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CAR PARK DEVELOPMENT - MANCHESTER COMMUNICATIONS ACADEMY

MCARDLE SPORT TEC LTD

TRANSPORT STATEMENT

12805-WMS-ZZ-XX-T-C-39501-S8-P3

October 2024

Contract: Car Park Development - Manchester Communications Academy

Document Title: Transport Statement

Our Ref: 12805-WMS-ZZ-XX-T-C-39501-S8-P3

Prepared by: W. Dixon BSc (Hons) MSc FGS GMICE
AMIEEnvSc Date: July 2024

RECORD OF AMENDMENTS TO DOCUMENT

Ref	Description	Date
P1	Initial Issue	July 2024
P2	Proposal wording amended	July 2024
P3	Updated to latest layout	October 2024

Verified by:  IEng MCIHT MICE FIHE Date: October 2024

C O N T E N T S

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1.0 INTRODUCTION

- 1.1 William Saunders have been commissioned by McArdle Sport Tec Ltd to prepare a Transport Statement to support a planning application for the proposed development of a new car park for sports pitches at Manchester Communications Academy.
- 1.2 The proposed car park comprises 50 bays in total and is to be accessed off Lathbury Road via a new entrance. The car park area is approx. 1450sqm. A 3G sports pitch is to be refurbished as part of this development.

Concurrently, two netball pitches are to be developed which are not part of the development.

- 1.3 The Transport Statement examines, and provides further detail on the following:
- The existing conditions;
 - the proposed development;
 - the access arrangements;
 - opportunities to travel to and from the site by sustainable modes of transport;
 - vehicle trip generation of the proposed development;
- 1.4 The Government's sustainability objectives were embodied in updated Planning Policy Guidance. The National Planning Policy Framework (NPPF) confirms that *"developments should be located and designed where practical to;*
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *consider the needs of people with disabilities by all modes of transport"*.
- 1.5 It goes onto say *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or*

refused on transport grounds where the residual cumulative impacts of development are severe."

- 1.6 The publication *Guidance for Transport Assessment* states that a Transport Statement or Assessment is required for all developments that generate significant amounts of movement. This Transport Statement has been written to provide information on transport planning topics at this location and discusses the following issues:
- An estimate of the proposed traffic generation from the development,
 - Commentary on the proposed infrastructure and parking,
 - Commentary on the access arrangements and the junctions onto the strategic road network,
 - Highway safety in the vicinity of the development site,
 - Sustainability credentials of the area.
- 1.7 Transport statements and travel plans should be appropriate in scale and scope to the proposed development to which they relate.
- 1.8 The NPPF states that Transport Statements should take into account the following considerations:
- The Transport Assessment and Statement policies (if any) of the Local Plan;
 - The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
 - Existing intensity of transport use and the availability of public transport;
 - Proximity to nearby environmental designations or sensitive areas;
 - Impact on other priorities/strategies (such as promoting walking and cycling);
 - The cumulative impacts of multiple developments within a particular area; and
 - Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times).
- 1.9 It is considered that as the site is located in an urban environment with highway infrastructure in place, the existing highway network is of sufficient standard to accommodate the development and highway capacity assessments are not required.

2.0 EXISTING CONDITIONS**2.1 Site Location and Description**

- 2.1.1 The site is located off the southwest of Lathbury Road, Monsall, in the northeast of Manchester. The centre of Manchester is approx. 3km southwest.
- 2.1.2 The grid reference for the site is 385918E, 400828N or SD859008. The postcode of the site is M9 5GF. The site area is approximately 1450m² or 0.14 hectares. A location plan is given in Appendix A.
- 2.1.3 The proposed access into the site is from a new entrance off Lathbury Road. Lathbury Road joins the A664 Rochdale Road 280m northwest. For a plan of the proposed development, see Appendix B.
- 2.1.4 The site currently comprises a fenced off area of self-set young trees and shrubs as well as a portion of maintained grass. The northern and eastern boundaries comprise paladin fencing, the western boundary is the edge of an existing footway used to access existing sports pitches from the existing car parking. The southern boundary is undefined.
- 2.1.5 The site is bordered by the Manchester Communications Academy to the southwest, mature woodland to the south and additional self-set sapling woodland to the southwest, to the northeast beyond Lathbury Road are existing sports pitches. To the west beyond the access way is a residential area.
- 2.1.6 The topographic survey indicates the site has a very slight fall from north to south with levels between 62.30mAOD and 63.50mAOD.

2.2 Local Highway Network

- 2.2.1 The site is located off an accessed from Lathbury Road. Lathbury Road connects to the A664 Rochdale Road 280m northwest which trends roughly north-south connecting the centre of Manchester to the M60 Junction 20 approx. 3.5km north. The A 6010 is 300m southwest and forms part of the Manchester Intermediate Ring Road.
- 2.2.2 The A62 Oldham Road is 900m southeast which is also an arterial road connecting Manchester city centre to the M60 at either Junction 21 or 22 which are both approximately 4.5km northeast.
- 2.2.3 Lathbury Road has a 20mph speed limit with speed humps, Queens Road and Rochdale Road both have 30mph speed limits.

2.3 Pedestrian Travel

- 2.3.1 The site location benefits from direct pedestrian routes to the surrounding areas. Lit footpaths are present to both sides of Lathbury Road which provide access to the comprehensive and coherent network of lit road side footpaths within the vicinity of the site.
- 2.3.2 The site also benefits from off road pedestrian paths connecting Lathbury Road to Monsall Road to the northeast and beyond through Moston Vale green space as well as through Queens Park to the west.

2.4 Cycle Travel

- 2.4.1 A network of on-road and advisory cycle routes is available within the area. The Cycling Map by Transport for Greater Manchester (Figure 1 and link) identifies the existing cycle infrastructure in the vicinity of the site comprising a mix of traffic-free paved routes, 20mph residential roads, roads with shared cycle/footways and roads with designated cycle lanes.

<https://tfgm.pindarcreative.co.uk/>

- 2.4.2 In the area of the site, the prominent cycle infrastructure is as follows:
- Queens Road - shared cycle/footways and on road paved cycle lane. Also forms part of National Cycle Route 60.
 - Rochdale Road – physically segregated paved cycle route becoming bus/cycle lane then on-road paved cycle lane to the north. On-road paved cycle lane to the south.
- 2.4.3 20mph traffic calmed streets exist to the north and south within the residential areas.
- 2.4.4 Cycle infrastructure in the area generally links the site to areas of central Manchester as well as away from the centre along major roads. There is generally less cycling infrastructure trending east-west but advisable cycle routes through residential areas link to link to less busy roads without cycle infrastructure.

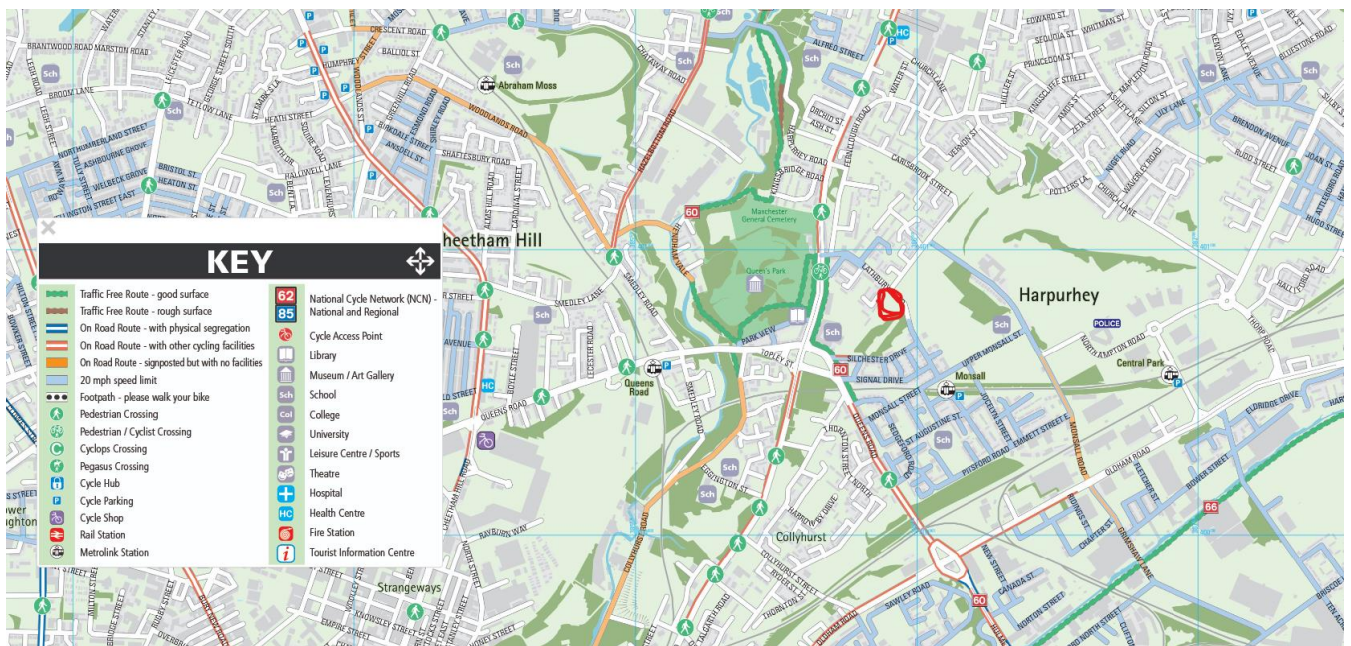


Figure 1. Cycle Infrastructure map, Transport for Greater Manchester.

2.5 Public Transport

Bus

- 2.5.1 Bus stops are located along Rochdale Road (Rochdale Road stop, routes 17, 17A, 18, 53, 81, 112, 113, 117, 118, 119, 163, MC15) 245m west and Queens Road (Manchester Communication Academy Stop E, routes 53, 151, 733, MC15) 295m southwest. Bus stops are also present on Upper Monsall Road (Monsall Metrolink Stop A & B, route 114) to the southeast, approx. 320m from the site. These bus stops are served by very frequent buses.
- 2.5.2 The available bus services within the vicinity of the site provide frequent and reliable services to the City Centre and the neighbouring residential areas.

Train

- 2.5.3 Manchester Victoria station is approx. 2.5km southwest of the site, Moston train station is approximately 3.5km northeast.

Tram/Metrolink

- 2.5.4 Monsall Metrolink station is located 350m SSE of the site and is on the 'Pink Line' which connects north-eastern Manchester and Oldham to the city centre.

2.5.5 Queens Road Metrolink station is 900m west of the site on both the Green and Yellow Lines, these lines connect northern Manchester up to Bury to the city centre.

2.6 Road Safety / Personal Injury Accident (PIA) Data

2.6.1 A review of the accidents that have occurred within the vicinity of the site has been undertaken using www.crashmap.co.uk.

2.6.2 A review of the accident data for the most recent five-year period (2018-2022), see figure 2 below, has indicated that there have been 22 recorded accidents within the roads near to the site, including the Queens Road and Rochdale Road junction where the vast majority of the accidents occurred. Two of these accidents have been recorded as severe, none were fatal. One accident has been recorded at the junction between Lathbury Road and Rochdale Road, none along Lathbury Road itself.

2.6.3 This would indicate that there are no specific highway safety concerns in close proximity to the site entrance that would warrant mitigation as part of the proposals.

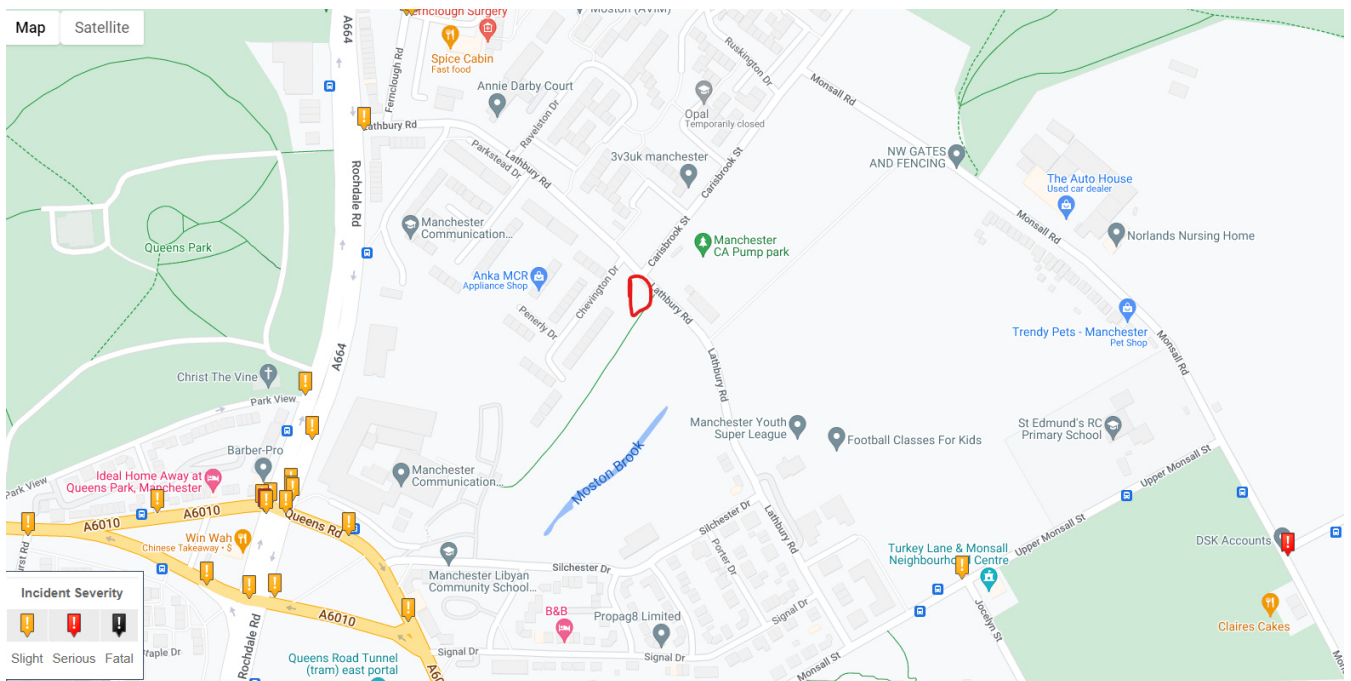


Figure 2. Locations of road accidents, 2018-2022.

3.0 PROPOSED DEVELOPMENT**3.1 Development Proposals**

- 3.1.1 The proposed car park comprises 50 bays in total and is to be accessed off Lathbury Road via a new entrance. The car park is intended to serve new and existing sports pitches off the northeast of Lathbury Road. The site area is approx. 1450sqm.
- 3.1.2 A new site entrance would be formed onto Lathbury Road for the car park.

3.2 Site Access

- 3.2.1 There is no current access into the site for vehicles.
- 3.2.2 A new vehicular access is proposed to be formed off Lathbury Road. There will be gated access, with gates being left open during operational times.
- 3.2.3 It is not envisaged that pedestrians will walk from the car park to Lathbury Road, there is no pedestrian footway proposed out of the car park to the existing Lathbury Road footway. This is because the existing fence along the west of the site is to be removed to allow free movement from the car park to the existing footpath through the wider site. This path leads to a zebra crossing over Lathbury Road and as such is considered the safer and the more desirable walking route.

3.3 Parking

- 3.3.1 As the development comprises a car park only, no consideration of appropriate parking numbers is required, by development use. The proposed car park is required following a shortage of parking for the sports facilities, this car park will also be closer to the facilities as the existing car park is to the southwest by the Academy building.
- 3.3.2 Manchester City Council's Manchester Local Development Framework Core Strategy Development Plan, 2012 provides details of parking standards requirements for Manchester. This details the maximum numbers of parking by use type in various areas of Manchester, as well as minimum requirements of disabled parking.
- 3.3.3 The proposed development is a car park only, the reason for development is due to a shortage of existing parking for the sports facilities. The proposed total number of parking spaces is 50, made up of 42 standard parking bays, 3 accessible bays and 5 EV charging bays.

- 3.3.4 It is understood that the shortage in existing parking is most felt between the hours of 5 and 9 on weekdays and 9 and 3 on the weekend due to pitch hire and tournaments. People will arrive shortly before the activity starts with people leaving the previous activity shortly after creating a busy period, however the arrivals and departures will mostly not be concurrent.
- 3.3.5 The Manchester Core Strategy Development Plan sets out the minimum numbers of disabled/accessible parking bays per land use type. For Class D2 Leisure 'other leisure facilities' the minimum disabled parking bays is 3 or 6% of the total, whichever is greater. The total of 3 proposed spaces is considered appropriate. The disabled parking bays are located at the closest point to the existing site footway in the west of the car park.
- 3.3.6 As part of the development, it is proposed to provide cycle parking, however this will be sited away from the proposed car park, beside a new school building and new sports pitches, which this transport statement does not cover but the cycle parking will be usable for pitch users.

3.4 Servicing & Emergency Access

- 3.4.1 Emergency Access would be via the proposed vehicular access point off Lathbury Road.
- 3.4.2 Refuse vehicles are not anticipated to use the car park.

4.0 SUSTAINABLE TRAVEL

- 4.0.1 The National Planning Policy Framework (NPPF) explains that the purpose of the planning system is to contribute to the achievement of sustainable development. In transport terms, developments should be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 4.0.2 The provision of alternative modes of sustainable transport, the encouragement of opportunities for walking and cycling and the close proximity of employment and other day-to-day facilities (such as schools) to residential areas are the basic elements of achieving transport sustainability.

4.1 Pedestrian Travel

- 4.1.1 The Guidelines for Providing for Journeys on Foot (Chartered Institute of Highways and Transportation) document suggests that, for commuting trips, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance and 2,000 metres is the preferred maximum walking distance.
- 4.1.2 The 0.5km, 1km and 2km catchments from the site are shown on Figure 3. Given the extensive areas contained within the pedestrian catchment zone, and the existing pedestrian infrastructure it is considered that the site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the site, public transport services, and residential areas. These routes provide a safe, convenient and direct route to and from the site and as such the site has good sustainability credentials. The website Smappen.com also suggests that the 2km isodistance contour contains a population of approx. 26,700 based on the 2011 census.

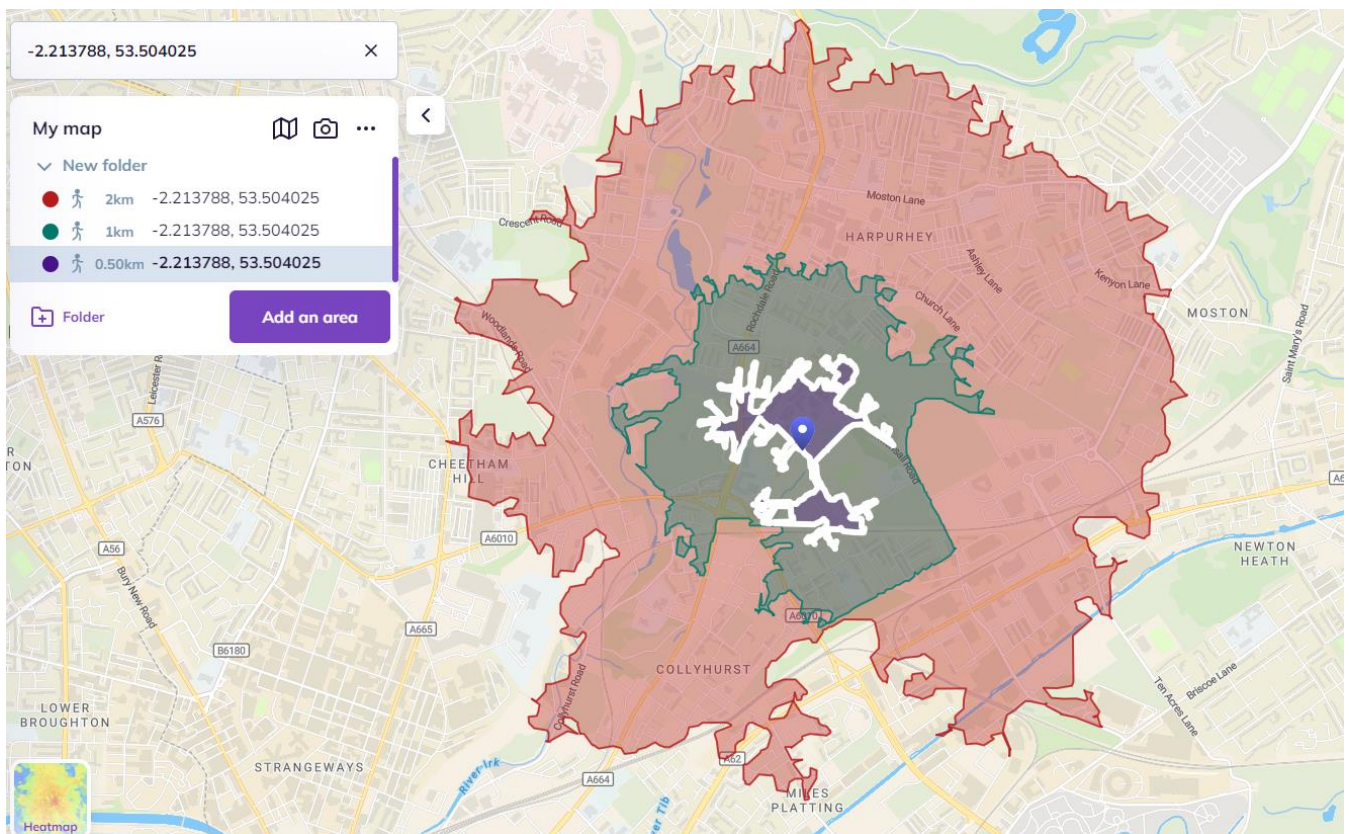


Figure 3. 0.5km, 1km and 2km walking isodistance maps, created using Smappen.com

4.2 Cycle Travel

- 4.2.1 Local Transport Note 1/04(3.10.3) states that there are limits to the distances generally considered acceptable for cycling. The average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey mode that has the potential to perform a more significant role.
- 4.2.2 Figure 4 shows that a 5km cycle catchment centred at the site would encompass a large portion of north-eastern Manchester from the city centre to the M60. The website Smappen.com also suggests that the 5km isodistance contour contains a population of approx. 227,000 based on the 2011 census.
- 4.2.3 Figure 1 (Section 2.4) illustrated that there is network of on-road, off-road and advisory cycle routes available within the vicinity of the site.

4.2.4 The existing cycle routes within the 5km isochrone offer traffic free and with traffic sections of routes although from some areas would require cycling in the road. The topography of the local area would not be a limiting factor in residents choosing to cycle between residential areas and the site. As such it is concluded that there are good opportunities, for cycle travel between the site and the surrounding areas.

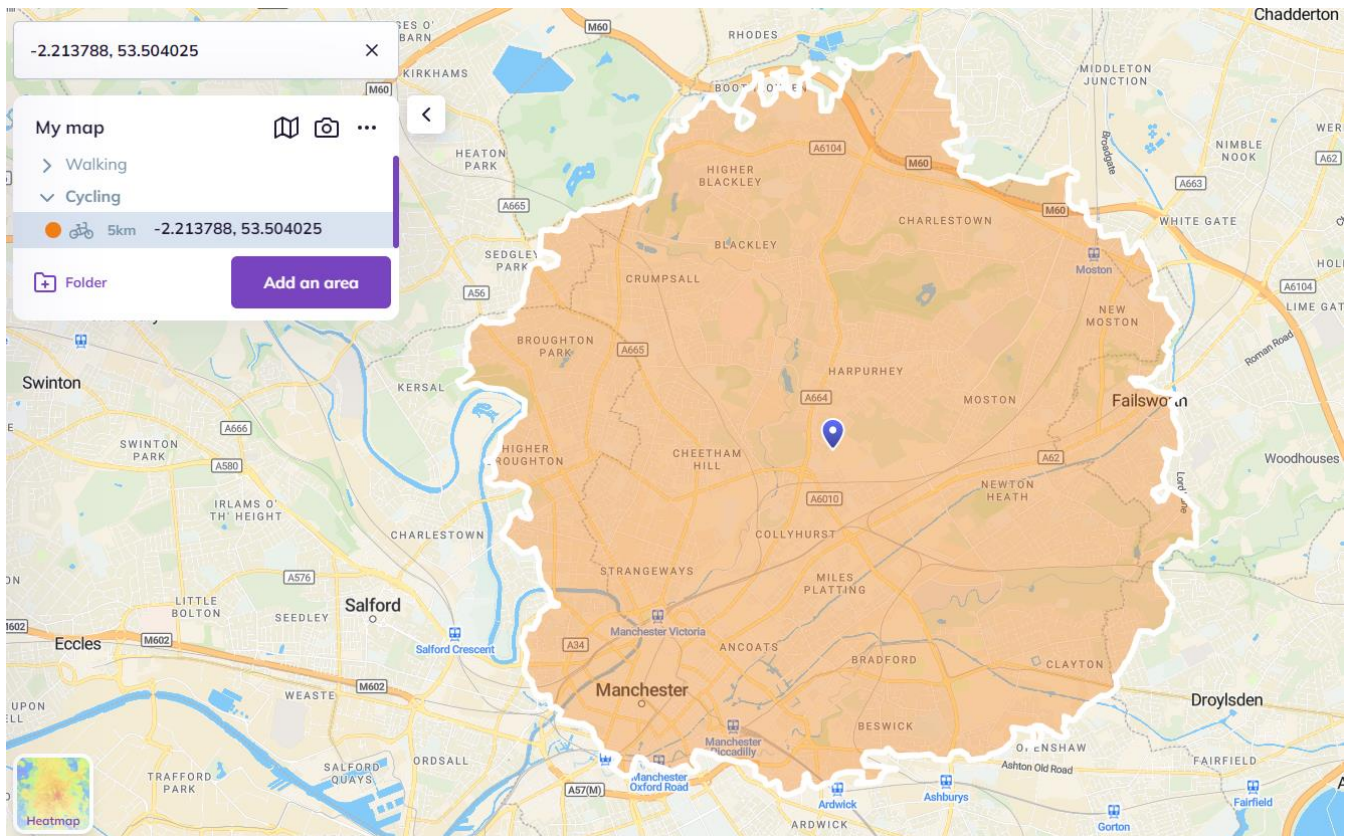


Figure 4. 5km cycling isodistance map, created using Smappen.com

4.3 Public Transport

Bus

- 4.3.1 The Guidelines for Planning for Public Transport in Developments, states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”.
- 4.3.2 As identified in Section 2.5, two bus stops are located within 300m on Rochdale Road and Queens Road as well as another two 320m from the site on Upper Monsall Road. Numerous bus routes use these bus stops, as such the site can be reached by bus from a wide area.

- 4.3.3 The available bus services provide a good opportunity for visitors to travel to and from the site.

Train

- 4.3.4 Manchester Victoria station is approx. 2.5km southwest of the site, Moston train station is approximately 3.5km northeast. This line is served by Northern Rail with connections to areas including Burnley, Bradford, Leeds, Halifax to the north and Manchester Victoria to the south which is a major terminal.
- 4.3.5 The rail connections are considered less important for this site and are more appropriate for people travelling from wider areas.

Tram

- 4.3.6 Monsall Metrolink station is located 350m from the site and is on the 'Pink Line' which connects north-eastern Manchester and Oldham to the city centre. Queens Road Metrolink station is 900m from the site on both the Green and Yellow Lines, these lines connect northern Manchester up to Bury to the city centre. The Metrolink has very frequent services and is considered to provide a good opportunity for visitors to travel to and from the site.

Public Transport Summary

- 4.3.7 Overall the site is well located to encourage travel to and from the site by public transport. Total journey times, including walking at both ends of the journey, give a large catchment area and population which can access the site easily through the use predominantly of bus and tram services. Services are frequent and reliable, not just at peak times.

4.4 Sustainable Trip Impact

- 4.4.1 The site benefits from good pedestrian/cycle linkage to the existing residential areas and public transport services within the vicinity of the site.
- 4.4.2 The benefits of good accessibility to the existing bus and Metrolink network providing frequent, reliable services to the City Centre and surrounding residential areas of the site would provide potential site users the opportunity for using an alternative mode of transport.
- 4.4.3 Based upon the expectation of demand and available options for sustainable travel, it is concluded that the existing infrastructure would be sufficient to accommodate the anticipated demand and hence no mitigation measures are required.

5.0 ESTIMATED VEHICLE TRIP GENERATION

- 5.1 The proposed development is expected to allow an increased number of site users. Along with the development of the car park an existing sports pitch is being refurbished. As part of a separate development new netball pitches are being constructed, it is understood these will not be available for community hire. These proposals will affect the usage of the site and as such the trip generation. The football pitches are already served by another car park. The proposed car park is intended to ease parking issues, enabling better provision for the site and will ease parking on the local road network.
- 5.2 The development is the provision of a car park for sports pitches. The number of car trips is estimated in the sections below, however this is a worst-case and assuming all users will drive to the site. The development will see a significant proportion of users relying on public transport and active travel.
- The site is in an urban area with good public transport links.
 - The facility is in a residential area with a large population able to access the site with relatively short journey times which can encourage active travel.
 - Users of the site in general will be active and may be more likely to use active travel methods.

Travel Plans

- 5.3 A Travel Plan is being developed relating to the new and existing sports pitches which will inform anticipated trip numbers and should be referred to when available. The Travel Plan will advise on the methods to be employed to promote sustainable travel to and from the site as well as advising in more details on trip numbers, by car and by other means of transport.
- 5.4 The school, having had a recent expansion to the science block, already has a Travel Plan and Transport Statement relating to that development.

Estimated Trip Numbers

- 5.5 The existing pitches the car park is intended for are football pitches to the northeast across Lathbury Road. These existing pitches are already served by a 61-bay car park. No parking restrictions are in place on the local road network to the east of the existing car park.

5.6 Anticipated trip numbers are estimated as below. It is understood that a large proportion of trips will be through sustainable travel, public transport etc, however these trip numbers focus only on car travel as this is an assessment of the car park trip numbers.

- The peak usage for the existing football pitches is 9am to 3pm on Saturdays and Sundays, it is assumed the car park is at 100% capacity for these times, this being 50 cars. This being 50 cars per hour/session using the car park, however these will be concentrated at the session changeover time. 50 incoming cars, 50 outgoing cars. The total number of trips at 100% capacity per hour/changeover is estimated as 100.
- Evening usage between 5pm and 9pm weekdays can be assumed to be at 90% capacity. The total number of trips at 90% capacity per hour/changeover is estimated as 90.
- It is assumed that the sports pitches will see some drop-offs, despite the proposed and existing car parks not being intended for this purpose. Drop off numbers of say 10 per session can be assumed. Due to the proximity, the majority of drop-off would be assumed to be at or close to the existing car park, not the proposed one.

5.7 The proposed development of the car park may result in a minor increased trip numbers, however the existing trips are still predicted to form the vast majority of total trips. The car park is intended to allow more controlled parking for the existing use, alongside the existing car park.

5.8 The number of users of the sports pitches will vary by time of day and season, and a significant proportion of trips will be non-car. The above numbers all assume car travel. As mentioned, the development of a travel plan and monitoring over time will give a better understanding of trip numbers and how these vary over time.

5.9 This transport statement is written to inform the development of a car park offering a set number of spaces due to an identified shortage, not for example a leisure facility with the number of spaces to be appraised. The number of spaces is set by the amount of developable land, is led by a known demand for parking and will ease parking on surrounding local streets.

Impact on Local Highway

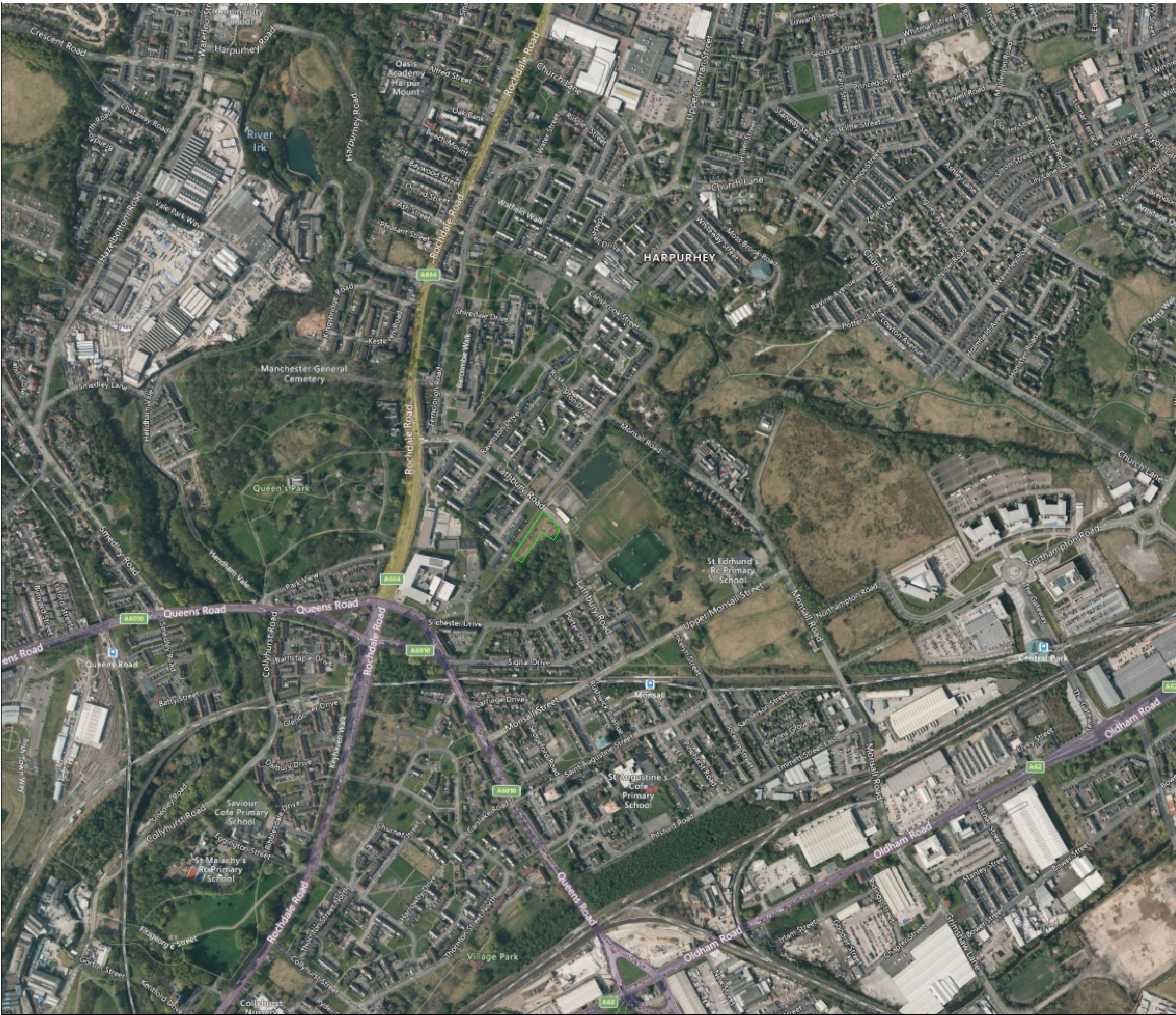
5.10 The proposal is the provision of an additional car park due to an identified need. To the east of the existing car park there are no parking restrictions on the local streets, it is understood that some users of the sports pitches park on the local streets, as well as residents, especially during peak times.

- 5.11 The car park will reduce parking on local streets creating a safer environment due to less cars parked along the roads.
- 5.12 The proposals will not see a significant increase in trip numbers. The existing strategic roads (Rochdale Road and Queens Road) are considered to be able to cater for the small potential increase at peak usage, which generally doesn't happen during rush hour/peak road usage. The existing junctions from the local streets to these A-roads are signal-controlled and do not have particular safety concerns. The proposals are not considered to adversely affect the wider road networks and are likely to make the local streets safer.
- 5.13 The site is located in an existing highly urbanised setting with robust highway infrastructure in place, the existing highway network is of sufficient standard to accommodate the development and highway capacity assessments are not required.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This Transport Statement has been prepared to support the proposed development of a car park to serve sports pitches at Manchester Communications Academy and is in accordance with the requirements of the NPPF.
- 6.2 The car park is required due to an identified parking shortage and will accommodate parking for additional pitches. The sports facilities benefit from good pedestrian links to surrounding residential areas. Further to this the site is located within walking distance of regular bus and tram services which provide a link between the site, the city centre, local residential areas and areas further afield.
- 6.3 Vehicle access to the site would be from Lathbury Road which has a 20mph speed limit, a new vehicular entrance would be formed. Existing junctions are present linking Lathbury Road to Rochdale Road, Upper Monsall Street and Queens Road (via Silchester Drive).
- 6.4 The proposed car park has a total of 50 parking bays, made up of appropriate numbers of accessible and EV bays.
- 6.5 The vehicle trip generation from the proposed development has been estimated. The impact on the surrounding highway network is considered as minimal with traffic generation being at level that does not require existing junctions on the local highway network to be assessed. Parking on surrounding streets may be reduced.
- 6.6 Based upon an examination of the available options for sustainable travel, it is concluded that the existing infrastructure would be sufficient to accommodate the anticipated demand.

APPENDIX A
Site Location Plan
&
Proposed Development



William Saunders is the trading name of Wm Saunders Partnership LLP. Wm Saunders Partnership Limited Liability Partnership is registered in England and Wales with the Registration number OC 308323. The Registered Office is Osington Chambers, 6-8 Castle Gate, Newark on Trent, Notts. NG24 1AX.

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Contractors must verify all dimensions, levels and co-ordinates at the site before commencing any work or making any shop drawings: no dimensions to be taken from drawing.

P1	Initial Issue for information	WD		07/24
Rev	Description	Drn	Vf'd	Date
As outlined in section 2.3 of the CITB Industry Guidance to Designers, insignificant risks can usually be ignored, as can risks arising from routine construction activities, unless the design compounds or significantly alters these risks. In accordance with CDM Regulations 8, 9 and 11, any significant risks relating to the design features shown on this drawing have been identified and are annotated thus: 				
☒ No significant risks have been identified.				
☐ Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed.				
Refer to the current Designer's Risk Assessment sheets for further details.				
Designer's Signature		WD	Date 07/24	

Drawing Status

INFORMATION

williamsaunders

architecture: engineering: building consultancy

The Beacon

Caffera Way

Newark-on-Trent

Nottinghamshire. NG24 2TN

Tel: 01636 704361

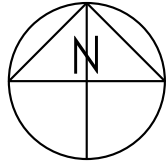
W: wm-saunders.co.uk

Also at Leeds, Lincoln, Wirsbworth

Project				
Manchester Comms Academy, 236 - 158 Lathbury Rd, Manchester, M9 5GW				
Client				
McARDLE SPORT TEC				
Title				
Location Plan				
WmS Project Ref.	Drawn	Date	Scale	@ A2
12805	WD	15/07/24	1:5000	
Drawing/Document Reference				
Project	Originator	Zone	Level	Type
12805	WMS	ZZ	XX	D - C - 30001 - S2 - P1

APPENDIX B

Environmental Data



General Notes:

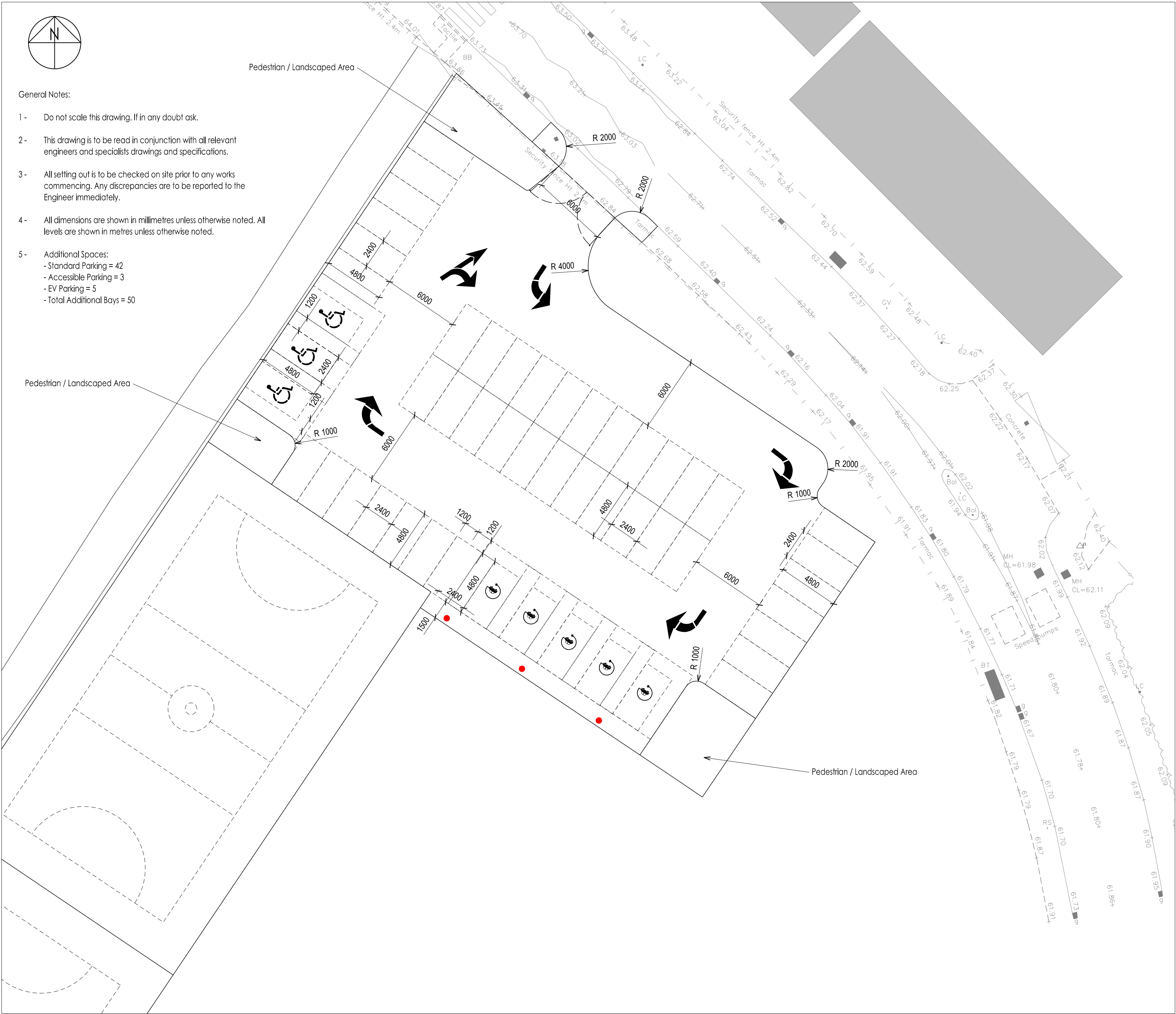
- 1 - Do not scale this drawing. If in any doubt ask.
- 2 - This drawing is to be read in conjunction with all relevant engineers and specialists drawings and specifications.
- 3 - All setting out is to be checked on site prior to any works commencing. Any discrepancies are to be reported to the Engineer immediately.
- 4 - All dimensions are shown in millimetres unless otherwise noted. All levels are shown in metres unless otherwise noted.
- 5 - Additional Spaces:

- Standard Parking = 42

- Accessible Parking = 3

- EV Parking = 5

- Total Additional Bays = 50



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Contractors must verify all dimensions, levels and co-ordinates at the site before commencing any work or making any shop drawings: no dimensions to be taken from drawing.

P3	Layout updated to remove 5 EV bays and replace with regular bays	SE		10/24
P2	Layout updated to suit comments	SE	CM	06/24
P1	Initial Issue for information	SE	CM	05/24
Rev	Description	Drn	Vf'd	Date
As outlined in section 2.3 of the CITB Industry Guidance to Designers, insignificant risks can usually be ignored, as can risks arising from routine construction activities, unless the design compounds or significantly alters these risks. In accordance with CDM Regulations 8, 9 and 11, any significant risks relating to the design features shown on this drawing have been identified and are annotated thus:  ☒ No significant risks have been identified. ☐ Significant risks have been identified - refer to notes on drawing for information on residual risks and any control measures to be employed. Refer to the current Designer's Risk Assessment sheets for further details.				
Designer's Signature		SE		Date 05/24

Drawing Status

PRELIMINARY

williamsaunders

architecture: engineering: building consultancy

The Beacon

Cafferata Way

Newark-on-Trent

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Tel: 01636 704361

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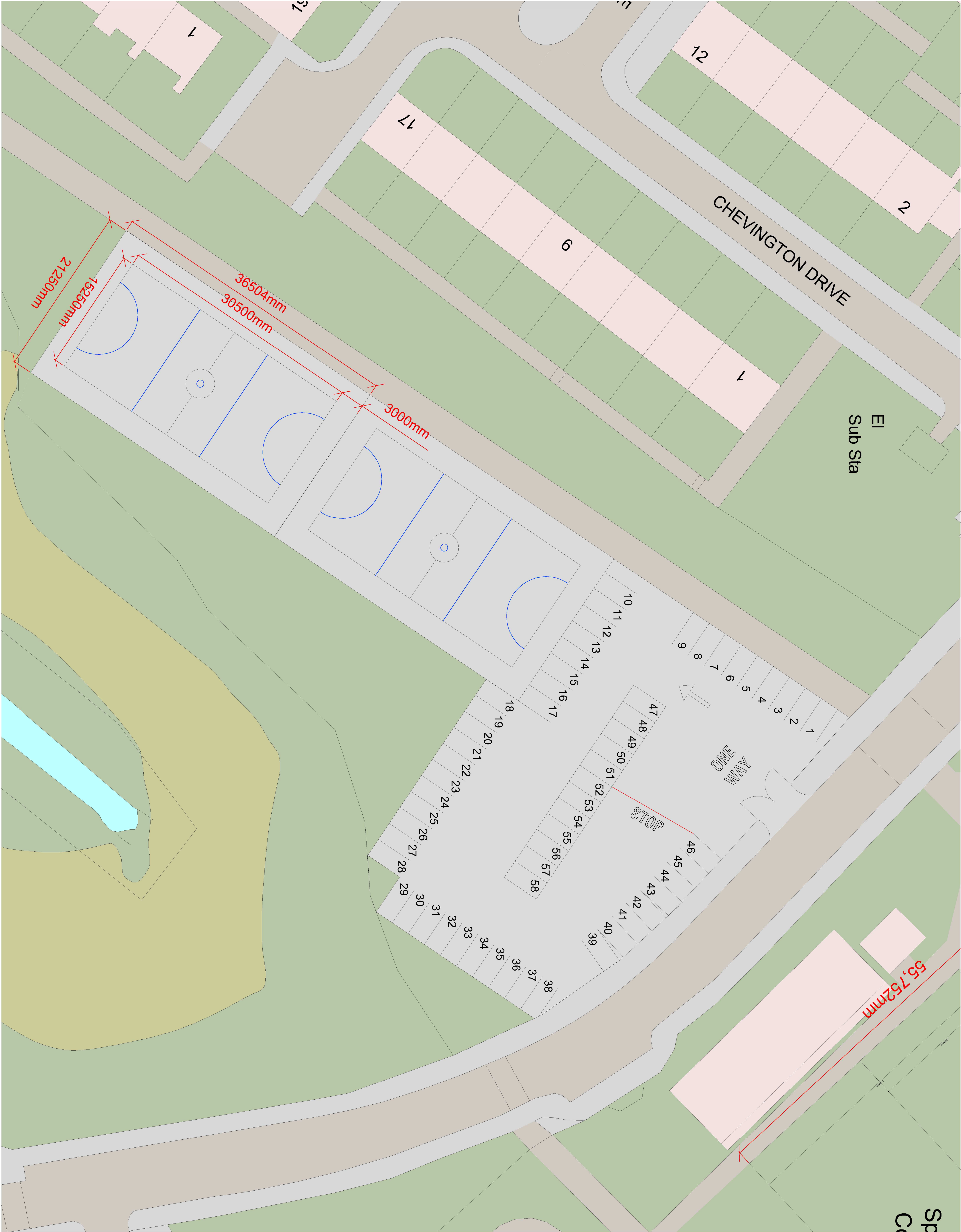
Also at Leeds, Lincoln, Wirschworth

Project			
Manchester Comms Academy, 236 - 158 Lathbury Rd, Manchester, M9 5GW			
Client			
McARDLE SPORT TEC			
Title			
General Arrangement			
WmS Project Ref.	Drawn	Date	Scale
12805	SE	13/05/24	1:200
Drawing/Document Reference			
Project	Originator	Zone	Level
12805 - WMS - ZZ - XX - D - C - 39501 - S3 - P3			

NOTES

MUGA Courts to be:

1. Surface Type 1 & 2 - Porous Tarmacadam
2. Line Marked for Netball and Basketball
3. Perimeter fencing to be 3m high rigid twin wire fencing
4. Fencing on west boundary to be acoustic fencing



Rev	Date	Comments	By
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STATUS
FEASIBILITY

Client
Manchester Communication Academy

Project Title
Expansion

Drawing Title
MUGA Mitigation

Scale	Drawn by	Date
1:500/GA1	JM	Nov 2023
Job no.	Drawing no.	Revision no.
2303-04	F13	



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