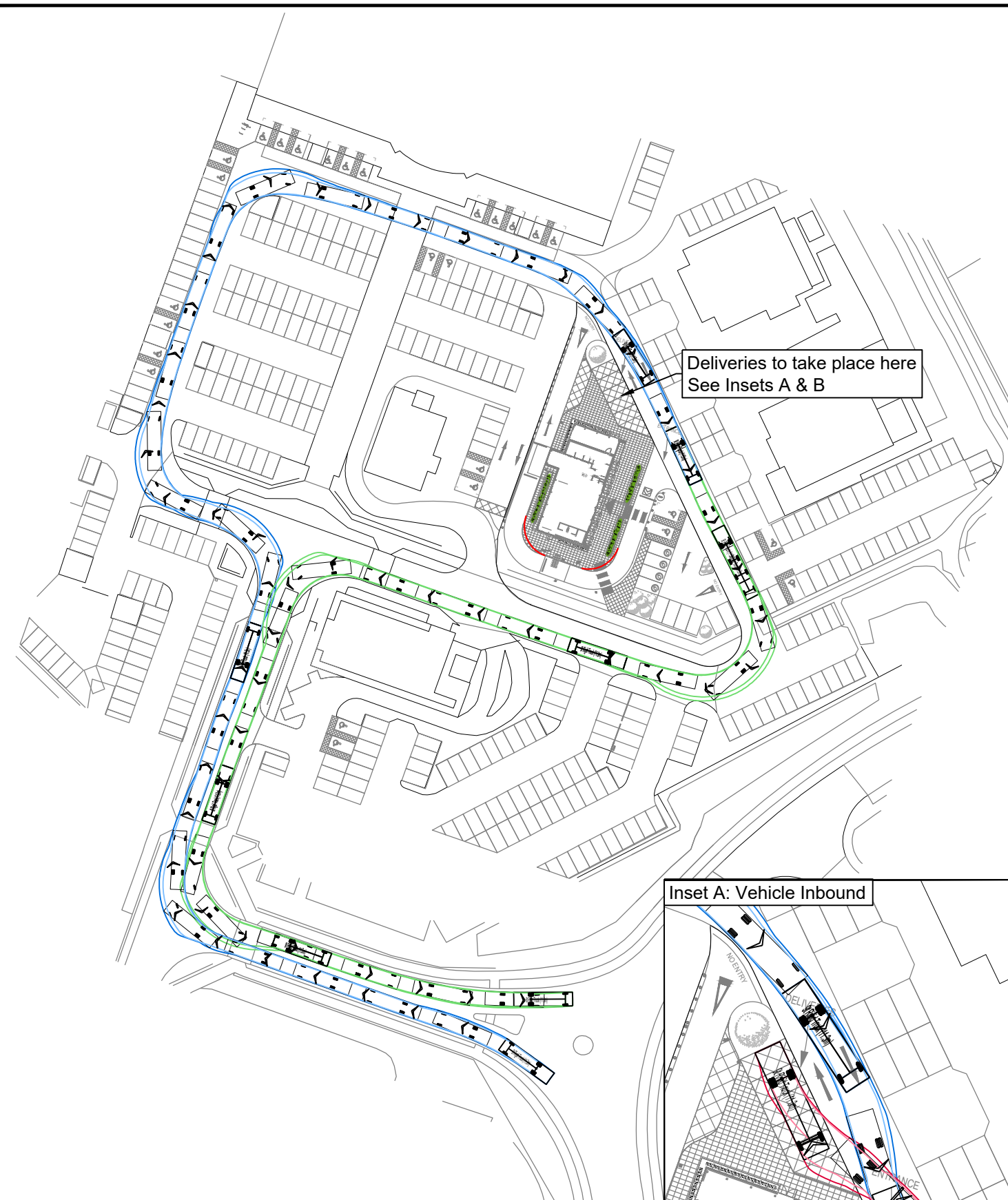
DRAWING TITLE:
**Swept Path Analysis
Drive Thru Lane
Large Car**

SCALES:
1:250 at A3

DRAWN:	AL	CHECKED:	JM	DATE:	22.07.2022
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DRAWING NUMBER:	162447/AT/C02	REVISION:	A
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on RGP Architects layout: 11254-P-201 PR SITE PLAN-Scheme 2_C

11.3 Rigid Vehicle
Overall Length 11.300m
Overall Width 2.650m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Wall to Wall Turning Radius 14.500m

B	Comments updated	MZ	BB	01.09.2022
A	Site layout updated	MZ	JM	25.08.2022

REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

CLIENT:

AIG Holdings Ltd

PROJECT:

Sandbrook Park,
Rochale

DRAWING TITLE:

Swept Path Analysis
Delivery Access
11.3m Rigid Vehicle

SCALES:

1:1000 / 1:500 at A3

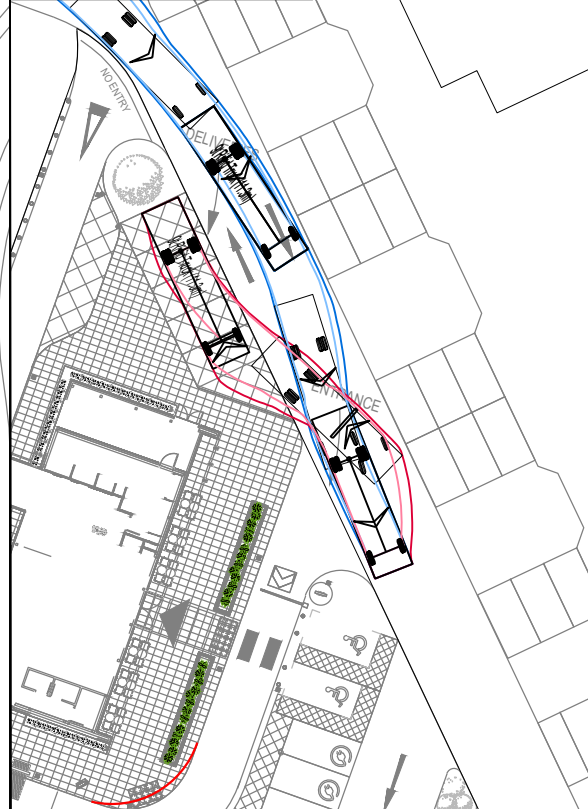
DRAWN:	AL	CHECKED:	JM	DATE:	22.07.2022
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PART OF SLR

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DRAWING NUMBER:	162447/AT/C03	REVISION:	B
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Inset A: Vehicle Inbound



Inset B: Vehicle Outbound



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