Jamia tul Muntazir

Proposed Community and Leisure Centre Redevelopment, Sherborne Street, Manchester

Transport Statement

3704622

DYNAMIC TRANSPORT PLANNING

JUNE 2024

Report Details

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Jamia tul Muntazir to report on the anticipated highways and transportation considerations related with the proposed extension to a community centre building and the construction of a new sports hall and swimming pool, located off Sherborne Street, Manchester.

This Transport Statement (TS) has been produced to advise Manchester City Council (MCC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The application site currently comprises a one-storey community centre, and partially constructed extension, formerly part of Jewish Hospital site. The current site is accessed off Sherborne Street, in the residential area of Cheetham Hill, approximately 2km north of Manchester City Centre.

The location of the site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan

1.3 Site Planning History

Outline planning consent within the Former Jewish Hospital site was approved by MCC in July 1997 for the development of a community centre with a place of worship and living accommodation, together with a three-storey block of six two-bedroom flats (Application reference: 052030/FO/NORTH1/97).

The community centre portion of the above application was completed in around 2005 and the three-storey block of flats has not since been brought forward.

Planning consent was then granted in 2003 for a single-storey front extension to the community centre, comprising of service facilities including toilets, office and kitchen (Application ref. 069267/FO/2003/N1). The development has not since been brought forward.

A planning application was submitted in 2022, (Application reference: 133149/FO/2022) for an extension to the community centre building. This application was not validated for several reasons with one of these reasons being the need for a TS and Travel Plan (TP) in support of the site.

The current proposals for the site have undergone minor amendments subsequent to this application, which are now supported by this TS and accompanying TP.

1.4 Purpose and Structure of Report

Therefore, this TS will examine the development proposals in the context of the application site, review the revised layout proposals, calculate the trip generating potential of the development in the context of the existing lawful use and review the accessibility of the site.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transports (DfTs) '*Guidance on Transport Assessment'* document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed development;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the development and trip distribution;
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The application site currently comprises a one-storey community centre building, which a partially constructed extension, part of the former Jewish Hospital site. The site is located approximately 2km north of Manchester City Centre, in the residential area of Cheetham Hill.

The existing building on site has an approximate Gross Floor Area (GFA) of 420m^2. The site is bounded by St Davids Close to the north, with a car parking area associated with St Davids Close to the east. Mixed-commercial developments and areas of vacant brownfield land are located to the south of the site, with Sherborne Street along the western aspect of the site.

The wider area surrounding the site largely comprises commercial units to the south and east, with Cheetham park to the west and the A60610 Elizabeth Street to the north. The A6010 forms part of the Manchester Intermediate Ring Road, which meets with Sherborne Street via a priority-controlled junction to the north of the site.

Vehicular access to the site is provided via a crossover junction off Sherborne Street, along the western aspect of the site. A pedestrian access gate is also located along off Sherborne Street. Two additional crossover junctions and a further pedestrian access gate are provided along the western aspect of the site, which are currently closed off.

2.2 Surrounding Highway Network

2.2.1 Sherborne Street

Sherborne Street is formed of a single carriageway which runs in a north-east/south-west orientation along the site's frontage. To the north of the site the road connects to the A6010 Elizabeth Street via a priority-controlled junction. To the south, Sherborne Street intersects with A56 Bury New Road at a priority-controlled crossroad junction.

Within the vicinity of the site, Sherborne Street has an approximate width of 7m and is subject to a 30mph speed limit. The road is supported by street-lighting along its length and features double yellow parking restrictions on the eastern side of the carriageway in the vicinity of the site access. Double-yellow line restrictions are in place on both sides of the carriageway in the vicinity of the Sherbourne Street junction with A6010 Elizabeth Street.

Footway provision which runs along both sides of the carriageway, where footway breaks are present in the vicinity of the site to provide access to the existing community centre building and adjacent residential units, the latter of which benefiting from dropped kerbs.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the three-year data covering 2020 to 2022 from the Department for Transport (DfT).

Accidents have been considered within a 100m assessment range in relation to the site access point off Sherborne Street. Accidents in close proximity to the study area have also been considered.

No accidents have been recorded within the vicinity of the site, during the study period set out above.

On review of the data and given the nature of the local road network it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

3 Proposed Development

3.1 General

The development proposals comprise a two-storey front extension to the existing community centre building and the construction of a separate Sports Hall building and adjoining Swimming Pool, supported by associated landscaping and parking provision.

The proposed extension of the existing building will be around 430m^2 GFA, resulting in a community centre with a total GFA of 850m^2. This extension will see that the existing building is retained as a prayer hall with the additional GFA accommodating an adult learning centre, kitchen and changing facilities.

The proposed Sports Hall and Swimming Pool will be located to the east of the community centre building, with an approximate GFA of 720m^2 and 400m^2, respectively. The development will also be supported by on-site catering provision, together with outdoor seating and patio areas.

The proposed site layout is shown at **Appendix 1**.

3.2 Proposed Site Access and Internal Arrangements

As part of the proposals the existing access point will be retained to serve the development. The two junctions to the north-west of the existing community centre building will be used for access and egress of the associated car parking provision.

A swept path analysis has been undertaken of the site access and internal arrangements for a 7.5t box van, as the largest anticipated service vehicle to enter the site to demonstrate such vehicles can manoeuvre safely through the site.

The vehicle tracking is shown on the plan included in **Appendix 2**.

3.3 Parking Provision

The proposals include a total of 54 parking spaces, located to the northern corner of the site, which will be also enhanced by the site's proximity to unrestricted on-street parking provision within the surrounding side-streets. This on-street provision is summarised within **Table 3.1.**

Location	Capacity	Status
Sherborne Street, Cheetham Park Eastern Edge	27	Unrestricted
Sherborne Street, South of Cheetham Park	18	Unrestricted
Allison Street, Southern Edge of Cheetham Park	14	Unrestricted
Cheetwood Road, Western Edge of Cheetham Park	31	Unrestricted

Pedestrian connectivity to the site is provided from each of the unrestricted on-street parking in the form of pedestrian footway around the perimeter and through Cheetham Park.

The development will be supported by 45 standard parking spaces, with five bays to a mobility impaired standard and four Electric Vehicle (EV) charging bays. Cycle parking will also be provided in the form of 12 Sheffield cycle stands, with the capacity of 24 pedal cycles for both staff and visitor use.

The proposed parking provision provides a betterment to the current approved development on site, where no formal parking provision is provided.

Local parking standards are provided within Appendix B of MCC's Core Strategy (2021 – 2027), where the application site is located outside of a District Centre. The most analogous land use provided within the local standards has been identified as 'Other Leisure Facilities'. The local parking standard applied to the proposed development is shown in **Table 3.2**.

Table 3.2 – Local Parking Standards

Vehicle Type	Local Standard	Development Requirement	Proposed Provision
Standard Vehicles	1/22m^2 of GFA	90 (Maximum)	45
Mobility Impaired Users	3 bays or 6% of total capacity (highest value)	3 (Minimum)	5
Pedal Cycles	1/140m^2 GFA	14 (Minimum)	24

It is expected that the majority of users will arrive to the site by either foot or public transport. Therefore, the proposed level of parking is considered to be a suitable level of provision by the operator.

It is noted that the 2011 Census Data for the area surrounding the site shows that only 50% of the population in this area have access to a car or van. Given the limited car availability and sites proximity to local active travel and public transport networks, it is anticipated a significant proportion of trips would be undertaken by non-car modes, as detailed in the next chapter.

4 Access by Non-Car Modes

4.1 General

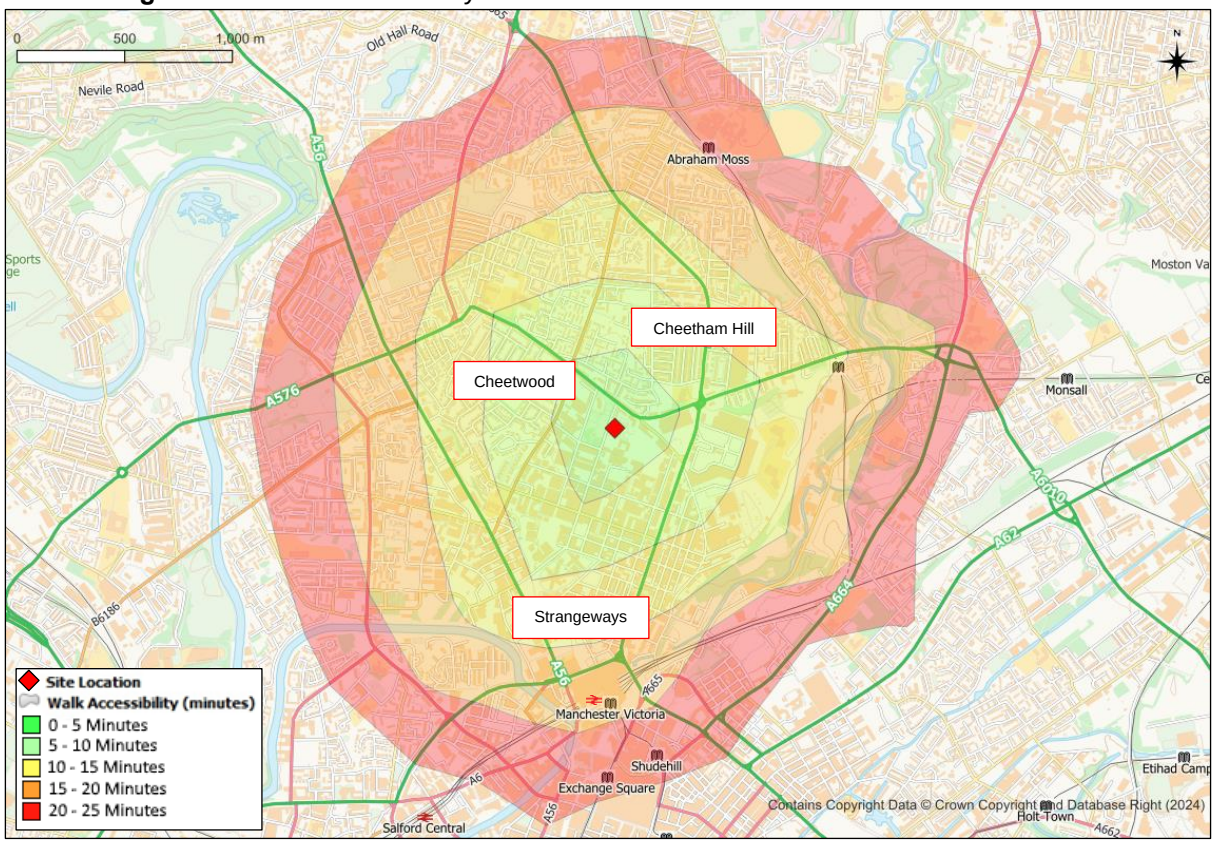
The location of the proposed community centre extension offers the potential for staff and visitors to access the site by sustainable modes of transport other than the private car.

The opportunities for accessing the proposed development by sustainable modes are discussed in more detail below.

4.1.1 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan is provided at **Figure 4.1** highlights the accessible walking area within approximately 2km of the site, equivalent to around 25 minutes' walk.

Figure 4.1 - Walk Accessibility Plan



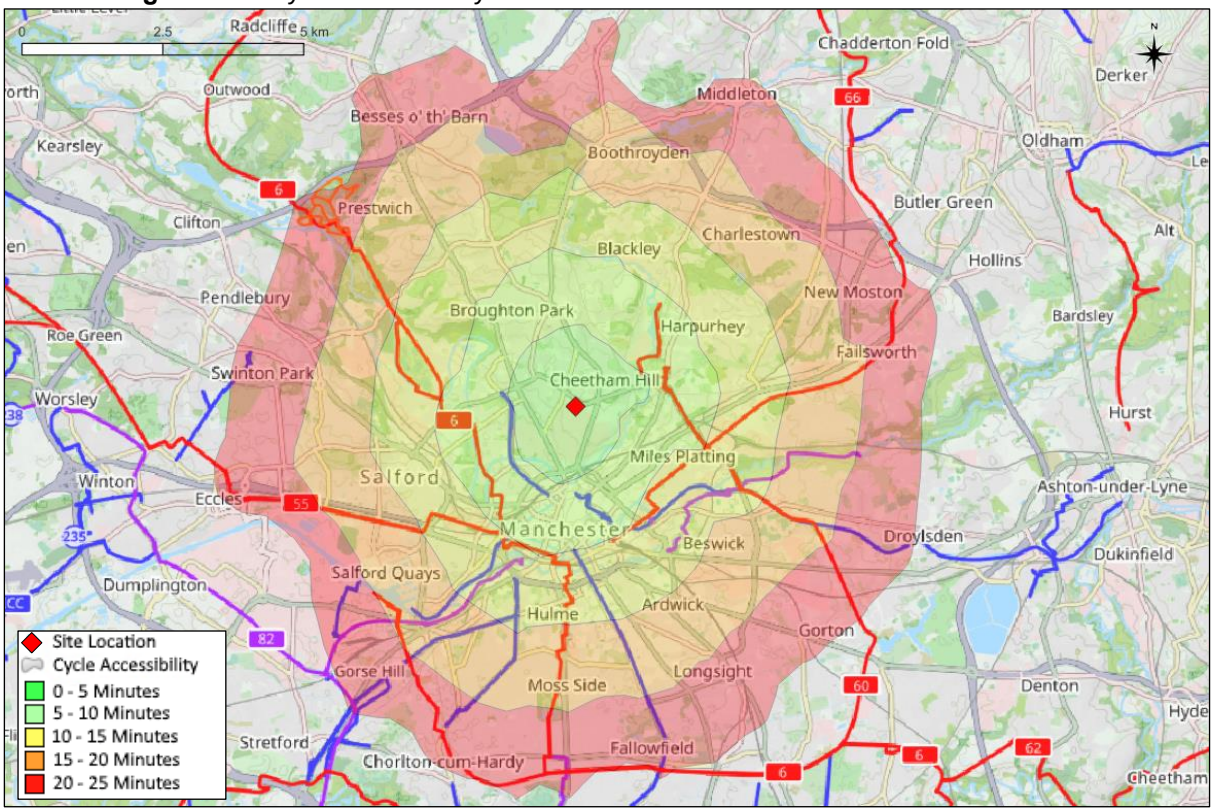
The plan indicates that portions of the residential areas of Cheetwood and Cheetham Hill, including Manchester Fort Shopping Park, are accessible within a 10-minute walking distance of the site. The areas of Strangeways and Higher Broughton are located within a 25-minute walking distance of the site, which also includes Manchester Victoria Railway Station and the Metrolink stops at Queen's Road, Victoria and Shudehill.

Existing pedestrian infrastructure within the vicinity of the site and surrounding residential and commercial areas also work to enhance pedestrian access to the site.

4.1.2 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within around a 25-minute cycle journey are identified at **Figure 4.2**:

Figure 4.2 - Cycle Accessibility Plan



Source: OpenStreetMap (2024)

The above plan indicates the residential areas of Charlestown, Crumpsall and Harpurphey, are located within a 10-minute cycle journey of the site. A significant portion of Manchester City Centre, including Salford Central Railway Station and multiple Metrolink stops, are also accessible within a 10-minute cycle journey.

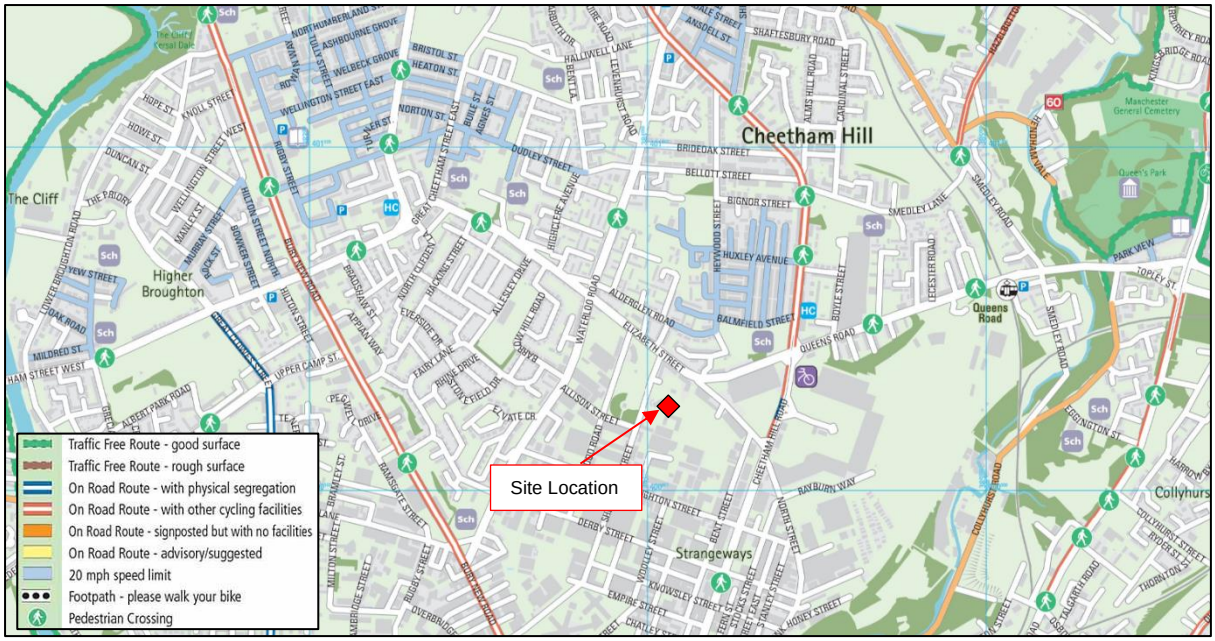
The significant portions of the Manchester and Salford city areas are located within a 25-minute journey of the site, encompassing numerous residential areas including Withington, Seedley and Clayton. Other settlements including the towns of Prestwich, Pendlebury and Failsworth, are also located within the cycle catchment area.

National Cycle Network (NCN) Routes 6 and 60 are located within a 10-mintute cycle journey to the east and west of the site, respectively. Both routes provide mixed on-road and off-road provision within the relative vicinity of the site.

Route 6 provides connection between Manchester City Centre and Prestwich, with additional links provided to Eccles to the west of the catchment via NCN Route 55. Route 60 provides connection between Salford Quays to the south-west and the residential areas to the north-east of the site, with additional connection to Manchester City Centre provided via NCN Route 66.

The Manchester Local Cycle Map shown in **Figure 4.3** indicates the provision of local on-road cycle routes to the east and west of the site along Cheetham Hill Road and Bury New Road, respectively. The cycle link along Bury New Road provides connection between Prestwich to the north-west of the site and the outer-edge of Manchester City Centre, with Cheetham Hill linking to the local residential areas to the north.

Figure 4.3 – Manchester Local Cycle Map



Source: TfGM

Access by bike will be further encouraged by the provision of cycle parking facilities which will be available for staff and visitors.

4.1.3 Bus

The nearest bus stops are located approximately 260m west of the site along the B6180 Waterloo Road, equivalent to a four-minute walking journey. The stops are supported by a flagpole, time-table information and a bus shelter.

A summary of the bus routes which operate from these bus stops are provided in **Table 4.1**:

Table 5.1: Bus Service Summary

Service	Route Description	Frequency Weekdays
59	Manchester Piccadilly Gardens - Oldham	Every 10 minutes

Source: Traveline

The table above demonstrates that a frequent bus service is accessible within a five-minute walking journey of the site, providing access to Manchester City Centre and Oldham. Therefore, local bus services offer opportunities, particularly for staff, to travel to the site by bus.

4.1.4 Rail & Light Rail

The nearest Manchester Metrolink stop to the site is Queens Road, located around 1km to the north-east of the site, equivalent to a 17-mintue walking journey. The station sits on the 'green' and 'yellow' Metrolink lines, between Bury – Altrincham and Bury – Piccadilly, respectively.

The station sits on the Bury line which runs between Manchester City Centre and Bury, making use of the former Altrincham Railway Line. Metrolink runs services approximately every 12-minutes on this line during peak hours, Monday to Saturday.

Manchester Victoria Railway Station is situated approximately 1.3km south of the site, equivalent to a 23-mintue walking or five-minute cycling journey. The station is on the Caldervale Line and provides frequent services operated by Northern Trains and Transpennine Express to destinations including Manchester, Leeds, Wigan, Blackburn and Chester.

4.2 Accessibility Summary

Overall, it can be summarised that the site offers good potential for staff and visitor journeys to be undertaken by modes other than car. As the proposed community centre will cater for the local community, it is also anticipated that the majority of staff and visitors would arrive by foot.

The forthcoming planning application will also be supported by a Travel Plan, outlining a number of objectives, measures and initiatives to further promote and encourage access by sustainable modes for all users of the site.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation associated with the proposed redevelopment.

The trip generating potential of the existing community centre building has not been considered as part of the below assessment.

5.2 Trip Generation

5.2.1 Community Centre Extension

The TRICS database has been used to estimate the anticipated number of trips expected to be generated by the proposed extension of the community centre building. The TRICS database was first searched for any comparable places of worship land uses. This initial search found just one comparable Mosque place of worship, this site was in Greater London and was of a significantly higher GFA and was therefore, discounted.

The selection criteria applied to derive the comparative community centre sites are listed below:

- Land use: 'Leisure', sub-category: 'Community Centre';
- All London and Ireland sites excluded;
- Removal of Village sites;
- Weekday Surveys Only; and
- Selection by GFA.

A summary of the trip rates is shown in **Table 5.1**, with the full TRICS output report provided at **Appendix 3**.

Table 5.1: TRICS Community Centre Trip Rates per 100m^2 GFA

Time Range	Arrivals	Departures	Total
06:00-07:00	0	0	0
07:00-08:00	0.482	0	0.482
08:00-09:00	0.379	0.253	0.632
09:00-10:00	0.683	0.329	1.012
10:00-11:00	0.354	0.404	0.758
11:00-12:00	0.379	0.354	0.733
12:00-13:00	0.329	0.329	0.658
13:00-14:00	0.354	0.278	0.632
14:00-15:00	0.354	0.354	0.708
15:00-16:00	0.455	0.43	0.885
16:00-17:00	0.302	0.549	0.851
17:00-18:00	0.275	0.247	0.522
18:00-19:00	0.657	0.519	1.176
19:00-20:00	1.038	0.415	1.453
20:00-21:00	0.038	0.305	0.343
21:00-22:00	0	1.068	1.068
Daily Trip Rate	6.079	5.834	11.913

The above trip rates have been applied to the proposed GFA of the proposed community centre extension, 430m^2, to provide the anticipated vehicle movements as shown in **Table 5.2.**

Table 5.2: TRICS Community Centre Trip Rates per 420m^2 GFA

Time Range	Arrivals	Departures	Total
06:00-07:00	0	0	0
07:00-08:00	2	0	2
08:00-09:00	2	1	3
09:00-10:00	3	1	4
10:00-11:00	2	2	3
11:00-12:00	2	2	3
12:00-13:00	1	1	3
13:00-14:00	2	1	3
14:00-15:00	2	2	3
15:00-16:00	2	2	4
16:00-17:00	1	2	4
17:00-18:00	1	1	2
18:00-19:00	3	2	5
19:00-20:00	4	2	6
20:00-21:00	0	1	1
21:00-22:00	0	5	5
Daily Trip Rate	26	25	51

5.2.2 Leisure Centre Development

The TRICS database has been used to estimate the anticipated number of trips expected to be generated by the proposed development of a sports hall and swimming pool. The selection criteria applied to derive the comparative community centre sites are listed below:

- Land use: ‘Leisure’, sub-category: ‘Leisure Centre;
- All London and Ireland sites excluded;

- Removal of Village sites;
- Weekday Surveys Only; and
- Selection by GFA.

A summary of the trip rates is shown in **Table 5.3**, with the full TRICS output report provided at **Appendix 3**.

Table 5.3: TRICS Community Centre Trip Rates per 100m^2 GFA

Time Range	Arrivals	Departures	Total
06:00-07:00	0.536	0.056	0.592
07:00-08:00	0.674	0.335	1.009
08:00-09:00	0.882	0.544	1.426
09:00-10:00	0.882	0.66	1.542
10:00-11:00	0.817	0.766	1.583
11:00-12:00	0.746	0.718	1.464
12:00-13:00	0.66	0.828	1.488
13:00-14:00	0.605	0.732	1.337
14:00-15:00	0.581	0.612	1.193
15:00-16:00	0.886	0.705	1.591
16:00-17:00	1.419	1.047	2.466
17:00-18:00	1.218	1.46	2.678
18:00-19:00	1.235	1.334	2.569
19:00-20:00	0.749	1.105	1.854
20:00-21:00	0.554	0.852	1.406
21:00-22:00	0.172	0.601	0.773
22:00-23:00	0.03	0.249	0.279
Daily Trip Rates:	12.646	12.604	25.25

The above trip rates have been applied to the proposed GFA of the proposed development, 1,118m^2, to provide the anticipated vehicle movements as shown in **Table 5.4.**

Table 5.4: TRICS Community Centre Trip Generation per 1,118m^2 GFA

Time Range	Arrivals	Departures	Total
06:00-07:00	6	1	7
07:00-08:00	8	4	11
08:00-09:00	10	6	16
09:00-10:00	10	7	17
10:00-11:00	9	9	18
11:00-12:00	8	8	16
12:00-13:00	7	9	17
13:00-14:00	7	8	15
14:00-15:00	6	7	13
15:00-16:00	10	8	18
16:00-17:00	16	12	28
17:00-18:00	14	16	30
18:00-19:00	14	15	29
19:00-20:00	8	12	21
20:00-21:00	6	10	16
21:00-22:00	2	7	9
22:00-23:00	0	3	3
Daily Trip Rates:	141	141	282

5.2.3 Combined Trip Generation and Parking Accumulation

The total trip generation for the proposed development of a sports hall, swimming pool and the extension of an existing community centre is shown in **Table 5.5** below.

Table 5.5: Total Trip Generation

Time Range	Arrivals	Departures	Total
06:00-07:00	6	1	7
07:00-08:00	10	4	13
08:00-09:00	11	7	19
09:00-10:00	13	9	22
10:00-11:00	11	10	21
11:00-12:00	10	10	20
12:00-13:00	9	11	19
13:00-14:00	8	9	18
14:00-15:00	8	8	16
15:00-16:00	12	10	22
16:00-17:00	17	14	31
17:00-18:00	15	17	32
18:00-19:00	17	17	34
19:00-20:00	13	14	27
20:00-21:00	6	11	17
21:00-22:00	2	11	13
22:00-23:00	0	3	3
Daily Trip Rates:	168	166	334

The above table shows that the proposed redevelopment of the community centre site would result in around 34 two-way trips during the peak hour of the site (18:00 – 19:00). This equates to approximately one vehicle either entering or departing the site every two minutes during the peak hour.

A vehicle accumulation exercise has been undertaken for the total GFA of the proposed site, 1,969m^2, (including the existing community centre building). The parking anticipated parking accumulation at the site is shown in **Table 5.6**.

Table 5.6: Parking Accumulation

Time Range	Accumulation	Remaining Capacity
06:00-07:00	5	49
07:00-08:00	13	41
08:00-09:00	18	36
09:00-10:00	24	30
10:00-11:00	24	30
11:00-12:00	24	30
12:00-13:00	22	32
13:00-14:00	22	32
14:00-15:00	21	33
15:00-16:00	24	30
16:00-17:00	26	28
17:00-18:00	23	31
18:00-19:00	23	31
19:00-20:00	24	30
20:00-21:00	19	35
21:00-22:00	5	49
22:00-23:00	3	51

The above table shows a maximum anticipated parking accumulation of 26 vehicles, outside of the busiest peak hour of the site. The accumulation assessment demonstrates that there will be significant spare capacity to serve the site.

The table demonstrates that there would be spare capacity at the site which could accommodate any additional vehicles associated with the Mosque building. It is further noted that the site is located within a highly accessible area for non-vehicle trips and is surrounded by unrestricted on-street parking as detailed within **Chapter 3.**

5.3 Trip Generation Summary

Overall, the proposals for the site would see a peak trip generation of 34 two-way movements per hour, equivalent to one vehicle movement every two minutes.

It is further noted that the 2011 Census Data for the area surrounding the site shows that only 50% of the population have access to a car or van. Given the limited car availability and sites proximity to local active travel and public transport networks, it is anticipated a significant proportion of trips would be undertaken by non-car modes. This is supported by the proposed provision of 24 cycle spaces at the redevelopment site.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by Jamia tul Muntazir to report on the anticipated highways and transportation considerations related with the proposed extension to a community centre building and the construction of a new sports hall and swimming pool, located off Sherbourne Street, Manchester.

The existing community centre building will be retained as part of the proposals, with a two-storey extension to the north of the building and a new separate sports hall and adjoining swimming pool building located to the south of the site, supported by outdoor seating, parking provision and associated landscaping.

As part of the proposals the existing access junction will be retained, with the two additional access points reinstated. The two northern junctions will allow access and egress of the car parking provision, with the southern access point for service and delivery vehicles only.

The highway accident data has been reviewed for the most recently available three-year road safety record for the area surrounding the site. On review it is not considered that the data demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

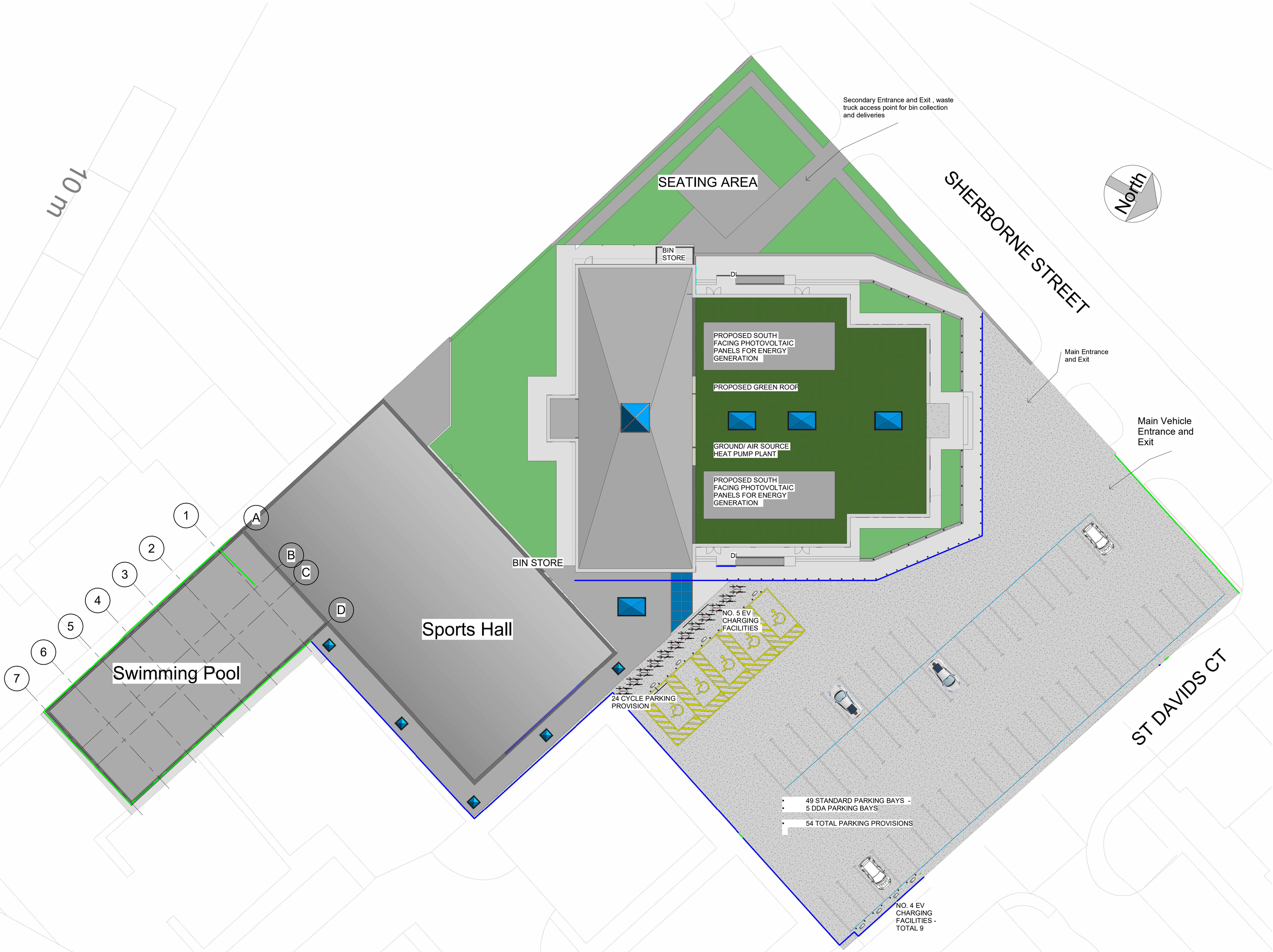
A total of 54 parking spaces will be provided at the site, inclusive of five mobility impaired standard bays and four EV charging bays. The proposed parking provision broadly aligns with local parking standards, where the proposals provide a betterment the current site as no formal provision is offered. Cycle parking provision will also be provided to encourage trips by non-car modes.

The accessibility of the site for non-car modes of travel has been assessed. Overall, it is considered that the site benefits from a good level of sustainable access provision, promoting access by foot, bicycle and public transport. The site therefore offers the potential for student, staff and visitor journeys to be undertaken by modes other than car. Access by sustainable modes will be further encouraged by the supporting Travel Plan.

A trip generation assessment of the development proposals would result in around 34 two-way trips during the busiest hour at the site.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed school should not be granted planning permission on highways grounds.

Appendix 1
Proposed Site Layout



Site plan

1 : 200

0 2 4 6 8m

1:200

Notes

GENERAL NOTES

THE CONTRACTOR IS ADVISED TO VISIT THE SITE PRIOR TO ALL LOCAL CONDITIONS & RESTRICTIONS LIKELY TO AFFECT THE EXECUTION OF THE WORKS. NO CLAIMS ARISING FROM FAILURE TO DO SO WILL BE CONSIDERED.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SCHEDULES & SPECIFICATIONS RELATING TO THE PROJECT AND ANY DISCREPANCIES NOTIFIED TO THE CONTRACT ADMINISTRATOR IMMEDIATELY.

THE CONTRACTOR IS TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORKS OR ORDERING ANY MATERIALS. DO NOT SCALE OFF DRAWINGS..

ALL WORKMANSHIP AND MATERIALS TO COMPLY WITH BUILDING REGULATIONS,BRITISH STANDARDS,CODES OF PRACTICE, MANUFACTURERS INSTRUCTIONS,AGREEMENT CERTIFICATES ETC.ALL MATERIALS SHALL BE SUITABLE FOR PURPOSE.

THE CONTRACTOR IS TO MAKE GOOD ALL

- THE CONTRACTOR TO CHECK AND VERIFY ALL BUILDING AND SITE DIMENSIONS, LEVELS AND SEWER INVERT LEVELS AT CONNECTION POINTS BEFORE WORK COMMENCES.
- THIS DRAWING MUST BE READ WITH AND CHECKED AGAINST ANY STRUCTURAL OR SPECIALIST DRAWINGS PROVIDED.
- THE CONTRACTOR IS TO COMPLY IN ALL ASPECTS WITH THE CURRENT BUILDING REGULATIONS WHETHER OR NOT SPECIFICALLY STATED ON THESE DRAWINGS
- NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING, ALL DIMENSION TO BE CHECKED BEFORE WORK COMMENCES AND ANY DISCREPANCY TO BE REPORTED TO CLIENT.
- ALL WORKS TO COMPLY WITH THE WORKMANSHIP CLAUSES IN BS8000 SERIES AND TO BE IN FULL COMPLIANCE WITH BUILDING REGULATIONS.
- CONTRACTOR IS TO NOTIFY BUILDING CONTROL AT THE APPROPRIATE STAGES IN CONSTRUCTION - NECESSARY FOR THEM TO DETERMINE THE WORKS STATUTORY COMPLIANCE.

WORKS DISTURBED.

THE CONTRACTOR TO COMPLY WITH CDM REGULATIONS AND HEALTH AND SAFETY REQUIREMENTS WHERE APPROPRIATE.

•

Rev	Description	Date	Dr by	App by

original by	date created	approved by
NK	01/02/23	NK

NK Architectural
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19 HEXAGON CLOSE, MANCHESTER, M9 8RN

client name: Jamiaa

project: Jamiaa

drawing: PHASE 3

computer file: C:\Users\nkhan\Dropbox\NKARC\Community centre Sherborne street\JAMIA CHEETHAMHIL PROJECT - ADNAN\29.03.2024 REVISED VERSION - CLADDING UPDATE.pln

plot date:

project number: 2023.00133.221

scale: 1 : 200 @A1

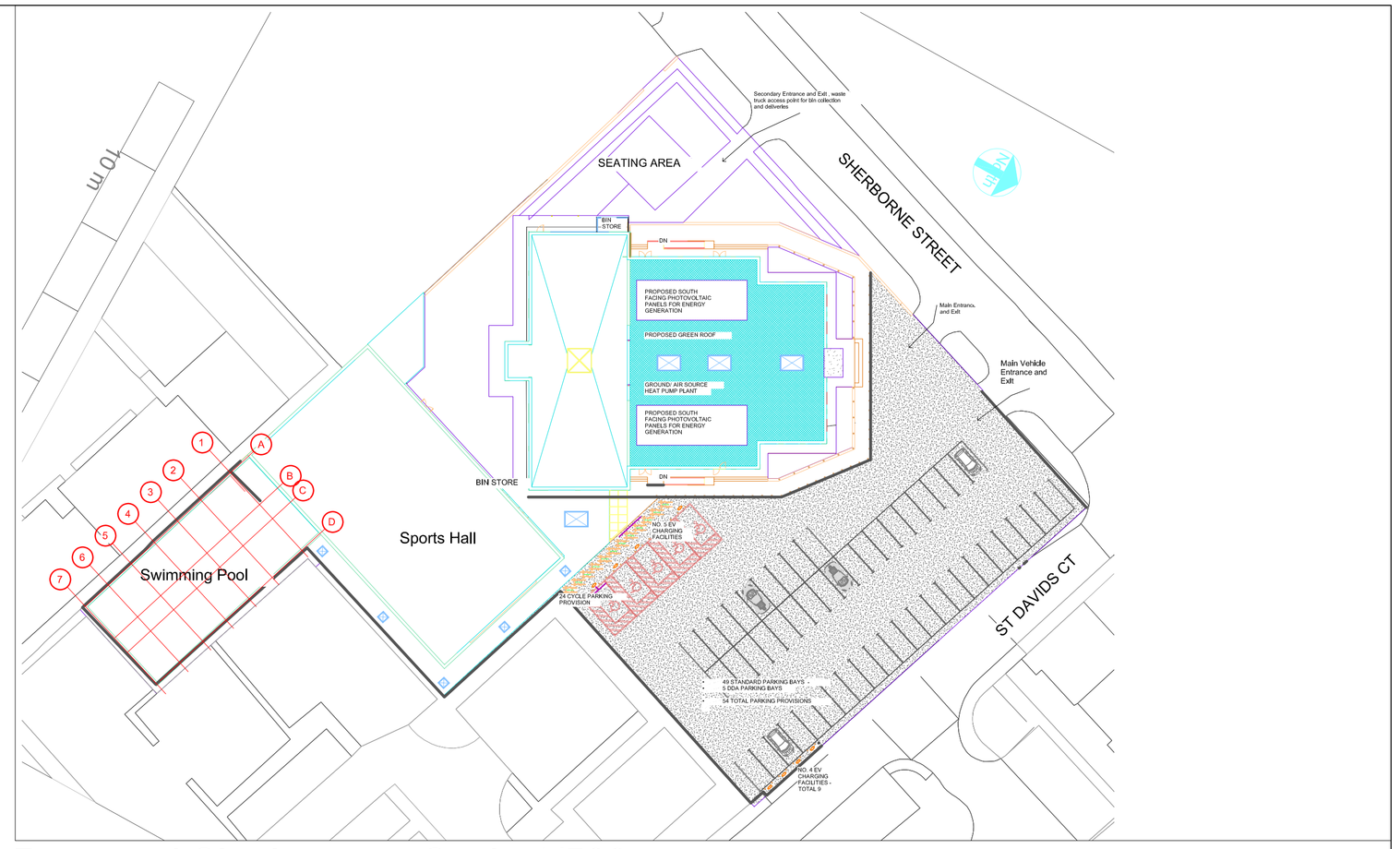
drawing number: A111 - Site plan

rev:

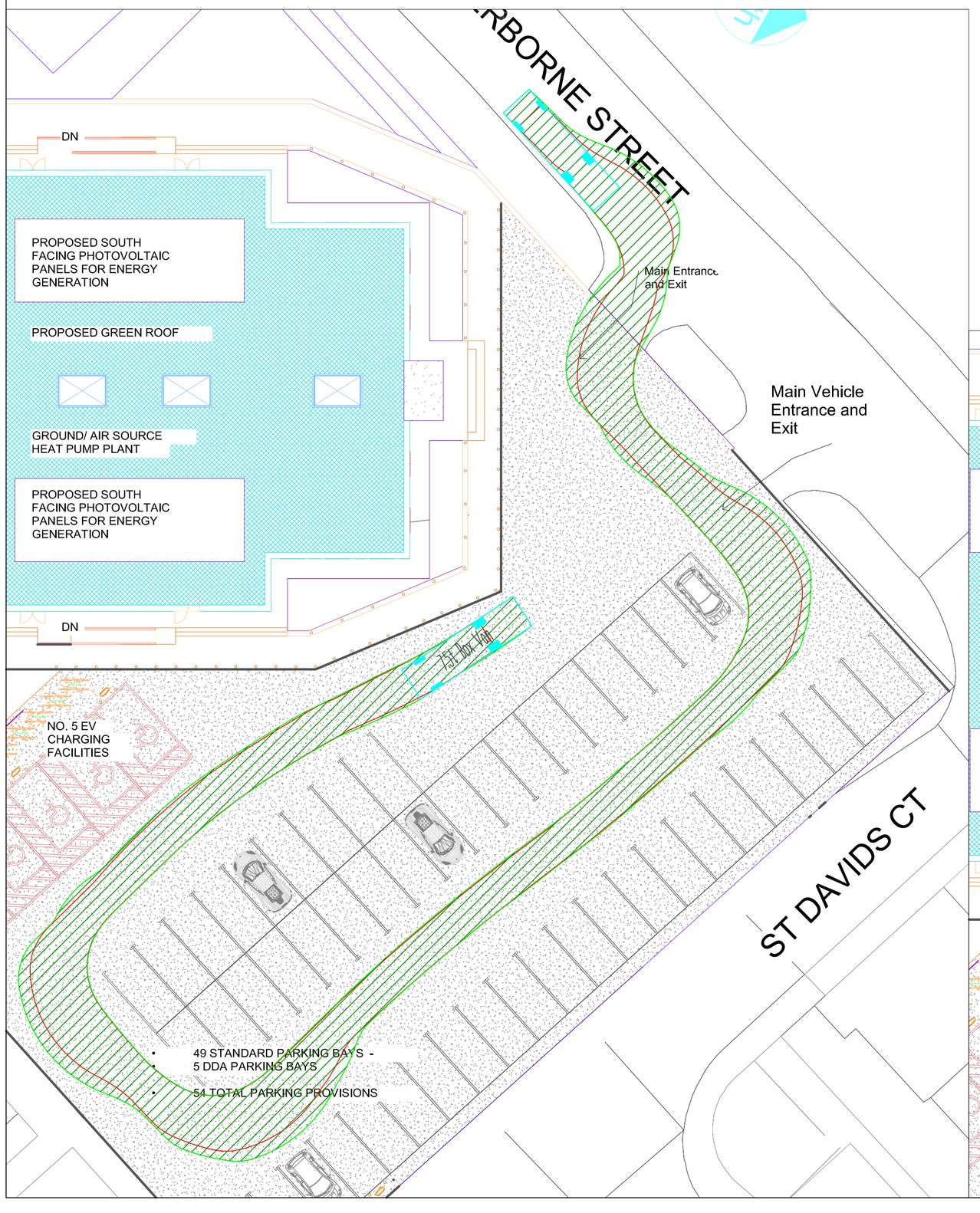
issue status:

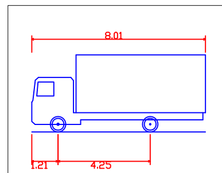
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy.
This drawing is copyright and remains the property of NK Architectural.

Appendix 2
Swept Path Analysis



Proposed Site Layout - Scale 1/500

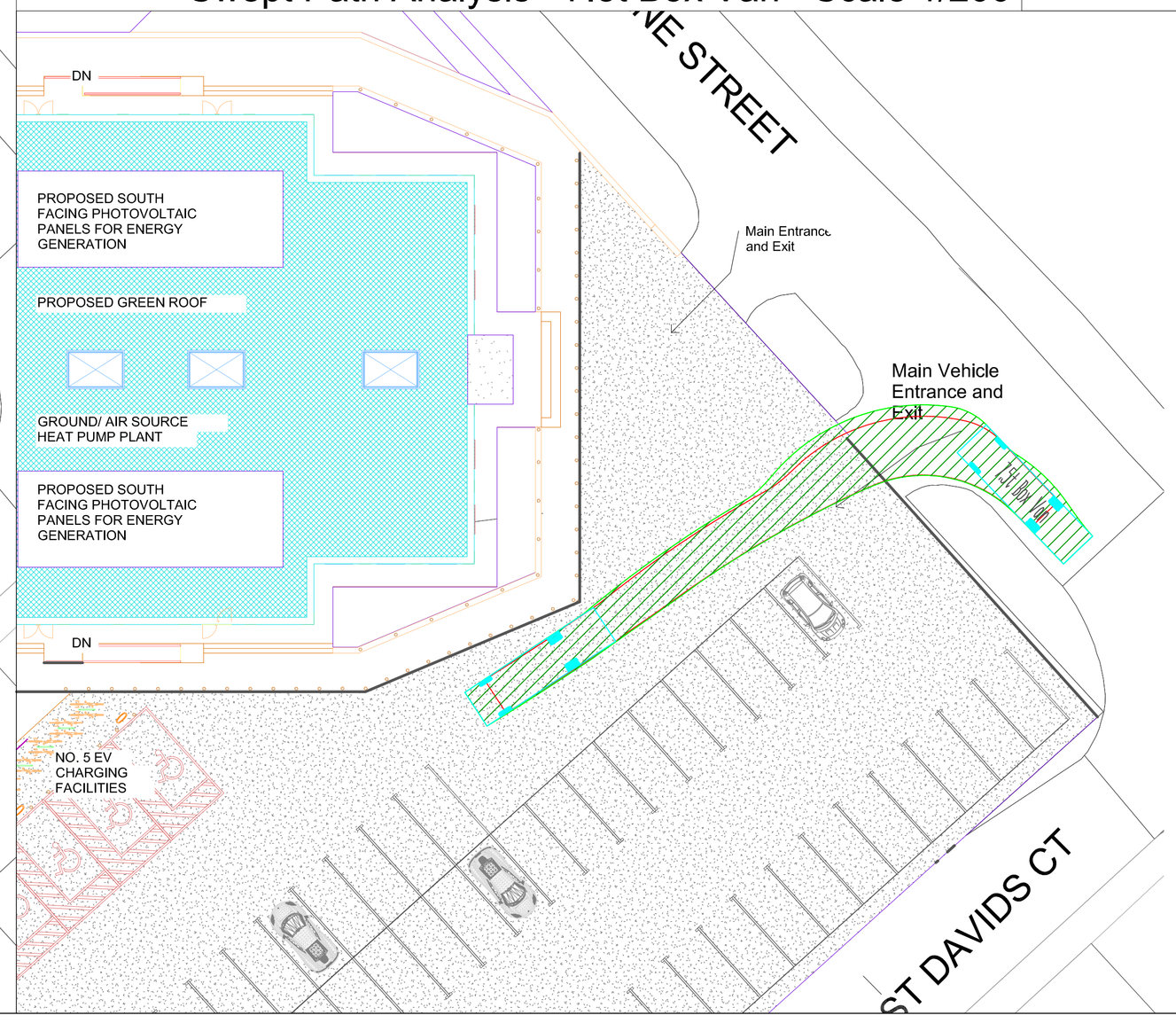




7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Swept Path Analysis - 7.5t Box Van - Scale 1/200



Notes

Rev.	Date	Revisions	Drawn
B	04/06/2024	Minor Update	BF
A	14/05/2024	Minor Update	BF
-	17/05/2022	First Issue	DA

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Client

Jamia Tul Muntazir

Project

Proposed Community Centre Extension, Sherborne Street, Manchester

Drawing Title

Proposed Site Layout
Swept Path Analysis
7.5t Box Van

Date	Scale
May 2022	As Specified @ A1
Drawn	**Approved**
DA	GS

Drawing Number	Rev.
DTP/3704622/ATR001	B

Appendix 3
TRICS Outputs

Calculation Reference: AUDIT-262601-240516-0537

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
13	MUNSTER		
	TI	TIPPERARY	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	100 to 1800 (units: sqm)
Range Selected by User:	100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Village	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DL-07-Q-01 COMMUNITY CENTRE DUBLIN
BALLYBOUGH ROAD
DUBLIN
BALLYBOUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: WEDNESDAY 23/11/16 Survey Type: MANUAL

2 EC-07-Q-01 COMMUNITY CENTRE CHESHIRE EAST
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 100 sqm
Survey date: TUESDAY 07/11/17 Survey Type: MANUAL

3 GM-07-Q-01 COMMUNITY CENTRE GREATER MANCHESTER
MOODY STREET
STANDISH

Edge of Town
Residential Zone
Total Gross floor area: 270 sqm
Survey date: THURSDAY 28/04/22 Survey Type: MANUAL

4 NY-07-Q-01 COMMUNITY CENTRE NORTH YORKSHIRE
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 316 sqm
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

5 TI-07-Q-01 COMMUNITY CENTRE TIPPERARY
ORMOND DRIVE
NENAGH
TYONE
Edge of Town
Residential Zone
Total Gross floor area: 160 sqm
Survey date: THURSDAY 13/10/22 Survey Type: MANUAL

6 TW-07-Q-03 COMMUNITY CENTRE TYNE & WEAR
ASKEW ROAD W
GATESHEAD
TEAMS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 750 sqm
Survey date: FRIDAY 24/05/19 Survey Type: MANUAL

7 WM-07-Q-01 COMMUNITY CENTRE WEST MIDLANDS
PRIOR DERAM WALK
COVENTRY
CANLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 560 sqm
Survey date: TUESDAY 18/10/22 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.482	4	312	0.000	4	312	0.482
08:00 - 09:00	7	565	0.379	7	565	0.253	7	565	0.632
09:00 - 10:00	7	565	0.683	7	565	0.329	7	565	1.012
10:00 - 11:00	7	565	0.354	7	565	0.404	7	565	0.758
11:00 - 12:00	7	565	0.379	7	565	0.354	7	565	0.733
12:00 - 13:00	7	565	0.329	7	565	0.329	7	565	0.658
13:00 - 14:00	7	565	0.354	7	565	0.278	7	565	0.632
14:00 - 15:00	7	565	0.354	7	565	0.354	7	565	0.708
15:00 - 16:00	7	565	0.455	7	565	0.430	7	565	0.885
16:00 - 17:00	6	607	0.302	6	607	0.549	6	607	0.851
17:00 - 18:00	6	607	0.275	6	607	0.247	6	607	0.522
18:00 - 19:00	5	578	0.657	5	578	0.519	5	578	1.176
19:00 - 20:00	5	578	1.038	5	578	0.415	5	578	1.453
20:00 - 21:00	4	655	0.038	4	655	0.305	4	655	0.343
21:00 - 22:00	3	687	0.000	3	687	1.068	3	687	1.068
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.079			5.834			11.913

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	01/01/16 - 18/10/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-262601-240516-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	2 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
11	SCOTLAND		
	EL	EAST LOTHIAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1450 to 4125 (units: sqm)
Range Selected by User:	360 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	3
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

n/a	10 days
E(d)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-07-C-02 LEISURE CENTRE CAMBRIDGESHIRE
BACK LANE
CAMBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 1502 sqm
Survey date: THURSDAY 07/06/18 *Survey Type: MANUAL*

2 CU-07-C-03 SWIMMING & FITNESS CENTRE CUMBERLAND
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: WEDNESDAY 22/06/16 *Survey Type: MANUAL*

3 DV-07-C-02 LEISURE CENTRE DEVON
HEAVITREE ROAD
EXETER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: WEDNESDAY 05/07/17 *Survey Type: MANUAL*

4 EL-07-C-01 LEISURE CENTRE EAST LOTHIAN
NEWBIGGING
MUSSELBURGH

Edge of Town Centre
No Sub Category
Total Gross floor area: 4125 sqm
Survey date: WEDNESDAY 25/04/18 *Survey Type: MANUAL*

5 EX-07-C-01 LEISURE CENTRE ESSEX
CREST AVENUE
BASILDON

Edge of Town
Residential Zone
Total Gross floor area: 3364 sqm
Survey date: THURSDAY 30/09/21 *Survey Type: MANUAL*

6 EX-07-C-02 LEISURE CENTRE ESSEX
PRIORY CHASE
RAYLEIGH

Edge of Town
No Sub Category
Total Gross floor area: 3297 sqm
Survey date: TUESDAY 28/09/21 *Survey Type: MANUAL*

7 LS-07-C-02 LEISURE CENTRE LEEDS
LODGE LANE
WETHERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 2182 sqm
Survey date: TUESDAY 20/09/16 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-07-C-05 WHERRY ROAD NORWICH	LEISURE CENTRE		NORFOLK
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		2910 sqm	
	Survey date: TUESDAY		*20/09/22*	*Survey Type: MANUAL*
9	NG-07-C-04 DENMAN STREET CENTRAL NOTTINGHAM RADFORD	LEISURE CENTRE		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		2210 sqm	
	Survey date: FRIDAY		*02/12/16*	*Survey Type: MANUAL*
10	WM-07-C-02 BEECHES ROAD BIRMINGHAM	LEISURE CENTRE		WEST MIDLANDS
	Edge of Town Residential Zone			
	Total Gross floor area:		2600 sqm	
	Survey date: THURSDAY		*26/09/19*	*Survey Type: MANUAL*
11	WS-07-C-07 BRIGHTON ROAD WORTHING	LEISURE CENTRE		WEST SUSSEX
	Edge of Town Centre Residential Zone			
	Total Gross floor area:		3100 sqm	
	Survey date: FRIDAY		*13/05/22*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	7	2823	0.536	7	2823	0.056	7	2823	0.592
07:00 - 08:00	11	2658	0.674	11	2658	0.335	11	2658	1.009
08:00 - 09:00	11	2658	0.882	11	2658	0.544	11	2658	1.426
09:00 - 10:00	11	2658	0.882	11	2658	0.660	11	2658	1.542
10:00 - 11:00	11	2658	0.817	11	2658	0.766	11	2658	1.583
11:00 - 12:00	11	2658	0.746	11	2658	0.718	11	2658	1.464
12:00 - 13:00	11	2658	0.660	11	2658	0.828	11	2658	1.488
13:00 - 14:00	11	2658	0.605	11	2658	0.732	11	2658	1.337
14:00 - 15:00	11	2658	0.581	11	2658	0.612	11	2658	1.193
15:00 - 16:00	11	2658	0.886	11	2658	0.705	11	2658	1.591
16:00 - 17:00	11	2658	1.419	11	2658	1.047	11	2658	2.466
17:00 - 18:00	11	2658	1.218	11	2658	1.460	11	2658	2.678
18:00 - 19:00	11	2658	1.235	11	2658	1.334	11	2658	2.569
19:00 - 20:00	11	2658	0.749	11	2658	1.105	11	2658	1.854
20:00 - 21:00	11	2658	0.554	11	2658	0.852	11	2658	1.406
21:00 - 22:00	9	2716	0.172	9	2716	0.601	9	2716	0.773
22:00 - 23:00	4	2515	0.030	4	2515	0.249	4	2515	0.279
23:00 - 24:00									
Total Rates:			12.646			12.604			25.250

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1450 - 4125 (units: sqm)
Survey date date range:	01/01/16 - 20/09/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.