

ADVISORY

Etec Contract Services Limited
Wythenshawe Sports Hub
Wythenshawe

Crime Impact Statement

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Crime Impact Statement

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October 2025

DOCUMENT ISSUE RECORD

Document Number	244550-BWB-ZZ-XX-T-O-0002_CIS
BWB Reference	244550_CIS

Revision	Date Of Issue	Status	Author:	Checked:	Approved:
P01	July 2025	S2	Ronan Monaghan PGDip, MSc, GradIEMA	Matt Wilby, CEnv MSc (Hons), MIEMA	Draft Issue
P02	October 2025	S2	Ronan Monaghan PG Dip, MSc, GradISEP	Olivier Sanga MSc, BSc (Hons) GradISEP	Darren Harvey BEng (Hons)

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EXECUTIVE SUMMARY

BWB Consulting Ltd were instructed by Etec Contract Services Limited to produce a Crime Impact Statement ('CIS') in respect of a detailed planning application for redevelopment within Wythenshawe Park, Manchester ('the Site') which is located within the administrative boundary of Manchester City Council (MCC).

This CIS should be read in context with the other documents submitted with the planning application, including the Planning Statement and Design and Access Statement. The overall aim of this report is to assess how crime and safety issues will be addressed within the Proposed Development to deter criminal and anti-social behaviour and to make recommendations for further safety measures where necessary.

Current crime statistics for the neighbourhood in which the Site is located show that the number of recorded crimes are extremely low with only six crimes recorded within the last three years. Nevertheless, security and crime prevention has been a key consideration in the design of all developments.

Recommendations have been made on optimising security and crime prevention where detailed information is not yet available.

Overall, upon review of relevant documentation to be submitted with the application, it is considered that the Proposed Development will be designed to be consistent with current principles of the NPPF and has adopted the principles of the following Secured by Design (SBD) guidance:

- Secured By Design Non-residential (Commercial) Guide 2025 (Edition 1);
- Design and Access Statements: How to use them to prevent crime (2010); and
- Construction Site Security Guide (2021).

In conclusion, the proposed security measures are considered appropriate and adequate for the perceived crime risk and should satisfy the requirements of MCC's local planning policies.

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1. INTRODUCTION

- 1.1 BWB Consulting Limited ('BWB') was instructed by Etec Contract Services Limited (the Applicant) to produce a Crime Impact Statement ('CIS') in respect of a detailed planning application for redevelopment within Wythenshawe Park, Manchester ('the Site') which is located within the administrative boundary of Manchester City Council (MCC).
- 1.2 This CIS should read in context with the other documents submitted in support of this planning application, including the Planning Statement and Design and Access Statement.
- 1.3 This CIS applies the advice and guidance of the Greater Manchester Police in conjunction with best industry practice and planning policy. The CIS demonstrates how the Proposed Development seeks to reduce its effects on, and susceptibility to, crime and disorder, and can be used by the local planning authority (MCC) to assess the design proposals in this context. It will help to allay any fears that the public and/or potential Site operators may have about the Proposed Development by:
 - Taking account of national and local planning policy and design guidance;
 - Presenting baseline crime levels at the Site location and in the surrounding area to determine significant risks; and
 - Outlining the strategy to combat any risks and provide for a safe, secure, and non-threatening environment both for Site users and the existing neighbourhood.

Summary of the Site and Proposed Development

- 1.4 The Site is approximately 6.06 hectares (ha) and currently comprises grassland, an athletics track, a club house and car parking. Access to the Site is via Wythenshawe Road (B5167) to the north. There is a security barrier at the entrance of the Site off Wythenshawe Road.
- 1.5 The Proposed Site Plan, which illustrates the location of the Site and the red line boundary, is shown in **Appendix 1**.
- 1.6 The Proposed Development includes a single storey building of 1,445 m², and comprises the following facilities:
 - Changing Areas;
 - Bike Workshop;
 - External Bike Store;
 - Café / Reception;
 - Kitchen/Prep;
 - Office and Staff Area;
 - Community Spaces;
 - Triage;
 - Clinical Rooms;

- Treatment Room;
- Toilet Facilities;
- Storage Areas;
- Circulation Areas; and
- Plant Areas.

1.7 The Proposed Development also comprises the following within the red line boundary:

- The re-location of existing storage containers currently located to the south-west of the existing carpark to the south of the existing athletics track;
- 1 No. 30m X 20m Multi-Use Games Area (MUGA);
- 2 No. 97m x 61m all-weather sports pitches; and
- Landscaping throughout the Site.

Objective of this CIS

1.8 The overall aim of this CIS is to assess how crime and safety issues will be addressed within the Proposed Development to deter criminal and anti-social behaviour and to make recommendations for further safety measures where necessary.

2. PLANNING POLICY, LEGISLATION AND OBJECTIVES

- 2.1 The following policies, plans and crime prevention advice documents have been used as a source of reference in the completion of this CIS.

National Legislation and Policy

Crime and Disorder Act 1998

- 2.2 Section 17 of the Crime and Disorder Act 1998¹ (as amended) requires all local, joint and combined authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.

National Planning Policy Framework

- 2.3 The National Planning Policy Framework ('NPPF')² sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 2.4 In promoting 'healthy, inclusive and safe places' Paragraphs 96 and 135 of the NPPF ensure that new developments:

"are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

National Planning Practice Guidance

- 2.5 National Planning Practice Guidance ('NPPG') produced by the Ministry of Housing, Communities & Local Government³ (last updated August 2022) stresses the need to incorporate crime prevention measures into the overall design of new development. The guidance states that *"The consideration of security requirements will need to be proportionate to the size and nature of the development, the anticipated number of users and the wider setting"*.

¹ Gov.uk (1998) 'Crime and Disorder Act 1998'

² Ministry of Housing, Communities & Local Government (2024) 'National Planning Policy Framework'

³ Ministry of Housing, Communities & Local Government (2024) 'Healthy and safe communities'. Available from: <https://www.gov.uk/guidance/health-and-wellbeing>

Local Crime Prevention Policy and Guidance

Manchester City Council Guide to Development in Manchester Supplementary Planning Document and Planning Guidance 2007

- 2.6 Section 8 of MCC's Guide to Development in Manchester Supplementary Planning Document and Planning Guidance⁴ states that applicants are expected to demonstrate how crime prevention measures have been considered in the design of the proposal within a Design and Access Statement.
- 2.7 This guidance recommends the following:
- Informal surveillance should be promoted;
 - Crime prevention measures should be included in designs;
 - Internal design should promote safety; and
 - Vehicle parking areas should be safely designed.

Manchester City Council Core Strategy 2012-2027

- 2.8 MCC adopted their Core Strategy in 2012⁵. Policy DM 1 'Development Management' states that *"All development should have regard to...community safety and crime prevention"*. Key issues to consider in the design of development include *"protection of amenity and local character, environmental standards and practical matters such as access and safety"*.

Guidance

Secured by Design

- 2.9 Established in 1989, Secured by Design ('SBD') is owned by the Association of Chief Police Officers (ACPO) and is a police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures in their new development. The advice has been proven to reduce the opportunity for crime and the fear of crime, whilst creating safer, more secure and sustainable environments. SBD acknowledges and licenses quality security products.
- 2.10 Key documents used in the production of safety measures within the Proposed Development are as follows:
- Secured By Design Non-residential (Commercial) Guide 2025 (Edition 1)⁶;

⁴ MCC (2007) 'Guide to Development in Manchester Supplementary Planning Document and Planning Guidance'

⁵ MCC (2012) 'Core Strategy 2012 - 2027' Available from:
https://www.manchester.gov.uk/info/200074/planning/6573/core_strategy_2012-2027

⁶ Secured by Design (2025) 'Non-residential (Commercial) Guide'. Available from:
<https://www.securedbydesign.com/guidance/design-guides>

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- Design and Access Statements: How to use them to prevent crime (2010)⁷; and
 - Construction Site Security Guide (2021)⁸.

⁷ Secured by Design (2010) 'Design and Access Statements: How to use them to prevent crime'. Available from: <https://www.securedbydesign.com/guidance/research-case-studies-guidance/design-and-access-statements-and-how-to-use-them>

⁸ Secured by Design (2021) 'Construction Site Security Guide'. Available from: <https://www.securedbydesign.com/guidance/design-guides>

3. CRIME STATISTICS AND ANALYSIS

Current Crime Statistics

- 3.1 Greater Manchester Police (GMP) provides policing service to the metropolitan area of Greater Manchester. GMP issued data on the total number of neighbourhood crimes recorded between 2019 and 2024⁹. A summary of crime data for the southern area within the administrative boundary of MCC is shown in **Table 3.1**.

Table 3.1: Summary of Crime Data for Southern Manchester (2019 - 2024)

Type of Crime	Number of Occurrences
Business and Community Burglary	1,224
Theft from the Person	1,548
Robbery of Personal Property	2,027
Robbery of Business Property	295
Theft of a Motor Vehicle (including aggravated vehicle taking)	2,087

- 3.2 The Site is located within the Brooklands neighbourhood of South Manchester, which is shown as a blue polygon in **Figure 3.1**. The location of the Site is outlined in red with this figure.

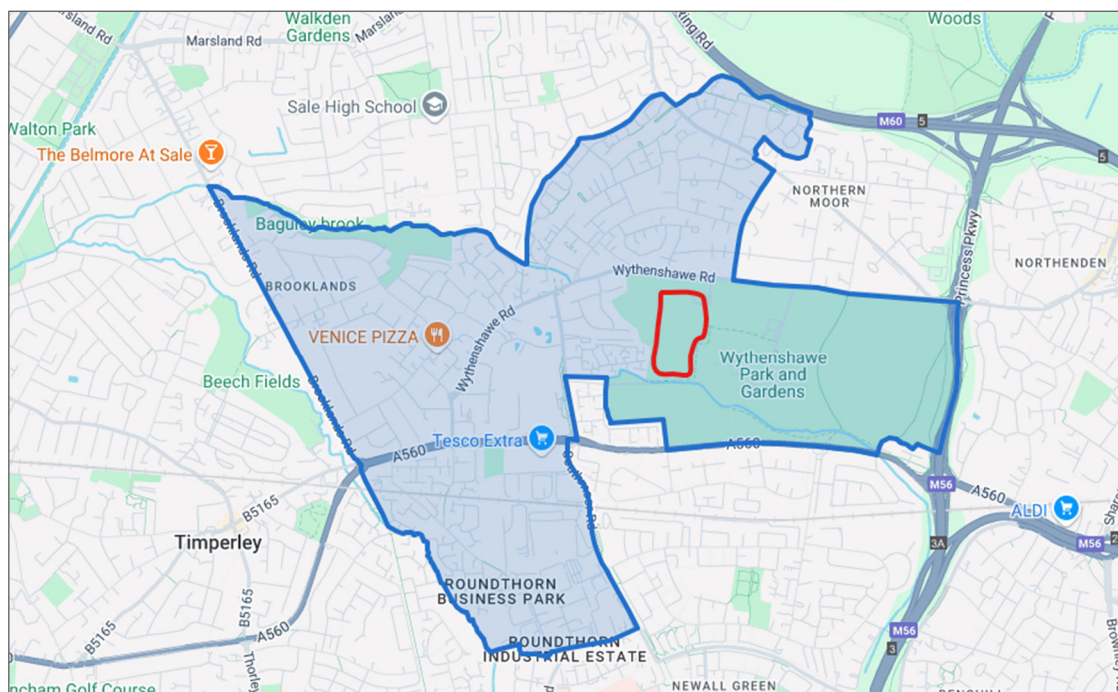


Figure 3.1: Brooklands Neighbourhood

⁹ Greater Manchester Police (2025) 'Neighbourhood crime'. Available from: <https://www.gmp.police.uk/police-forces/greater-manchester-police/areas/greater-manchester-force-content/sd/stats-and-data/neighbourhood-crime/>

- 3.3 According to the Police.uk website, there were no crimes recorded within Brooklands within the most recent 12 months for which crime statistics are available (May 2024 to April 2025)¹⁰. When looking at the last three years for which crime statistics are available (July 2022 to March 2025), only six crimes were recorded in the neighbourhood with all six registered as “*violence and sexual offences*”. A summary of the dates of these offences is presented in **Table 3.2**.

Table 3.2: Dates of Offences in Brooklands

Date Period	Number of Offences
July - September 2022	1
October - December 2022	2
July - September 2023	2
October - December 2023	1

- 3.4 Based on the statistical data it is considered that the Site is located in a low crime risk area. There is no evidence to suggest that the introduction of the Proposed Development will cause an increase in crime but is also not possible to rule it out, hence designing out crime remains an important factor to consider.

¹⁰ Police.uk (2025) 'Brooklands (South Manchester)'. Available from: <https://www.police.uk/pu/your-area/greater-manchester-police/brooklands-south-manchester/?yourlocalpolicingteam=about-us&tab=statistics>

4. RISK ASSESSMENT

4.1 New developments can provide a target to criminals as they often contain new furniture, electrical goods, IT equipment and other items of value.

4.2 The typical security risks for scheme such as the Proposed Development are as follows:

- Burglary;
- Robbery;
- Shoplifting;
- Theft by employees;
- Theft of customer/staff property;
- Criminal damage to property and vehicles;
- Theft of, and from, vehicles;
- Bicycle theft;
- Anti-social behaviour; and
- Theft of plant and machinery, and criminal damage during the construction period.

4.3 There are many types of crimes which occur during the construction phase, including during enabling works of a development, with the most common including the theft of plant equipment; materials; tools; and diesel fuel. SBD recommend that the following security measures should be in place prior to, and during, the construction phase.

- Robust perimeter fencing should be provided at the Site;
- A monitored alarm system should be provided for Site cabins and structures facilitating the storage of materials and fuel;
- The name of the contractor and signage with an emergency contact telephone number should be displayed along the perimeter fencing, which will allow the reporting of suspicious circumstances;
- Mobile or part-time closed-circuit television (CCTV) systems can be used as an effective aid to the security of the Site and can act as a deterrent to criminal activity;
- Control of pedestrian and vehicular access;
- Maintain a clean and tidy Site in order to prevent any accessible debris being used by vandals; and
- Contractors who provide the Site security during the construction phase should be Security Industry Authority (SIA) Approved Contractors Scheme (ACS) compliant.

5. SECURITY STRATEGY FOR THE PROPOSED DEVELOPMENT

5.1 The design of the Proposed Development has followed an iterative process and has been done with due consideration for the inclusion of safety measures with a view to minimising the potential for crime. The key principles of crime prevention included within the design for both the construction and operational phases are set out below.

5.2 The security strategy the Proposed Development has been ascertained through liaison with the project team and a review of the following plans and documents:

- Site Access Plan (dwg no.: M3851-PA-03-V2);
- Mechanical, Electrical and Public Health Services – Stage 3 Design Proposals (doc. ref. no.: 15138-CGP-00-ZZ-RP-N-0002);
- Fire Alarm And Security Layout (dwg. no: 15138-CGP-00-00-DR-E-6801 and 15138-CGP-00-00-DR-E-6801);
- External Lighting Layout (dwg. nos.: 15138-CGP-00-ZZ-DR-E-9001 and 15138-CGP-00-ZZ-DR-E-9002);
- Multi-Sports Hub Proposed Site Plan (dwg. no.: G-208872-02);
- Floodlighting Scheme (dwg. no.: G-208872-03); and
- Landscape Layout (dwg. no.: M3851-PA-01-V02).

5.3 Recommendations to bolster these safety measures are set out in **Section 6** of this CIS.

Construction

5.4 There are many types of crimes which occur during the construction phase, including during enabling works of a development, with the most common including the theft of plant equipment; materials; tools; and diesel fuel.

5.5 The Principal Contractor, Etec Contract Services Ltd, is a member of the 'Considerate Constructors Scheme', which aims to provide a safer environment, prevent unnecessary disturbance, and reduce nuisance for the community from their activities.

Perimeter Security

5.6 Construction sites should be contained within secure perimeters with access-controlled entrances. Paragraph 15 (10) of the Construction (Design and Management) Regulations 2015 (CDM 2015), states that *"a contractor must not begin work on a construction site unless reasonable steps have been taken to prevent access by unauthorised persons to that site"*.

5.7 The Applicant has confirmed that current activities at the Site would cease to function throughout both the enabling works and construction of the Proposed Development. The Site boundary will be secured with a temporary boarded fence, known as hoarding. It will be sturdy, at least 2m high, and built around the perimeter of the Site to improve security, prevent unauthorised access, comply with health and safety requirements and obscure the Site from public view.

- 5.8 Access roads and paths to the Site should be well lit during the enabling/construction phase for security purposes and to enhance the safety of those leaving the Site during non-sunlight hours.
- 5.9 SBD guidance states that the number of entrances should be kept to a minimum so that staff can easily control who enters the Site. In accordance with SBD guidance, separate entrances for vehicles and pedestrians should be provided next to one another which will aid mutual supervision and ensure staff can easily control who enters and exits the Site.
- 5.10 The Applicant has confirmed that contractors who will provide Site security during the construction phase will be SIA and ACS compliant.
- 5.11 These measures alone are considered adequate for the crime risk in an area of low crime.

Vehicle, Plant, Machinery and Tool Protection

- 5.12 Vehicles, plant, machinery and tools should be stored securely and out of sight when the Site is closed. No vehicles, other than those used for construction, should be parked on-Site overnight.
- 5.13 When not in use, all vehicles and plant should have their ignition keys removed and, where possible, their immobilisers activated.
- 5.14 Any bicycle storage areas should be located within the Site boundary and, where possible, within sight of Site security staff to ensure their security.
- 5.15 Site operators and contractors should be encouraged to register Site vehicles, plant and machinery on a recognised national database. Companies that provide this service offer a range of options such as tamper proof plates or labels, hidden transponders or electronic tags, covert traceable liquids that leave unique identifiers and fluoresce under ultraviolet light. These tactics can provide a visual deterrent and assist police to identify and recover stolen items. In addition to this, visibly marking items may deter theft and make it difficult for thieves to dispose of stolen items.

Operation

Perimeter Security

- 5.16 In accordance with SBD guidance (2025), security fencing during operation will be at least 1.8 m in height, will be composed of an acceptable material (e.g. welded mesh, expanded metals, timber or railings) and will be certified to one of the following minimum standards:
- LPS 1175 Issue 8 Security Rating B3;
 - STS 202 Issue 12 Burglar Resistance BR2;
 - Sold Secure SS323 Silver; or
 - LPS 1673 Issue 1 Attack Rating AR.A180.

- 5.17 The existing pump track and cycling road skills areas located to the east of the Site would continue to be accessible to the public and would not be included within the perimeter fencing.

Lighting

- 5.18 Good external lighting is essential for a number of reasons, not least in order to prevent crime and reduce the fear of crime.
- 5.19 Lighting will be provided along both the vehicular access road and the pedestrian access paths. Lighting levels along these access points will comply with BS 5489-1:2020 'Design of road lighting - Lighting of roads and public amenity areas. Code of practice'.

Signage

- 5.20 Unauthorised persons around non-residential developments will often use the excuse that they could not find their way to the reception. Therefore, various areas within the Site should be clearly signposted from the entrances and further on into the Site to help dismiss any excuses people may have of not being able to locate certain areas. This tactic would also help security staff and the police establish the legitimacy of such claims.

External Security

Fencing

- 5.21 Fencing will be provided throughout the Site to increase security of the various components of the Proposed Development.
- 5.22 The two proposed pitches and MUGA will be secured by fences which vary in size from 1.2 m to 4.5 m as shown in the drawing produced by the Pitch Contractor (Surfacing Standards Limited) in **Appendix 2**. This fencing will be designed to one of the following standards in accordance with SBD guidance:
- LPS 1175 Issue 8 Security Rating B3;
 - STS 202 Issue 12 Burglar Resistance BR2;
 - Sold Secure SS323 Silver; or
 - LPS 1673 Issue 1 Attack Rating AR.A180.

Landscaping

- 5.23 Landscaping can play a role in crime reduction by creating clear boundaries and enhancing natural surveillance.
- 5.24 It is understood that the maintenance of the car park will be the responsibility of MCC. Leisure United will be responsible for the maintenance of 3G Pitches, Athletics Facility, Baseball / Softball Field, Grass Sport Pitches, Skate and Cycling facilities and all other landscaping within the red line boundary area.

- 5.25 The management and maintenance of the proposed MUGA and two all-weather sports pitches would be provided by Surfacing Standards Ltd.
- 5.26 Proposed hedgerows to the north of the Site, which are illustrated on the Landscape Layout, will be set away from the pavilion building to allow a wide vista view all along the eastern side of the building. Post and wire fences will be employed in conjunction with the hedgerows to ensure that people cannot walk through hedgerows and are thus directed to the main path routes. Low level shrub planting is proposed, which will ensure visibility is maintained within the Site allowing natural surveillance.
- 5.27 Paths have been generally designed to ensure they are largely visible from public areas.

Internal Security

- 5.28 The Fire Alarm and Security Layout drawings (**Appendix 3**) for the proposed building illustrates the indicative provision and location of fire safety and CCTV equipment. It should be noted that these drawings have been produced for RIBA Stage 3 design and the detailed design will be undertaken at a later stage.

Fire Safety

- 5.29 A new fire alarm system will be installed in the building in accordance with the buildings fire strategy, building regulations and BS 5839 'Fire detection & alarm systems for buildings' with the panel sited within the main entrance lobby. A summary of this system is as follows:
- The fire detection and alarm system will be installed to comply with BS 5839 Part 1 Type L1;
 - All ceiling voids in excess of 800 mm will be provided with void detection to meet the requirements of BS 5839;
 - Annunciation will be a combination of integral sounder bases and wall mounted sounders as appropriate and
 - Audible and visual annunciation will be provided throughout the building.

Closed Circuit Television (CCTV)

- 5.30 A CCTV system which complies with BS 7958:2015 'Closed circuit television (CCTV) Management and operation. Code of practice' will be provided consisting of fixed internal and external cameras intended to cover the reception/servery, building perimeter and internal coverage to circulation spaces. CCTV cameras will be connected to head end equipment via power over ethernet cabling back to the server room where head end equipment will be located. A local playback 19" LCD monitor will be provided within the building, potentially at the reception area.

Intruder Safety

- 5.31 An intruder alarm system will be provided which will generally comply with EN50131 'European Standards for Intruder Alarm Systems' system grade 3.

- 5.32 This will be installed to conform with PD6662 'Integration of intruder alarm systems' and supplemented by DD243 'European Standards for Intruder Alarms', with notification via electronic sounders and alarm signalling devices.
- 5.33 A Panic alarm system will also be provided at the reception desk and the serving counter with a sounder to be located in the Office.
- 5.34 A Public Announcement system will be provided allowing announcements to be made around the centre and the pitches, which could be used to inform Site users of any suspected crime activity.

Vehicle Access and Parking

- 5.35 Current Site access off Wythenshawe Road will be retained and utilised as the only vehicular access point during the operational phase. This access point leads vehicles directly to the existing carpark, which is to be renovated.
- 5.36 Parking places for Site staff and Site visitors will be clearly identified, as will any dedicated delivery/collection.
- 5.37 Swept path analyses (**Appendix 4**) have been undertaken for refuse collection vehicles, fire trucks and ambulances. These analyses indicate that all three vehicles will be capable of safely accessing the Site. If required, these vehicles could gain access as far into the Site as to the south-east of the athletics track.

Bicycle Parking

- 5.38 A total of 28 No. cycle parking spaces will be provided as part of the Proposed Development. Bicycle parking will be designed to one of the following standards in accordance with SBD guidance:
- LPS 2081 Issue 1 Security Rating B;
 - STS 225 Issue 2 Burglar Resistance BR2(S);
 - STS 205 Issue 8 Burglar Resistance BR2;
 - LPS 1175 Issue 8 Security Rating B3;
 - Sold Secure SS104 Silver;
 - STS 501 Security Rating TR2; or
 - STS 503 Security Rating TR2.

Motorcycle, Scooter And Moped Parking

- 5.39 There are 5 No. parking spaces proposed within the carpark to cater for motorcycles, scooters or mopeds. These spaces are located close to the building, which will reduce the risk of theft. These spaces will be designed to one of the following standards in accordance with SBD guidance:
- LPS 1175 Issue 8 Security Rating B3;
 - Sold Secure SS101 Gold; or

-
- STS 501 Security Rating TR2.

6. RECOMMENDED SECURITY MEASURES

- 6.1 It is recommended that the measures set out in **Table 6.1** are implemented during the construction phase to bolster safety and minimise the risk of crime occurring at the Site.

Table 6.1: Recommended Measures during the Enabling/Construction Phase

Design Feature	Recommended Measure
Perimeter Security	Perimeter fencing should be inspected at regular intervals to ensure their integrity is maintained.
	There should be clear demarcation between the roadway and the footway and a safety barrier between the two may be necessary to protect pedestrians from large vehicles and/or plant.
	Signage should be displayed on the perimeter fencing to warn against unauthorised access of the Site. Furthermore, this signage should contain the emergency contact details and point of contact so the public and construction Site staff members could report any suspicious behaviour.
	The employment of temporary CCTV towers at strategic places to provide an immediate visual deterrent to potential criminals.
Vehicle Protection	If possible, vehicles should be parked in garages or secure compounds overnight, but if this is not possible, they should be parked in areas that are well-lit and overlooked.

- 6.2 It is recommended that the measures set out in **Table 6.2** are implemented during the construction phase to bolster safety and minimise the risk of crime occurring at the Site.

Table 6.2: Recommended Measures during the Operational Phase

Design Feature	Recommended Measure
Perimeter Security	Use defensive planting, bollards, or perimeter fencing to prevent unauthorised vehicle access.
	There should be no structures close to or protruding over the fence that will act as climbing aids e.g. trees, lamp columns or the edges of other structures. They should also be visually permeable to facilitate natural surveillance.
	If gates are provided, they should match the height and security rating of the fence line and be lockable.
Site Security	Provide signage throughout the Site which sets out a clear demarcation between public, semi-private, and private zones.
	Secure access should be provided to rear yards, plant rooms, roof access points etc.
	Security lighting (e.g. dusk-to-dawn or passive infrared activated) should be provided to illuminate entrances, loading bays, and vulnerable external areas.
	Bin stores should be locked when not in use.
	There may be a need to employ security guards during, for example, large on-Site events.
	To ensure adequate natural surveillance is retained, where main paths have been created under tree canopy areas or within

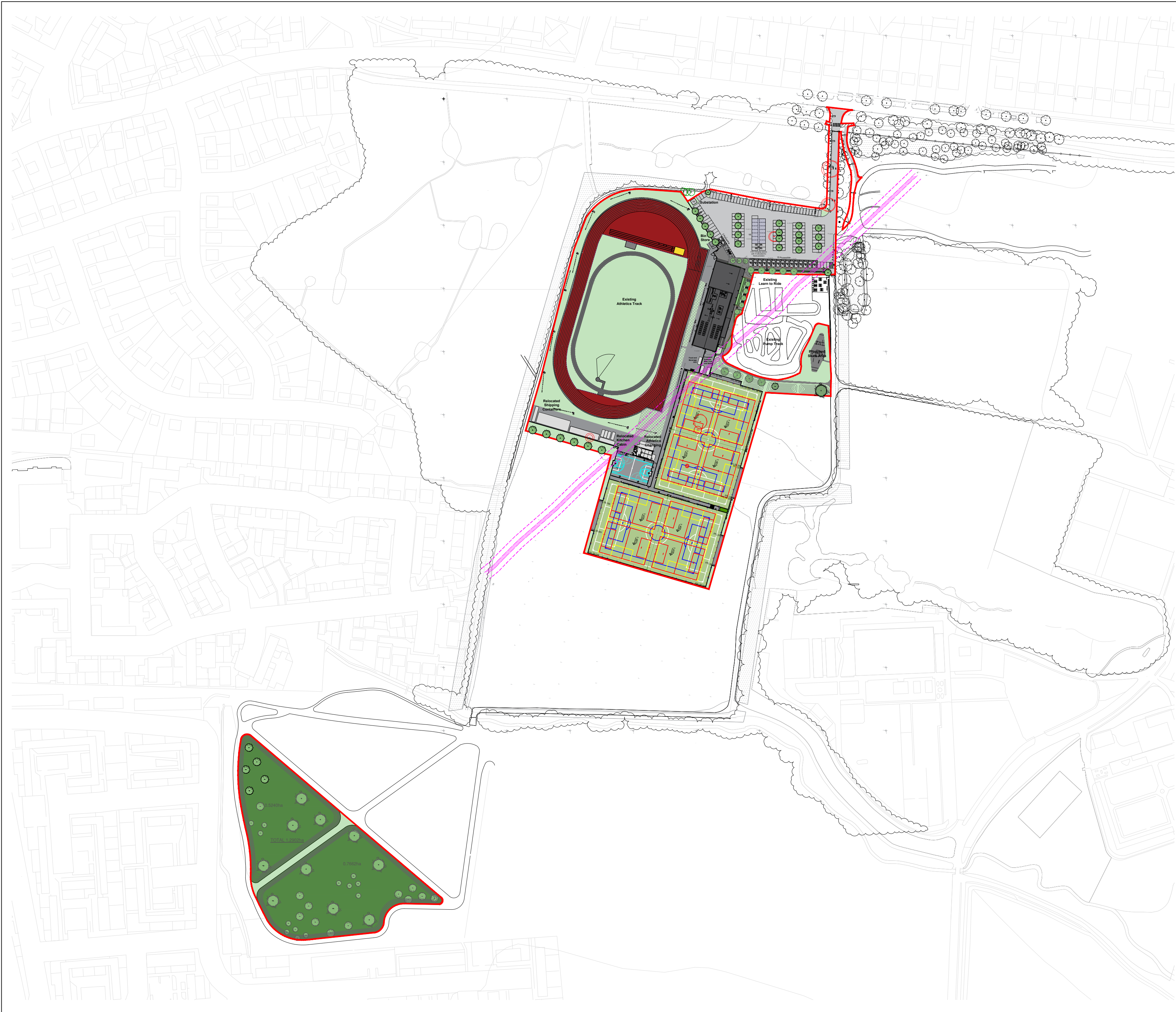
Design Feature	Recommended Measure
	thickets, there will be a management/maintenance requirement to ensure that in the areas between any paths and open areas, (for inter-visibility), ground vegetation is limited and maintained at <1m above ground level and that tree branches are to be crown lifted to ensure that the minimum height of relevant branches is greater than 2.5m above ground level.
Internal Security	Entrance lobbies should include electronic access systems (e.g., key card, PIN, or biometric).
	Visitor access to staff areas should be strictly managed.
	CCTV should be installed in line with the National Police Chiefs' Council guidance and should cover all critical entry points.
	Reception and public-facing staff should have clear sightlines and safe escape routes. They should also receive periodic training on how to deal with criminal incidents, including logging and reporting them.
	Doors must be tested to LPS 1175 (Issue 8 or later) Security Rating (SR) 1 or higher for secure entry points. PAS 24 is acceptable for doors into staff areas.
	Glazed windows must be security-rated to LPS 1175 or BS EN 1627 RC3 and be laminated to resist forced entry
	Built-in or retractable shutters and grilles should be considered for vulnerable internal areas.
	Roof lights and service risers must be resistant to attack or locked appropriately.
	All doors, windows, lights and security systems must be subject to regular testing and maintenance to ensure they are in good working order and continue to comply with relevant standards.

7. SUMMARY AND CONCLUSIONS

- 7.1 This CIS should read in context with the other documents submitted with the planning application, including the Planning Statement and Design and Access Statement. The overall aim of this report is to assess how crime and safety issues will be addressed within the Proposed Development to deter criminal and anti-social behaviour and to make recommendations for further safety measures where necessary.
- 7.2 Current crime statistics for the neighbourhood in which the Site is located show that the number of recorded crimes are extremely low with only six crimes recorded within the last three years. Nevertheless, security and crime prevention has been a key consideration in the design of all developments.
- 7.3 Recommendations have been made on optimising security and crime prevention where detailed information is not yet available.
- 7.4 Overall, upon review of relevant documentation to be submitted with the application, it is considered that the Proposed Development will be designed to be consistent with current principles of the NPPF and has adopted the principles of the following Secured by Design (SBD) guidance:
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 - Design and Access Statements: How to use them to prevent crime (2010); and
 - Construction Site Security Guide (2021).
- 7.5 Therefore, it is concluded that security measures are appropriate and adequate for the perceived crime risk and should satisfy the requirements of MCC's local planning policies.

APPENDICES

Appendix 1: Proposed Site Layout



RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.

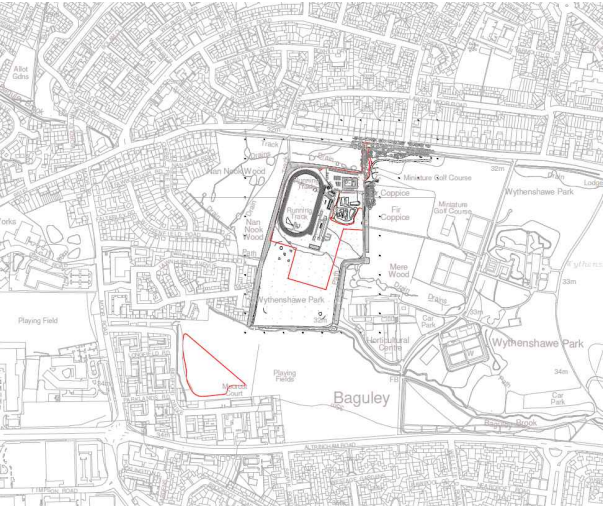
0 20m 50m 100m
1:2000
ORIGINAL SHEET SIZE **A2**

THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.

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KEY PLAN



Notes:

The site drawing is based on a combination of Ordnance Survey mapping and topographical survey. The initial topographical survey was carried out by BrightSurv Ltd in May 2023 and was updated in February 2025 to include the access road entrance. A further update to the topographical survey was completed in July 2025, extending coverage to the North-East of the site along Wythenshawe Road.

The location of the foul water main sewer is based on a traced survey undertaken by Solum Surveying Ltd. A 5 metre easement measured from the centerline of the sewer, has been indicated in accordance with the requirements of United Utilities.

Updated for planning submission

P12	NN	23.09.25	MR	23.09.25	RB	23.09.25
REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE



NPS Leeds Ltd
280 Fifers Lane, Norwich, NR6 6EQ. Merriion House, Leeds, LS2 8BB
Tel: 0113 320 1630; Email: leeds@nps.co.uk; web:www.nps.co.uk

CLIENT
Manchester City Council

PROJECT
Wythenshawe Park Sports Hub

TITLE
Proposed Site Plan

SCALE DISCIPLINE PROJECT NUMBER
1:2000 Architect 118165

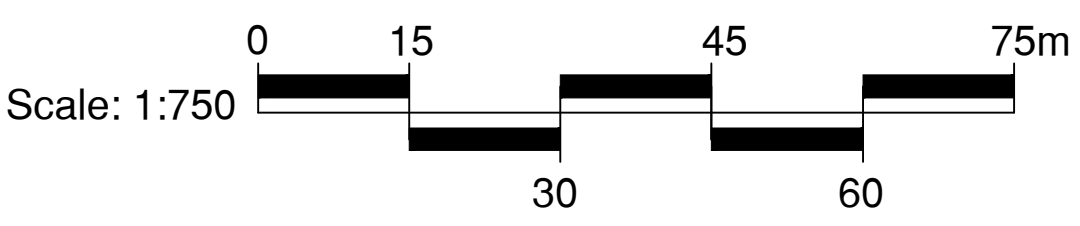
DRAWING NUMBER
NPS-XX-00-D-A-0803

STATUS CODE S1	PURPOSE OF ISSUE Planning	Drawn by NN Checked by MR	Approved by RB
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Appendix 2: Proposed Site Plan (Surfacing Standards Limited)

Wythenshawe Park

Multi-Sports Hub





SSL
SURFACING STANDARDS LIMITED
SPORTS PITCH CONSULTANTS

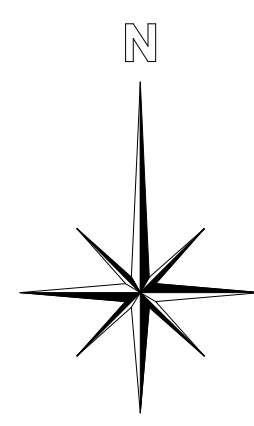
CONSULTANTS
Surfacing Standards Ltd
Office: 2, Enterprise House,
Aston Road, Uppington, LE19 9AY
01530 400172

1. DO NOT SCALE FROM DRAWING UNLESS FOR PLANNING PURPOSES ONLY. ALL
DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
2. THIS DRAWING IS COPYRIGHT TO SURFACING STANDARDS LTD.
3. ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS
RETAINED IN THE SITE MANAGERS OFFICE.

- Artificial Turf Playing Area
- Footpaths & Hard Standing Areas
- 4.5m High Fence Line
- 3m High Fence Line
- 2m High Fence Line
- 1.2m High Fence Line

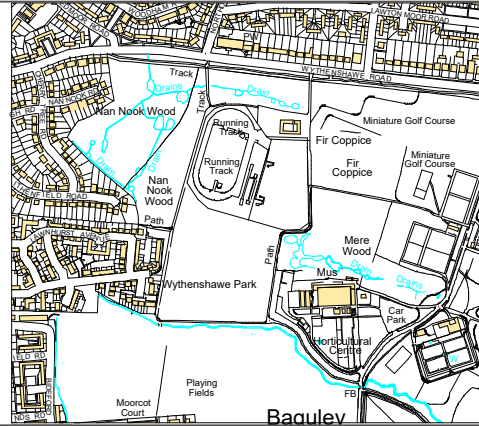
Notes:
AGP line markings to accommodate:
1Nr. 11v11 91x55m (white)
1Nr. 9v9 73x46m (blue)
2Nr. 7v7 54.8x37m* (yellow)
4Nr. 5v5 37x25.32m* (red)

*Smaller than recommended size but
acceptable for FA match play





SSL
SURFACING STANDARDS LIMITED
SPORTS PITCH CONSULTANTS



A small map showing the location of Wythenshawe Park within its surrounding urban context, including nearby roads and landmarks.

AUTHOR
ME

TITLE
Wythenshawe Park
Multi-Sports Hub
Proposed Site Plan

PROJECT G-208872	SCALE 1:750	SIZE A1
DRAWING No 02	REVISION 00	

Appendix 3: Fire Alarm and Security Layout

- GENERAL NOTES
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATIONS AND SCHEDULES.
 - ALL EQUIPMENT SHALL BE INDEPENDENTLY SUPPORTED FROM THE SLAB / STRUCTURE AND NOT BE RELIANT ON THE CEILING OR OTHER SERVICES.
 - ALL PENETRATIONS THROUGH WALL SHALL BE FILLED TO SUIT THE ACOUSTIC PERFORMANCE AND / OR THE FIRE REQUIREMENTS AS DETAILED ON THE ARCHITECTS DRAWINGS.
 - ALL FINAL CONNECTIONS SHALL BE MADE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

- PUBLIC ADDRESS NOTES:
- THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTS AND DRAWINGS.
 - ALL ELECTRICAL INSTALLATION WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT BRITISH AND HARMONISED STANDARDS.
 - CONTRACTOR IS TO APPOINT A SPECIALIST FOR THE DESIGN AND INSTALLATION OF THE PA SYSTEM. THE QUANTITIES SHOWN ARE INDICATIVE ONLY SHOWING THE DESIGN INTENT

- FIRE ALARM NOTES:
- THE PROPOSED AUTOMATIC FIRE DETECTION SYSTEM SHALL MEET THE REQUIREMENTS OF BS5839 PART 1:2017 SYSTEM CATEGORY L2.
 - VERIFICATION OF THE FIRE ALARM SYSTEM SHALL BE CARRIED OUT TO ENSURE THE MINIMUM SOUND PRESSURE LEVELS SET BY BS 5839 ARE ACHIEVED UPON FINAL SELECTION OF THE INTERNAL FINISHES & DOORS.
 - DESIGN & INSTALLATION COORDINATION REQUIRED IN LINE WITH THE FINAL ARCHITECTS LAYOUTS & SECTIONS AND STRUCTURAL ENGINEERS LAYOUTS TO ENSURE CORRECT SITING AUTOMATIC FIRE DETECTORS TO ALL AREAS, INCLUDING ALL CEILING VOIDS EXCEEDING 800mm ON ESCAPE ROUTES.
 - ALL NECESSARY FIRE ALARM INTERFACES, CONTROLS & EQUIPMENT TO BE PROVIDED TO MEET THE REQUIREMENTS OF ALL SPECIALIST CONTRACTOR DESIGN.
 - FINAL LOCATION OF FIRE ALARM MAIN PANELS & REPEATER PANELS TO BE APPROVED BY THE CLIENT, PROJECT ARCHITECT, BUILDING CONTROL, & THE LOCAL FIRE OFFICER.
 - ALL FIRE ALARM CABLEING TO BE SOFT SKIN SPECIFICATION.
 - THE SCHEME SHALL BE DEVELOPED FURTHER IN ACCORDANCE WITH THE FINAL FIRE STRATEGY LAYOUT DRAWINGS.
 - HEAT/SMOKE DETECTORS TO BE FULLY COORDINATED WITH & VENTILATION EQUIPMENT AND BE SITED NO CLOSER THAN TWICE THE DEPTH OF ANY OBSTRUCTION.
 - VISUAL INDICATORS PROVIDED TO ASSIST WITH EVACUATION WHICH IS TO BE NOTED ON FINAL FIRE CERTIFICATION.
 - THIS DRAWING IS INDICATIVE ONLY. A SPECIALIST FIRE ALARM CONSULTANT SHALL BE EMPLOYED TO UNDERTAKE THE DETAIL DESIGN, SUPPLY, INSTALLATION AND COMMISSIONING OF FIRE ALARM SERVICES.

- SECURITY NOTES:
- THIS SECURITY SYSTEMS LAYOUT DRAWING IS INDICATIVE ONLY. THE M&E SUB-CONTRACTOR SHALL EMPLOY A SPECIALIST SECURITY CONSULTANT TO UNDERTAKE THE DETAIL DESIGN, SUPPLY, INSTALLATION AND COMMISSIONING OF THE SECURITY SERVICES.
 - THE SECURITY SYSTEMS SUB-CONTRACTOR SHALL PROVIDE AN INTRUDER ALARM SYSTEM GENERALLY COMPLYING WITH EN60133 SYSTEM GRADE 3, AND INSTALLED TO CONFORM WITH D662:2004 AND SUPPLEMENTED BY D664, WITH NOTIFICATION VIA ELECTRONIC SOUNDERS AND ALARM SIGNALING DEVICES.
 - ALL EXTERNAL DOOR ALARM CONTACTS SHALL REPORT A SIGNAL TO THE INTRUDER ALARM PANEL.
 - ALLOWANCE TO BE MADE FOR 230V 13A FUSED CONNECTION UNITS AS REQUIRED BY SPECIALIST SUB-CONTRACTOR FOR INTRUDER ALARM SYSTEM.
 - ALL CONTAINMENT FOR THE INTRUDER ALARM SYSTEM SHALL BE PROVIDED BY THE ELECTRICAL SUB-CONTRACTOR TO THE REQUIREMENTS OF THE SPECIALIST EQUIPMENT PROVIDER. WIRING OF THE ACCESS CONTROL WILL BE BY THE SPECIALIST.

P01	STAGE 3 ISSUE	16.05.25	MPO	HH
REV	DESCRIPTION	DATE	DRAWN	CHECK

STAGE 3



C G P | M E P

PROJECT
WYTHENSHAW PARK SPORTS HUB

DRAWING TITLE
ELECTRICAL SERVICES
GROUND FLOOR
FIRE ALARM AND SECURITY LAYOUT
SHEET 1 OF 2

SCALE @ A0	DATE	DRAWN	CHECKED
1:50	MAY '25	MPO	DB

DRAWING N°	REV
15138-CGP-00-00-DR-E-6801	P01



- LEGEND
- SMOKE DETECTOR
 - SMOKE DETECTOR IN CEILING VOID
 - COMBINED SMOKE DETECTOR & SOUNDER
 - COMBINED SMOKE DETECTOR, STROBE UNIT & SOUNDER
 - COMBINED SMOKE DETECTOR & STROBE UNIT
 - HEAT DETECTOR
 - COMBINED HEAT DETECTOR & SOUNDER
 - COMBINED HEAT DETECTOR, STROBE UNIT & SOUNDER
 - HEAT AND SMOKE MULTI DETECTOR
 - COMBINED HEAT AND SMOKE MULTI DETECTOR & SOUNDER
 - COMBINED HEAT AND SMOKE MULTI DETECTOR, STROBE UNIT & SOUNDER
 - FIRE ALARM PANEL
 - FIRE ALARM INTERFACE UNIT
 - FIRE ALARM BEACON, WALL MOUNTED
 - MANUAL CALL POINT

- LEGEND
- FIXED CCTV CAMERA
 - 360 DEGREE CCTV CAMERA
 - SECURITY ALARM PANEL
 - INTRUDER ALARM PANEL
 - ACCESSIBILITY ALARM PANEL
 - DUAL-TECH PASSIVE INFRARED DETECTOR
 - DOOR CONTACT
 - ACCESSIBILITY ALARM PULL CORD
 - ACCESSIBILITY ALARM SYSTEM RESET
 - ACCESSIBILITY ALARM OVER DOOR SOUNDER BEACON
 - CCTV CONTROL PANEL WITH MONITORING AND RECORDING EQUIPMENT

- LEGEND
- CEILING SPEAKER
 - WALL MOUNTED SPEAKER
 - LOCAL INPUT PANEL (M/C LINE, INPUT, ETC)
 - AMPLIFIER RACK

GENERAL NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATIONS AND SCHEDULES.
2. ALL EQUIPMENT SHALL BE INDEPENDENTLY SUPPORTED FROM THE SLAB / STRUCTURE AND NOT BE RELIANT ON THE CEILING OR OTHER SERVICES.
3. ALL PENETRATIONS THROUGH WALL SHALL BE FILLED TO SUIT THE ACOUSTIC PERFORMANCE AND / OR THE FIRE REQUIREMENTS AS DETAILED ON THE ARCHITECT'S DRAWINGS.
4. ALL FINAL CONNECTIONS SHALL BE MADE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

PUBLIC ADDRESS NOTES:

1. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTS AND DRAWINGS.
2. ALL ELECTRICAL INSTALLATION WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT BRITISH AND HARMONISED STANDARDS.
3. CONTRACTOR IS TO APPOINT A SPECIALIST FOR THE DESIGN AND INSTALLATION OF THE PA SYSTEM. THE QUANTITIES SHOWN ARE INDICATIVE ONLY SHOWING THE DESIGN INTENT

FIRE ALARM NOTES:

1. THE PROPOSED AUTOMATIC FIRE DETECTION SYSTEM SHALL MEET THE REQUIREMENTS OF BS5839 PART 1:2017 SYSTEM CATEGORY LZ.
2. VERIFICATION OF THE FIRE ALARM SYSTEM SHALL BE CARRIED OUT TO ENSURE THE MINIMUM SOUND PRESSURE LEVELS SET BY BS 5839 ARE ACHIEVED UPON FINAL SELECTION OF THE INTERNAL FINISHES & DOORS.
3. DESIGN & INSTALLATION COORDINATION REQUIRED IN LINE WITH THE FINAL ARCHITECTS LAYOUTS & SECTIONS AND STRUCTURAL ENGINEERS LAYOUTS TO ENSURE CORRECT SITING AUTOMATIC FIRE DETECTORS TO ALL AREAS, INCLUDING ALL CEILING VOIDS EXCEEDING 800mm ON ESCAPE ROUTES.
4. ALL NECESSARY FIRE ALARM INTERFACES, CONTROLS & EQUIPMENT TO BE PROVIDED TO MEET THE REQUIREMENTS OF ALL SPECIALIST CONTRACTOR DESIGN.
5. FINAL LOCATION OF FIRE ALARM MAIN PANELS & REPEATER PANELS TO BE APPROVED BY THE CLIENT, PROJECT ARCHITECT, BUILDING CONTROL & THE LOCAL FIRE OFFICER.
6. ALL FIRE ALARM CABLEING TO BE SOFT SKIN SPECIFICATION.
7. THE SCHEME SHALL BE DEVELOPED FURTHER IN ACCORDANCE WITH THE FINAL FIRE STRATEGY LAYOUT DRAWINGS.
8. HEATSMOKE DETECTORS TO BE FULLY COORDINATED WITH & VENTILATION EQUIPMENT AND BE SITED NO CLOSER THAN TWICE THE DEPTH OF ANY OBSTRUCTION.
9. VISUAL INDICATORS PROVIDED TO ASSIST WITH EVACUATION WHICH IS TO BE NOTED ON FINAL FIRE CERTIFICATION.
10. THIS DRAWING IS INDICATIVE ONLY. A SPECIALIST FIRE ALARM CONSULTANT SHALL BE EMPLOYED TO UNDERTAKE THE DETAIL DESIGN, SUPPLY, INSTALLATION AND COMMISSIONING OF FIRE ALARM SERVICES.

SECURITY NOTES:

1. THIS SECURITY SYSTEMS LAYOUT DRAWING IS INDICATIVE ONLY. THE M&E SUB-CONTRACTOR SHALL EMPLOY A SPECIALIST SECURITY CONSULTANT TO UNDERTAKE THE DETAIL DESIGN, SUPPLY, INSTALLATION AND COMMISSIONING OF THE SECURITY SERVICES.
2. THE SECURITY SYSTEMS SUB-CONTRACTOR SHALL PROVIDE AN INTRUDER ALARM SYSTEM GENERALLY COMPLYING WITH EN60131 SYSTEM GRADE 3, AND INSTALLED TO CONFORM WITH D662:2004 AND SUPPLEMENTED BY ECOLA WITH NOTIFICATION VIA ELECTRONIC SOUNDERS AND ALARM SIGNALING DEVICES.
3. ALL EXTERNAL DOOR ALARM CONTACTS SHALL REPORT A SIGNAL TO THE INTRUDER ALARM PANEL.
4. ALLOWANCE TO BE MADE FOR 230V 13A FUSED CONNECTION UNITS AS REQUIRED BY SPECIALIST SUB-CONTRACTOR FOR INTRUDER ALARM SYSTEM.
5. ALL CONTAINMENT FOR THE INTRUDER ALARM SYSTEM SHALL BE PROVIDED BY THE ELECTRICAL SUB-CONTRACTOR TO THE REQUIREMENTS OF THE SPECIALIST EQUIPMENT PROVIDER. WIRING OF THE ACCESS CONTROL WILL BE BY THE SPECIALIST.

P01	STAGE 3 ISSUE	16.05.25	MPO	HH
REV	DESCRIPTION	DATE	DRAWN	CHECK

STAGE 3

CLIENT



CGPMEP

PROJECT

WYTHENSHAW PARK SPORTS HUB

DRAWING TITLE

ELECTRICAL SERVICES
GROUND FLOOR
FIRE ALARM AND SECURITY LAYOUT
SHEET 2 OF 2

SCALE @ A0

1:50

DATE

MAY '25

DRAWN

MPO

CHECKED

DB

DRAWING N°

15138-CGP-00-00-DR-E-6802

REV

P01

LEGEND

- SMOKE DETECTOR
- SMOKE DETECTOR IN CEILING VOID
- COMBINED SMOKE DETECTOR & SOUNDER
- COMBINED SMOKE DETECTOR, STROBE UNIT & SOUNDER
- COMBINED SMOKE DETECTOR & STROBE UNIT
- HEAT DETECTOR
- COMBINED HEAT DETECTOR & SOUNDER
- COMBINED HEAT DETECTOR, STROBE UNIT & SOUNDER
- HEAT AND SMOKE MULTI DETECTOR
- COMBINED HEAT AND SMOKE MULTI DETECTOR & SOUNDER
- COMBINED HEAT AND SMOKE MULTI DETECTOR, STROBE UNIT & SOUNDER
- FIRE ALARM PANEL
- FIRE ALARM INTERFACE UNIT
- FIRE ALARM BEACON, WALL MOUNTED
- MANUAL CALL POINT

LEGEND

- FIXED CCTV CAMERA
- 360 DEGREE CCTV CAMERA
- SECURITY ALARM PANEL
- INTRUDER ALARM PANEL
- ACCESSIBILITY ALARM PANEL
- DUAL-TECH PASSIVE INFRARED DETECTOR
- DOOR CONTACT
- ACCESSIBILITY ALARM PULL CORD
- ACCESSIBILITY ALARM SYSTEM RESET
- ACCESSIBILITY ALARM OVER DOOR SOUNDER BEACON
- CCTV CONTROL PANEL WITH MONITORING AND RECORDING EQUIPMENT

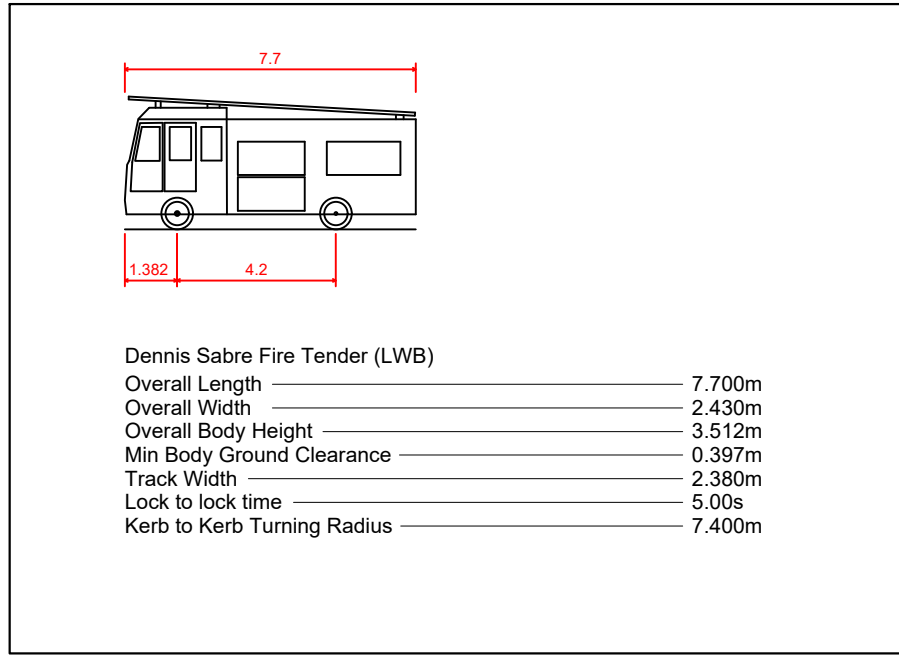
LEGEND

- CEILING SPEAKER
- WALL MOUNTED SPEAKER
- LOCAL INPUT PANEL (M/C LINE, INPUT, ETC)
- AMPLIFIER RACK

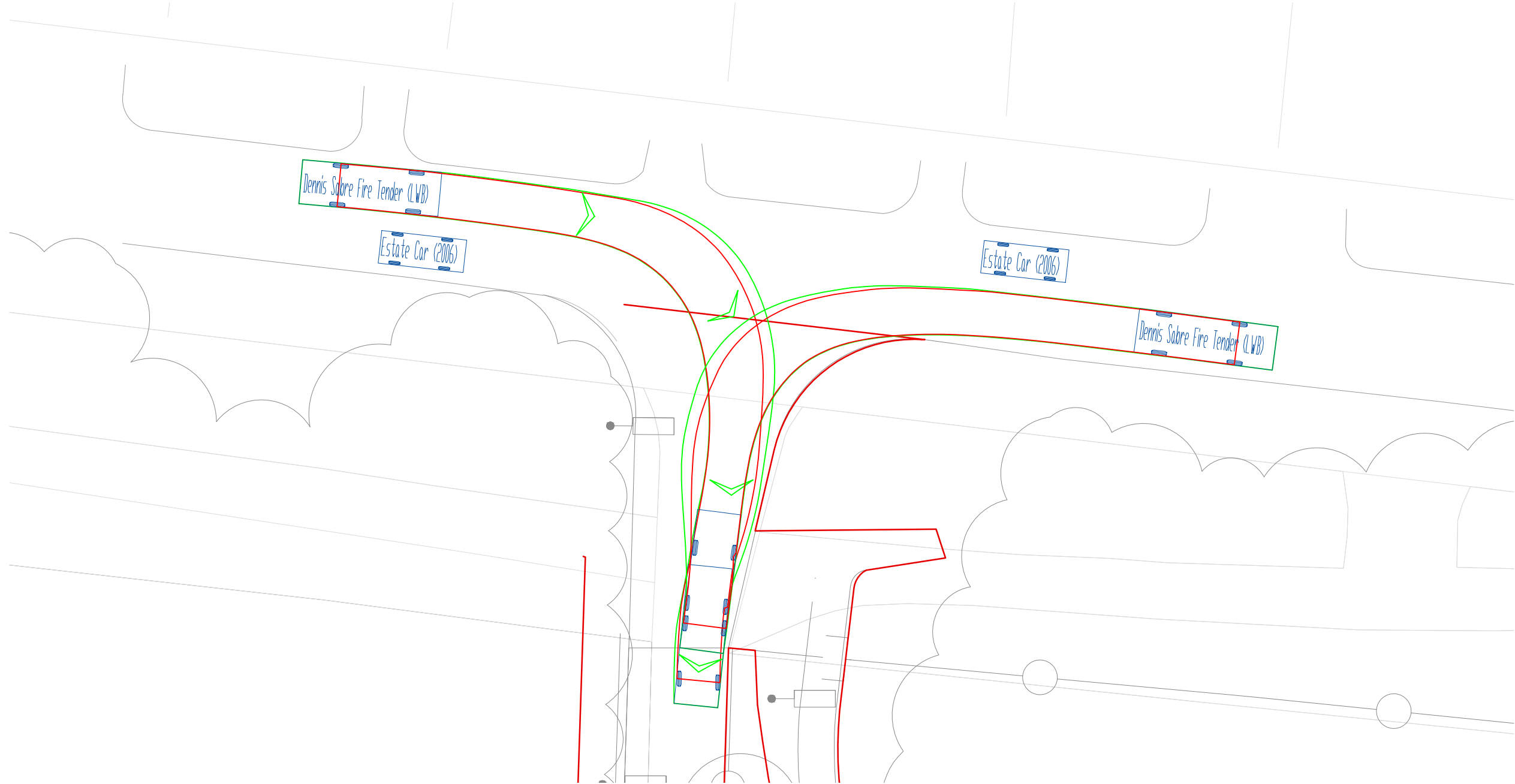
Appendix 4: Swept Path Analyses



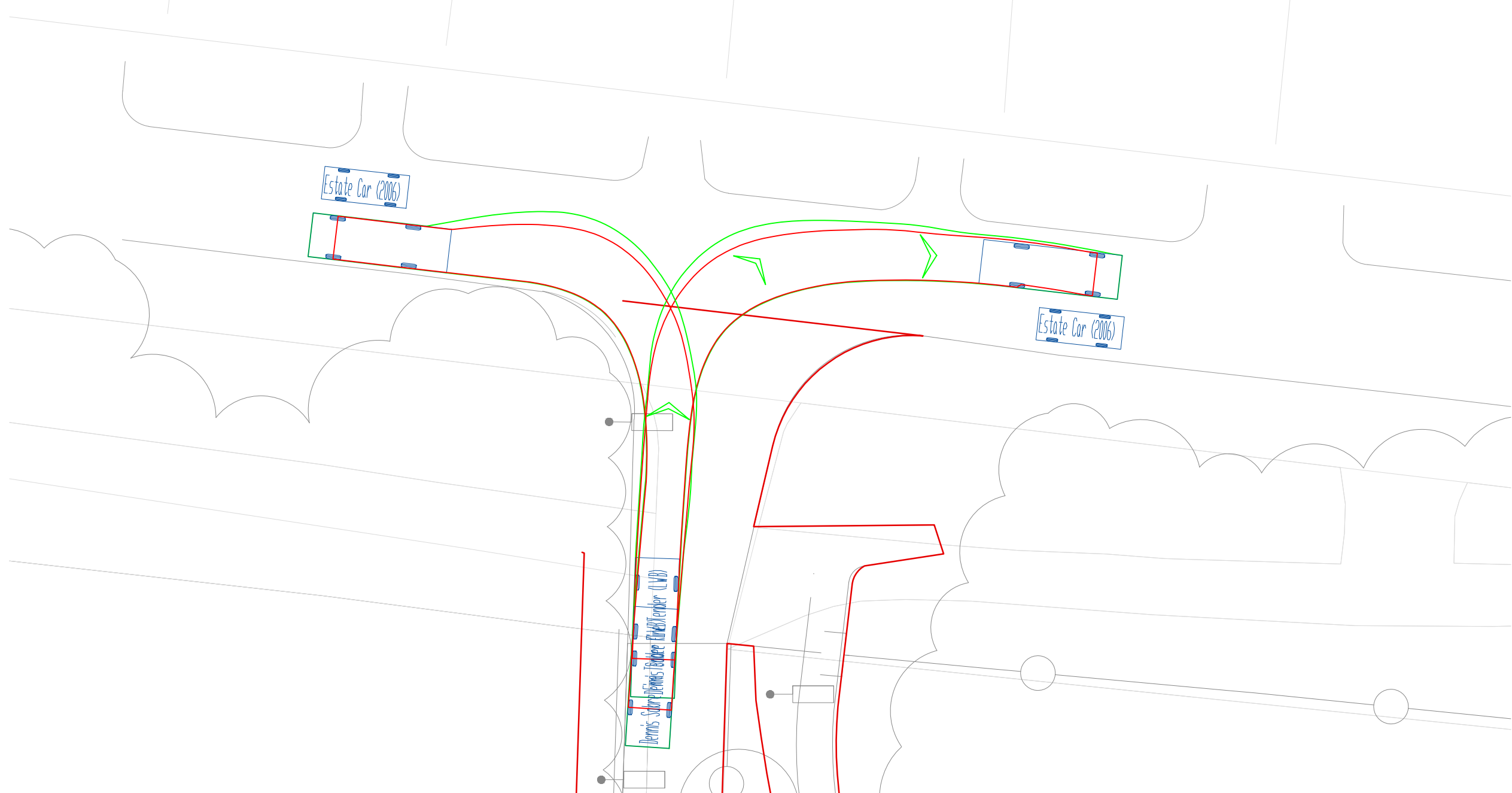
Swept Path - Site Navigation
Forward Speed - 10mph
(Scale 1:500)



- Denotes body outline (driving forward)
 - Denotes body outline (driving in reverse)
 - Denotes wheel track (driving forward)
 - Denotes wheel track (driving in reverse)
- The swept path/clearances for an Ambulance are less onerous than shown for the fire truck.



Swept Path - Entering Site at Existing Entrance
Forward Speed - 10mph
(Scale 1:250)



Swept Path - Leaving Site at Existing Exit
Forward Speed - 10mph
(Scale 1:250)



T01	08/09/2025	ISSUED FOR STAGE 4
P04	15/07/2025	UPDATED TO SUIT LATEST SITE PLAN
P03	23/06/2025	UPDATED TO SUIT LATEST SITE PLAN
P02	16/06/2025	TRACKING ADJUSTED, ENTRANCE ROAD WIDTH INCREASED TO 6m WIDE
Rev.	Date	Description

Drawing	VEHICLE SWEEP PATH ANALYSIS - FIRE TRUCK (AND AMBULANCE)
Project	WYTHENSHAW PARK SPORTS HUB, MANCHESTER, M23 0BD

Project No.	PM2419-25
Scale	NOTED@A1
Date	MAY 2025
Drawn by	MB
Chkd by	PCH

Drawing No.	QPM-DR-C-912	Rev.	T01
Status	STAGE 4		

