



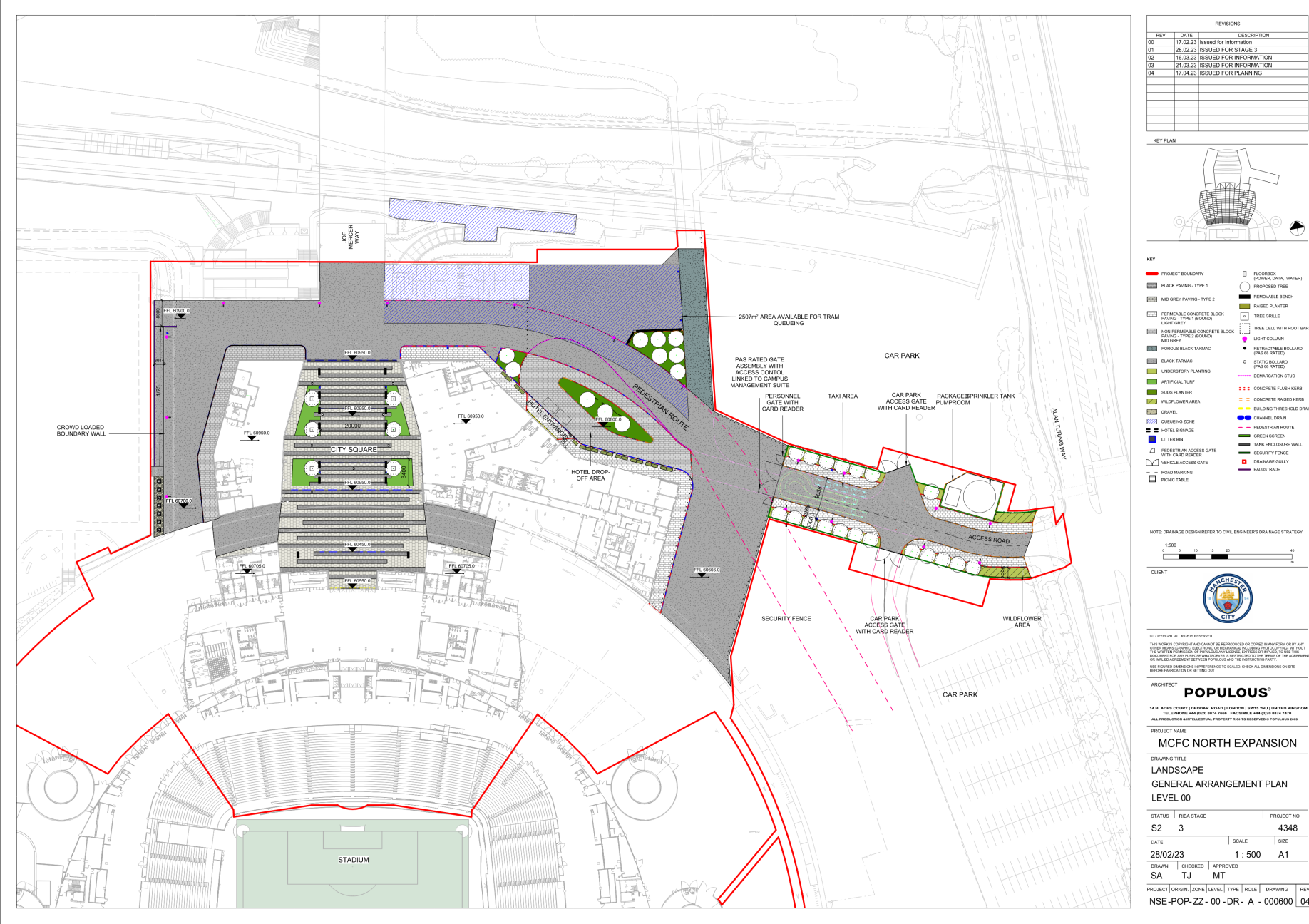
MANCHESTER CITY NORTH STAND EXPANSION

GATE 3 ACCESS ROAD DESIGN CHANGES

11.03.25

ORIGINAL BRIEF

Planning application
Issued on: 17.04.23
Drawing no:
NSE-POP-ZZ-00-DR-A-
000600

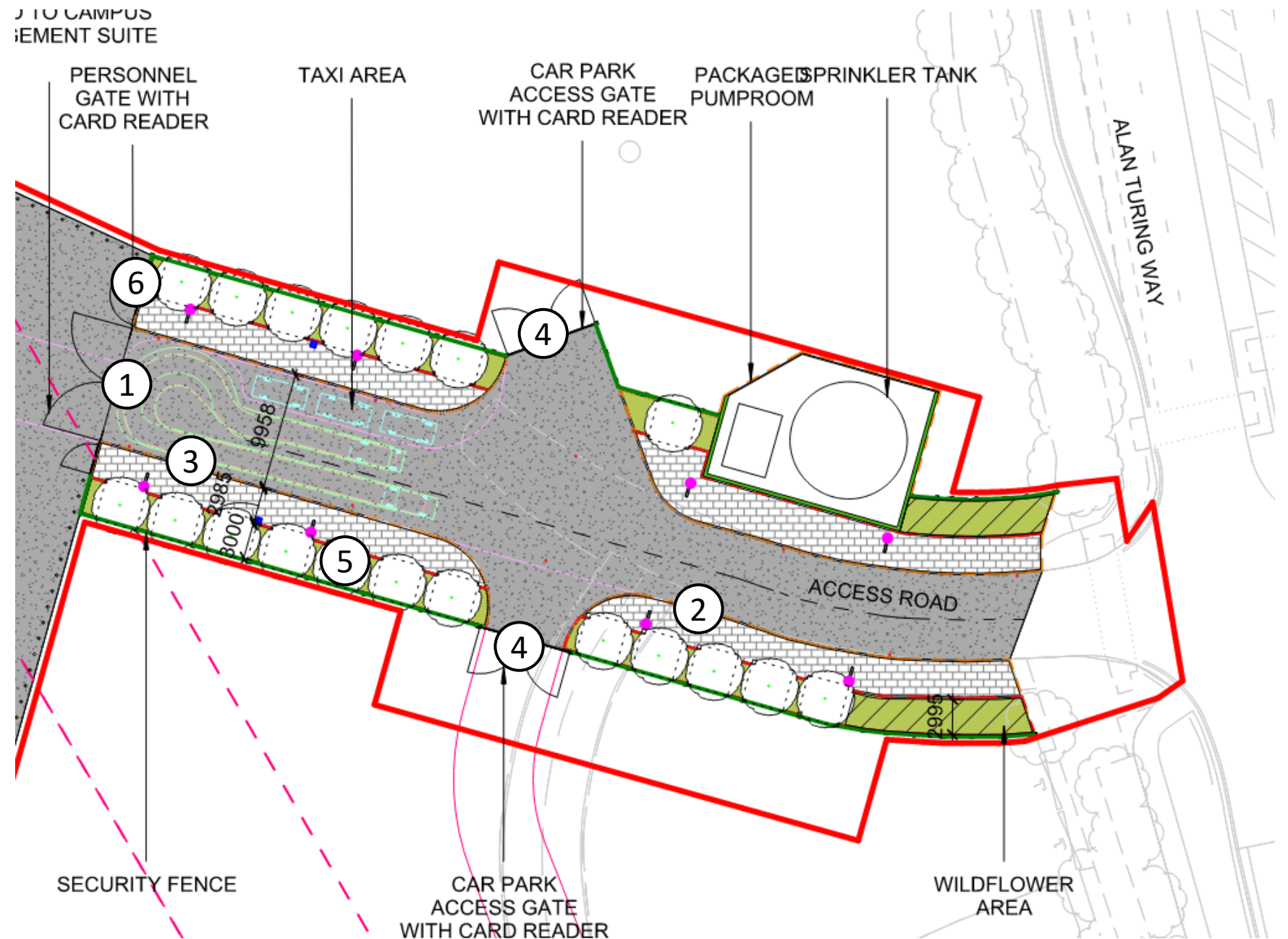


ORIGINAL BRIEF

Planning application

Issued on: 17.04.23

1. 2 pedestrian access gate with card reader + 1 vehicle gate.
2. Symmetrical pedestrian route on both sides of access road with 150mm raised kerb.
3. Pedestrian route width following Arup's tracking. (northwest of the access road)
4. Two Car Park access gates are with Card Reader.
5. 19 Trees.
6. 5 static bollards.



Following meeting with club
Dated: 13.02.25
Drawing no:
NSE-POP-ZZ-00-DR-L-
000600

Dated: 13.02.25

NSE-POP-ZZ-00-DR-L-

000600



Following meeting with club
Dated: 13.02.25

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- HPU CABINETS
- ANPR CAMERA LOCATION TO BE COORDINATED WITH BELOW GROUND SERVICES
- PENDING APPROVAL ON BOLLARD LAYOUT
- SPRINKLER TANK
- CAR PARK ACCESS GATE MANUAL OPERATION
- PACKAGED PUMP HOUSE
- TAXI WAITING AREA
- BOUNDARY HARD AND SOFT LANDSCAPE TREATMENT TO BE CONFIRMED BY THE CLIENT
- ANPR CAMERA LOCATION TO BE COORDINATED WITH SITE SURVEY AND BELOW GROUND SERVICES
- ACCESS ROAD
- ROAD MARKING REVIEWING BY BH
- INTERCOM ISLAND WITH INTEGRATED TRAFFIC LIGHT SYSTEM
- LANDSCAPE WILDFLOWER TURF MOUNDS
- CAR PARK ACCESS GATE MANUAL OPERATION
- EXISTING FENCES
- ALAN TURING WAY
- 11149
- 4526
- 11149
- 10053
- 11800
- 2108
- 4800
- 8630
- 3700
- 8000
- 123
- 150
- 13
- 11
- 12
- 14
- 15
- 16
- 17
- POPULOUS
- Reduced or omitted
- New Addition
- Updated

GATE 3 ACCESS ROAD DESIGN CHANGES - MANCHESTER CITY NORTH STAND EXPANSION - DATE: 23.04.25

DESIGN CHANGE REF NO.	ITEMS	REASON FOR CHANGE
1	No pedestrian gate within the red line boundary. Existing pedestrian gate at Alen Turing way will be used.	MCFC changed the access strategy of access road by retaining the existing vehicle and pedestrian gate at the Alan Turing way junction. Vehicle gate and pedestrian gate at west access road are not required.
2	Pedestrian route is restricted to the northside of the access road with 125mm raised kerb.	The existing pedestrian gate is only on the north side. Therefore the north side is designated pedestrian route which aligns with the pedestrian crossing facilities on the Alan Turing Way. This pedestrian route has 125mm raised kerb and color contrasting tactile paving. The south side is converted to vehicle layby zone with flush kerb.
3	Southern side of the paving now flush with road level for vehicle access over, concrete subbase amended to receive additional loading.	As there is no pedestrian gate in the south side at Alan Turing way junction, the southside of the access road is changed from pedestrian to vehicle layby area with flush kerb. The paving subbase design is updated according to take required vehicle loading.
4	1 intercom island with dual height intercom column and Trief kerb are added.	The intercom island is added because of the access control strategy required by MCFC. The dual height column suits both standard car and coach. color contrasting trief kerb is added for vehicle mitigation purpose.
5	Intercom Island to incorporate additional ducting to bollard control units.	The additional ducting to bollard control unit is added to fit intercom requirement.
6	Pedestrian route width at the northwest and southwest are reduced and the access road is increased to accommodate BH's vehicle tracking.	The increase of the road width follows vehicle tracking review with the civil engineer following the requirement from MCFC.
7	ANPR camera added.	ANPR camera is added as a part of security requirement from MCFC .
8	Access control to the carparks and main pedestrian gates removed.	The removal of the access control to the car parks and main pedestrian gate due to the access management strategy change from MCFC.
9	Ducts retained to North Car park gates for future access.	Requirement from MCFC.
10	The length of sprinkler tank enclosure is increased.	The sprinkler tank enclosure is extended to fit the updated sprinkler tank layout.
11	Static bollards are increased to 11 and 6 retractable bollards are added.	The bollard arrangement was reviewed together with the vehicle tracking on the updated access road design. The bollard arrangement fit the access road width and vehicle tracking requirement.(Retractable bollards are required for vehicle access)
12	Additional static bollards (2 No) at either end of main entrance to GATE 3 to cover area of sloped face to bunds.	The interface between the bollard and sloping green mound is updated. Additional static bollards are added to ensure it meet the security requirement.
13	Traffic lights incorporated to intercom bollard.	Required for access management.
14	Tree number at the Access road reduced from 19 to 12.	The revised access road arrangement proposes reduction in numbers of new trees lining the access road. The consented scheme proposed 19 trees, our revised proposal includes for 12 trees. The reduction provides an increase to the available spacing between trees from 5 metres to 7 metres. The wider spacing will support healthier tree growth by minimizing crowding in the long term, allowing each tree greater access to soil volume and nutrients. Additionally, the increased distance will enable trees to grow larger, enhancing the visual impact along the access road. The proposed reduction in tree number does not affect MCC's 1:3 replacement target as 9 existing trees have been removed and 29 new are intended under the current proposal.
15	Tree root barrier added in lieu of Tree cell root space structure.	Tree cell root space structure is not required as all trees are located in the soft landscape area and there is sufficient soil volume and no loading requirement.
16	Removal of BUS kerb, replaced with standard kerb in front of sprinkler tank base, due to no requirement for vehicle access to this footpath area.	The bus kerb was introduced to protect the sprinkler tank enclosure from vehicles on the adjacent access road. With the introduction of the designated pedestrian route with 125mm raised kerb on the north side in the updated design, this bus kerb is no longer required.
17	Road marking is added.	Road marking is added following civil engineer's design update.