SCP
TRANSPORT PLANNING
an RSK company

DSJMK PROPERTIES LTD

Proposed Mixed Use Development, 42 Ladybarn Road, Manchester

Transport Statement

240505

FEBRUARY 2025



SCP GENERAL NOTES

Project No.: 240505-TS (0.0)

Title: Proposed Mixed Use Development, 42 Ladybarn Road, Manchester, Transport Statement

Client: DSJMK PROPERTIES LTD

Date: 11 February 2025

Office: Manchester

Author	EW	**Reviewer**	GW
Date:	11/02/25	Date:	17/02/25

Revision	Date	Status	Prepared by	Approved by
0	11/02/25	Draft	EW	GW

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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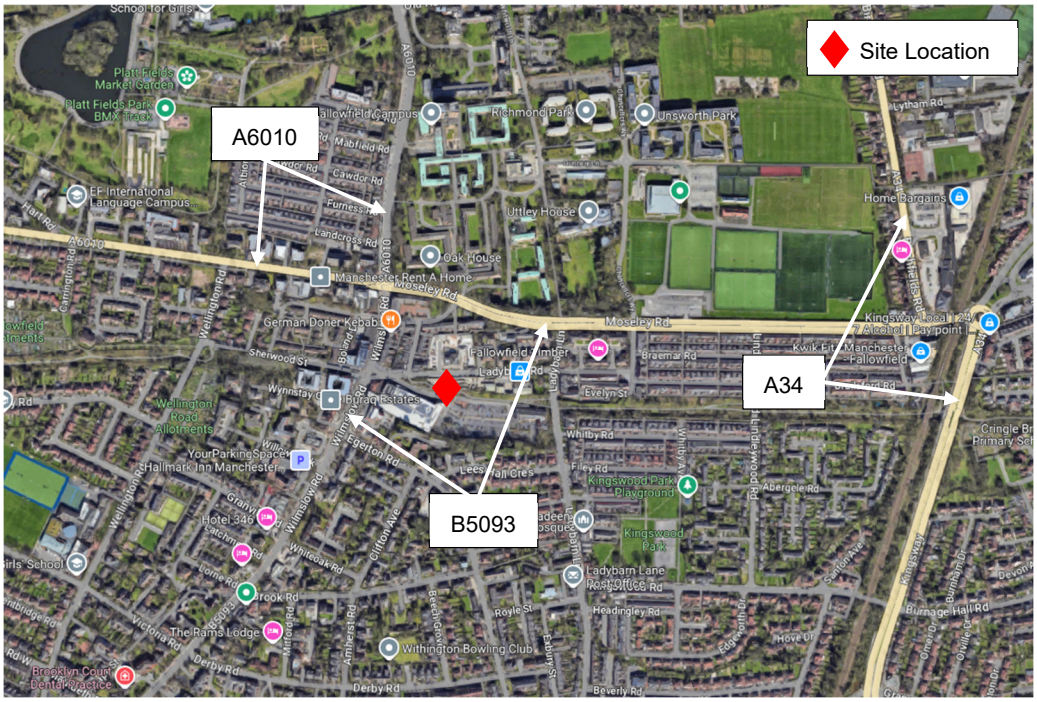
1 INTRODUCTION

General

1.1 SCP have been instructed on behalf of DSJMK Properties Ltd to provide highway, traffic and transport advice in connection with an application for a change of use from light industrial (Class B2) to office use (Class E) and the erection of two additional 1-bed flats, with associated car parking, bin store and landscaping, on land at 42 Ladybarn Road, Manchester.

1.2 The location of the application site in relation to the wider highway network is shown on **Figure 1.1** below:

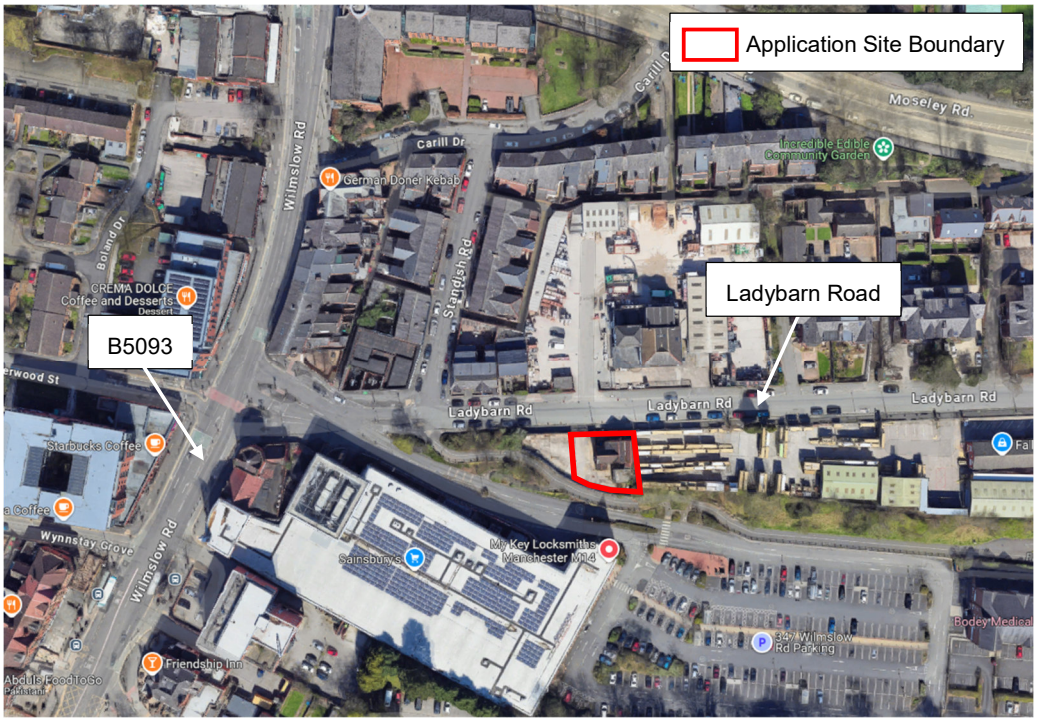
Figure 1.1 – Site Location – Wider Highway Network



Source: Google Maps

1.3 The site location in a more local context is shown on **Figure 1.2** below:

Figure 1.2 – Site Location – Local Highway Network



Source: Google Maps

Planning History

1.4 The site has recently been the subject of a planning application for '*change of use of ground floor from light industrial (Class B2) to office use (Class E), and erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping'* (planning reference: 141736/FO/2024).

1.5 This was refused on 4th February 2025 as a result of insufficient information in relation to drawings and details and therefore there was uncertainty over how the proposal may impact the surrounding highway network.

1.6 The new application seeks to address the concerns which are set out in a consultation response from the Highway Officer dated 8th January 2025.

Purpose and Structure of Report

1.7 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and accessibility perspective.

1.8 The TS has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-

- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
- Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 4 – defines the development proposals including the proposed access, servicing arrangements and car parking;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of the impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

2.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Site Location and Composition

2.2 The site is located off Ladybarn Road, approximately 4km south east of Manchester City Centre and 5km north west of Stockport Town Centre. The site is bordered by Ladybarn Road to the north, Fallowfield Timber Merchants to the east, the Fallowfield Cycle Loop to the south, and vacant land to the west.

Local Transport Network

Ladybarn Road

2.3 Ladybarn Road runs along the northern boundary of the site and meets the B5093 Wilmslow Road at a four-arm signalised junction to the west, however there is a no entry sign present meaning access is eastbound only. Vehicles can egress via Standish Road which runs north onto Carrill Drive and the B5093 Moseley Road.

2.4 To the east of the site, Ladybarn Road meets Ladybarn Lane at a priority junction. Ladybarn Lane runs north/south between Moseley Road to the north and Mauldeth Road to the south, which gives access to a large number of residential streets along its length.

2.5 Ladybarn Road has a carriageway width of approximately 7m and is subject to a 20mph speed limit. It provides street lighting along its route and there is a 2m wide footway present on both sides of the carriageway with dropped kerbs present.

B5093

2.6 The B5093 begins circa 200m to the north west of the site at a signalised crossroads with the A6010. From here, the B5093 runs south as Wilmslow Road from Fallowfield to Didsbury, and east as Moseley Road from Fallowfield to Levenshulme. The B5093 meets the A34 approximately 800m to the east of the site.

2.7 In the vicinity of the site, the B5093 provides cycle lanes (which are segregated in places) and footways on either side of the carriageway. The road is subject to a 40mph speed limit heading east, and a 30mph speed limit heading south.

A6010

2.8 The A6010 is accessed to the north west of the site at the signalised crossroads with the B5093. From here, the A6010 runs north as Wilmslow Road from Fallowfield to Longsight, and west as Wilbraham Road from Fallowfield to Chorlton-cum-Hardy.

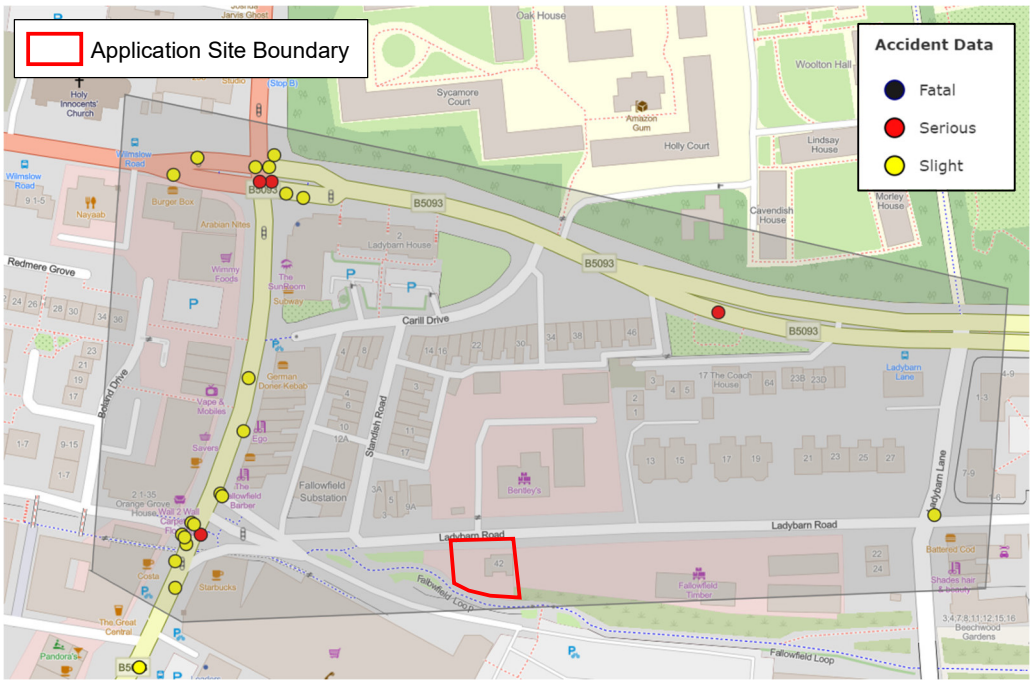
2.9 The A6010 is subject to a 40mph speed limit heading west, and a 30mph speed limit heading north, which is enforced by speed cameras along its route. Cycle lanes and footways are also present on either side of the carriageway along the A6010.

Road Safety

2.10 The Personal Injury Accident data for the local highway network has been obtained from ArcGIS for the most recently available five-year period from 1st January 2019 up to 31st December 2023.

2.11 The location and severity of the accidents is shown on **Figure 2.1** overleaf.

Figure 2.1 – Road Safety Plan



Source: ArcGIS

2.12 **Figure 2.1** demonstrates that there have been 23 accidents recorded within the study area, which encompasses the sections of the B5093 to the north and west, and its junction with the A6010. Four of the accidents were recorded as serious in severity, with the rest recorded as slight. The majority of the accidents occurred at junctions on the main road, with none recorded along the site frontage on Ladybarn Road, or on Standish Road, Carill Drive or the junction with Moseley Road.

2.13 Two of the serious incidents occurred at the A6010/B5093 crossroads. The earlier of the two occurred in darkness in January 2021 and involved three vehicles. Two cars were travelling eastbound at the crossroads when one of the cars collided into the front of another car which was travelling westbound. This resulted in serious injuries for the driver of the car travelling eastbound.

2.14 The more recent of the two serious incidents at the A6010/B5093 crossroads took place in May 2021, also in darkness. It involved a car which was turning right from the B5093 (east) onto the A6010 (north) when it collided into the offside of a motorcycle which was travelling northbound at the crossroads. The rider suffered serious injuries as a result.

2.15 One of the other serious incidents occurred in July 2021 at the B5093 Wilmslow Road/Ladybarn Road junction. It involved a head on collision between a pedal cycle

travelling from Ladybarn Road onto the B5093 and a car which was travelling in the opposite direction. The cyclist sustained serious injuries.

2.16 The remaining serious incident took place in darkness in May 2020 on the B5093 Moseley Road approximately 100m to the west of its junction with Ladybarn Lane. It involved a pedal cycle which was travelling eastbound along the B5093 when a head on collision occurred with a bus/coach which was travelling westbound. This resulted in the cyclist suffering serious injuries.

2.17 The area has a high volume of pedestrians, cyclists, buses and general traffic and as such the 5 year highway record represents a relatively good safety record. The evidence presented above and illustrated in **Figure 2.1** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3 SUSTAINABLE TRANSPORT APPRAISAL

General

3.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

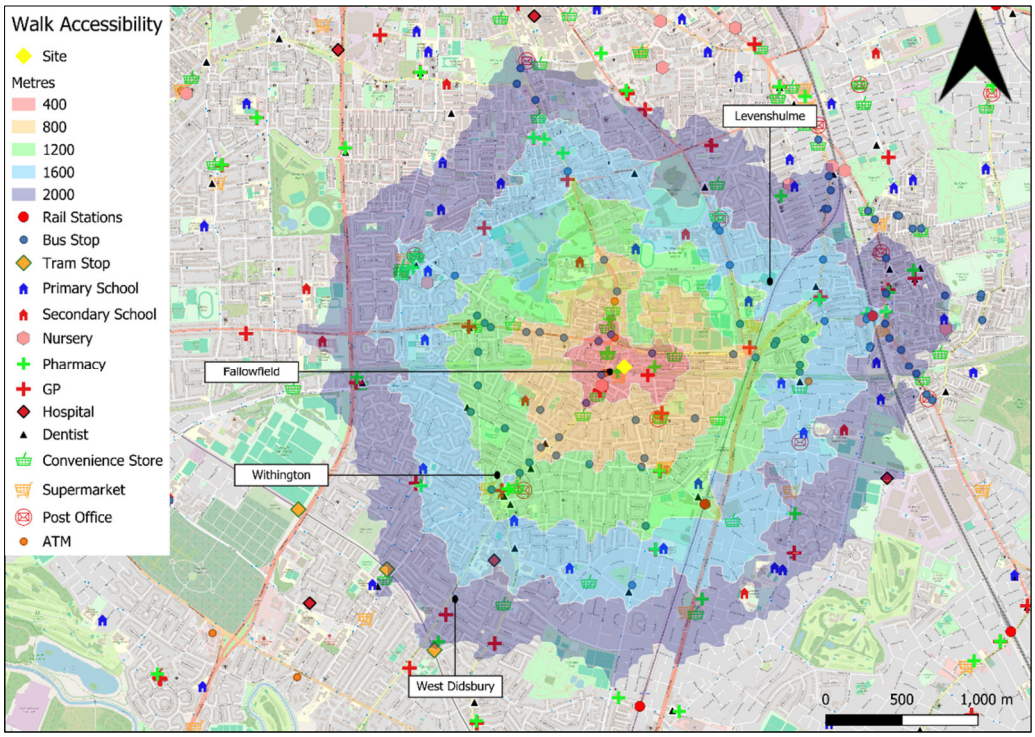
Pedestrians

3.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.

3.4 The 2km walk distance isochrones is shown on **Figure 3.1** below.

Figure 3.1 – 2km Walk Accessibility



Source: Basemap TRACC

3.5 As can be seen from the above, Fallowfield, Withington, Levenshulme and West Didsbury, amongst others, are within acceptable walk distance of the site. The above demonstrates that the site is within an easy walking distance of numerous amenities, including public transport facilities including bus stops, tram stops and railway stations.

3.6 **Table 3.1** identifies some of the local facilities within an acceptable 2km walking distance of the site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

Table 3.1 – Facilities within 2km Walking Distance of the Site

Facility	Name	Distance from Site
Pub	The Great Central, Wilmslow Road	170m
Bus Stop	'Friendship Inn (Stop F)', Wilmslow Road	180m
Supermarket	Sainsbury's, Wilmslow Road	250m
ATM	Sainsbury's, Wilmslow Road	250m
Nursery	Bizzie Kidz Private Day Nursery, Wilmslow Rd	260m
GP	Bodey Medical Centre, Ladybarn Lane	280m
Bus Stop	'Ladybarn Lane', Moseley Road	300m
Convenience Store	One Stop Shop, Balmoral Road	400m
Post Office	Ladybarn Lane Post Office	550m
Park	Platt Fields Park, Wilmslow Road	750m
Dentist	Brooklyn Court Dental Practice, Wilmslow Rd	800m
Secondary School	Withington Girls' School, Wellington Road	900m
Primary School	St James Primary School, Cromwell Range	1km
Railway Station	Mauldeth Road Railway Station, Mauldeth Rd	1.4km

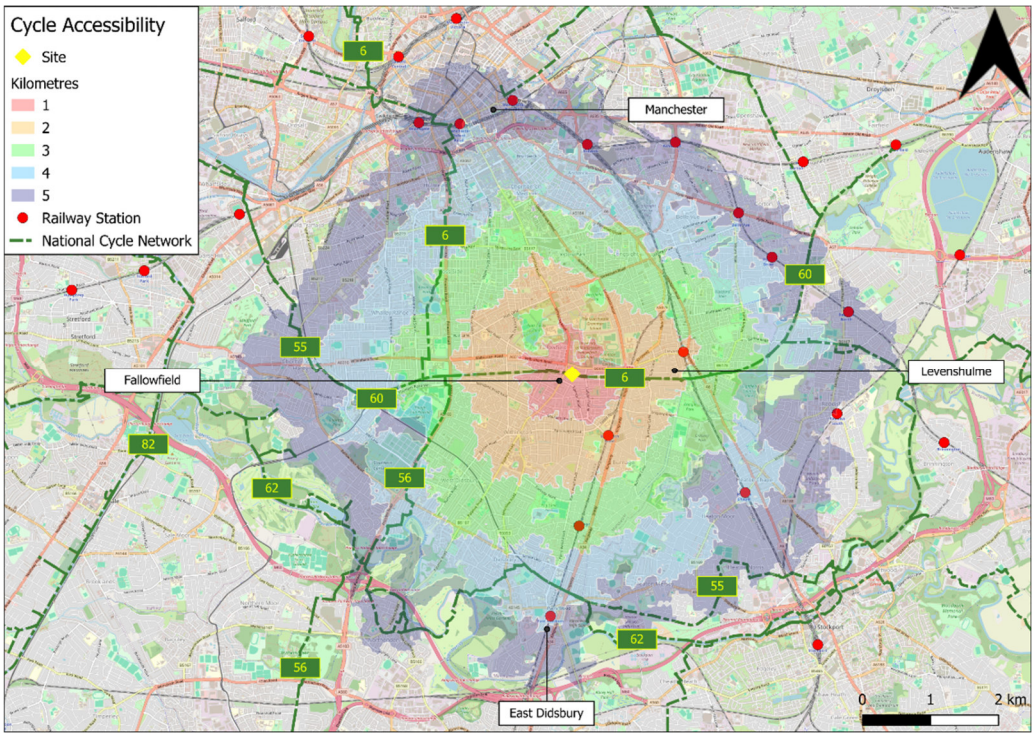
3.7 Overall, the site benefits from high levels of accessibility by foot, allowing walking to be a viable alternative to private car use for prospective residents and staff.

Cycle Accessibility

3.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

3.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3.2** overleaf.

Figure 3.2 – 5km Cycle Accessibility



Source: Basemap TRACC

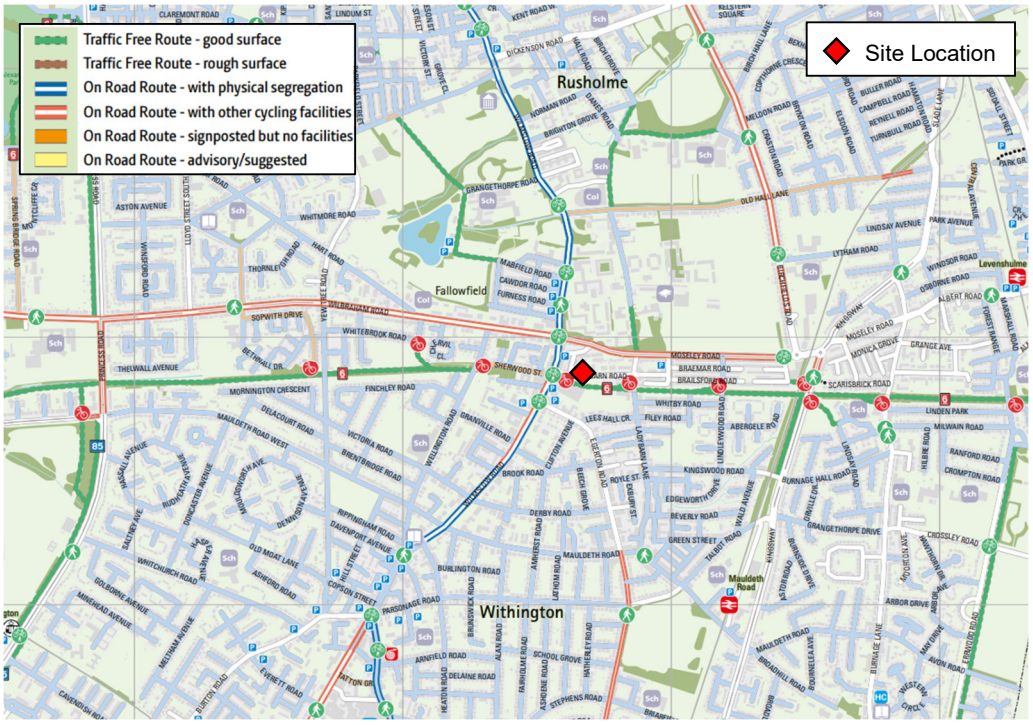
3.10 **Figure 3.2** also shows the site's proximity to National Cycle Route (NCR) 6, which can be accessed approximately 60m to the west of the site. Locally, this cycle route makes up part of the Fallowfield Loop, which provides a link between Chorlton-cum-Hardy and Fairfield.

3.11 NCR 60 is present to the west and north east of the site, and can be accessed in an approximate 2.4km or 3.4km cycle distance, respectively. It runs between north and east Manchester, forming part of the Fallowfield Loop.

3.12 NCR 55 and NCR 62 are both also present approximately 3.4km to the south of the site and can be accessed within an approximate 11-minute cycle time. Both routes provide access into Stockport to the south east of the site. NCR 55 heads south east from here to Marple and Stoke-on-Trent, whilst NCR 62 heads north east through the Peak District, continuing to Selby in North Yorkshire.

3.13 The Manchester Cycle Map on TfGM's website shows existing on-road cycle routes, providing access in and around Fallowfield. The map also highlights traffic-free cycle routes as shown on **Figure 3.3** below.

Figure 3.3 – Local Cycle Routes



Source: TfGM

3.14 **Figure 3.3** identifies the local cycling facilities. There is an on road cycle route with a physical segregation present along the B5093 Wilmslow Road to the west of the site, providing access into Withington. The on road route continues north along the A6010 Wilmslow Road, linking the site with Rusholme and continues into central Manchester.

3.15 There is also an on road cycle route which runs along the A6010 Wilbraham Road into Chorlton-cum-Hardy. The route heads east along the B5093 Moseley Road and then heads north on the A34 to the north east of the site, providing access into Longsight and Chorlton-on-Medlock.

3.16 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents and staff.

Public Transport

Bus Accessibility

3.17 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

3.18 The closest bus stop to the site is 'Friendship Inn (Stop F) located on the eastern side of the B5093 Wilmslow Road, approximately 180m from the site.

3.19 There is another bus stop ('Ladybarn Lane') located on the southern side of the B5093 Moseley Road which provides additional bus services and can be accessed approximately 300m from the site.

3.20 **Table 3.2** overleaf provides an overview of the bus services available at the aforementioned bus stop along with the route and an average frequency for service intervals across the week.

Table 3.2 – Bus Service Summary

No.	Route	Bus Stop Location		M-F		Sat		Sun	
		B5093 Wilmslow Road	B5093 Moseley Road	Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
41	Middleton – Sale	✓	✓	05:04-23:12	20 mins	06:18-23:14	20 mins	07:36-23:09	30 mins
42	Piccadilly Gardens – Stockport	✓		05:49-23:53	30 mins	06:48-23:53	30 mins	07:43-23:43	60 mins
42A	Piccadilly Gardens – North Reddish	✓		05:59-18:16	30 mins	08:48-18:59	30 mins	-	-
42B	Piccadilly Gardens – Woodford	✓		06:19-22:11	60 mins	08:33-22:10	60 mins	09:13-18:19	60 mins
42C	Piccadilly Gardens – Handforth Dean	✓		06:29-18:28	60 mins	08:13-18:19	60 mins	-	-
43	Piccadilly Gardens – Manchester Airport	✓		05:49-05:19	10 mins	05:49-05:19	10 mins	05:49-05:19	15 mins
142	Piccadilly Gardens – East Didsbury	✓		06:28-04:08	10 mins	07:28-03:38	10 mins	08:18-03:38	10 mins
143	Piccadilly Gardens – West Didsbury	✓		07:31-04:04	10 mins	10:27-00:33	10 mins	10:06-20:42	5 mins
147	Ancoats – West Didsbury	✓		07:21-20:16	30 mins	-	-	-	-
150	The Trafford Centre – Gorton		✓	06:13-23:58	30 mins	07:52-23:58	30 mins	07:18-23:13	60 mins
750 (School Bus)	Loreto Grammar School- Altrincham Grammar School - The Open University – Levenshulme	✓	✓	07:16/16:53	-	-	-	-	-
763 (School Bus)	Burnage High School, Burnage – St Ambrose College, Hale Barns		✓	07:53/16:32	-	-	-	-	-

3.21 **Table 3.2** demonstrates that prospective residents and staff will have access to a number of bus services stopping close to the site which provide access to key destinations at a high frequency.

3.1 There are also two school buses stopping within close proximity from the site, giving access to four secondary schools and an open university for prospective students of the site.

Rail Accessibility

3.2 In terms of rail services, Mauldeth Road Railway Station is located approximately 1.4km (20-minute walk time or 5-minute cycle time) south east of the site and is therefore well within an acceptable walking and cycling distance. Mauldeth Road Railway Station provides regular direct services throughout the week to Manchester Piccadilly, Manchester Airport, Liverpool Lime Street and Crewe.

Metrolink

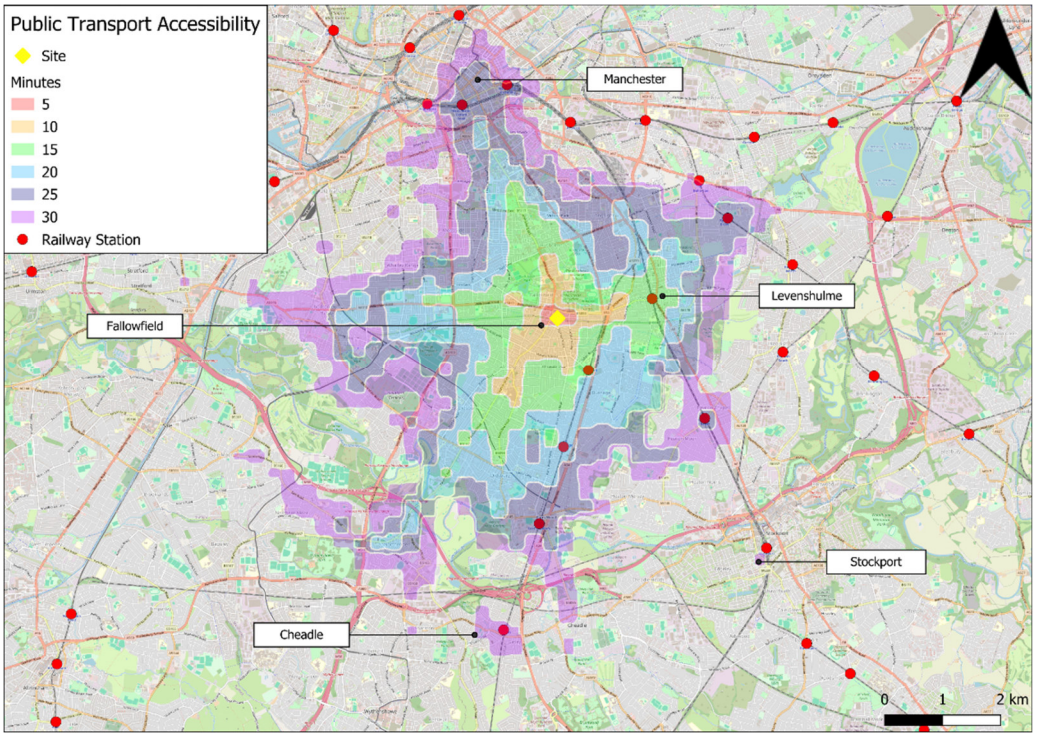
3.3 Burton Road Metrolink Station is the nearest tram stop to the site; it is located approximately 2.2km south west of the site, an approximate 7-minute cycle.

3.4 Burton Road tram stop provides 5 cycle lockers and 4 cycle stands. Accessible ticket machines are available along with customer information screens. A ramp is available for access to services along with step-free access to all platforms.

3.5 Tram services from the stop run to a variety of destinations along the same line, including East Didsbury, Shaw and Crompton, and Rochdale Town Centre. Access to further locations can be gained by travelling into Manchester and changing trams at locations including Victoria, Deansgate-Castlefield and Cornbrook. Services run from early morning to late at night every 12 minutes at peak times.

3.6 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 3.4** overleaf. The figure illustrates the area that can be travelled within 30 minutes by public transport to and from the site, which includes the time taken to walk to the bus/tram/rail stops.

Figure 3.4 – 30 Minute Public Transport Accessibility



Source: Basemap TRACC

3.7 The above demonstrates that the site is within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas such as Manchester City Centre, Stockport and Cheadle, amongst others, are all within an acceptable 30-minute commute time

Summary

3.8 Having regard to the above, it is considered that the site benefits from very high levels of accessibility by sustainable modes and has a range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents and staff will not be reliant on the private car.

4 PROPOSED DEVELOPMENT

Overview

4.1 The proposals comprise of the erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1-bed flats above, equating to a total of 3 no. flats on site.

4.2 The development proposals are shown on the site layout plan presented in **Appendix 1**.

Proposed Access Arrangements

4.3 Vehicular access and egress to the development will be provided from Ladybarn Road. The access will be not be gated but the existing vehicular access point will be reused. The access will be amended to provide a vehicle crossover to enhance pedestrian amenity whilst still providing access to the parking bays. Existing double yellow lines would be located across the bays to protect the spaces and visibility splays.

4.4 Drawing SCP/240505/D01 in **Appendix 2** shows the visibility splays from the parking bays. Splays in excess of 2.4m x 25m can be achieved in both directions which is commensurate with the speed limit on Ladybarn Road.

4.5 Drawing SCP/240505/D02 shows that pedestrian visibility splays of 2m x 2m can be achieved on the eastern side of the parking bays. Splays to the west of 1.7m x 1.3m can be achieved through the removal of part of the existing wall. Landscaping along the western boundary will be retained to below 0.6m. The footway along this section of carriageway is approximately 2.5m, which means pedestrians will be walking further away from the back of footway and will have more than adequate visibility of cars manoeuvring out of either of the parking bays.

4.6 Pedestrian and cycle access to the main office use will be taken from Ladybarn Road, with the proposed entrance doors set back from the adopted highway. Pedestrian and cycle access to the flats and the smaller office will be taken from the western side of the building.

Servicing

4.7 An external refuse store will be located to the rear of the proposed parking bays and will accommodate bins for both the offices and flats. Bins for the flats will be placed at the back of the footway for collection, whilst the larger Euro-bins for the offices will be serviced directly from the bin store on collection days to ensure pedestrian movement is not obstructed.

Parking

4.8 Manchester City Council's maximum parking standards are set out in Appendix B of their Core Strategy Development Plan Document 2012-2027, which specifies the following car parking standards:

B1 Business: Stand alone offices

- *1 space per 35sqm*

4.9 No references to residential parking standards are made within the document.

4.10 For cycle parking, the following standards apply:

B1 Business: Stand alone offices

- *1 space per 200sqm / minimum of 2 spaces*

4.11 The proposals include the provision of 2 no. car parking spaces which will be accessed from Ladybarn Road. These bays will both have EV charging points and will be allocated to the offices.

4.12 Cycle parking for 4 no. bicycles is proposed to the west of the building for residents, equating to over 100% provision for cycle parking for the flats. For office staff, cycle parking for 3 no. bicycles is proposed along the frontage of the building. All cycle parking will be sheltered and secure.

4.13 The level of car parking is considered appropriate in this location due to the following factors:

- The site benefits from high levels of accessibility (as set out in the previous chapter), being within easy access of Manchester city centre and associated facilities, amenities and numerous transport links including bus stops, tram stops and railway stations.
- National Planning Policy Framework notes that it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location. The reduced number of spaces will encourage residents to take advantage of the sustainable transport opportunities available to them and reduce unnecessary car ownership and trips.
- Any prospective tenant of the flats will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.
- The existing car ownership levels for the area have been obtained from the 2011 census data for the ward that the site sits in; ref E05000701, as shown in **Table 4.1**. This demonstrates that car ownership levels in the vicinity of the site are low with most residents owning either no or one vehicle, which is to be expected given the highly sustainable location of the site.

Table 4.1 Car Ownership Data

No of vehicles in household	E05000701 : Fallowfield Ward
No car or van	41%
1 car or van	42.6%
2 cars or vans	12.3%
3 cars or vans	3.2%
4 or more cars or vans	0.9%

Source: 2011 Census Data

4.14 It should be noted that the Census data does not differentiate between houses and apartments (just 'households'), so does not reflect the typical trend for much lower car ownership levels in flats.

4.15 Enterprise Car Club rents vehicles by the hour (or day) and has a selection of cars ranging from smaller economy cars to larger SUVs. There are two Enterprise vehicles located on Egerton Road, an approximate 5-minute walk from the site. These would be suitable for residents who don't own a car but may occasionally require one to rent for short periods.

4.16 However, given the accessibility of the site and the existing low levels of car ownership in the area, the residential development is not expected to generate a significant level of parking demand, if any. The accessible location of the site means that staff can reach the site from across south Manchester by frequent and attractive public transport options as well as cycling and walking.

5 SUMMARY AND CONCLUSION

5.1 SCP have been instructed on behalf of DSJMK Properties Ltd to provide highway, traffic and transport advice in connection with an application for a change of use from light industrial (Class B2) to office use (Class E) and the erection of two additional 1-bed flats, with associated car parking, bin store and landscaping, on land at 42 Ladybarn Road, Manchester.

5.2 Vehicular access and egress to the development will be provided from Ladybarn Road. Pedestrian and cycle access to the office use will be taken direct from Ladybarn Road, whilst pedestrian and cycle access to the flats and the smaller office will be taken from the western side of the building.

5.3 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.

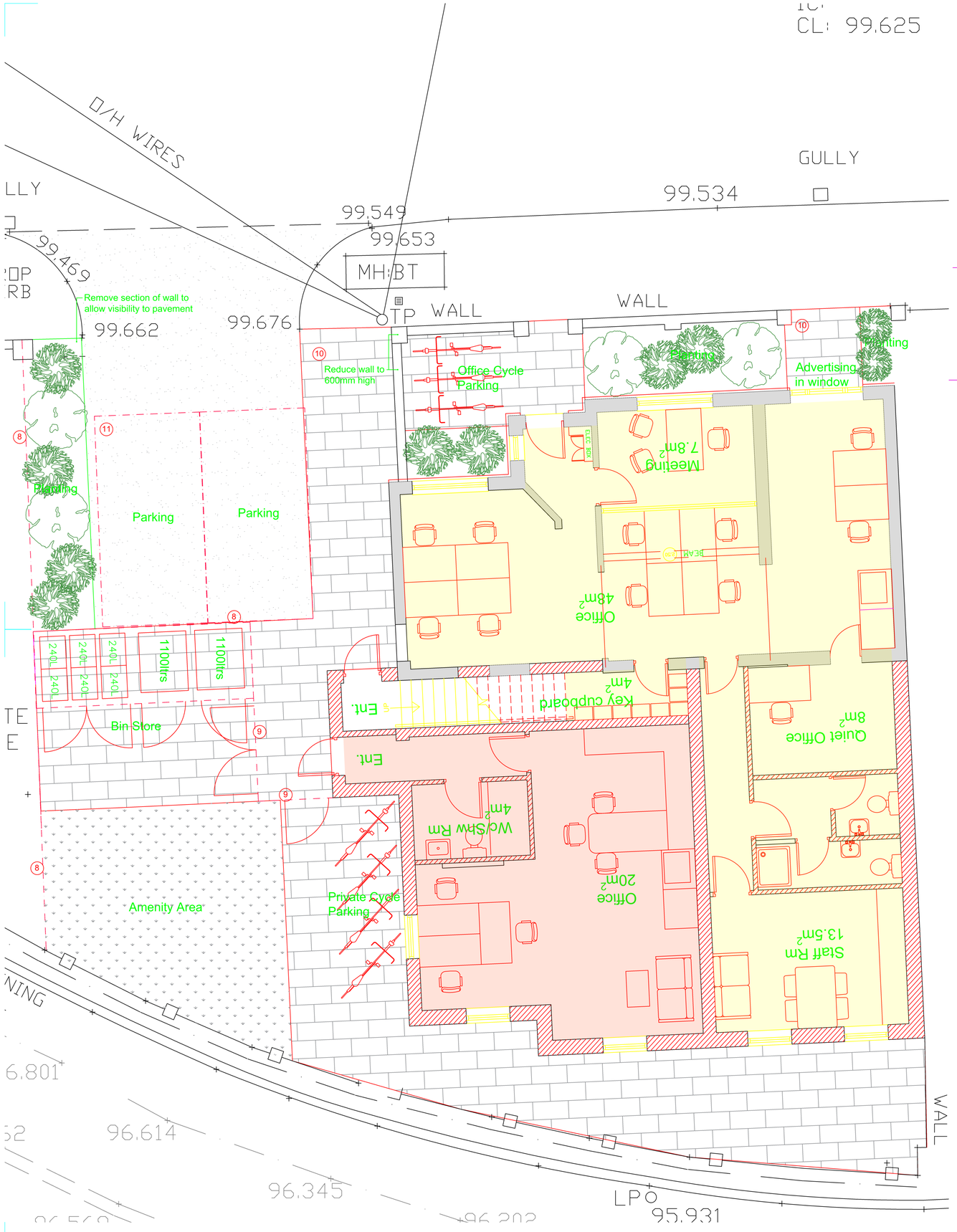
5.4 The proposed development has been found to be extremely well located to encourage travel by sustainable modes. In particular, the site is within walking distance of surrounding areas which provide access to a range of local facilities. Bus and train services are also available within acceptable walk distances of the site.

5.5 The small-scale nature of the site means that the trip generation by all modes will be low. When considering this in the context of the extant B2 development, any impact will be imperceptible on the local highway network.

5.6 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

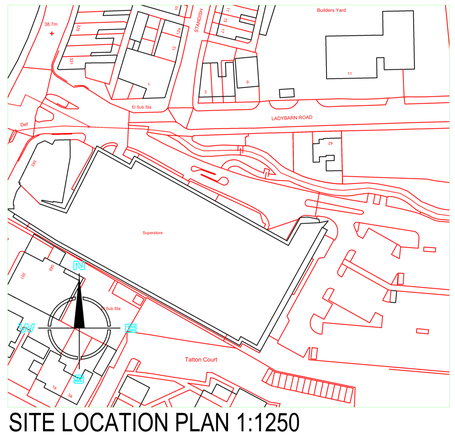
APPENDIX 1





Street Elevation @ 1:50

Location of proposed metal trellis



SITE LOCATION PLAN 1:1250

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Rev.	Drawn	Comments	Date

EXTERNAL MATERIALS / SCOPE OF WORK:

1. Main facing brickwork, joint and mortar colour to match existing facing brickwork
2. Brickwork below dpc, joint and mortar colour to match existing facing brickwork
3. Proposed windows to be replaced with white upvc vertical sliding sash windows (REHAU or similar)
4. Proposed windows to be replaced with white UPVC flush fit casement, side hung windows (REHAU or similar)
5. Proposed doors to be dark grey aluminium with glazed central pane
6. Roof tiles to match existing
7. Rainwater goods to be black upvc
8. New fencing to be Forest 6' x 6' Pressure Treated Contemporary Double Slatted Fence Panel
9. Wrought Iron effect (powder coated) 6' fencing. Finish colour: Black.
10. Concrete paving slab to walkways
11. Parking area to be finished in black tarmacadam to be graded into existing Highway

Please note:
All materials, colours and finishes are to be agreed with the Planning Department where required, including satisfying all necessary stipulated conditions relating to any approval, prior to any works taking place.

Any dimensions are approximate only.

Scale Bar 1:50

0 1 2 3 4 5 10

MODE
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Client DSJMK Properties Ltd

Project 42 Ladybarn Road
Manchester, M14 6WW

Title Block & Site Plans
As Proposed

Status SCHEME

Scale @A1	Date	Drawn	Checked
As stated	Dec '24	KJM	

Drawing No. 23 039 PL(0) 51

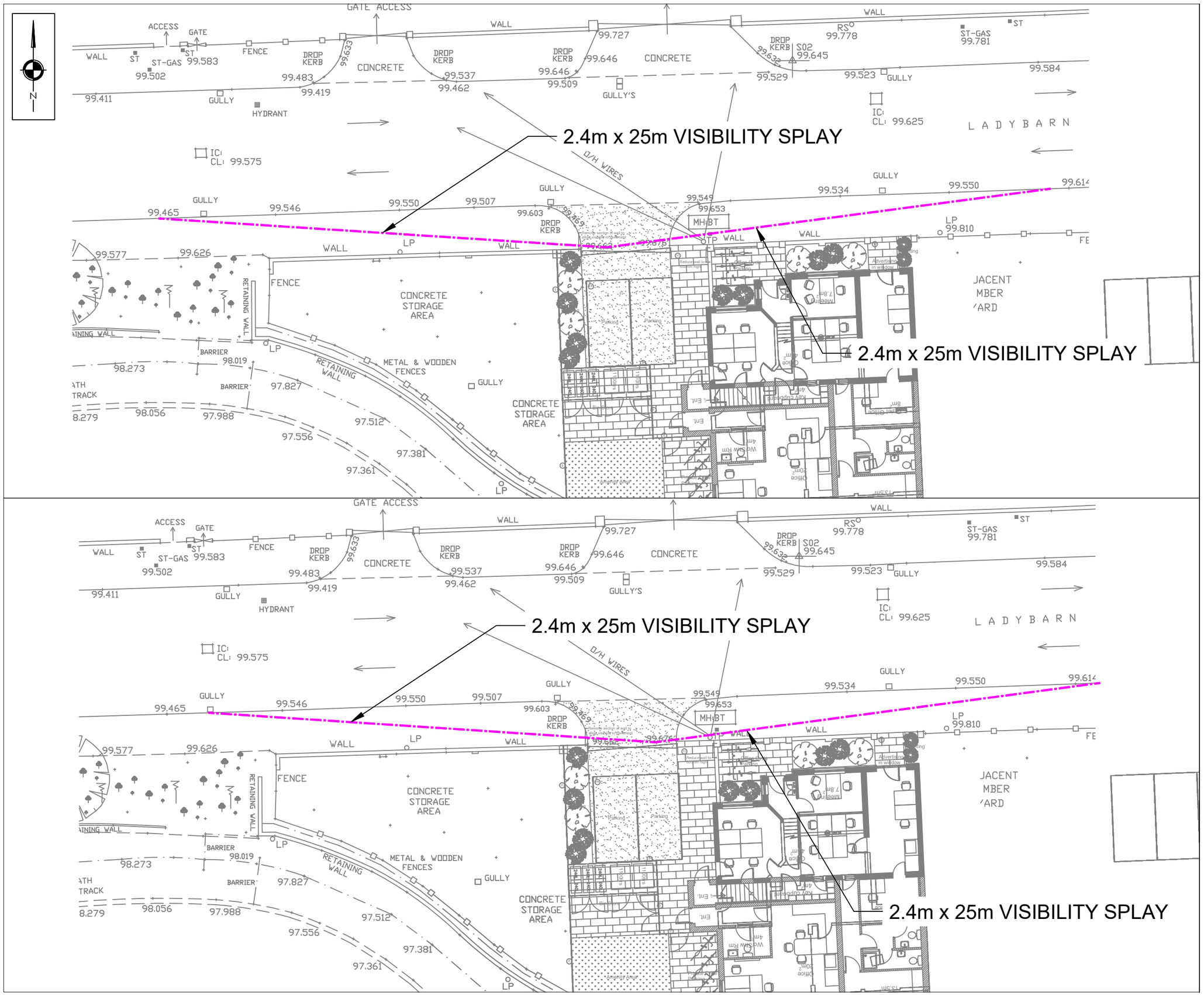
Rev

File Ref.

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S|C|P

APPENDIX 2



2.4m x 25m VISIBILITY SPLAY
2.4m x 25m VISIBILITY SPLAY

NOTES

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAID	17.2.25	RR

REVISIONS

SCP
an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:
DSJMK PROPERTIES LIMITED

Project Title:
42 LADYBARN ROAD, MANCHESTER

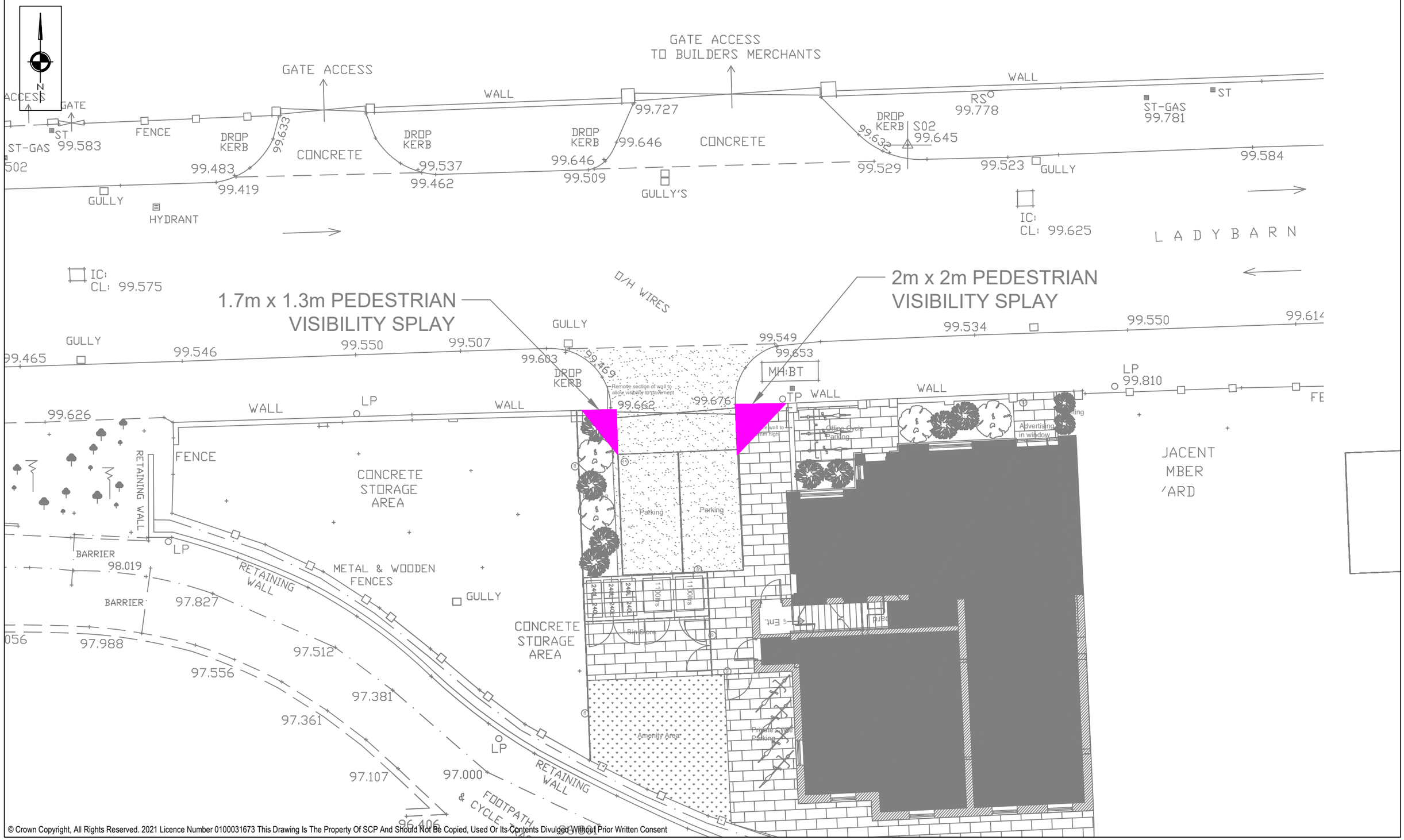
Drawing Title:
VISIBILITY SPLAYS-
PARKING BAYS

Drawn By:	Date:
RR	14.02.2025
Checked:	Scale@A3:
GW	1:200
Approved:	Status:
GW	PLANNING

Drawing No.: SCP/240505/D01
Rev.: A

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Rev	Description	Date	By
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REVISIONS

Drawn By:	RR
Date:	17.02.25
Checked:	GW
Scale@A3:	1:100
Approved:	GW
Status:	PLANNING
Client Name:	DSJMK PROPERTIES LIMITED
Project Title:	42 LADYBARN ROAD, MANCHESTER
Drawing Title:	PEDESTRIAN VISIBILITY SPLAYS
Drawing No.	SCP/240505/D02
Rev.	-

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