



**NEW COMMUNITY BUILDING  
THE STIRLING CENTRE  
SCOTLAND HALL ROAD, NEWTON  
HEATH, MANCHESTER**

**TRANSPORT STATEMENT**

**MAY 2025**

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|                          |                         |
|--------------------------|-------------------------|
| <b>Report Reference:</b> | <b>TS - Site 24</b>     |
| <b>Project Code:</b>     | <b>B/CWAYouthHubs.1</b> |
| <b>Prepared by:</b>      | <b>MS/HI</b>            |
| <b>Approved by:</b>      | <b>RG</b>               |
| <b>Issue Date:</b>       | <b>May 2025</b>         |
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**New Community Building  
The Stirling Centre  
Scotland Hall Road, Newton Heath, Manchester  
Transport Statement**

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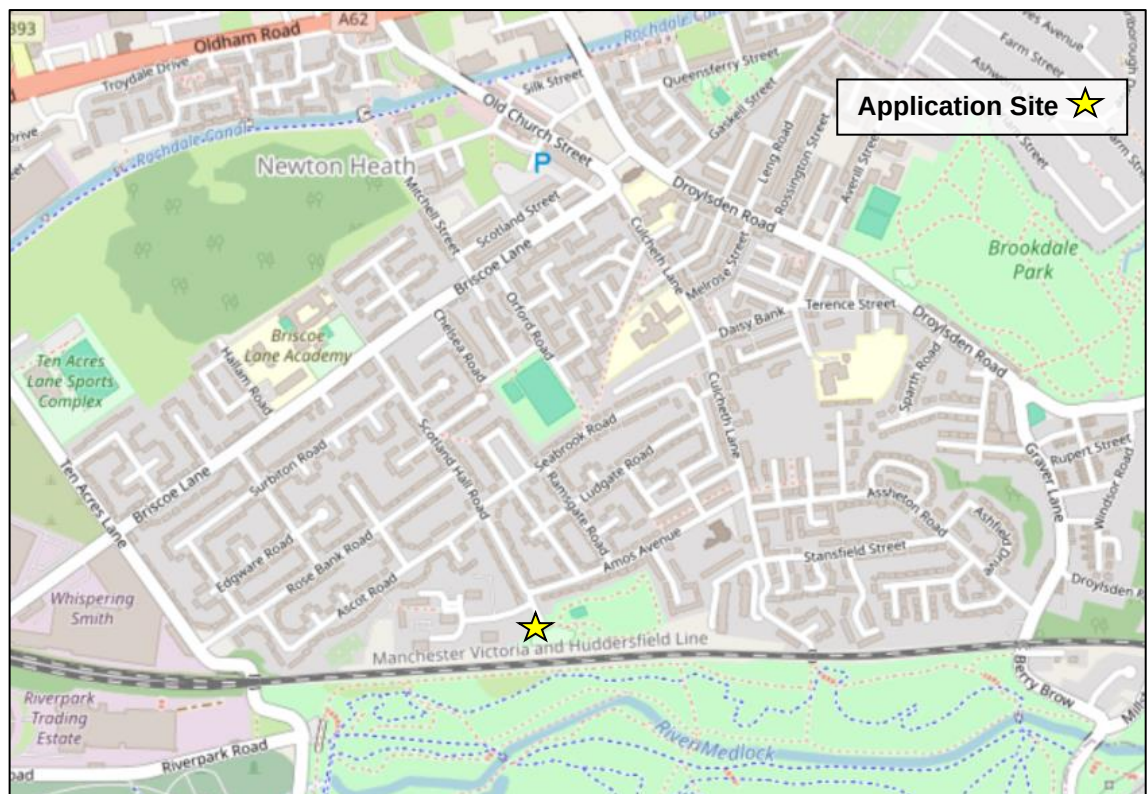
# 1 Introduction

- 1.1 Mayer Brown Limited has been appointed to prepare a Transport Statement (TS) in support of the planning application for an additional building at The Stirling Centre on Scotland Hall Road, Newton Heath, Manchester, M40 2RE. It is intended to form part of the planning application documentation to be submitted to the local planning and highway authority, Manchester City Council.
- 1.2 The development proposals comprise construction of a new building adjacent to the current centre, to provide improved and enlarged facilities for the local community. The extension will allow young people to have a self-contained area of the facility as the existing centre is also used by various community groups.

## 2 Site background

### Site location

- 2.1 The Stirling Centre is sited in a mainly residential area at the southern end of Scotland Hall Road, accessed via a priority junction where the road becomes Arncliffe Avenue, and adjacent to the Scotland Hall Road recreation ground.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; [www.openstreetmap.org](http://www.openstreetmap.org); [www.creativecommons.org](http://www.creativecommons.org)

**Figure 2.1: Site location**

### Highway network

- 2.3 Scotland Hall Road and Arncliffe Avenue are 20mph residential roads which give access to the site, both with wide footways and street lighting and forming part of a bus route. Parking is permitted on both sides of these roads; however, it is noted that many drivers choose to park partially or fully on the footway. To the north Scotland Hall Road meets with Briscoe Lane as the minor arm of a priority junction. To the east Arncliffe Avenue meets Culcheth Lane as the minor arm of a priority junction.
- 2.4 Culcheth Lane is of a similar nature to Arncliffe Avenue except with the addition of traffic calming in the form of speed humps. Some stretches of footway are lined with trees or

bollards which assist in preventing parking on footways. Culcheth Lane meets with Briscoe Lane and becomes Old Church Street to the north, which is a local retail centre where parking is not permitted. Old Church Street terminates at the A62 Oldham Road at a signalised junction.

- 2.5 Briscoe Lane has a similar nature to Scotland Hall Road, with the addition of speed humps outside a nearby school and parking bays adjacent to a small area of retail close to the northern end of Scotland Hall Road.
- 2.6 There is a railway line which borders the site and surrounding areas to the south. The nearest crossings of this line are Ten Acres Lane to the west and Berry Brow to the east. Ten Acres Lane meets with Briscoe Lane and continues onwards to the A62 Oldham Road.
- 2.7 The A62 Oldham Road is a major arterial road connecting the city centre, Failsworth and Oldham locally.

#### Highway safety

- 2.8 A review of accident mapping using crashmap.co.uk has been undertaken for the latest five years of available data for the lengths of Scotland Hall Road and Arnos Avenue. Within this time period only one accident occurred in the study area, which was a serious accident involving a pedestrian.
- 2.9 Additionally, there were three slight accidents which occurred at the junction between Scotland Hall Road and Briscoe Lane; of these, one involved a pedestrian. Within the vicinity of the site there were no cycle casualties, and all collisions involving children did so with the child within a vehicle.
- 2.10 Due to the low number of recorded accidents, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development.

#### **Existing site overview**

- 2.11 The site currently comprises the Stirling Centre, which is a local community centre, and its grounds. It takes vehicular access via a priority junction from Croydon Drive, a private road with gated access that serves residential tower blocks. Pedestrian access to the existing building is taken from Scotland Hall Road leading to the eastern side of the existing Stirling Centre.
- 2.12 The site is bounded to the north and west by housing, to the east by a recreation ground and to the south by the railway line.

2.13 There is currently a small car park to the rear of the site accessed by Croydon Drive. On street parking is also available and is typically used during drop-off and pick-up from sessions.

2.14 Both recycling and general waste are collected weekly by Biffa Waste Management. Bins are stored at the rear of the building near the car park. No regular deliveries take place at the building, with most deliveries going to an external contact address and being brought to the site by staff.

#### **User numbers and times**

2.15 The site currently has one part-time and four full-time employees and offers a range of activities including youth groups, older people services and food project.

2.16 The site has two youth groups each meeting twice a week, and a range of hired events. A timetable of existing usage of the building, including typical user numbers and ages at each session, is shown in **Appendix A**.

2.17 This information shows only the timetabled sessions that will transfer to the new building. The other existing services will remain in the current building.

#### Travel survey

2.18 The youth centre undertook travel surveys of its attendees, with attendees asked via a “hands up” survey how they travelled to the Youth Centre.

2.19 A total of 130 responses was received from four sessions and are considered to provide a very good representation of travel by a range of users. A copy of the survey data is included in **Appendix B**.

2.20 The travel surveys showed the following overall modal split:

- Walking – 78%;
- Scooting – 5%;
- Cycling – 4%;
- Public transport (bus/rail) – 0%;
- Dropped off by car – 13%; and
- Car driver who parked on-site/nearby – 0%.

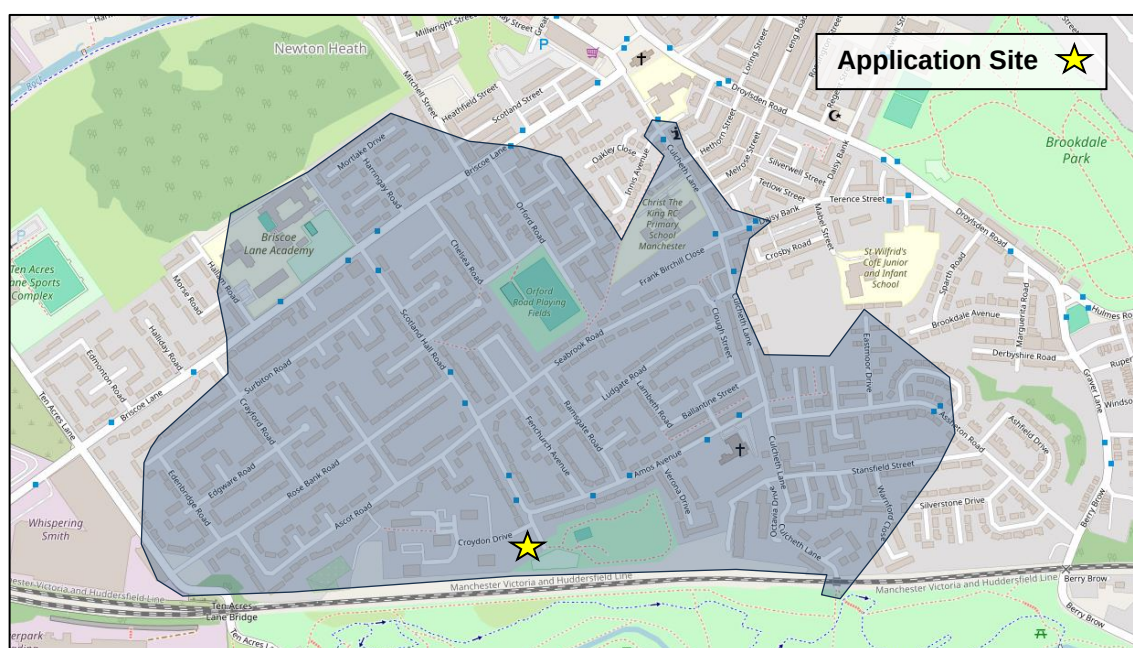
2.21 The vast majority of attendees walk to the site which reflects the local catchment for the centre.

## 3 Accessibility

- 3.1 An assessment of how the site can be accessed via non-car modes of travel has been undertaken.

### Walking

- 3.2 The Chartered Institute of Highways and Transportation document 'Planning for Walking', published March 2015, indicates that people will typically only walk if their destination is less than a mile away with a typical catchment of around 800m, or a 10-minute walk time based on a comfortable walking pace of 80m per minute. This is also considered a realistic walking distance for parents/carers of younger children, whilst older teenagers may be willing to walk further if travelling independently and/or with a group of friends.
- 3.3 A walking distance of 800m covers an area broadly bounded to the north by Briscoe Lane, to the east by Culcheth Lane, and to the south by the train line, as shown in **Figure 3.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; [www.openstreetmap.org](http://www.openstreetmap.org); [www.creativecommons.org](http://www.creativecommons.org)

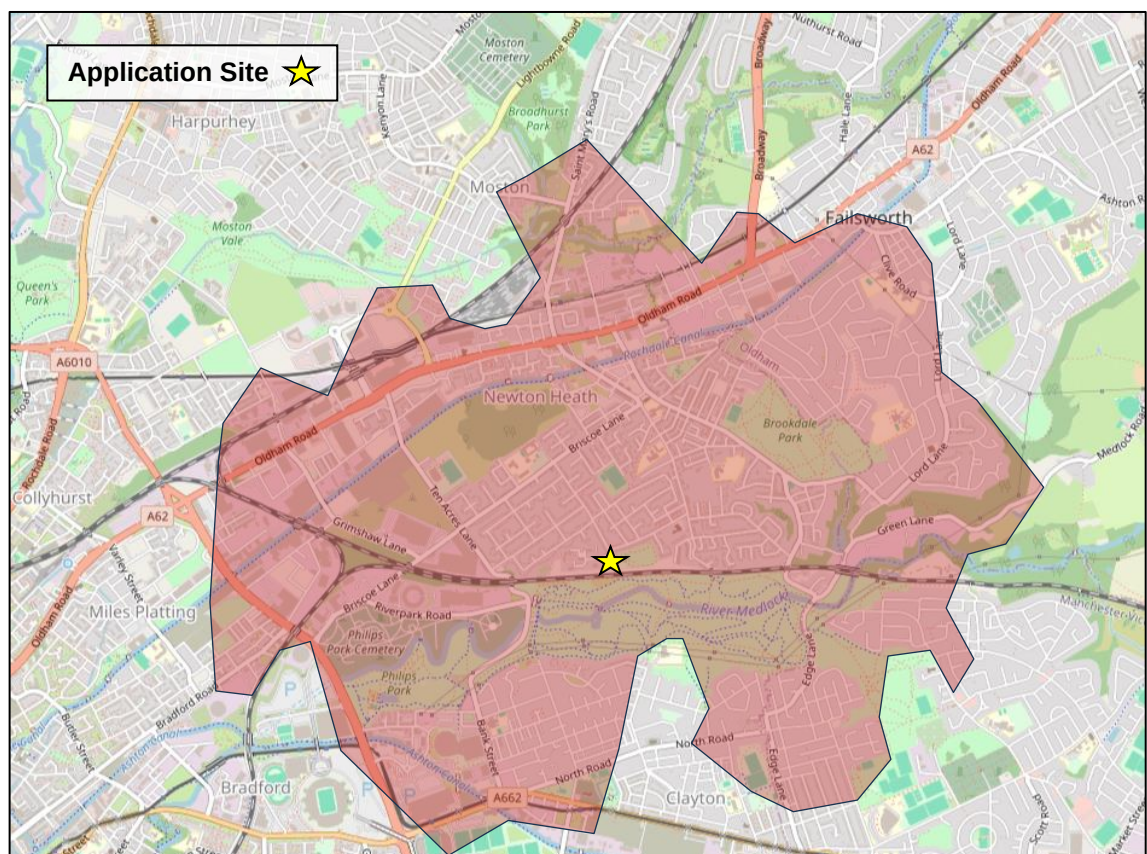
**Figure 3.1: Walking catchment area**

- 3.4 There are wide footways along Scotland Hall Road and Arnos Avenue, although this width is reduced in many places by cars parking on the footway. At the junction between these two roads there are dropped kerbs, and streetlighting is provided throughout.

- 3.5 At the junction between Arnos Avenue and Culcheth Lane there are dropped kerbs with tactile paving over Arnos Avenue. At the junction between Scotland Hall Road and Briscoe Lane, there is a raised table with a Zebra crossing over the western arm of Briscoe Lane and dropped kerbs and tactile paving over Scotland Hall Road.
- 3.6 At the southern end of Culcheth Lane there is a shared footway/cycleway under the railway leading into Clayton Vale Park.

### Cycling

- 3.7 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). Given the land use and age profile of users, however, a maximum 10-minute cycle time is seen as more realistic at this site.
- 3.8 A plan showing a 2.5km cycling catchment area for the site is shown in **Figure 3.2**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; [www.openstreetmap.org](http://www.openstreetmap.org); [www.creativecommons.org](http://www.creativecommons.org)

**Figure 3.2: Cycling catchment area**

- 3.9 There is no dedicated cycle infrastructure on the roads immediately surrounding the site. However, all roads in the vicinity of The Stirling Centre have a speed limit of 20mph, and Culcheth Lane is a signposted cycle route.

- 3.10 At the southern end of Culcheth Lane there is a network of local routes within Clayton Vale, connecting to local route 86, which connects Clayton Vale to central Manchester along the River Medlock.
- 3.11 To the north, Culcheth Lane / Old Church Lane connects with the National Cycle Network (NCN) Route 66, which locally connects the centre of Manchester to Failsworth. When completed, the NCN Route 66 will travel from Manchester to Hull.

#### **Public transport**

- 3.12 Given the mainly local catchment for the building and the results of the travel surveys, there is currently limited demand for bus services.
- 3.13 The nearest bus stops to the site are located on Arnos Avenue (a 75m/120m walk from the youth centre) and receive routes 74 and 76a. The Phoenix stop on Briscoe Lane is approximately 550m away to the north and provides more frequent services.
- 3.14 Details of local bus services are set out within **Appendix C**.
- 3.15 The nearest tram stop is Newton Heath & Moston, approximately 1.7km to the north.

## 4 Development Proposals

### Proposed development

- 4.1 At present, the youth clubs share the existing hall areas with other users, meaning materials and activities need to be stored between sessions. The new extension will allow young people to have a self-contained area of the facility, enabling this to be designed and decorated to meet the requirement of the users.
- 4.2 The new extension will be located to the northeast of the existing building, on an area that is currently grassed, with an external lobby area provided to link the two buildings.
- 4.3 Consequently, the scheme aims to construct a new energy-efficient single-storey building of approximately 127sqm, with the external lobby being 23sqm in size. A main hall will be provided along with meeting room, storage, kitchen and toilet facilities.
- 4.4 Plans showing the current and proposed layouts are included in **Appendix D**.

### Site access arrangements

- 4.5 There are no changes proposed to pedestrian or vehicular access, which will be retained via Scotland Hall Road and Croydon Drive respectively.

### Parking

#### Bicycles

- 4.6 Five Sheffield stands accommodating 10 bicycles will be provided to the west of the new building in a covered area, close to a building entrance.
- 4.7 Manchester City Council cycle parking standards set out within the *Core Strategy* require minimum provision of one space per 140sqm, to a minimum of two, for Use D2: Other Leisure Facilities. The proposed provision therefore exceeds these standards.

#### Car parking

- 4.8 No change in car parking is proposed as a result of the scheme, including no changes to parking in the adjacent private car park. The limited number of attendees travelling by car will continue to park on-street in permitted areas.

### Servicing and deliveries

- 4.9 No changes are predicted to the deliveries/servicing arrangements associated with the site post-development, with the general waste collections also retained as at present.

### Attendee times and numbers

- 4.10 A timetable of estimated predicted usage of the building, including typical user numbers and ages at each session, is shown in **Appendix E**.
- 4.11 There will be increases of up to 10 attendees at the existing sessions. At present, there are no new sessions planned for the new youth centre building, but in due course activities are likely to increase depending upon funding opportunities.

## 5 Trip Generation

- 5.1 Multi-modal trip generation for the predicted increase in users is shown within the calculation tables in **Appendix F** and summarised herein

### Existing sessions

- 5.2 As set out in **Section 4**, the new building is predicted to result in an increase of up to ten users to current Youth Club sessions, resulting in just one additional vehicle at the start and end of each session, resulting from the local catchment and high level of walking to and from the site.
- 5.3 This level of additional trip generation is not expected to have a significant or severe impact on the local highway network or to affect highway capacity.

### New sessions

- 5.4 There are currently no plans by the youth centre to run additional sessions at this location. In the future, there may be extra sessions but this would be dependent upon funding.
- 5.5 Attendee numbers are likely to be at a similar level to the current proposals, but on evening when the building is not currently planned to be in use. Due to the local catchment, travel modes are also likely to be similar, with high levels of walking and only limited travel by car.

### Car parking demand

- 5.6 Family/friends who are dropping off attendees are expected to drop off/pick up at the roadside.
- 5.7 It is probable that for older children, drivers will pull up at the roadside to drop off children, but for younger children they may park briefly to walk the children to the centre. At the end of the sessions, parents are more likely to park and then walk to the centre to collect the children.
- 5.8 The increases predicted for the existing youth sessions, of one additional vehicle parking, is not expected to cause any significant parking issues in the local vicinity.

## 6 Conclusion

6.1 Mayer Brown Limited has been appointed to prepare this Transport Statement in support of the proposals for an extension to the Stirling Centre at Newton Heath, Manchester to provide a new dedicated youth centre for the local community.

6.2 This Transport Statement demonstrates that:

- The Stirling Centre currently provides a range of services including youth club sessions, but all activities share the same space, with no dedicated area for the youth attendees;
- Access to the site for members of the public and staff is currently provided via Scotland Hall Road;
- The site is accessible via sustainable modes of travel;
- Travel surveys of attendees were undertaken which shows that the majority of attendees travel by sustainable modes, with 87% travelling by either walking, scooting or cycling;
- Development proposals seek to provide a new dedicated youth hub within an extension to the Stirling Centre;
- No change in car parking is proposed;
- New cycle storage will be provided that exceeds local policy requirements;
- Proposals are expected to result in just one additional vehicle per youth club session;
- Given the low increase in vehicular traffic, it is expected that the proposed development would have no material or significant impact on the safety or operation of the local highway network.

6.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

## **APPENDIX A: Existing Centre timetable**

### Current Youth Centre events and attendee numbers

| Activity / Group / Event | Day(s)                 | Time          | Number of existing attendees | Age of attendees (if <18) |
|--------------------------|------------------------|---------------|------------------------------|---------------------------|
| Juniors                  | Tuesdays and Thursdays | 16:00 – 18:00 | 40                           | 10-13                     |
| Seniors                  | Tuesdays and Thursdays | 18:30 – 20:30 | 25                           | 13-19 (Up to 25 with SEN) |

## **APPENDIX B: Existing user travel survey**

Stirling Centre, Newton Heath

Modal share

| Activity / Group / Event | Day(s)   | Time          | Travel mode - numbers |       |       |             |             |            |       | Total | Travel mode - share |       |       |             |             |            |       |
|--------------------------|----------|---------------|-----------------------|-------|-------|-------------|-------------|------------|-------|-------|---------------------|-------|-------|-------------|-------------|------------|-------|
|                          |          |               | Walk                  | Scoot | Cycle | Bus / Train | Dropped off | Car Driver | Other |       | Walk                | Scoot | Cycle | Bus / Train | Dropped off | Car Driver | Other |
|                          |          |               |                       |       |       |             |             |            |       |       |                     |       |       |             |             |            |       |
| Juniors                  | Tuesday  | 16:00 - 18:00 | 30                    | 5     |       |             | 5           |            |       | 40    | 75%                 | 13%   | 0%    | 0%          | 13%         | 0%         | 0%    |
| Seniors                  | Tuesday  | 18:30 - 20:30 | 20                    | 1     | 2     |             | 2           |            |       | 25    | 80%                 | 4%    | 8%    | 0%          | 8%          | 0%         | 0%    |
| Juniors                  | Thursday | 16:00 - 18:00 | 33                    |       |       |             | 7           |            |       | 40    | 83%                 | 0%    | 0%    | 0%          | 18%         | 0%         | 0%    |
| Seniors                  | Thursday | 18:30 - 20:30 | 19                    |       | 3     |             | 3           |            |       | 25    | 76%                 | 0%    | 12%   | 0%          | 12%         | 0%         | 0%    |
| Totals                   |          |               | 102                   | 6     | 5     | 0           | 17          | 0          | 0     | 130   | 78%                 | 5%    | 4%    | 0%          | 13%         | 0%         | 0%    |

## **APPENDIX C: Existing bus services**

The Stirling Centre

Local Bus Information

Local Stop Details

Updated 14 April 2025  
BREEAM Period: 08:00-19:00  
"Other buildings"



XX = School / College Services

|   | Stop Name   | Direction  | Walk Distance (m) | Routes served                                             |
|---|-------------|------------|-------------------|-----------------------------------------------------------|
| A | Amos Avenue | Northbound | 75                | 76A, 76B, 713, 722                                        |
| B | Amos Avenue | Southbound | 120               | 76A, 76B, 713, 722, 726                                   |
| C | Phoenix     | Westbound  | 550               | 76, 76A, 76B, 688, 708, 709, 711, 713, 722, 724, 726, 776 |
| D | Phoenix     | Eastbound  | 550               | 76, 708, 709, 711, 713, 724                               |

| Stop Facilities e.g. shelter, RTPI, seating, layby , raised bus kerbs, paper timetables etc |
|---------------------------------------------------------------------------------------------|
| A Shelter, Paper Timetables                                                                 |
| B Signpost                                                                                  |
| C Shelter, Paper Timetables                                                                 |
| D Signpost                                                                                  |

Bus Service Summary

|                         |                                                                                                                                                                   |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Service No:             | 76                                                                                                                                                                |
| Local Stop(s) Served:   | C, D                                                                                                                                                              |
| Operator:               | Bee Network                                                                                                                                                       |
| Route:                  | Picadilly Gardens to Oldham                                                                                                                                       |
| Timetable Source:       | <a href="https://tfgm.com/travel-updates/live-departures/bus/76-piccadilly-gardens">https://tfgm.com/travel-updates/live-departures/bus/76-piccadilly-gardens</a> |
| Timetable Last Updated: | 05/01/2025                                                                                                                                                        |

| FREQUENCY              | Mon - Fri                                                 | Saturday         | Sunday           |
|------------------------|-----------------------------------------------------------|------------------|------------------|
| Morning:               | Every 10 minutes inbound.<br>Every 20 minutes<br>outbound | Every 20 minutes | Hourly           |
| Daytime:               | Every 12 minutes                                          | Every 12 minutes | Every 30 minutes |
| Evening:               | Every 15 minutes inbound<br>Every 10 minutes<br>outbound  | Every 30 minutes | Hourly           |
| 08:00-19:00:           | 54                                                        |                  |                  |
| *Including 76A and 76B |                                                           |                  |                  |
| OUTBOUND               | Mon - Fri                                                 | Saturday         | Sunday           |
| First Service:         | 05:35                                                     | 06:50            | 06:59            |
| Last Service:          | 00:00                                                     | 00:00            | 23:00            |
| INBOUND                | Mon - Fri                                                 | Saturday         | Sunday           |
| First Service:         | 04:27                                                     | 06:15            | 06:31            |
| Last Service:          | 23:33                                                     | 23:33            | 22:33            |

|                         |                                                                                                                                                                     |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Service No:             | 76A                                                                                                                                                                 |
| Local Stop(s) Served:   | A, B, C                                                                                                                                                             |
| Operator:               | Bee Network                                                                                                                                                         |
| Route:                  | Picadilly Gardens to Oldham                                                                                                                                         |
| Timetable Source:       | <a href="https://tfgm.com/travel-updates/live-departures/bus/76a-piccadilly-gardens">https://tfgm.com/travel-updates/live-departures/bus/76a-piccadilly-gardens</a> |
| Timetable Last Updated: | 05/01/2025                                                                                                                                                          |

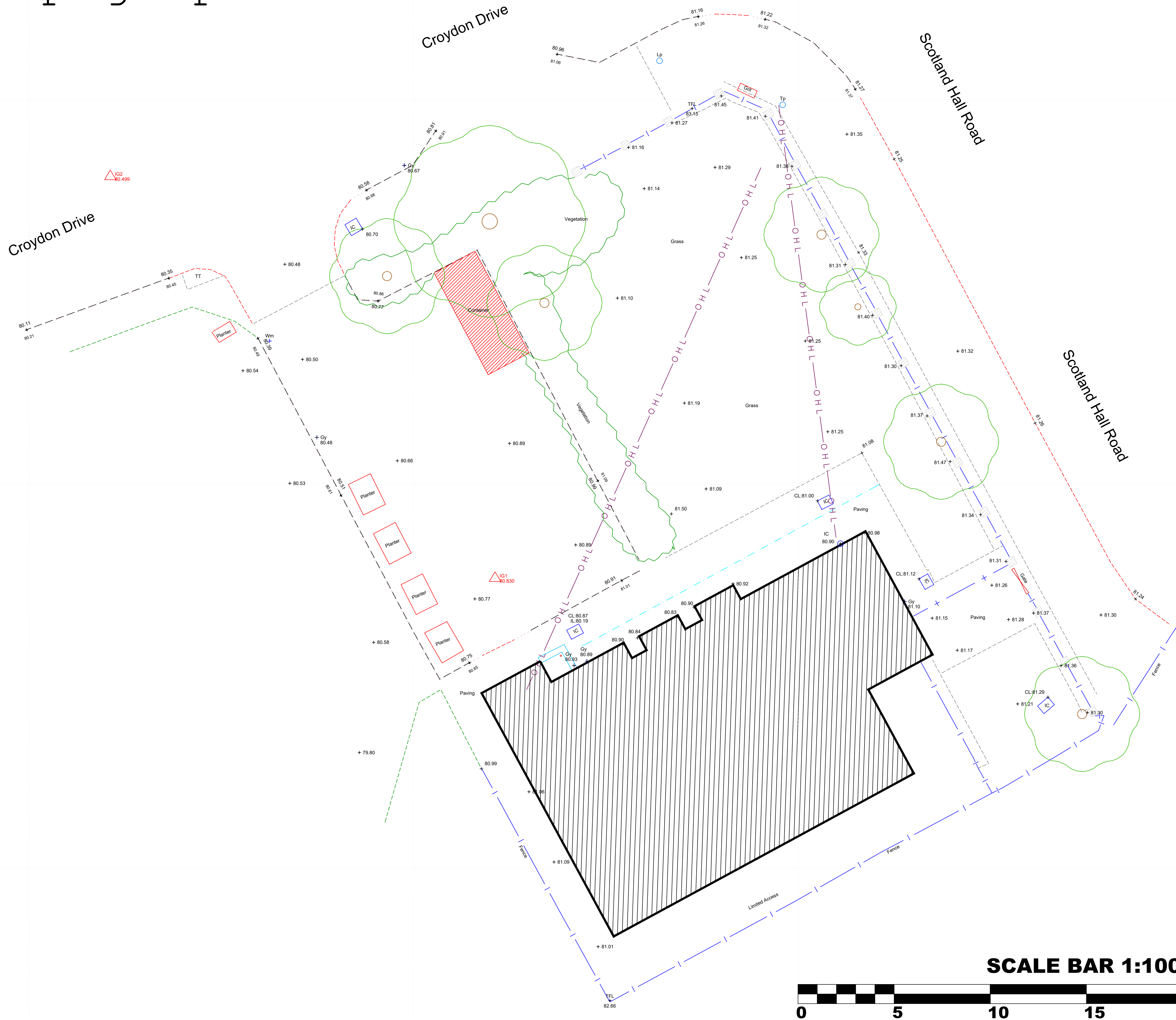
| FREQUENCY      | Mon - Fri | Saturday | Sunday |
|----------------|-----------|----------|--------|
| Morning:       | Hourly    | Hourly   | -      |
| Daytime:       | Hourly    | Hourly   | -      |
| Afternoon:     | Hourly    | Hourly   | -      |
| 08:00-19:00:   | 10        |          |        |
| OUTBOUND       | Mon - Fri | Saturday | Sunday |
| First Service: | 09:19     | 09:16    | -      |
| Last Service:  | 19:16     | 19:15    | -      |
| INBOUND        | Mon - Fri | Saturday | Sunday |
| First Service: | 09:48     | 08:44    | -      |
| Last Service:  | 18:48     | 18:28    | -      |

|                         |                                                                                                                                                                                                             |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Service No:             | 76B                                                                                                                                                                                                         |
| Local Stop(s) Served:   | A, B, C                                                                                                                                                                                                     |
| Operator:               | Bee Network                                                                                                                                                                                                 |
| Route:                  | Picadilly Gardens to Woodhouses                                                                                                                                                                             |
| Timetable Source:       | <a href="https://tfgm.com/travel-updates/live-departures/bus/76b-piccadilly-gardens?active_tab=map-view">https://tfgm.com/travel-updates/live-departures/bus/76b-piccadilly-gardens?active_tab=map-view</a> |
| Timetable Last Updated: | 05/01/2025                                                                                                                                                                                                  |

| FREQUENCY      | Mon - Fri                      | Saturday | Sunday |
|----------------|--------------------------------|----------|--------|
| Morning:       | Every 20 minutes (Inbound)     | -        | -      |
| Daytime:       | -                              | -        | -      |
| Afternoon:     | Every 30 minutes<br>(Outbound) | -        | -      |
| 08:00-19:00:   | 6                              |          |        |
| OUTBOUND       | Mon - Fri                      | Saturday | Sunday |
| First Service: | 15:07                          | -        | -      |
| Last Service:  | 17:39                          | -        | -      |
| INBOUND        | Mon - Fri                      | Saturday | Sunday |
| First Service: | 07:24                          | -        | -      |
| Last Service:  | 09:28                          | -        | -      |

## **APPENDIX D: Existing and proposed site layouts**

# Topographical



**OS Note:**  
Some services may have been omitted due to parked vehicles.  
The Ordnance Survey tile is to be used as a guide only.

This survey has been orientated to the Ordnance Survey (O.S.) National Grid OSGB36(15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS Net). A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN1GB5 & OSGM15GB transformation models.

The survey has been correlated to this point and a further one or more OSGB36(15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid

## Comments

This plan should only be used for its original purpose. iG Survey accepts no responsibility for this plan if supplied to any party other than the original client.

Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Key:

[illegible]

## Station Co-ordinates:

| Station | Easting    | Northing   | Level |
|---------|------------|------------|-------|
| IG1     | 388124.241 | 399635.102 | 80.8  |
| IG2     | 388104.231 | 399656.001 | 80.4  |

Client

Corstorphine &amp; Wright

## Project Address

The Stirling Centre  
Newton Heath  
M40 2RF

## Drawing Title

Topographical

|                 |                    |
|-----------------|--------------------|
| Scale<br>1:100  | Paper Size<br>A1   |
| Drawn By<br>NDK | Date<br>31/07/2024 |

|                  |        |
|------------------|--------|
| Level Datum      | OS GPS |
| Grid Orientation | OS GPS |

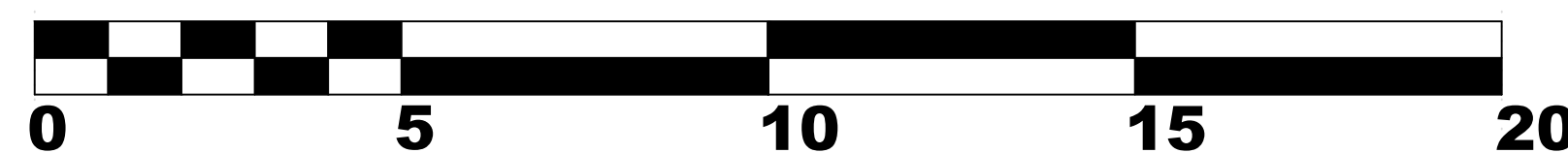
|                |      |
|----------------|------|
| Drawing Number | Rev. |
| J522-01        |      |

## Notes



Tanyard House  
37 High Street  
Measham  
DE12 7HR

**SCALE BAR 1:100**



Ground Floor Plan



OS Note:  
Some services may have been omitted due to parked vehicles.  
The Ordnance Survey tile is to be used as a guide only.

This survey has been orientated to the Ordnance Survey (O.S.) National Grid OSGB36(15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS Net).  
A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN1GBS & OSGB15GB transformation models.

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No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid.

Comments

This plan should only be used for its original purpose. IG Surveys accepts no responsibility for this plan if supplied to any party other than the original client.

All dimensions should be checked on site prior to design and construction.  
Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Key:

|                                           |                                                                                  |
|-------------------------------------------|----------------------------------------------------------------------------------|
| SH 1.00<br>HH 2.12                        | Sill Height from Finished Floor Level.<br>Head Height from Finished Floor Level. |
| Susp Ceiling Ht: 2.00<br>Ceiling Ht: 3.00 | Suspended Ceiling Height from FFL.<br>Structural Ceiling Height from FFL.        |
| IFL: 100.00m<br>+100.00m                  | Internal Floor Level (General).<br>Internal Floor Level (Specific).              |
| Insertion Point                           | Insertion Point for overlay drawings of other floors or details.                 |
| 100.00                                    | Height indicator showing level above ordnance datum.                             |

Client

Corstorphine & Wright

Project Address

The Stirling Centre  
Newton Heath  
M40 2RF

Drawing Title

GF Plan

|                 |                    |
|-----------------|--------------------|
| Scale<br>1:50   | Paper Size<br>A1   |
| Drawn By<br>NDK | Date<br>31/07/2024 |

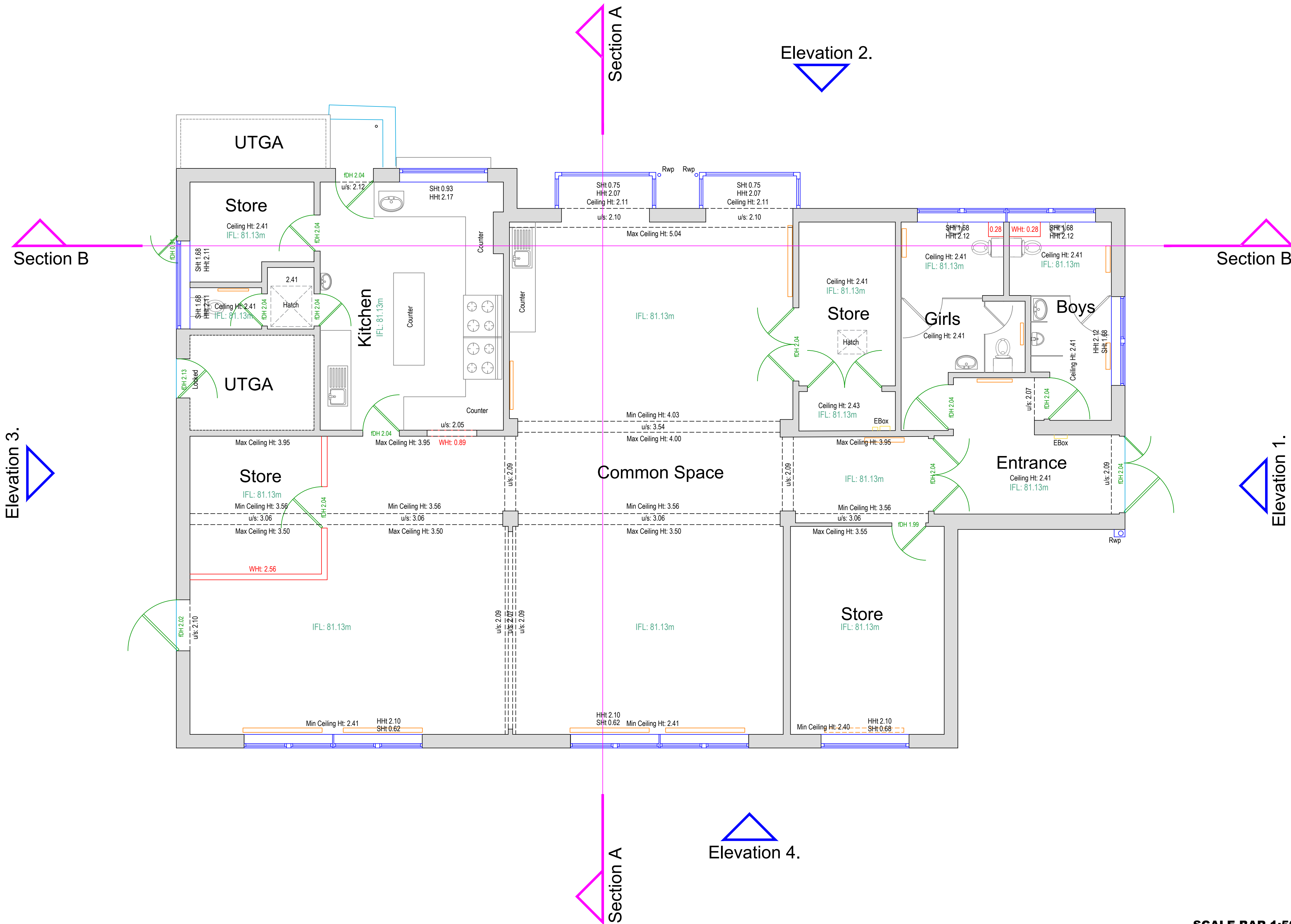
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|------------------|--------|
| Level Datum      | OS GPS |
| Grid Orientation | OS GPS |

|                |      |
|----------------|------|
| Drawing Number | Rev. |
| J522-02        |      |

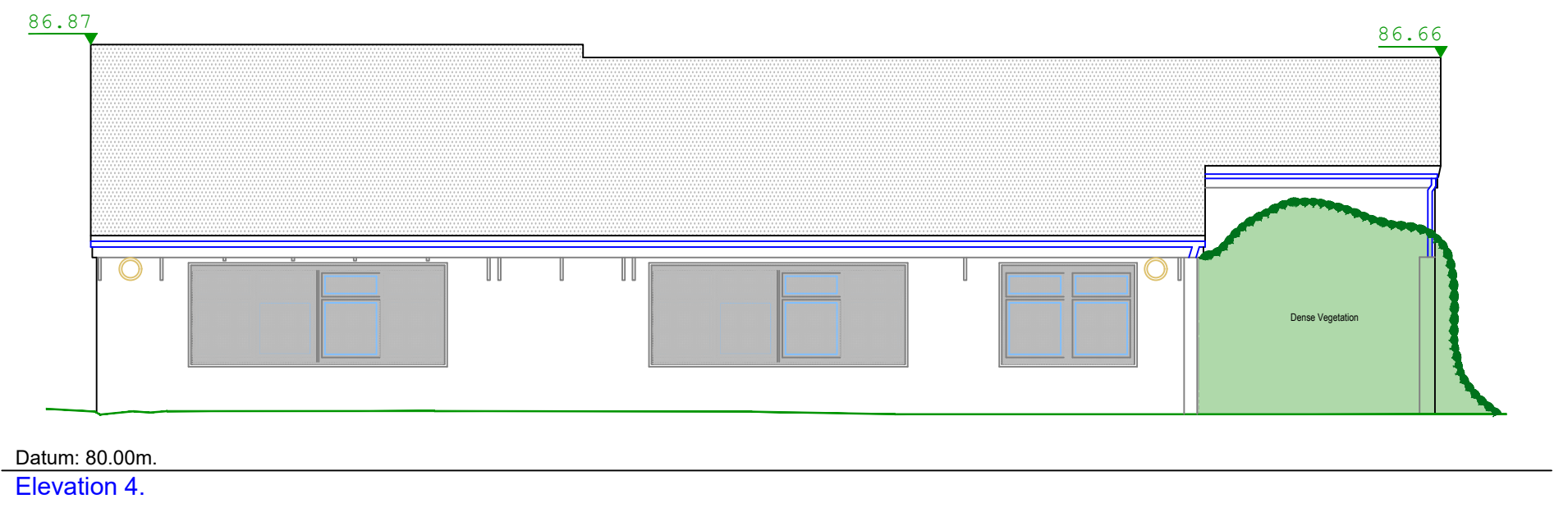
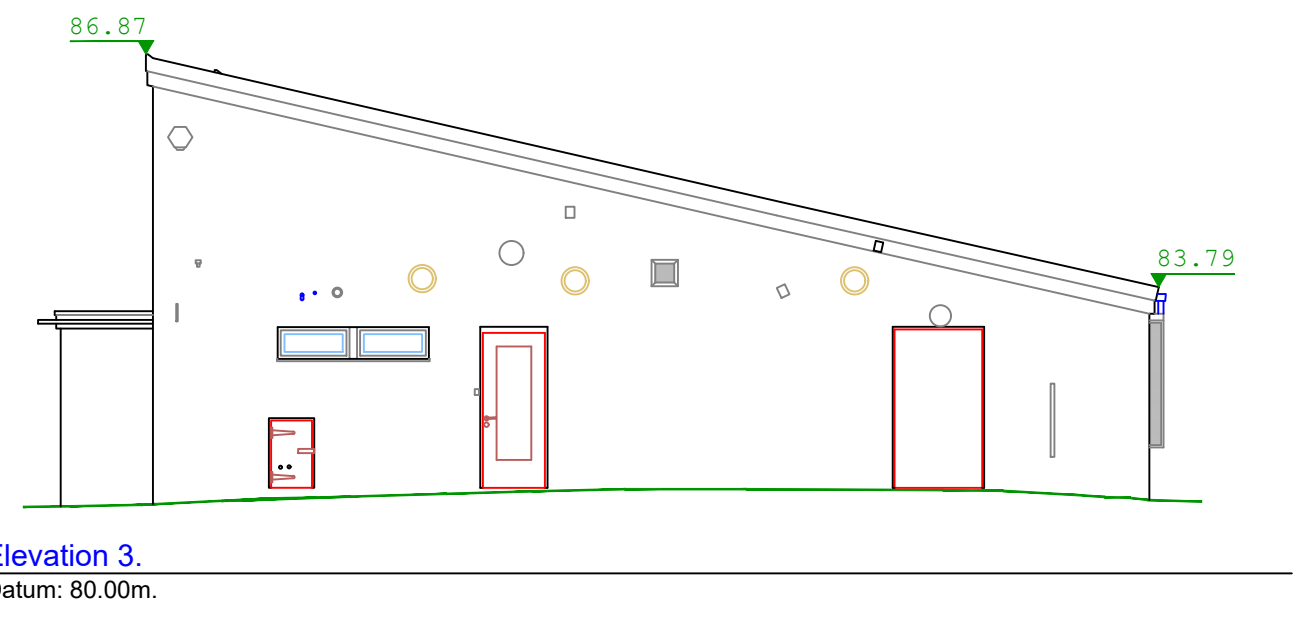
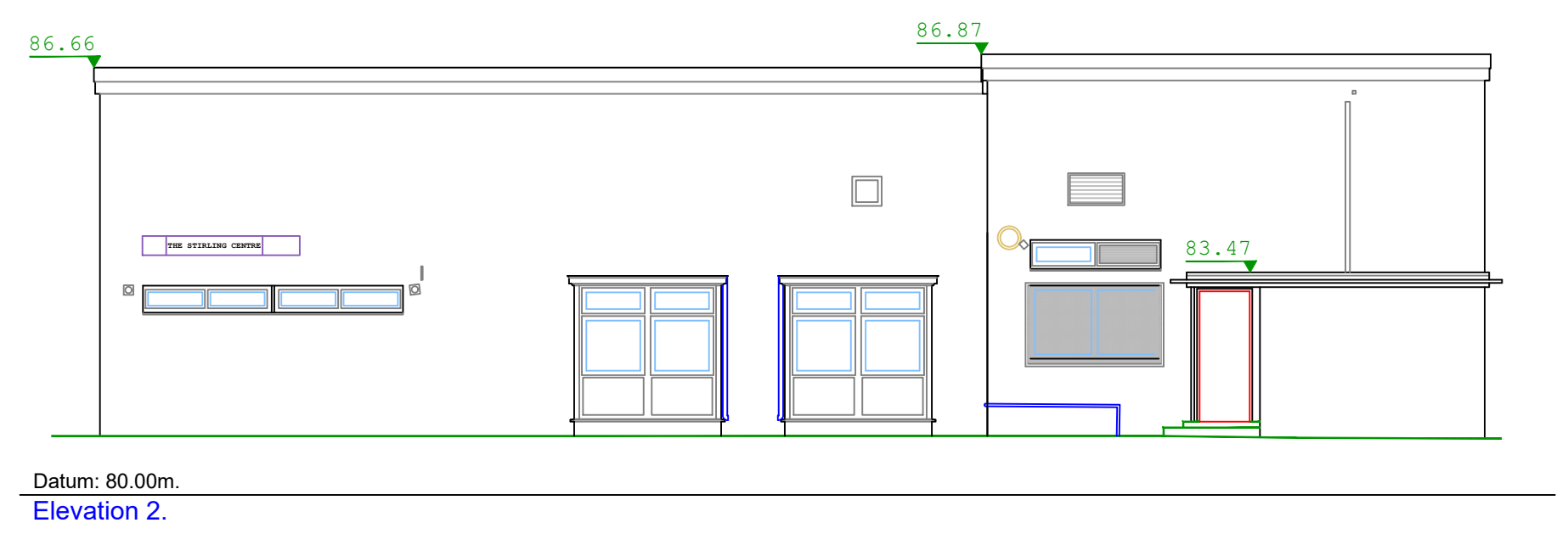
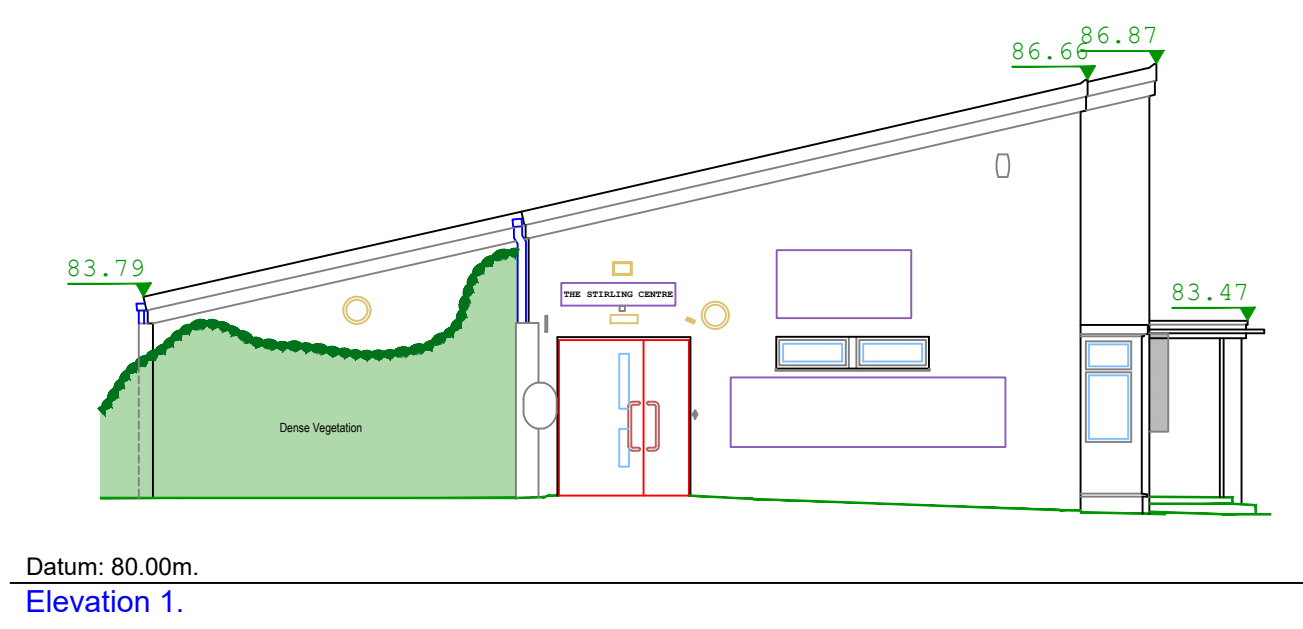
Notes



Tanyard House  
37 High Street  
Measham  
DE12 7HR

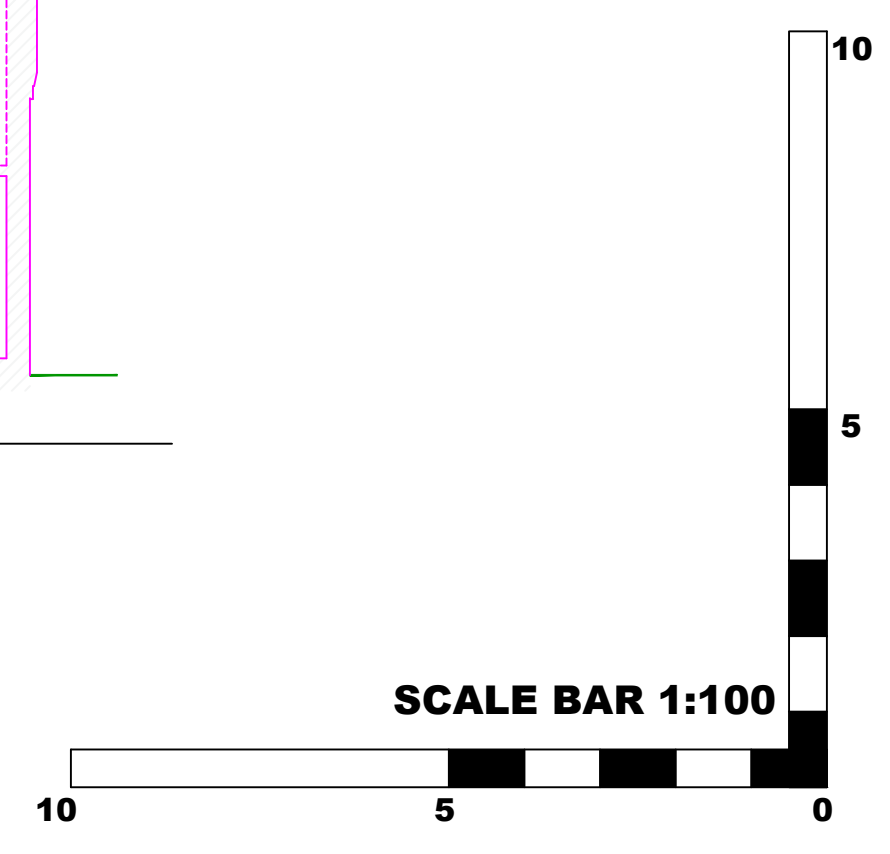
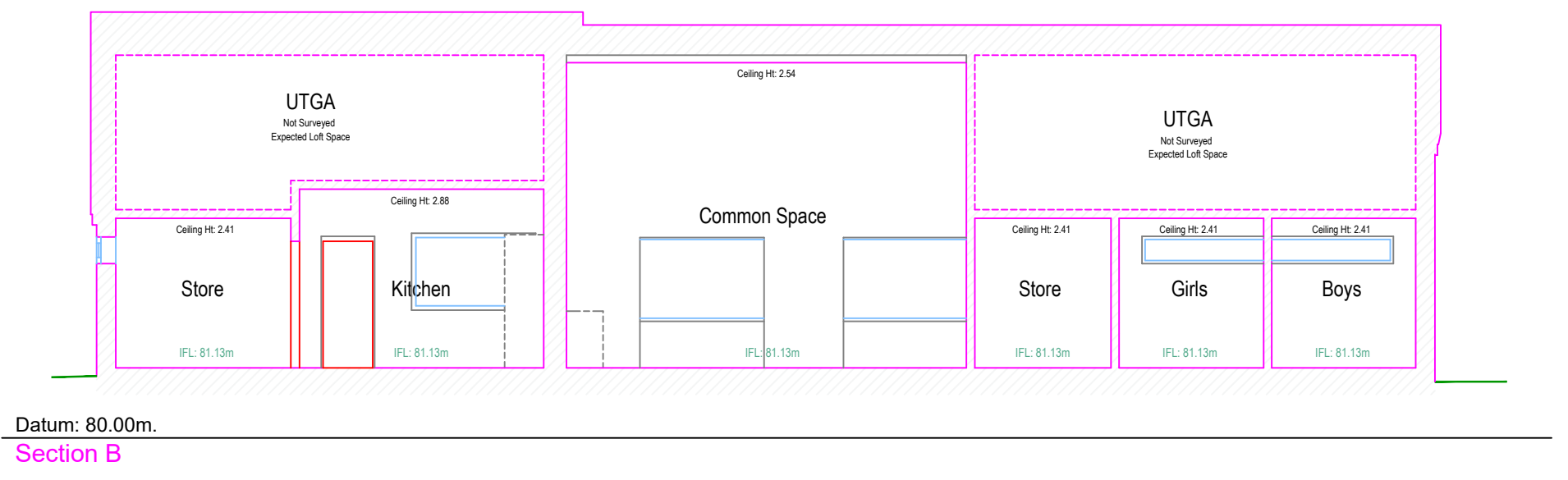
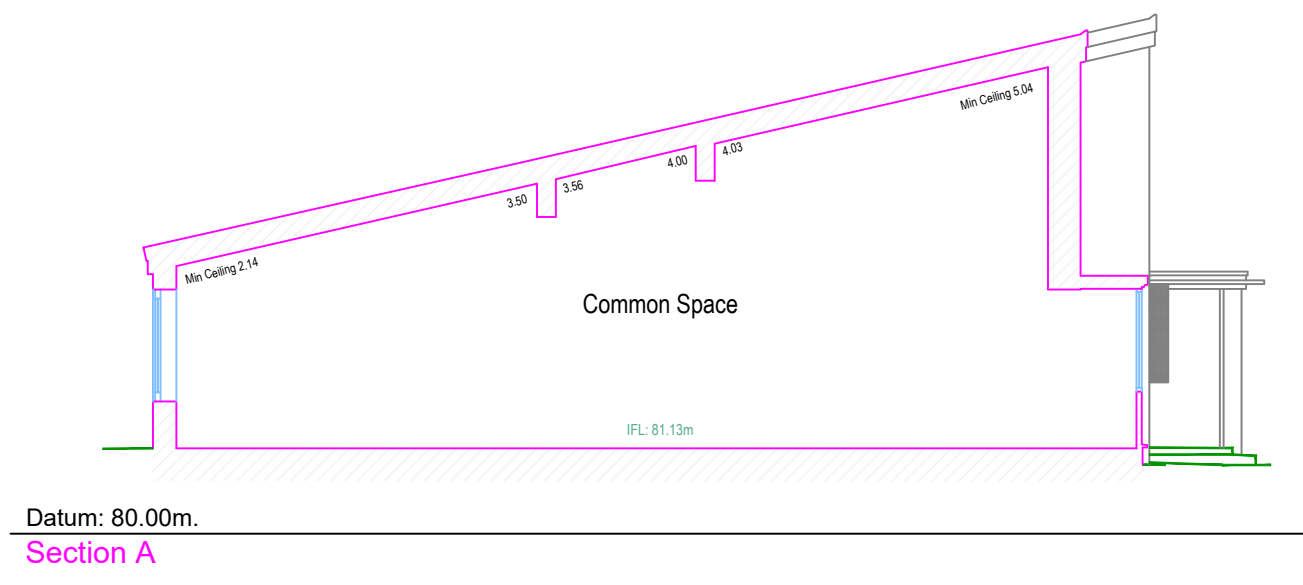


Elevations



East  
West  
North  
South

Sections



Key:

OS Note:

Some services may have been omitted due to parked vehicles.  
The Ordnance Survey tile is to be used as a guide only.

This survey has been orientated to the Ordnance Survey (O.S.) National Grid (OSGB36(15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS Net). A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN1GBS & OSGB15GB transformation models.

The survey has been correlated to this point and a further one or more OSGB36(15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid.

Comments

This plan should only be used for its original purpose. iG Surveys accepts no responsibility for this plan if supplied to any party other than the original client.

All dimensions should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

|                                           |                                                                                  |
|-------------------------------------------|----------------------------------------------------------------------------------|
| Key:                                      |                                                                                  |
| SH 1.00<br>HH 2.12                        | Sill Height from Finished Floor Level.<br>Head Height from Finished Floor Level. |
| Susp Ceiling Ht: 2.00<br>Ceiling Ht: 3.00 | Suspended Ceiling Height from FFL.<br>Structural Ceiling Height from FFL.        |
| IFL: 100.00m<br>+100.00m                  | Internal Floor Level (General).<br>Internal Floor Level (Specific).              |
|                                           | Insertion Point for overlay drawings of other floors or details.                 |
|                                           | Height indicator showing level above<br>ordnance datum.                          |

Client

Corstorphine & Wright

Project Address

The Stirling Centre  
Newton Heath  
M40 2RF

Drawing Title

Elevations & Sections

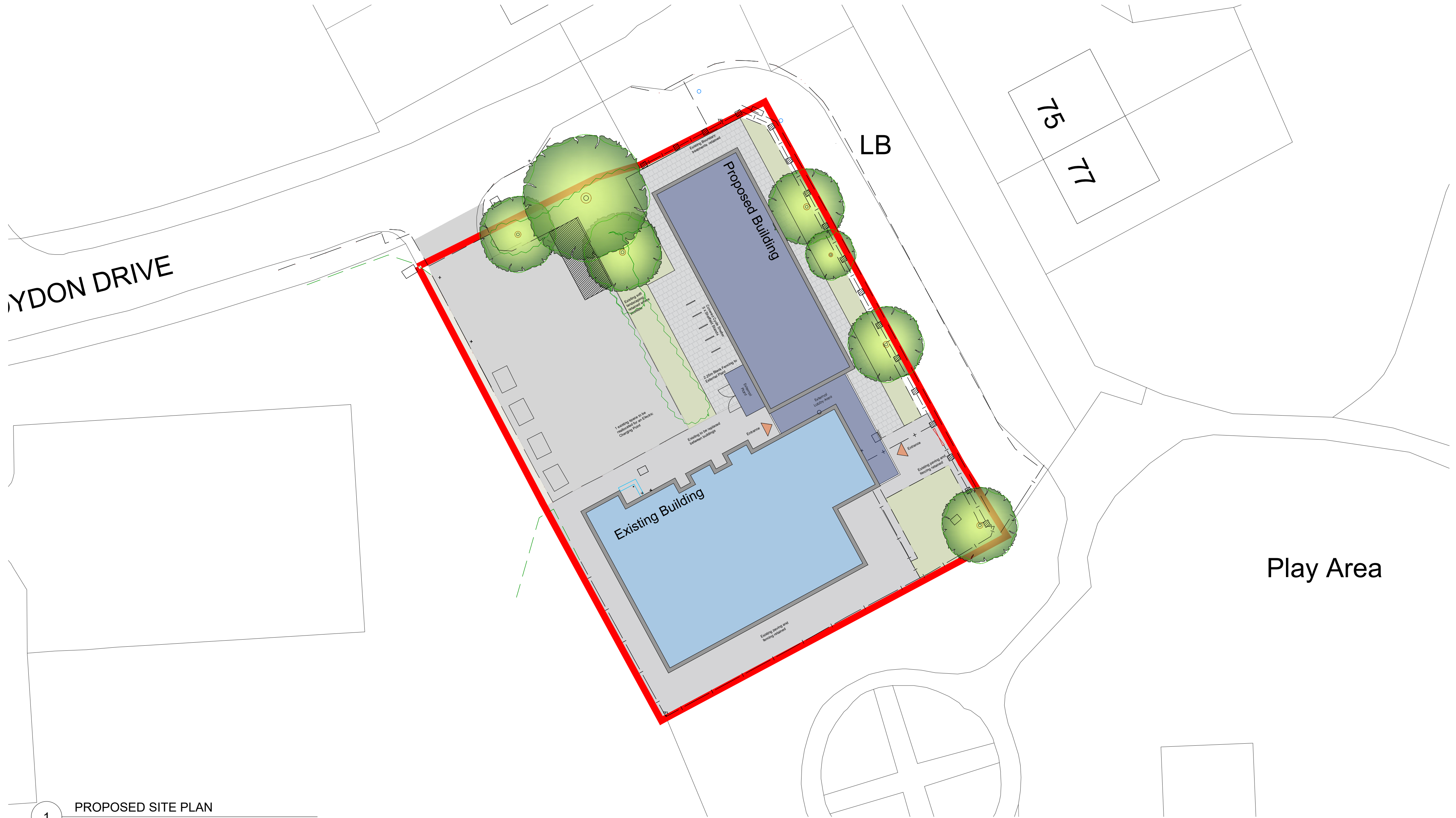
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| Drawn By<br>NDK | Date<br>31/07/2024 |

|                            |        |
|----------------------------|--------|
| Level Datum<br>OS GPS      | OS GPS |
| Grid Orientation<br>OS GPS | OS GPS |
| Drawing Number<br>J522-03  | Rev.   |

Notes

intelligent geomatics

Tanyard House  
37 High Street  
Measham  
DE12 7HR



1 PROPOSED SITE PLAN  
1:200

NORTH

0

2.0

4.0

6.0

8.0

10.0

20.0m

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|      |                                                                |          |      |      |
|------|----------------------------------------------------------------|----------|------|------|
| P-01 | Proposed building rotated 90 degrees and external lobby added. | 07.02.25 | LC   | CH   |
| P-00 | Planning Issue                                                 | 22.08.24 | SK   | LC   |
| Rev. | Description                                                    | Date     | Drw. | Chk. |

Client  
YIF  
Youth Investment Fund

Project  
Modular Youth Hub  
The Stirling Centre M40 2RF

Drawing Title  
Proposed Site Plan

Drawing Status  
PLANNING

Corstorphine & Wright

Tamworth Studio  
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01827 671 23  
corstorphine-wright.com

Drawing No.  
23519-0324

Revision  
P-01

Drawn  
SK

Checked  
LC

Paper Size  
A2

Scale  
1:200

Date  
19.03.24



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|      |                                                                 |          |      |      |
|------|-----------------------------------------------------------------|----------|------|------|
| P-01 | External lobby added and connection to existing building shown. | 07.02.25 | LC   | CH   |
| P-00 | Planning Issue                                                  | 07.08.24 | NM   | LC   |
| Rev. | Description                                                     | Date     | Drw. | Chk. |

Design in accordance with modular provider constraints

Client  
YIF  
Youth Investment Fund

Project  
Modular Youth Hub  
The Stirling Centre M20 2RF

Drawing Title  
Proposed Floor Plan

Drawing Status  
**PLANNING**

# Corstorphine & Wright

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[corstorphine-wright.com](http://corstorphine-wright.com)

|                                  |                      |                         |                       |                           |
|----------------------------------|----------------------|-------------------------|-----------------------|---------------------------|
| Drawing No.<br><b>23519-0374</b> |                      |                         |                       | Revision<br><b>P-01</b>   |
| Drawn<br><b>NM</b>               | Checked<br><b>LC</b> | Paper Size<br><b>A2</b> | Scale<br><b>1:100</b> | Date<br><b>07.08.2024</b> |

## **APPENDIX E: Predicted Centre timetables**

## Predicted Youth Centre events and attendee numbers

| Activity / Group / Event | Day(s)                 | Time          | Number of predicted attendees | Change in attendees compared to existing usage | Age of attendees (if <18) |
|--------------------------|------------------------|---------------|-------------------------------|------------------------------------------------|---------------------------|
| Juniors                  | Tuesdays and Thursdays | 16:00 – 18:00 | 45                            | +5                                             | 10-13                     |
| Seniors                  | Tuesdays and Thursdays | 18:30 – 20:30 | 35                            | +10                                            | 13-19 (Up to 25 with SEN) |

## **APPENDIX F: Trip generation**

Stirling Centre, Newton Heath

Trip generation

| Activity / Group / Event | Day(s)   | Time          | Number of attendees |          |        | Travel mode - percentage by session |       |       |             |             |            |       | Travel mode - change in attendees |       |       |             |             |            |       |
|--------------------------|----------|---------------|---------------------|----------|--------|-------------------------------------|-------|-------|-------------|-------------|------------|-------|-----------------------------------|-------|-------|-------------|-------------|------------|-------|
|                          |          |               | Existing            | Proposed | Change | Walk                                | Scoot | Cycle | Bus / Train | Dropped off | Car Driver | Other | Walk                              | Scoot | Cycle | Bus / Train | Dropped off | Car Driver | Other |
| Juniors                  | Tuesday  | 16:00 - 18:00 | 40                  | 45       | 5      | 75%                                 | 13%   | 0%    | 0%          | 13%         | 0%         | 0%    | 4                                 | 1     | 0     | 0           | 1           | 0          | 0     |
| Seniors                  | Tuesday  | 18:30 - 20:30 | 25                  | 35       | 10     | 80%                                 | 4%    | 8%    | 0%          | 8%          | 0%         | 0%    | 8                                 | 0     | 1     | 0           | 1           | 0          | 0     |
| Juniors                  | Thursday | 16:00 - 18:00 | 40                  | 45       | 5      | 83%                                 | 0%    | 0%    | 0%          | 18%         | 0%         | 0%    | 4                                 | 0     | 0     | 0           | 1           | 0          | 0     |
| Seniors                  | Thursday | 18:30 - 20:30 | 25                  | 35       | 10     | 76%                                 | 0%    | 12%   | 0%          | 12%         | 0%         | 0%    | 8                                 | 0     | 1     | 0           | 1           | 0          | 0     |
| Average                  |          |               |                     |          |        | 78%                                 | 5%    | 4%    | 0%          | 13%         | 0%         | 0%    |                                   |       |       |             |             |            |       |

