PROPOSED YOUTH CENTRE
OLD VISITOR CENTRE, CRUMPSALL PARK
CRUMPSALL, MANCHESTER

TRANSPORT STATEMENT

JUNE 2025

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Project Code:	**B/CWAYouthHubs.1**
Prepared by:	**MS / HI**
Approved by:	**RG**
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Mayer Brown Limited, Society Building, 1 Portwall Square, Bristol BS1 6BH
Telephone 0117 925 1027 bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

Proposed Youth Centre
Old Visitor Centre, Crumpsall Park
Crumpsall, 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 a new youth centre at the Old Visitor Centre in Crumpsall Park on Ash Tree Road, Crumpsall, Manchester, M8 5SA. It is intended to form part of the planning application documentation to be submitted to the local planning and highway authority, Manchester City Council.

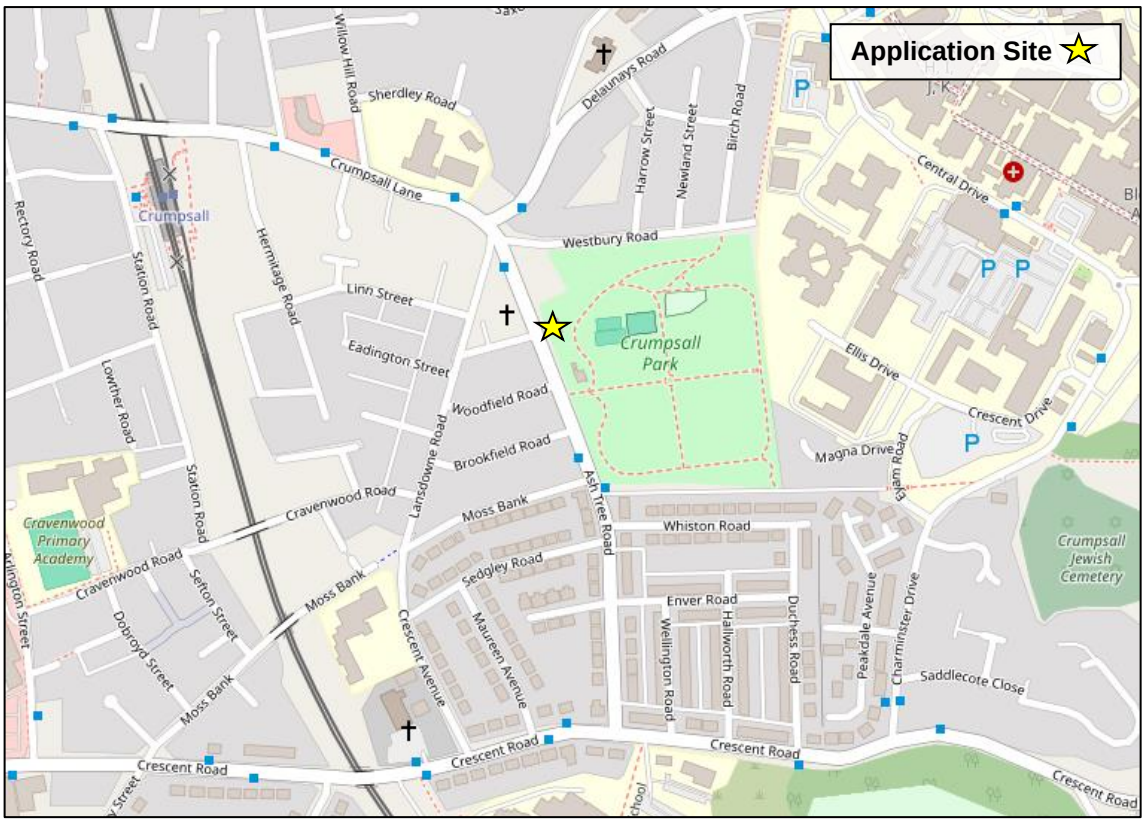
1.2 The development proposals comprise demolition of the existing building to enable construction of a new modern youth centre, to provide improved facilities for the local community.

2 Site background

Site location

2.1 The Old Visitor Centre building is sited in a mainly residential area off Ash Tree Road, Crumpsall. The site is bounded to the north, east and south by the park grounds and to the west by Ash Trees Road and a church and housing beyond this.

2.2 An indicative site location plan is shown as **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 2.1: Site location

Highway network

2.3 Ash Tree Road is a two-lane single carriageway road with parking bays on the western side, regularly spaced streetlighting and footways on both sides. To the north of the site, the speed limit of this road is 20mph and to the south it is 30mph.

2.4 At its northern end, Ash Tree Road meets with Crumpsall Lane, Delaunays Road and Lansdowne Road at a signal-controlled crossroad, with no left turn permitted from Ash Tree Road onto Lansdowne Road.

2.5 At its southern terminus, Ash Tree Road meets with Crescent Road at a three-arm signal-controlled junction.

2.6 The majority of side roads along Ash Tree Road are residential in nature with footways on both sides,20mph speed limits and on-street car parking permitted on both sides of these roads.

2.7 Lansdowne Road runs broadly parallel to Ash Tree Road and provides a neighbourhood centre. It has traffic calming measures including speed humps and a 20mph speed limit.

2.8 Crumpsall Lane is a distributor road with a 20mph speed limit near its junction with Ash Tree Road and a 30mph speed limit west of its junction with Bank Road, providing a link to the A576 Middleton Road to the west. Parking restrictions vary along this road – with no parking permitted near the junction with Ash Tree Road, The Cleveland public house, or the bridge over the tram lines, and no parking between 08:00 and 17:00 outside of the primary school. There are footways on both sides of the road and streetlighting throughout.

2.9 Delaunays Road provides the main access for North Manchester General Hospital from the north and the west, with footways on both sides and regularly spaced streetlighting. It has a 20mph speed limit and near the junction with Ash Tree Hill, and no parking is permitted. Further along, parking is only permitted in timed bays or for permit holders.

2.10 Crescent Road is a 30mph distributor road which is mostly residential in nature, with parking permitted on both sides of the road. There are wide footways on both sides of the road and regularly spaced streetlighting. To the west this road meets with A665 Cheetham Hill Road at a signalised junction.

2.11 A576 Middleton Road is an arterial road connecting to Middleton and Salford. Near its junction with Crumpsall Road, it is a wide two-lane single carriageway road with parking restrictions and a 30mph speed limit. At the junction with Crumpsall Road there is an additional ghosted right-turn lane and entry lane.

2.12 The A665 Cheetham Hill Road is an arterial road that travels from the centre of Manchester to Bury. Where it meets with Crescent Road, there is a range of retail units providing a local centre. There are wide footways and a mixture of parking bays and bus lanes throughout this stretch.

Highway safety

2.13 A preliminary review of accident data using crashmap.co.uk showed nine collisions in the area surveyed around the site between 2018 and 2022, including one serious accident adjacent to the site.

2.14 Subsequently, data was requested from Transport for Greater Manchester for Ash Tree Road from Willow Hill Road to Kings Avenue to provide a detailed overview of these collisions, with data provided from September 2019 until August 2024.

2.15 This data showed four collisions in proximity of the site, including the serious collision noted in the crashmap.co.uk data. This is a reduction from the crashmap.co.uk data as six collisions occurred in 2018 and the first eight months of 2019, compared to only one collision in 2023 and the first eight months of 2024.

2.16 Of these collisions there was one slight collision involving a child pedestrian which occurred next to the main entrance to Crumpsall Park.

2.17 The collisions are summarised as follows:

- A stolen HGV rear shunted a car at the junction between Ash Tree Road and Delaunays Road (Slight);
- A head-on collision involving an intoxicated and unlicensed driver (Serious);
- A car turning right onto Ash Tree Road failed to observe oncoming traffic and was hit, forcing other cars to also be hit (Slight); and
- An 11-year old pedestrian was hit by a car whilst running across the road, with a parked car blocking visibility mentioned as a potential contributing factor (Slight).

2.18 The serious accident was not a result of the road layout or geometry adjacent to the site.

2.19 Due to the small number of the recorded accidents over five years, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development that would need to be addressed by the proposed scheme.

Existing site overview

2.20 The site currently comprises a former visitor centre located on the western edge of Crumpsall Park. It has no direct vehicular access and takes pedestrian access from pathways within the park.

2.21 There is no dedicated carpark on site, but on-street parking spaces are usually available nearby. Public cycle parking Is provided within the park.

2.22 Bin collection is undertaken on site by the City Council.

2.23 Limited deliveries and servicing are required at present, beyond periodic safety and maintenance checks.

2.24 The building currently has a floor area of 97sqm on one floor, but the current layout and construction of the building is outdated and not conducive to the proposed activities.

2.25 A plan showing the current building layout is included in **Appendix A**.

User numbers and times

2.26 At present, the site has a range of users including several youth groups and nature groups using the existing building. A timetable of existing usage of the building, including typical user numbers and ages at each session, is shown in **Appendix B**.

2.27 The main events held at the existing building in terms of attendee numbers are the play sessions hosted on Wednesday afternoons and Saturday mornings

Travel survey

2.28 The existing groups undertook travel surveys of their attendees, who were asked via a "hands up" survey how they travelled to the site.

2.29 A total of 84 responses was received from seven sessions and are considered to provide a good representation of travel by a range of users. A copy of the survey data is included in **Appendix C**.

2.30 The travel surveys showed the following overall modal split:

- Walking – 81%;
- Scooting – 2%;
- Cycling – 13%;
- Public transport (bus/rail) – 0%;
- Dropped off by car – 0%;
- Car driver who parked on-site/nearby – 0%; and
- Other – 4%.

2.31 All current users arrive via sustainable means, with the majority on foot, and no car users.

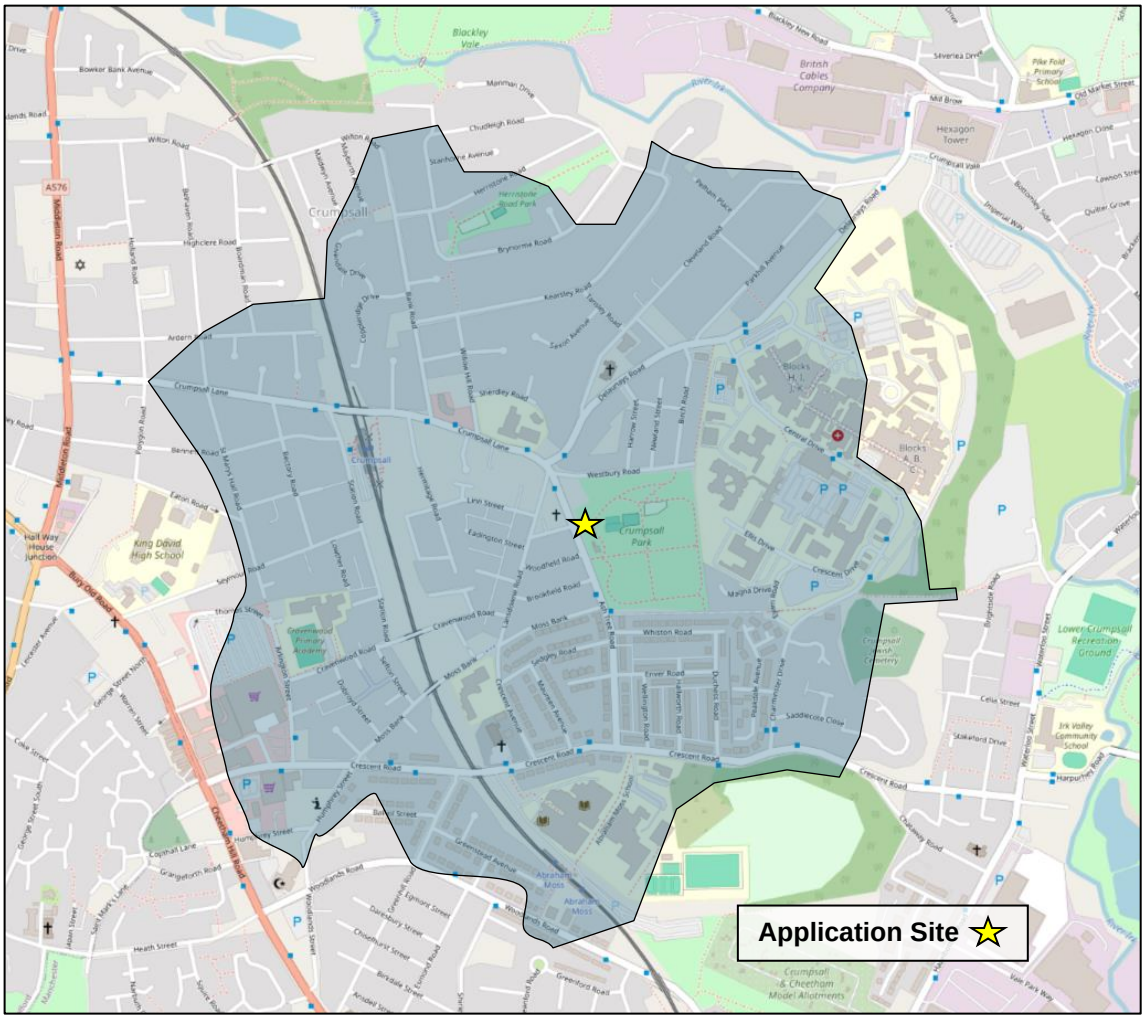
3 Accessibility

3.1 An assessment of how the site can 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 bounded broadly to the north by the River Irk, to the east by the North Manchester General Hospital, to the south by Woodlands Road and to the west by St Marys Hall Road and Arlington Street, as shown in **Figure 3.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.1: Walking catchment area

3.4 Crumpsall Park offers pedestrian access from Westbury Road to the north, Ash Tree Road to the west and an unnamed footpath to the south, with all of these paths being paved. There is a public footpath outside the southern boundary of the park that links Ash Tree Road to Brightside Road with crossings over Eyam Road and Crescent Drive. The access from Eyam Road is via steps so may be unsuitable for some users.

3.5 The Old Visitor Centre building currently does not have direct pedestrian access to Ash Tree Road, instead using the main entrance to the park. The proposed plans will include a new direct link to the road. Along both sides of the road there are footways lined with trees, and at side roads along Ash Tree Road, there are dropped kerbs with tactile paving to facilitate easier crossing.

3.6 At the north end of Ash Tree Road there is a signalised crossroads, which includes an “all-red” pedestrian stage. Crumpsall Road continues opposite from here to the nearest tram stop – Crumpsall. Crumpsall Road has footways on both sides, is lined with trees

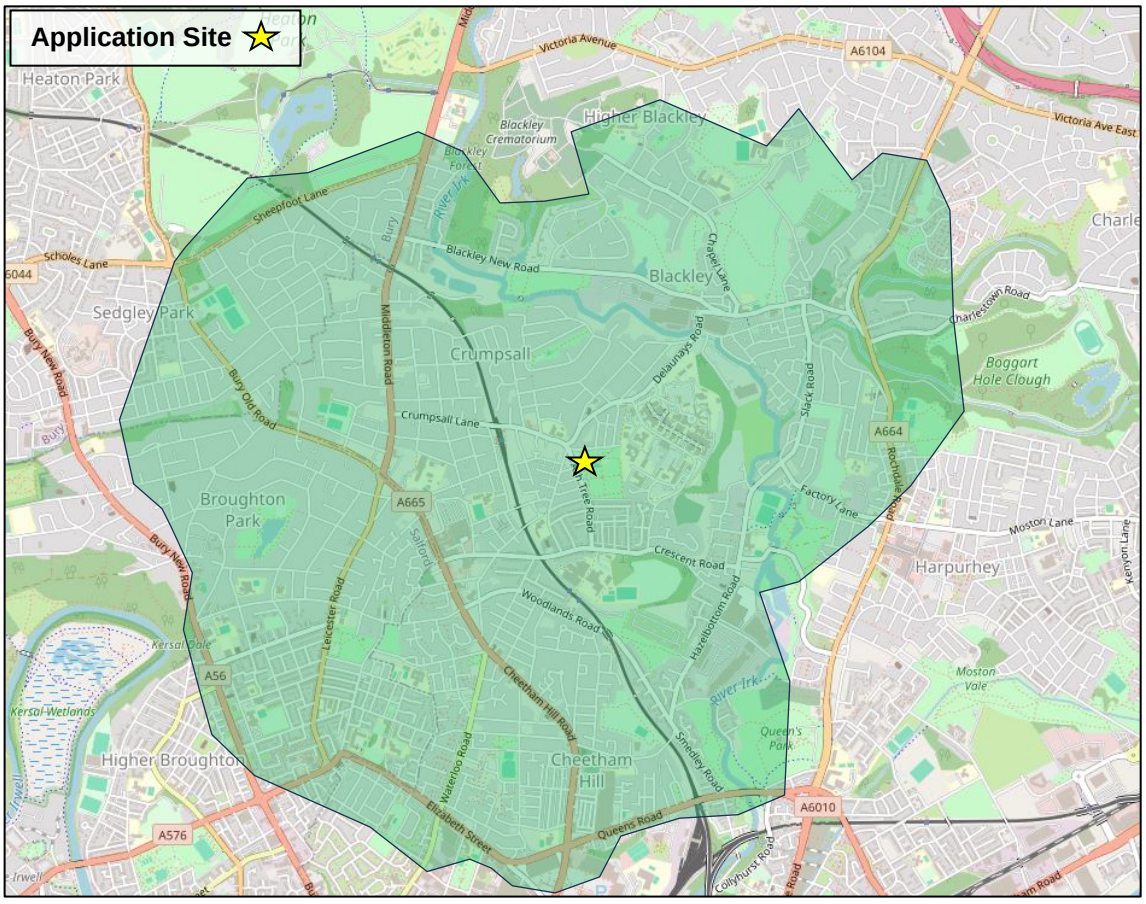
and provides dropped kerbs over the side road. Around 50m to the west of the tram stop entrance, there is a signal-controlled pedestrian crossing.

3.7 At the southern end of Ash Tree Road there is a signalised junction with an “all-red” pedestrian stage. Opposite the crossing on the eastern arm of this junction is a lit and paved footpath providing access to a local library, leisure centre and tram stop.

Cycling

3.8 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.

3.9 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; www.creativecommons.org

Figure 3.2: Cycling catchment area

3.10 There is no dedicated cycle infrastructure along Ash Tree Road but surrounding residential roads provide a network of quieter routes suitable for cycling.

3.11 At the southern end of Ash Tree Road there is a shared footway/cycleway which provides a link to the nearby Abraham Moss tram stop.

3.12 Approximately a 1.4km cycle to the east of the site is access to the National Cycle Network (NCN) Route 60. Locally this provides access to Monsall, as well as providing access to the NCN Route 66 linking to Manchester Piccadilly Station in the centre and the nearby areas of Newton Heath and Failsworth. When complete the NCN Route 60 will form part of a loop of cycle routes around Manchester.

Public transport

3.13 Given the mainly local catchment for the building and the results of the travel surveys, there is currently limited demand for public transport services.

3.14 The nearest bus stops to the site are located at the junction between Ash Tree Road, Crumpsall Lane, Lansdowne Road and Delauneys Road (a 60-160m walk from the site depending on stop) and receive routes 41, 52, 94 and 151. All of these services also stop at the Crumpsall Park stop 150m south of the site. Some additional services are provided along Crescent Road to the south.

3.15 Details of local bus services are set out within **Appendix D.**

3.16 Crumpsall tram station is approximately 500m to the northwest of the site and Abraham Moss tram station is approximately 650m south of the site. These both serve the Yellow Line and the Green Line.

3.17 Combined, a service departs every six minutes towards Bury, every 12 minutes towards Manchester Piccadilly and every 12 minutes towards Altrincham. The lines heading southwards diverge at Market Street in the city centre.

4 Development Proposals

Proposed development

4.1 The current site occupiers have advised that the layout and construction of the existing building is outdated and not conducive to the users' activities.

4.2 Consequently, the scheme aims to demolish the existing building and replace it with a new energy-efficient single-storey building of approximately 218sqm. A better internal floor layout will be provided, along with improved entrance arrangements and lighting and heating within the building. A main hall will be provided along with two meeting rooms, an office, various storage areas, kitchen and toilet facilities including a shower.

4.3 Plans showing the current and proposed layouts are included in **Appendix A**.

Site access arrangements

4.4 A new gated pedestrian entrance will be formed within the existing brick wall on the western site boundary, giving direct access to Ash Tree Road. New fencing will be provided on the southern boundary for site security.

Parking

Bicycles

4.5 Five Sheffield stands accommodating ten bicycles will be provided under a shelter to the south of the building entrance, offering good natural surveillance.

4.6 Manchester City Council cycle parking standards set out within the *Core Strategy* require minimum provision of one space per 140sqm, and a minimum of two, for Use D2: Other Leisure Facilities. The proposed provision therefore exceeds these standards.

Car parking

4.7 No change in car parking is proposed as a result of the scheme.

Servicing and deliveries

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

4.9 A bin store will be provided on the eastern side of the building, and therefore it will be necessary for staff to move the bins closer to the roadside for collection as the location exceeds the permitted 10m drag distance for refuse collectors.

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 three attendees at the existing sessions, plus the transfer of new sessions with up to 30 new attendees from another community centre as a result of the improved building.

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 around three users to current sessions; modal shares are not expected to change, and as the travel surveys showed no existing users travelling by car, no new vehicle trips are predicted to be added to the local highway network.

5.3 The lack of vehicle trip generation means the site is unlikely to have a significant or severe impact on the local highway network or to affect highway capacity.

New sessions

5.4 Following construction of the new building, the local Rainbow Surprise Youth Group will relocate from Crumpsall Community Hall on Cleveland Road, around 375m to the north. No off-street parking is provided at this location. Currently there are three sessions a week at this youth group with up to 30 attendees.

5.5 Based on modal share data for the existing sessions at the Old Visitor Centre site, this indicates the Youth Group would not generate any car users to the new site. However, if there are any vehicles currently being used to attend the youth group that will transfer to the new location, these vehicles will already be on the local highway network and will not have a significant impact on surrounding roads.

Car parking demand

5.6 Existing modal share at this site demonstrates no car users associated with current sessions. It is predicted that new users to the site will have the same or similar modal share as the current users, and so it is not predicted that any additional demand for parking will be created by the redevelopment of this site. In the event of a difference or change in modal share, it is considered that existing parking availability in the vicinity of the site is appropriate to accommodate any associated short-term demand and will not have an adverse impact on the local highway network.

6 Conclusion

6.1 Mayer Brown Limited has been appointed to prepare this Transport Statement in support of the proposals for a new youth centre at the Old Visitor Centre, Crumpsall Park, Ash Tree Road, Crumpsall Park, Manchester, M8 5SA.

6.2 This Transport Statement demonstrates that:

- Various groups use the former visitor centre to run their activities but the building arrangement and condition does not meet their current needs;
- Access to the site for members of the public and staff is currently provided via Crumpsall Park, with no direct access from Ash Tree Road;
- The site is accessible via sustainable modes of travel;
- Travel surveys of attendees were undertaken which shows that all attendees in surveyed sessions currently travelled to the site by sustainable modes;
- Development proposals seek to demolish the current building and construct a new energy efficient building to current design standards that better meets the needs of the youth groups;
- No car parking spaces will be provided;
- New cycle storage will be provided that exceeds with local policy requirements; and
- Given there is no predicted increase in vehicular traffic, it is expected that the proposed development would have no material/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)
Women Warriors	Monday	3:30-5:30pm	14	11-18
Carbon Capture	Tuesday	3pm-5pm	6	11-18
Groundwork youth and play	Tuesday	5 – 7pm	20	11 - 18
SAFE Mentees	Wednesday	3:30-5:30pm	18	11-18
Play sessions	Wednesday Saturday	16:30-17:30 09:00-11:00	25	8-11
Green Pioneers	Thursday	11-2pm	5	11-18
Nature Vibes	Thursday	3:30-5:30pm	14	11-18
Green Leaders	Thursday	5:30-7:30pm	6	11-18
HAF	Monday to Thursday in summer, easter and Xmas	11:00-15:00	30	6-16
Coaching and mentoring	Adhoc subject to demand	Varied	12	Varied
Youth forum	Occasional	Varied	12	14-18

APPENDIX B: Existing user travel survey

Old Visitor Centre, Crumpsall Park - Youth Centre

Modal share

Activity / Group / Event	Day(s)	Time	Travel mode - numbers								Travel mode - share						
			Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other	Total	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other
Groundwork Youth & Play	**Every Tuesday**	**5.30-7.30**	15		5					20	75%	0%	25%	0%	0%	0%	0%
Women Warriors	**Monday**	**3:30-5:30pm**	13	1						14	93%	7%	0%	0%	0%	0%	0%
SAFE Mentees	**Wednesday**	**3:30-5:30pm**	16	1	2					19	84%	5%	11%	0%	0%	0%	0%
Nature Vibes	**Thursday**	**3:30-5:30pm**	13						1	14	93%	0%	0%	0%	0%	0%	7%
Carbon Capture	**Tuesday**	**3pm-5pm**	4		2					6	67%	0%	33%	0%	0%	0%	0%
Green Leaders	**Thursday**	**5:30-7:30pm**	4						2	6	67%	0%	0%	0%	0%	0%	33%
Green Pioneers	**Thursday**	**11-2pm**	3		2					5	60%	0%	40%	0%	0%	0%	0%
		Totals	**68**	**2**	**11**	**0**	**0**	**0**	**3**	84	**81%**	**2%**	**13%**	**0%**	**0%**	**0%**	**4%**

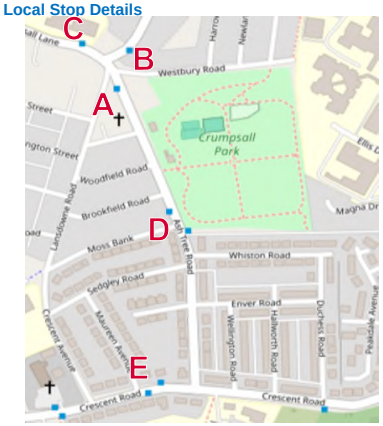
APPENDIX C: Existing bus services

Crumpsall Park Visitor Centre

Local Bus Information

Updated 14 April 2024
BREEAM Period: 08:00-19:00
"Other buildings"

Local Stop Details



XX = School / College Services

	Stop Name	Direction	Walk Distance (m)	Routes served
A	Crumpsall Lane	Northbound	60	41, 52, 94, 151
B	Crumpsall Lane	Southwestbound	140	41, 52, 94, 151, 715
C	Delauneys Road	Eastbound	160	41, 715
D	Crumpsall Park	Both	150	41, 52, 94, 151
E	Ash Tree Road	Both	450	41, 52, 53, 94, 151

	Stop Facilities e.g. shelter, RTPI, seating, layby , raised bus kerbs, paper timetables etc
A	None
B	Paper Timetable
C	Shelter, Seating, Paper Timetable, Raised Bus Kerbs
D	Shelter, Seating, Paper Timetable, Raised Bus Kerbs
E	Paper Timetable

Service No: 151
Local Stop(s) Served: A, B, D, E
Operator: Bee Network
Route: North Manchester General Hospital to Ashton-under-Lyne via Failsworth

Timetable Source: https://tfgm.com/travel-updates/live-departures/bus/151-higher-crumpsall
Timetable Last Updated: 27/10/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Hourly	Hourly	-
Daytime:	Hourly	Hourly	-
Evening:	-	-	-
08:00-19:00	10		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	07:09	07:40	-
Last Service:	18:48	16:50	-

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:59	08:26	-
Last Service:	18:38	17:31	-

Bus Service Summary

Service No: 41
Local Stop(s) Served: A, B, C, D, E
Operator: Bee Network
Route: Middleton to Sale via Manchester Centre

Timetable Source: https://tfgm.com/travel-updates/live-departures/bus/41-sale
Timetable Last Updated: 24/03/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 20 minutes	Every 20 minutes	Every 30 minutes
Daytime:	Every 20 minutes	Every 20 minutes	Every 30 minutes
Evening:	Hourly	Hourly	Hourly
08:00-19:00	33		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	04:27	05:44	07:01
Last Service:	23:31	23:31	23:31

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:12	07:05	08:56
Last Service:	23:38	23:38	23:37

Service No: 52
Local Stop(s) Served: A, B, D, E
Operator: Bee Network
Route: Failsworth to Trafford Centre via Pendleton

Timetable Source: https://tfgm.com/travel-updates/live-departures/bus/52-failsworth
Timetable Last Updated: 02/02/2025

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 30 minutes	Every 30 minutes	Hourly
Daytime:	Every 30 minutes	Every 30 minutes	Hourly
Evening:	Hourly	Hourly	Hourly
08:00-19:00	22		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:37	08:26	08:13
Last Service:	23:29	23:26	23:12

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:23	07:15	07:59
Last Service:	22:16	22:16	22:59

Service No: 53
Local Stop(s) Served: E
Operator: Bee Network
Route: Cheetham Hill to Pendleton via Belle Vue and Old Trafford

Timetable Source: https://tfgm.com/travel-updates/live-departures/bus/53-pendleton
Timetable Last Updated: 02/02/2025

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 30 minutes	Every 30 minutes	Hourly
Daytime:	Every 30 minutes	Every 30 minutes	Hourly
Evening:	Hourly	Hourly	Hourly
08:00-19:00	20		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:07	05:17	06:22
Last Service:	23:12	23:12	22:12

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:58	06:34	06:59
Last Service:	23:52	23:59	22:59

*00:01 on Fridays

Service No: 94
Local Stop(s) Served: A, B, D, E
Operator: Bee Network
Route: North Manchester General Hospital to Bury

Timetable Source: https://tfgm.com/travel-updates/live-departures/bus/94-higher-crumpsall-2
Timetable Last Updated: 23/03/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Hourly*	Hourly	Every Other Hour
Daytime:	Hourly	Hourly	Every Other Hour
Evening:	Every Other Hour	Every Other Hour	Every Other Hour
08:00-19:00	10		

*On schooldays the 07:47 goes an alternate route

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:37	07:37	09:42
Last Service:	21:42	21:42	19:42

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	07:21	09:21	09:17
Last Service:	21:17	21:17	19:17

APPENDIX D: Existing and proposed site layouts

Existing Topographical



SCALE BAR 1:200

0 5 10 20 30 40

N

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 OSTN15BS & 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 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:

Buildings; Wall; Kerb line; Line marking; Drop kerb; Centre line; Overhead Cable; Concrete edge; Tarmac edge; Grass verge; Canopy/Overhang; Verge; Station and Name; 100.000 Station Level; Tree / Bush / Sapling; Area of Undergrowth; Ridge Level; Eaves Level; Flat Roof Level; Gate; Intersocom; Iron Railings; Wire Mesh; Post & Rail; Post & Wire; Chain Link; Wooden Panels; Concrete Panels; Steel Palisade

IC	Inspection chamber	Bollard	Bollard
PInv	Pipe invert	IB	Illuminated bollard
Gy	Gully	Rbn	Rubbish bin
Bg	Back gully	Vp	Vent pipe
Dp	Down pipe	Gn	Ground light
Pipe	Pipe above ground	Lbox	Letter box
MH	Manhole	Ldr	Ladder
WL	Water level	Slp	Slide
FL	Flood light	FFL	Internal floor level
Lp	Lamp post	Thrs	Threshold level
Tp	Telegraph post	Sp	Sign post
Ep	Electricity post	TH	Trailhole
TL	Traffic light	BH	Borehole
Bus	Bus stop	ELC	Electric
Sv	Stop valve	BT	British Telecom
St	Stop tap	CBox	Control box
Et	Earth rod	TT	Tactile
Wm	Water meter	BP	Brick paved
Gas	Gas valve	CPS	Concrete paving slabs
Av	Air valve	CVR	Cover
ICU	Unidentified inspection	IC	Inspection chamber
Ws	Wash out	Rwall	Retaining wall
Ro	Rodding eye	UTL	Unable to lift
BB	Belisha beacon	TCL	Tree canopy level
CTV	Cable tv	G	Girth
Mkr	Marker post	MG	Multi girth
Guide	Gas marker post	Stmp	Tree Stump
Sc	Soffit	CL	Cover level
		IL	Invert level

Station Co-ordinates

Station	Easting	Northing	Level
IG1	384473.606	402195.324	75.105
IG2	384465.206	402174.525	75.183

Client

Corstorphine and Wright

Project Address

Crumpsall Park,
Ash Tree Rd, Crumpsall,
Manchester M8 5RX

Drawing Title

Topographical

Scale	Paper Size
1:200	A2
Drawn By	**Date**
JT	19-07-2024
Level Datum	OS GPS
Grid Orientation	OS GPS
Drawing Number	**Rev.**
J521-01	
Notes	

iG SURVEYS LTD
intelligent geomatics

Tanyard House
37 High Street
Measham
DE12 7HR



NORTH

0 1.0 2.0 3.0 4.0 5.0 10.0m

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Rev.	Description	Date	Drw.	Chk.
P-01	Covered cycle shelter added, external stores placed away from road.	07.02.25	LC	CH
P-00	Planning Issue	14.08.2024	LC	CH

Client
YIF
Youth Investment Fund

Project
Modular Youth Hub
Crumpsall Visitors Centre

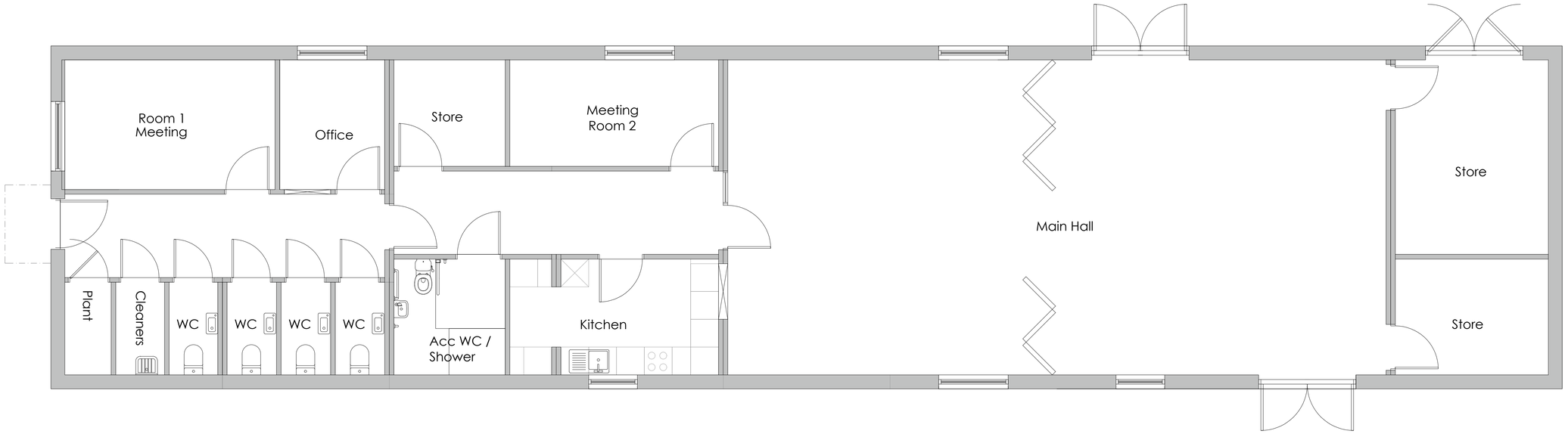
Drawing Title
Proposed Site Plan

Drawing Status
PLANNING

Corstorphine & Wright
Tamworth Studio
5 Aldergate, Tamworth, B79 7DJ
01827 671 23
corstorphine-wright.com

Drawing No.	Revision
23519-0320	P-01

Drawn	Checked	Paper Size	Scale	Date
SK	LC	A1	1:100	19.03.24



NORTH

0 0.5 1.0 1.5 2.0 2.5 5.0m

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Rev.	Description	Date	Drw.	Chk.
P-01	Hatch added to meeting room	07.02.25	LC	CH
P-00	Planning Issue	24.07.24	LC	CH

Plans in accordance with Modular provider constraints.

Client
YIF
Youth Investment Fund

Project
Modular Youth Hub
Crumpsall Park

Drawing Title
Proposed Floor Plans

Drawing Status
PLANNING

Corstorphine & Wright
Tamworth Studio
5 Aldergate, Tamworth, B79 7DJ
01827 671 23
corstorphine-wright.com

Drawing No. 23519-0370
Revision P-01

Drawn	Checked	Paper Size	Scale	Date
LC	CH	A1	1:50	20.05.24

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)
Women Warriors	Monday	3:30-5:30pm	14	+0	11-18
Rainbow Surprise Youth Group	Tuesday Wednesday Sunday	17:30-19:30 17:30-19:30 16:30-18:30	30 (currently based at Crumpsall Community Hall)	+30	13-18
Carbon Capture	Tuesday	3pm-5pm	8	+2	11 - 18
Groundwork youth and play	Tuesday	5 – 7pm	20	+0	11-18
SAFE Mentees	Wednesday	3:30-5:30pm	18	+0	11-18
Play sessions	Wednesday Saturday	16:30-17:30 09:00-11:00	25	+0	8-11
Green Pioneers	Thursday	11-2pm	8	+3	11-18
Nature Vibes	Thursday	3:30-5:30pm	14	+1	11-18
Green Leaders	Thursday	5:30-7:30pm	6	+0	11-18
HAF	Monday to Thursday in summer, easter and Xmas	11:00-15:00	30	+0	6-16
Coaching and mentoring	Adhoc subject to demand	Varied	12	+0	Varied
Youth forum	Occasional	Varied	12	+0	14-18

APPENDIX F: Trip generation

Old Visitor Centre, Crumpsall Park - Youth Centre

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
Women Warriors	Monday	3:30-5:30pm	**14**	**14**	**0**	93%	7%	0%	0%	0%	0%	0%	0	0	0	0	0	0	0
Rainbow Surprise Youth Group	Tuesday	17:30-19:30	**0**	**30**	**30**	75%	0%	25%	0%	0%	0%	0%	23	0	8	0	0	0	0
Carbon Capture	Tuesday	3pm-5pm	**6**	**8**	**2**	67%	0%	33%	0%	0%	0%	0%	1	0	1	0	0	0	0
Groundwork youth and play	Tuesday	5 – 7pm	**20**	**20**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
SAFE Mentees	Wednesday	3:30-5:30pm	**18**	**18**	**0**	84%	5%	11%	0%	0%	0%	0%	0	0	0	0	0	0	0
Play sessions	Wednesday	16:30-17:30	**25**	**25**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
Rainbow Surprise Youth Group	Wednesday	17:30-19:30	**0**	**30**	**30**	75%	0%	25%	0%	0%	0%	0%	23	0	8	0	0	0	0
Green Pioneers	Thursday	11-2pm	**5**	**8**	**3**	60%	0%	40%	0%	0%	0%	0%	2	0	1	0	0	0	0
Nature Vibes	Thursday	3:30-5:30pm	**13**	**14**	**1**	93%	0%	0%	0%	0%	0%	7%	1	0	0	0	0	0	0
Green Leaders	Thursday	5:30-7:30pm	**6**	**6**	**0**	67%	0%	0%	0%	0%	0%	33%	0	0	0	0	0	0	0
Play sessions	Saturday	09:00-11:00	**25**	**25**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
Rainbow Surprise Youth Group	Sunday	16:30-18:30	**0**	**30**	**30**	75%	0%	25%	0%	0%	0%	0%	23	0	8	0	0	0	0
HAF	Monday to Thursday in major school holidays	11:00-15:00	**30**	**30**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
Coaching and mentoring	Adhoc		**12**	**12**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
Youth forum	Occasional		**12**	**12**	**0**	75%	0%	25%	0%	0%	0%	0%	0	0	0	0	0	0	0
Average						81%	2%	13%	0%	0%	0%	4%							

