

CONDITION DISCHARGE

Manchester Quays Ltd

MANCHESTER GOODS YARD
ST JOHN'S, MANCHESTER

September 2021

VN81132

Discharge of Pre-Occupation Condition 34
Framework Travel Plan

Report control

Document:	Framework Travel Plan
Project:	Manchester Goods Yard, St John's, Manchester
Client:	Manchester Quays Limited
Job number:	VN81132
File origin:	N:\Vectos Job Data\2018\VN81132 Manchester Goods Yard\Docs\Reports\Post Submission\Submission 01.09.21\MGY Travel Plan Condition Discharge 08.09.21.docx

Document checking

Primary Author:	Gareth Davis	Initialled:	GD
Contributor:	James Whitton	Initialled:	JW
Review by:	Gareth Davis	Initialled:	GD

Issue	Date	Status	Checked for issue
1	08.09.21	V1	GD

Contents

1	TRAVEL PLAN	1
	Introduction.....	1
	Travel Plan	1
2	DEVELOPMENT PROPOSALS	2
	Introduction.....	2
	Access & Parking.....	2
	Disabled Parking	3
	Parking Elsewhere	3
	Motorcycle Parking.....	3
	Cycle Facilities	3
	Servicing	4
3	SUSTAINABLE ACCESS FOR THE WIDER AREA.....	5
	Introduction.....	5
	Accessibility by Walking.....	5
	Accessibility by Cycle	6
	Beelines.....	9
	Enterprise Car Club.....	9
	Accessibility by Public Transport	10
	Freebus	10
	Scheduled Bus Services.....	11
	Accessibility by Rail	11
	Accessibility by Metrolink	11
4	THE TRAVEL PLAN GUIDANCE AND AIMS	13
	Travel Plan Aims	14
	Plan Administration.....	15

5	TRAVEL PLAN MEASURES.....	16
	Introduction.....	16
	New Occupier/Employee ‘Welcome Starter Pack’	16
	Travel Awareness	16
	Travel Surveys/Database.....	16
	Cycle Initiatives	17
	Walking Measures.....	18
	Car Sharing Scheme.....	19
	Initiatives by Others.....	19
6	TRAVEL SURVEYS	20
7	TARGET SETTING	21
	Travel Targets	21
8	TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION AND MONITORING.....	23
	Introduction.....	23
	Plan Administration.....	23
	Travel Plan Implementation.....	23
	Monitoring.....	24
	Travel Plan Progress Report	25
	Travel Plan Funding.....	25
9	Discharge of Condition 34 – Travel Plan	26
	Conclusion	26

Drawings

Dwg SJQ-600-CTA-XX-L00-DR-A-20002	- Ground Floor and General Layout
Dwg SJQ-600-CTA-XX-B01-DR-A-20001	- Basement Level -1
Dwg SJQ-600-CTA-XX-B02-DR-A-20000	- Basement Level -2
Dwg VN81132-G101	- 5-10 minute Walk Catchment
Dwg VN81132-G102	- 5 km Cycle Catchment
Dwg VN81132-G108	- Bus Service Routes within 400m

Appendices

- | | |
|------------|--------------------------------|
| Appendix A | - Landscape Strategy |
| Appendix B | - Example Staff Welcome Pack |
| Appendix C | - Example Travel Questionnaire |

1 TRAVEL PLAN

Introduction

- 1.1 Vectos have been advising Manchester Quays Developments (MGY) Ltd in support of the development known as Manchester Goods Yard at St Johns, Manchester. The development benefits from Planning Permission (121511/FO/2018) for a building of three distinct blocks up to eleven storeys in height providing 34,250 sq m (GIA) of office space with flexible commercial uses at ground level.
- 1.2 Since planning approval there have been a number of Non Material Amendments to the Planning Permission. This Travel Plan is presented to discharge **Condition 34** which states:

Condition 34

Before first occupation of any phase of the development, a Framework Travel Plan for that phase including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation as relevant to each phase remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented as relevant to each phase.

- 1.3 This development is also supported by a Transport Assessment and a Waste and Servicing Strategy Report also prepared by Vectos.

Travel Plan

- 1.4 This report presents the Travel Plan Strategy prior to occupation. In the following sections the report presents the following:
- The Manchester Goods Yard Proposals
 - Assessment of Access over the wider area
 - Travel Plan Policy Guidance and Aims
 - Travel Plan Measures
 - Travel Surveys
 - Target Setting
 - Travel Plan Implementation Administration and Monitoring

2 DEVELOPMENT PROPOSALS

Introduction

- 2.1 The general layout of the Manchester Goods Yard (MGY) Development scheme at ground floor is shown in Chapman Taylor drawing **SJQ-600-CTA-XX-L00-DR-A-20002**.
- 2.2 MGY will provide a building of three distinct blocks up to eleven storeys in height providing 34,250 sq m (GIA) of office space with flexible commercial uses at ground level. The main occupiers will be Booking.com with other tenants including Cloud Imperium Games.



- 2.3 The Nett Internal Area for MGY is:
- Office: 26,578 m² (NIA)
 - Retail: 2,646 m² (NIA)
- 2.4 MGY benefits from a basement car park over two levels as shown in the following drawings:
- Dwg SJQ-600-CTA-XX-B01-DR-A-20001** for Basement Level -1
- Dwg SJQ-600-CTA-XX-B02-DR-A-20000** for Basement Level -2

Access & Parking

- 2.5 Basement car parking will be provided in both basement level car parks underneath the Manchester Goods Yard site. The basement car parks will be accessed from Water Street and provide 308 spaces of which 17 are disabled spaces and 31 are electric charging spaces. In addition, there is a link at Basement Level -1 through to the Basement parking area of the Globe and Simpson site.
- 2.6 4 spaces will be allocated for Enterprise Car Club Spaces which are available for use by occupiers of St Johns.
- 2.7 The specific allocation of parking spaces is divided amongst the occupiers of St Johns. Some parking spaces are committed by lease agreements or anticipated agreements and is therefore subject to review and occupier demand.
- 2.8 For MGY there is a lease commitment to allocate 70 parking bays for occupiers of that building.

Disabled Parking

- 2.9 Overall, the Manchester Goods Yard car park will offer 17 disabled parking spaces within the car park, 8 on basement level B1 and 9 on level B2.

Parking Elsewhere

- 2.10 In the vicinity of MGY, Manchester City Centre provides a large number of public car parks and also private contact parking places available. Within a 10-minute walk of MGY there are over 4000 parking spaces available in public car parks.

Table 2.2 Car parking Spaces within a 10 & 15-minute walk of MGY

Car Parking Spaces within a 10 Minute Walk of MGY	
Spinningfields NCP	680
New Bailey, Salford NCP	620
Stanley Street NCP	635
Great Northern 1&2 NCP	1200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	4018

Motorcycle Parking

- 2.11 Within the MGY basement there will be 12 motorcycle parking spaces would be provided to support the wider St Johns development.

Cycle Facilities

- 2.12 Within Manchester Goods Yard, 142 cycle parking spaces will be provided along with lockers, showers and changing facilities. This provision exceeds the requirement as set out in the MCC Parking Standards.
- 2.13 For clarity this provision excludes that allocated for Tower 1, Globe and Simpson and No1 Grape Street which are provided for under separate applications.
- 2.14 As well as This will include a total of 60 spaces will be available in 6 blocks of 5 stands within the public realm in the form of Sheffield cycle stands, with tapping rail.

- 2.15 The indicative layout for the basement Cycle Parking in the Manchester Goods Yard Basement Car Park is described below in **Figure 2.1**

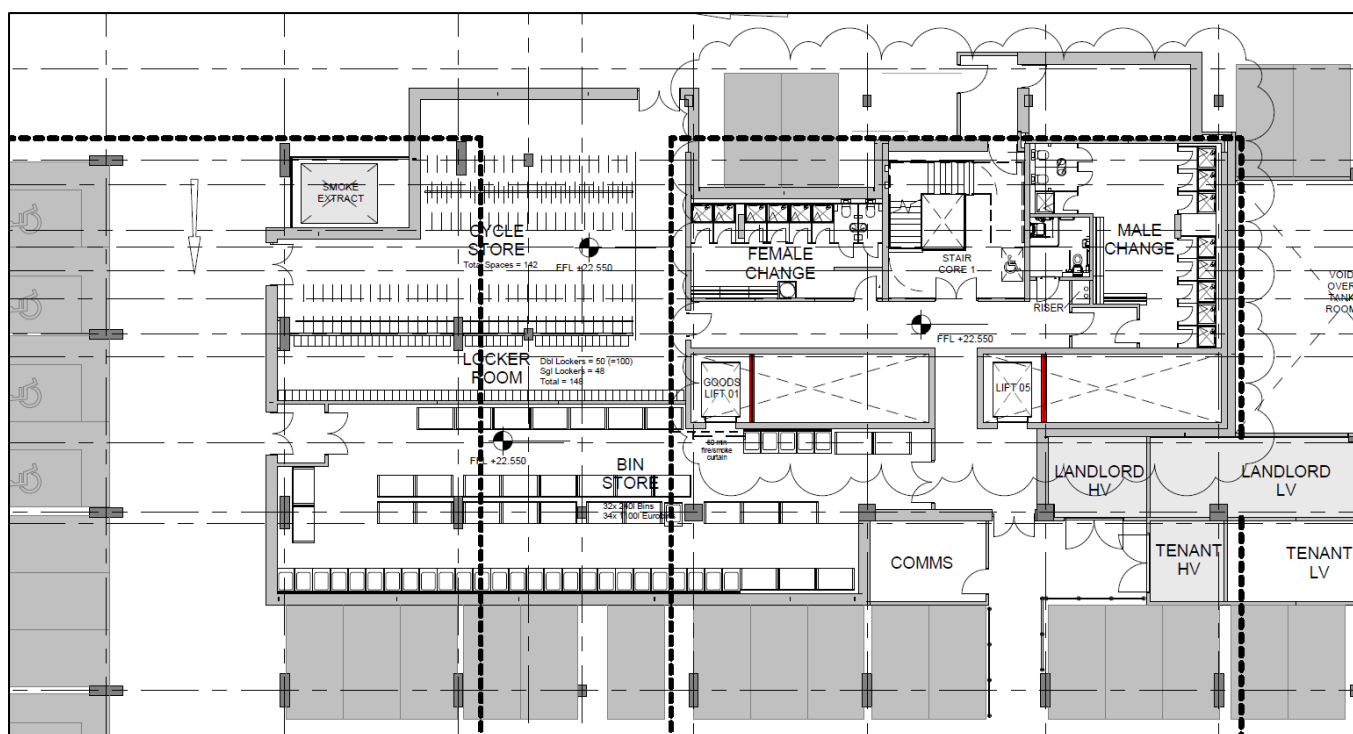


Figure 2.1 Layout of Basement Cycle Facilities

Servicing

- 2.16 A separate Waste & Servicing Strategy has been developed and supports this application. Servicing of Manchester Goods Yard will take place to the rear of the Manchester Goods Yard building, via a new service route (which will be an unadopted private road) running in a one-way clockwise direction from Water Street between Tower 1 and Manchester Goods Yard, before re-joining Grape Street via the South Street service access road.
- 2.17 There will also be a service road (Studio Way), an unadopted road running past the front of the Manchester Goods Yard building, this being primarily for servicing of the Old Granada Studios development to the east of Manchester Goods Yard but also to the service area of No.1 Grape Street.
- 2.18 Access to these roads will be controlled using automatic bollards, similar to the arrangement used at Irwell Square within the Left Bank development in Manchester City Centre. The service routes will be shared with pedestrians and cyclists and any vehicle will be subject to a 5mph speed limit and be instructed to move at walking pace so that pedestrians have priority.
- 2.19 Most of these would be timed away from periods of high pedestrian. The on-site management team will monitor the area and they can instruct delivery drivers and occupiers to conform to the guidance on vehicle access.

3 SUSTAINABLE ACCESS FOR THE WIDER AREA

Introduction

- 3.1 The Manchester Goods Yard site benefits from good levels of accessibility and these are considered in detail within this section.

Accessibility by Walking

- 3.2 The St Johns site is very well located for access to all the amenities of the Regional Centre on foot. Industry guidance gives a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while an 800-metre walking distance is given as the preferred maximum distance for shopping trips. A 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield while within 800m lies the retail areas of The Avenue, King Street and St Anne's Square.
- 3.3 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Liverpool Road and Quay Street. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.
- 3.4 Many local facilities are situated within the immediate vicinity of Manchester Goods Yard, including a Sainsbury's and Tesco Local store, banking facilities and a wide range of retail, cafes and restaurants allowing occupiers and visitors to access a wide range of services and amenities without the need to travel elsewhere. The range of amenities located within a 10-minute walk of the site is given in **Dwg VN81132-G101**. Within a 20-minute walk, practically all of the city centre can be reached.
- 3.5 Water Street is a cul-de-sac with much reduced traffic flows making it easier to cross the highway. Pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank to the footbridge across the River Irwell to Salford Central. This footbridge provides a direct and accessible link from the site to the major transport hub of Salford Central which will be described in more detail later.
- 3.6 To the West a replacement footbridge for Princes Bridge has been constructed and will connect St John's with Salford including the Middlewood Locks development and the Regent Road Retail Park.
- 3.7 Access to the River Irwell will be opened up and there is an aspiration to develop a riverside walkway that connects Spinningfields all the way south to the Trinity Islands development by Regent Road.
- 3.8 The area will benefit from quality signage to direct pedestrians on the most appropriate route.
- 3.9 High quality public realm will be provided for pedestrians around Manchester Goods Yard. To the north of Manchester Goods Yard there will be a new square, St Johns Place and further still a new improved pedestrian crossing facility will be provided to cross Quay Street to connect St John's with the Spinningfields area. The proposed Landscape Strategy is given in **Appendix A**.

- ## Accessibility by Cycle

-
- KEY**
- Traffic Free Route - good surface
 - Traffic Free Route - rough surface
 - On Road Route - with physical segregation
 - On Road Route - with other cycling facilities
 - On Road Route - signposted but with no facilities
 - On Road Route - advisory/suggested
 - 20 mph speed limit
 - Footpath - please walk your bike
 - Pedestrian Crossing
 - Pegasus Crossing
 - Toucan Crossing
 - Tiger Crossing
 - Cycle Hub
 - Bicycle Lockers - BLUC (Bicycle Locker User Club)
 - Cycle Parking
 - Cycle Shop
 - Rail Station
 - Metrolink Station
 - 62 National Cycle Network (NCH)
 - 85 National and Regional
 - Cycle Access Point
 - Library
 - Museum / Art Gallery
 - Sch School
 - Col College
 - Uni University
 - Leisure Centre / Sports
 - Theatre
 - Hospital
 - HC Health Centre
 - Fire Station
 - 6 Tourist Information Centre
- Contains Ordnance Survey data
 © Crown copyright 2019. All rights reserved.
 Cartography by Picta Creative
 Data by Ordnance Survey 2019

Figure 3.3: Local Cycle Infrastructure

- 3.14 Local cycle infrastructure will be improved in the area. National Cycle Route 6 passes close to the site, crossing the River Irwell and then crossing Water Street before routeing along Liverpool Road. Cycle improvements are being delivered as part of the Factory project to connect into National Cycle Route 6.
- 3.15 TfGM's Cycle City programme is implementing a programme of cycle friendly streets alongside strategic segregated cycle routes throughout the city in order to encourage cycling. Nearby TfGM is developing a scheme along the Bridgewater Canal that arrives at Deansgate close to the Station just south of Liverpool Road as shown in **Figure 3.4**.

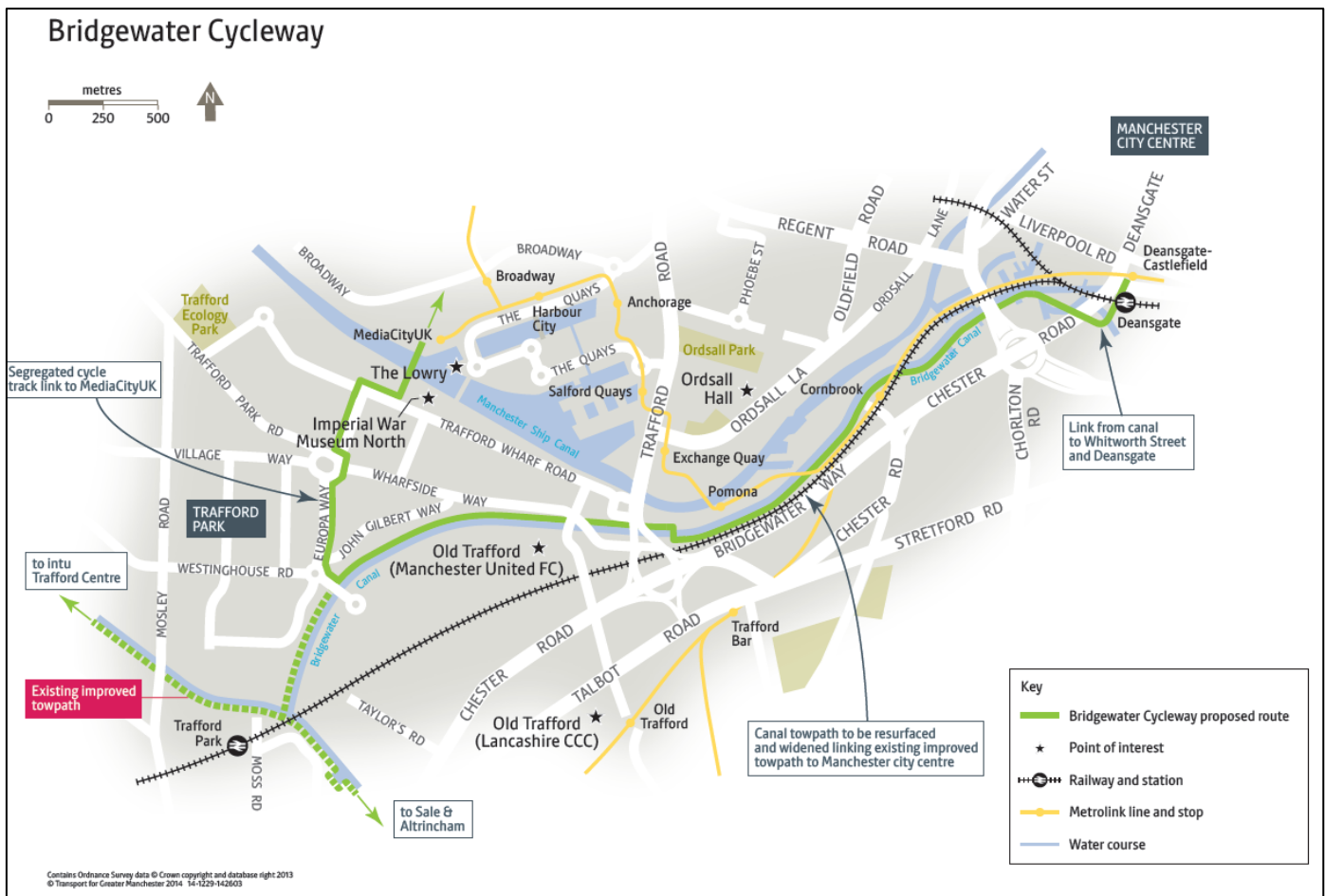


Figure 3.4: Proposed Bridgewater Cycleway

- 3.16 These cycle improvements will give some changes to the junction on Deansgate with Whitworth Street and Liverpool Road. These are shown in **Figures 3.5** and **3.6** below.



- ## Manchester Goods Yard, St John's, Manchester Framework Travel Plan

Beelines

- 3.19 Beelines is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. Beelines are signed routes that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 3.20 There are proposals to create Busy Beeways along Quay Street and Deansgate and Beeways along Water Street and Byrom Street/Lower Byrom Street as shown in **Figure 3.7**.

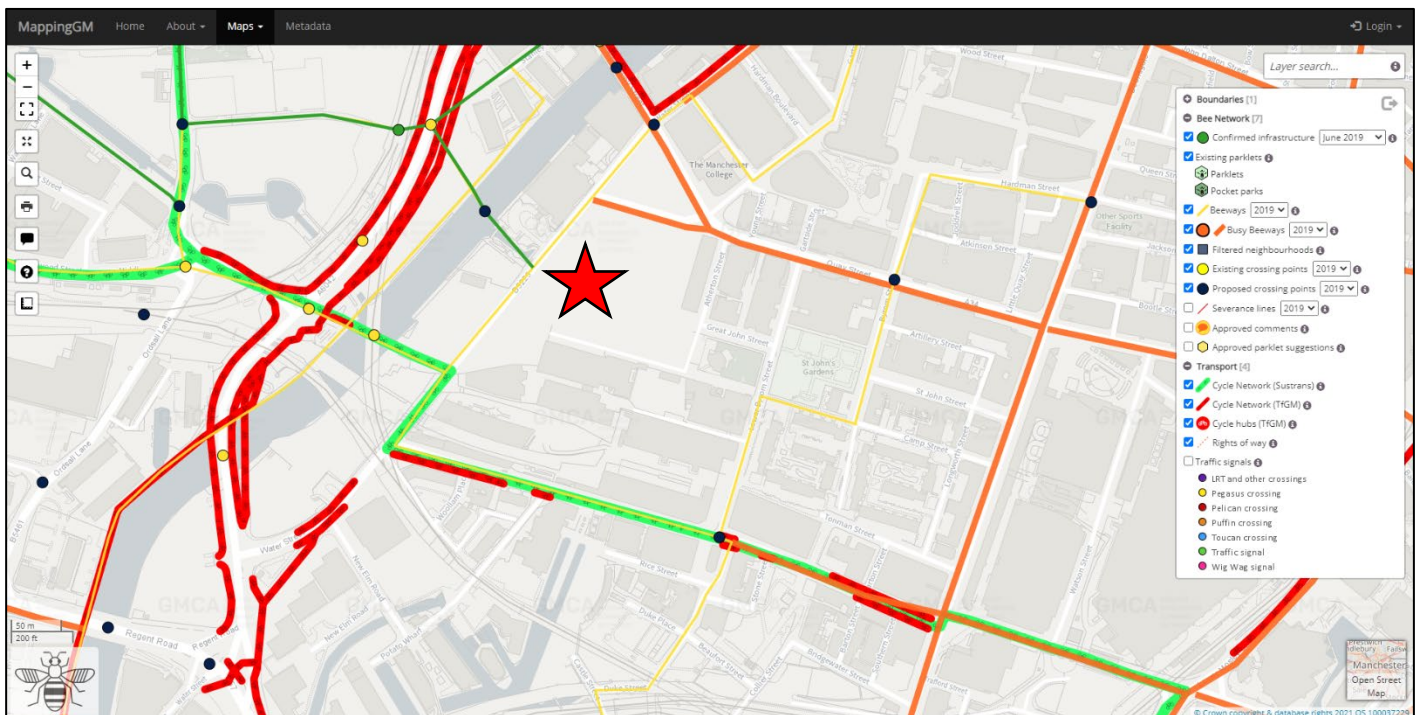


Figure 3.7. Proposed Beelines

Enterprise Car Club



- 3.21 As part of the wider St John's Transport Strategy, it is proposed that 4 Enterprise Car Club spaces will be provided at Manchester Goods Yard within the car park. Subject to demand and, additional spaces may be provided. Enterprise Car Club operates all over Manchester and offers a low-cost alternative to owning a car. Users have a choice of membership fees and then an hourly charge from £4.60 per hour plus a fuel charge. There are other discounts available subject to age, usage and type of vehicle required.
- 3.22 There are 3 existing Car Club vehicles available nearby on Bridgewater Street, and Duke Street south of Liverpool Road.

Accessibility by Public Transport

3.23 Access by public transport represents a key mode choice to Manchester Goods Yard. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM’s Travel Choices website and include extra discounts on season tickets, ‘Get Me There’, Journey Planning Apps and use of the Personalised Travel Planning service.

Freebus

3.24 Freebus is a free of charge bus service linking all the main destinations across Manchester City Centre. Metroshuttle buses are highly branded, are accessible by disabled users and run on a 10-minute daytime frequency 07:00-19:00. Service 1 passes along Byrom Street within a 300m walk of the site with Service 3 also passing this route during the peaks.

3.25 As illustrated in **Figure 3.8**, the Freebus service covers most of the city centre and provides convenient access to major activity centres in the City. In particular, it completes the City’s integrated public transport service and gives the Manchester Goods Yard site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

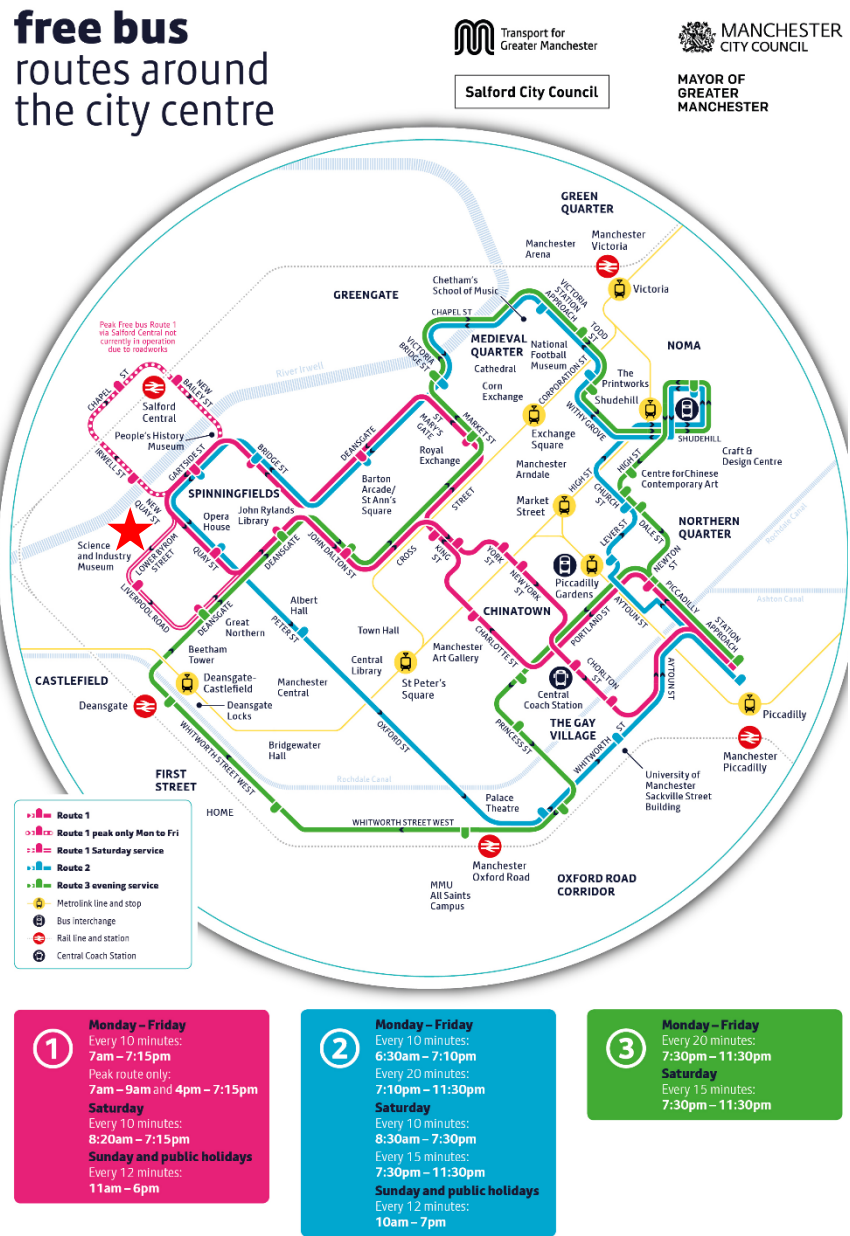


Figure 3.8: Metroshuttle Route Map

Scheduled Bus Services

- 3.26 Other significant bus services are available within a short walk of the site. On Liverpool Road there is bus service 33/33B that serves Salford, Eccles and Brookhouse/Worsley every 30 minutes with evening services finishing around 11pm. There are a considerable number of bus services within 400m of the site on Bridge Street running past every few minutes including the new Leigh Guided Busway that connects Leigh, Salford and passing through the city centre along Oxford Road to terminate at Manchester Central Hospital. There are more services on Deansgate and more still just beyond a 400m walk from the site.
- 3.27 The routes of all those bus services within 400m are shown in **Dwg VN81132-G108**.
- 3.28 It can therefore be concluded that the existing bus services operating in the vicinity of the site provide the opportunity for many employees travelling from the outlying surrounding areas of the conurbation to travel to the site by bus. The development is therefore considered to be accessible by this mode of travel.

Accessibility by Rail

- 3.29 The site is conveniently located for access to a number of Rail Stations. Salford Central Station is the closest, located immediately to the northwest of the development, just a 5-minute walk away. As described previously, Salford Central station is now much more accessible on foot via the new footbridge across the River Irwell from Spinningfields. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 3.30 Deansgate Railway Station is located to the south, a 7-8 minute walk away and its last service is at 23:31 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes. Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by Metroshuttle and access to further regional and national services is provided from this Station.

Accessibility by Metrolink

- 3.31 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are shown in **Figure 3.9**. Deansgate Castlefield is the closest Metrolink stop for visitors and employees and this stop has recently been upgraded to allow for the Second City Crossing.

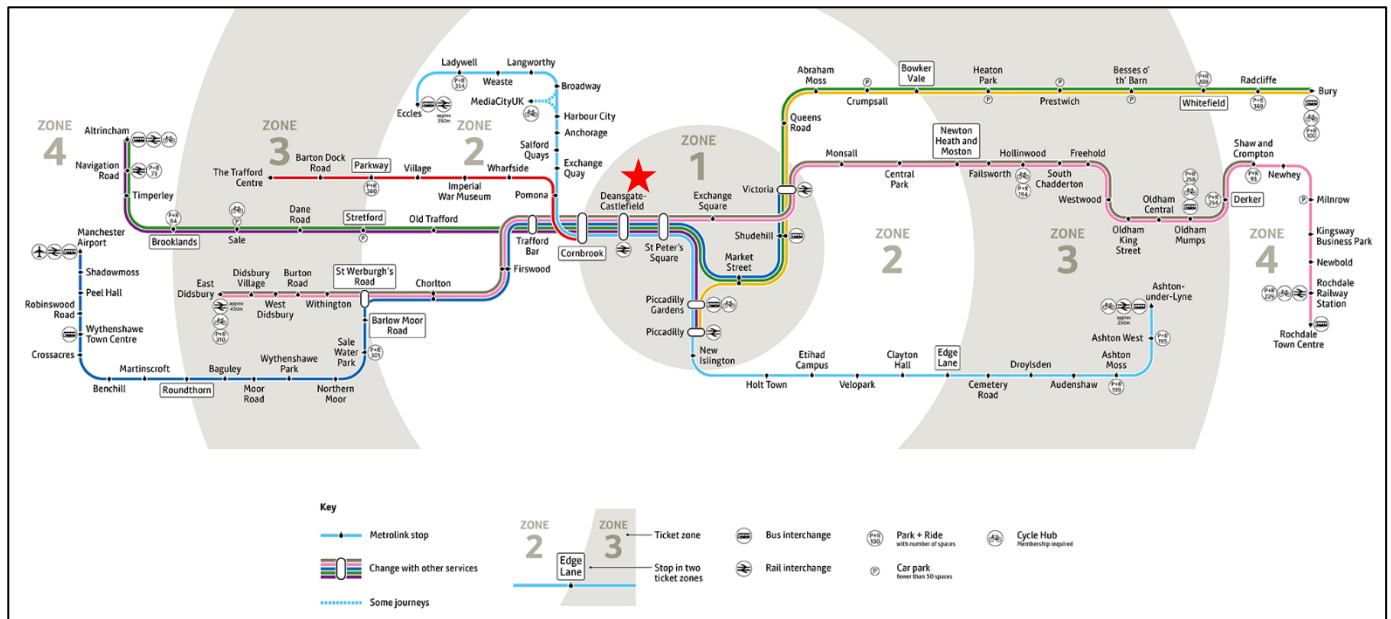


Figure 3.9: Metrolink Network Map

3.32 Circa. fifteen trams in each direction stop at St Peter's Square and Deansgate-Castlefield in the peak hour, including the following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- Eccles and Media City.

3.33 The Metrolink will offer excellent public transport connectivity for staff and visitors to Manchester Goods Yard.

4 THE TRAVEL PLAN GUIDANCE AND AIMS

- 4.1 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to staff and visitors.
- 4.2 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document (March 2012) highlights the role that Travel Plans can play in facilitating sustainable travel, stating that:
- ‘All developments which generate significant amounts of movements should be required to provide a Travel Plan’.*
- 4.3 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ was published in April 2009.
- 4.4 The guidance explains how *“we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment”* and identifies that *“The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life”.*
- 4.5 The document sets out an overview of the process and delivery of Travel Plans and states that *“A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*
- 4.6 The Guidance states that *“Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...”* and;
- “a Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”.*
- 4.7 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. For a Travel Plan it advises *“needs to address all the journeys that may be made to and from a site”.*
- 4.8 The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”.*

Travel Plan Aims

- 4.9 This Travel Plan will represent a long-term strategy for reducing the dependence of staff and visitors on travel by private car to the site.
- 4.10 The aims of the strategy are:
- Informing staff and visitors on the options available;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
 - To encourage staff and visitors to use alternatives to the private car.
- 4.11 The principal measures outlined in the Travel Plan are as follows;
- New Employee Starter Welcome Packs;
 - Improving travel awareness;
 - Creation of a travel database;
 - Ensuring the availability of travel information;
 - Public Transport Display Areas;
 - Provision of Cycle Facilities;
 - Cycle User Groups;
 - Walking Measures;
 - Promoting sustainable travel by visitors.
- 4.12 As the development is not yet built and operational this document will be a Framework Travel Plan which provides an outline for the preparation of a Full Travel Plan. The occupiers of the commercial premises will develop their own bespoke Travel Plan under this strategic Framework Travel Plan.
- 4.13 Commercial Occupiers of the development will engage with staff to undertake travel surveys and may develop their own initiatives. Full Implementation Travel Plans will be submitted within 6 months of occupation and will demonstrate the strategy that the occupier is taking to assist the wider aims of sustainable transport.

Plan Administration

- 4.14 Each occupier will be required to designate a Travel Plan Co-ordinator, and this could be a senior member of staff who can provide employees with information and initiatives and engage with staff.
- 4.15 The site wide Travel Plan Co-ordinator will be the first point of contact with outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan. Each occupier would provide that link to their staff.
- 4.16 At this stage of the development process, Vectos will act as the site wide Travel Plan Coordinator for the various travel plans and the key contact will be:

Gareth Davis

gareth.davis@vectos.co.uk 0161 228 1008

- 4.17 Administration of the Travel Plan is discussed in greater detail in **Section 8**.

5 TRAVEL PLAN MEASURES

Introduction

- 5.1 This section of the Travel Plan Framework outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, as set out earlier, is the core of the Plan.
- 5.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator should investigate other potential initiatives which could be beneficial based on circumstances at the time.
- 5.3 The following sections will review the possible package of measures applicable for the development.

New Occupier/Employee 'Welcome Starter Pack'

- 5.4 Upon occupation the new employees and occupiers will be given a 'Welcome Pack' as a hard copy and also a webpage on the company's intranet. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Framework Travel Plan. An example of a bespoke Staff 'Welcome Pack' is attached as **Appendix B** to this report, and this would be developed the occupiers to offer travel advice to staff.
- 5.5 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the site wide Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).
- 5.6 In addition, employees will be offered personalised journey planners. As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on via an appropriate form of communication. This will be the responsibility of the site wide Travel Plan Co-ordinator.

Travel Awareness

- 5.7 Members of staff will be made aware of the existence of their company Travel Plan and a copy of the plan will be forwarded to the relevant persons at TfGM/MCC. The Travel Plan Co-ordinators for the occupiers will be responsible to ensure that members of staff are aware of the Travel Plan. Information on the Travel Plan can be provided on Transport Display boards situated in staff rooms or other prominent positions, by newsletters or company intranet.

Travel Surveys/Database

- 5.8 In order to establish the travel patterns of the employees at the development, a travel survey will be carried out within 3 months of occupation which will form the basis of the Implementation Travel Plans. These Travel Plans will be submitted to Manchester City Council within 6 months of occupation of the development.

5.9 The results of this survey will be compiled into a travel database and will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Travel Plans.

5.10 The management and updating of the travel database for the site will be undertaken by the site wide Travel Plan Co-ordinator.

Cycle Initiatives

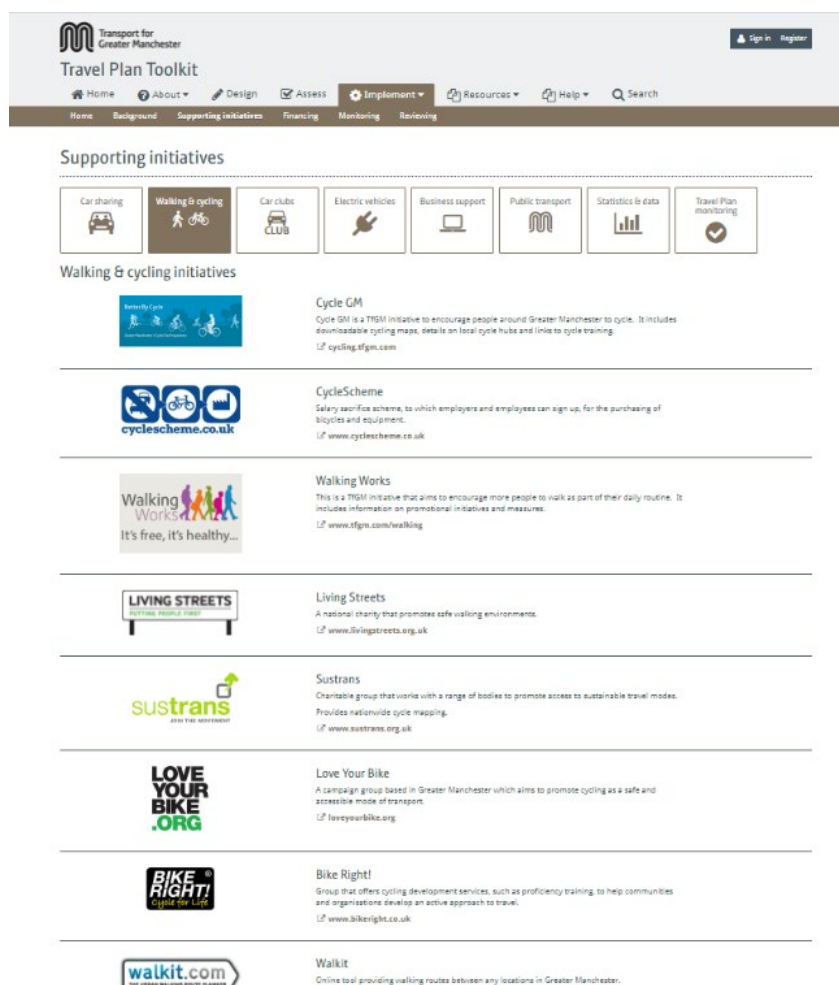
5.11 The Welcome Pack will promote the cycle facilities available within Manchester Goods Yard and the wider St John's area.

5.12 The commercial occupiers of MGY would be informed of the financial incentives to their employees through the Cycle to Work Scheme as well as promotion of the health benefits of cycling.

<https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

5.13 Information on cycling in Manchester is available through the links below and would be made available through the following weblinks:

- https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.46540858175177&lng=-2.184064927997698#
- <http://cycling.tfgm.com/>
- <http://www.ctc.org.uk/>
- <http://www.sustrans.org.uk/>



- 5.14 Employees interested in cycling to the site will be encouraged to share journeys and a notice board will be made available (physically or virtually) to allow cyclists to share their routes and experiences.

Cycle Riding Confidence and Maintenance Sessions

- 5.15 Training sessions are provided by TfGM in order to instil confidence in cycling. Details on Cycle training The provision of such information could be of benefit to residents no matter what their cycling ability is. As such, the following link should be included on in the Welcome Pack.

TfGM Cycle Sessions: <https://tfgm.com/cycling/confidence>.

- 5.16 By following the above link, residents will be able to book themselves on various sessions including the following:

- Free Beginners Cycle Training;
- Free Road Cycling Training;
- One to One Session;
- Family Confidence Training;
- Basic Cycle Maintenance; and
- Intermediate Maintenance.
- Cycle Riding and Maintenance Sessions

- 5.17 A total of 6 sessions are provided by TfGM in order to instil confidence in cycling. The provision of such information could be of benefit to residents no matter what their cycling ability is. As such, the following link should be included on this sub-webpage.

Walking Measures

- 5.18 The 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services.
- 5.19 The health benefits of walking will be particularly promoted to staff. Information on walking in Manchester is available through the links below and would be made available through websites such as:
- 5.20 www.walkit.com
- 5.21 Walkit.com is a website that enables pedestrians to plan their walking routes in and around areas Manchester. The Travel Plan Co-ordinators will promote these websites and the benefits of walking to staff.

Car Sharing Scheme

- 5.22 The Travel Plan Co-ordinator will promote the use of car sharing schemes for staff. They will be encouraged to join the Greater Manchester Car Share Scheme <http://www.carsharegm.com>. It is felt that utilising an existing scheme will be the most effective method of encouraging car sharing.
- 5.23 Prominent display areas will be provided in convenient locations within the buildings to allow potential car sharers to register an interest. As part of the travel database the Travel Plan Co-ordinator will be required to maintain a list of employees who register an interest in car sharing and will be required to facilitate success of the scheme.
- 5.24 Enterprise Car Club scheme will be promoted to employees allowing occupiers to travel to St John's without the need for a car but gives them confidence that a car is available if needed.

Initiatives by Others

- 5.25 As well as initiatives promoted by the occupiers of MGY there are other Travel organisations and campaign groups which will encourage sustainable travel such as National Bike Week, Walk to Work week or National Liftshare Week. It would be the responsibility of the Travel Plan Coordinators to provide employees information of these events using displays on notice boards and via emails/intranet.

6 TRAVEL SURVEYS

- 6.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring that on-going monitoring and regular staff travel surveys are undertaken.
- 6.2 At this stage it is envisaged that travel surveys will be undertaken and analysed 'in house' by the commercial occupiers to give them ownership of the process, although it may transpire that the occupier opts to appoint a third party to do so. The first travel survey will be undertaken within 3 months of occupation.
- 6.3 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated. An example of the Travel Survey is provided at **Appendix C**.
- 6.4 The results of the first staff travel survey will be compiled into a travel database which will be used as a baseline to identify travel targets.
- 6.5 Thereafter in order to assess the travel habits of staff, travel surveys will be completed on an annual basis for a 5 year period (or a period to be agreed with TfGM/MCC). The travel database will be updated following the compilation of the results of each survey.
- 6.6 The Travel Plans for the development, including targets, will be reviewed annually with a Travel Plan Progress Report then submitted to TfGM/MCC. The Travel Plan will be assessed based on the performance of the plan against defined targets over the preceding year.

7 TARGET SETTING

Travel Targets

- 7.1 For the Travel Plan to be effective it should set targets specifying the aims of the plan to reduce vehicular traffic and more specifically, single occupancy vehicle trips.
- 7.2 To keep the Travel Plan process simple and straight forward the Plan is a simple list of Actions to be undertaken. These Actions need to conform to the **SMART** criteria so that they are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime bound.
- 7.3 It is considered that for realistic, but challenging, targets to be set they should be based upon existing travel patterns.
- 7.4 If the Travel Plan targets are to be maintained at an achievable level, it may be that they need to be reviewed in the light of the travel surveys.
- 7.5 For the purposes of this Framework Travel Plan the specific target areas and specific aims can be summarised as follows:
- Reduce the number of single occupancy journeys to and from the site primarily by staff but also visitors;
 - Increasing pedestrian and cycle trips by staff;
 - Increasing car sharing between staff who either live in similar areas or those who reside on a similar route to work;
 - Increasing bus, rail, and tram usage of those staff that currently live within a short walk of existing and proposed public transport infrastructure;
 - Increasing the use of sustainable transport modes for visitors.
- 7.6 Final targets will be established based upon the results of the first staff travel surveys conducted for the development and will then be amended if required based upon the results of subsequent surveys. Final targets for the site will be determined in consultation with TfGM/MCC and will be detailed in the individual Travel Plan documents.
- 7.7 The above objectives can be monitored by completing a survey update on an annual basis. This will highlight areas where the targets are being achieved as well as allowing revision to parts of the plan which can be improved further, i.e. if a new bus service becomes available.
- 7.8 The Travel Plans should also include targets with regard to visitors which will be applicable to both developments, although it is recognised that trips made by visitors will be more difficult to monitor and also effect positive change to sustainable transport modes. Consequently, these targets will likely be lower than those set for staff.

- 7.9 The final Travel Plan documents will be submitted within 6 months of the occupation of the development. If for any extraordinary reason it is agreed between the occupier and TfGM/MCC that it would not be representative to undertake the first travel survey in line with this timescale, first year travel targets should be established from census data or information from Travel Plans of other organisations in the area that are available.

8 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION AND MONITORING

Introduction

- 8.1 A programme of monitoring and review has been designed to generate information by which the success of each Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Co-ordinators.

Plan Administration

- 8.2 The administration of the Travel Plan is currently the responsibility of the developers, Manchester Quays Limited, but the engagement with staff on the site will be the responsibility of the occupiers.
- 8.3 Manchester Quays Limited have designated Gareth Davis as interim Travel Plan Co-ordinator for the development prior to occupation. Upon occupation the occupier Travel Plan Coordinators will be identified, and their contact details submitted to TfGM/MCC.
- 8.4 The final Implementation Travel Plans which include the Travel Survey results will be prepared in accordance with this Framework Travel Plan and will be submitted to TfGM/MCC for approval within 6 months of occupation. The Travel Plans will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.
- 8.5 The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plans.
- 8.6 For the commercial developments/units the first point of contact will be the nominated in-house Travel Plan Co-ordinators who will liaise with the site wide TPC if required.

Travel Plan Implementation

- 8.7 **Table 8.1** below provides a framework and guidance as to timescales for the Travel Plan.

Table 8.1 – Travel Plan Framework Timescales

Upon occupation	Appoint a Travel Plan Coordinator from the main occupiers at MGY at least 1 month before occupation. Update the website with additional links to TfGM webpages, Enterprise Car Club, Car Share and Walking sites as described above. Hand out Staff Welcome Packs (either physically or virtually) on how to access MGY using sustainable transport modes.
0 - 6 Months	Undertake travel survey of staff within 6 months of occupation. TPC to Review travel survey results and set targets. Establish modal user groups (such as car share clubs, bike/walk user clubs; Undertake snapshot surveys of car parking, cycle parking and car share take up completed. Formal Travel Plan documents to be submitted to and agreed with MCC within 12 months of occupation.
6 - 12 Months	Continuous updating of car share database. Continuous updating of all public transport information. Undertake travel survey (annually). Travel Plan Progress Report to be submitted annually to TfGM/MCC.
12 - 60 Months	Update and monitor travel survey on an annual basis.

Monitoring

- 8.8 The success of measures outlined in the commercial Travel Plans will be monitored on a regular basis by the occupiers Travel Plan Co-ordinators and overseen by the site wide Travel Plan Co-ordinator.
- 8.9 The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence following the opening of the respective developments. Suggested monitoring actions are:
- Monitor demand for additional cycle and motorcycle parking for staff;
 - Monitor demand for facilities, which are to be provided within the development, for those staff travelling by foot or by cycle;
 - Monitor take up of public transport incentives e.g. discounted tickets;
 - Monitor the participation in car sharing schemes;
 - Record comments received from staff relating to the operation and implications of the Plan so that improvements/alterations can be made should this be deemed necessary.

- 8.10 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.
- 8.11 Other less direct objectives of the Plans will be to increase the awareness of staff about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback, both at the outset and as the strategy evolves.

Travel Plan Progress Report

- 8.12 Each year, on the anniversary of the adoption of the Travel Plan, the Travel Co-ordinator for the development will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.
- 8.13 The major element of the review will involve the re-issue of the Travel Survey. The re-issue of the questionnaire offers the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaires will also yield updated mode-split information for comparison with previously collected data, free of seasonal bias.
- 8.14 The Travel Co-ordinator will compile a Travel Plan Progress Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies sent to TfGM/MCC.

Travel Plan Funding

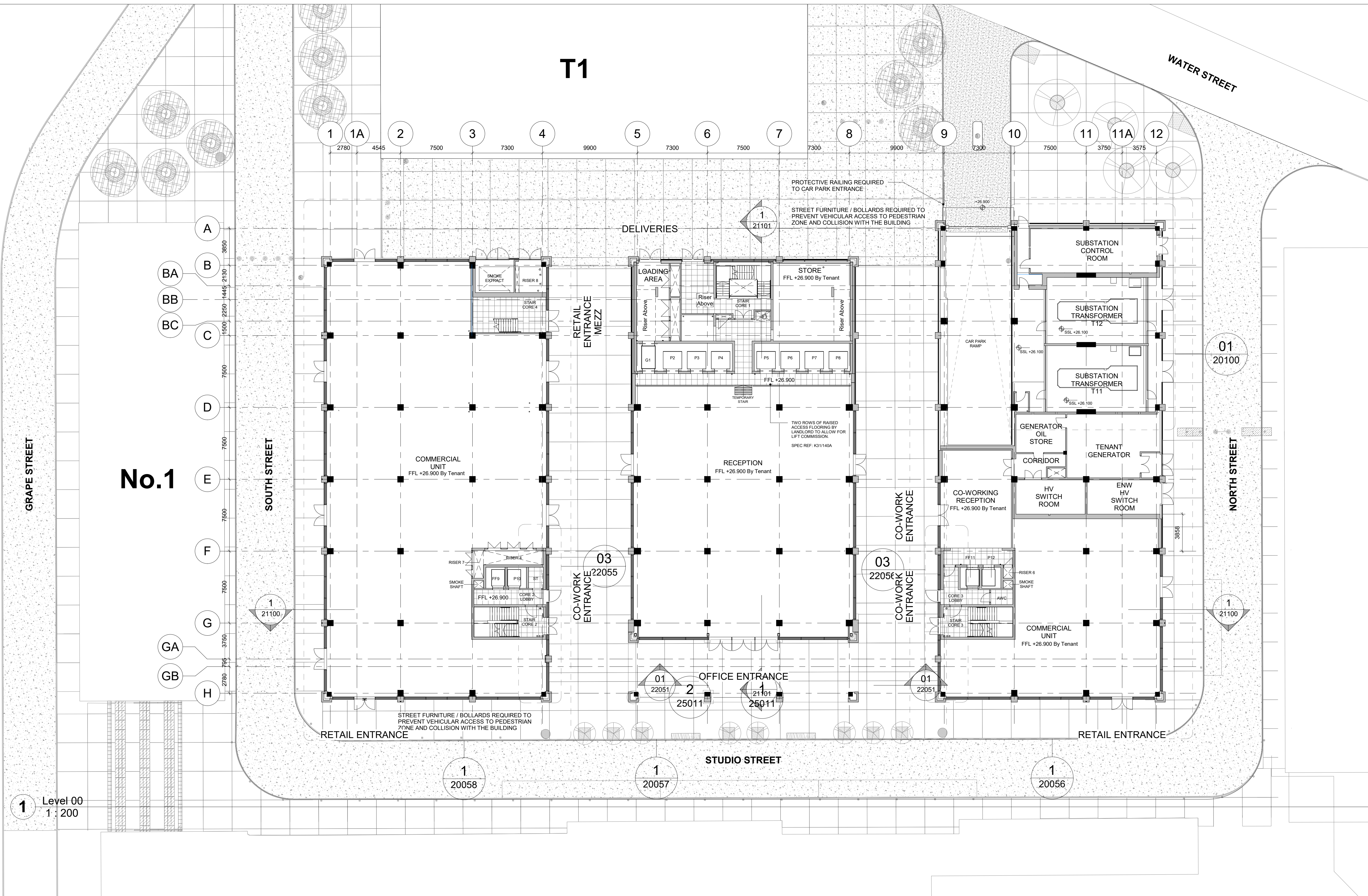
- 8.15 The developer has funded this Framework Travel Plan and the physical measures to be implemented. The third party occupiers are aware of the Travel Plan commitment and commit to providing staff time to engage with staff on travel matters, to prepare a Travel Page on their website/intranet, undertake a Travel Survey and liaise with TfGM.

9 Discharge of Condition 34 – Travel Plan

Conclusion

- 9.1 This Technical Note has set out the Framework Travel Plan in order to discharge the pre-occupation Condition 34.
- 9.2 It does set out future actions which are required upon occupation which will develop this into an Implementation Plan and will include Travel Surveys and engagement with staff to encourage sustainable travel behaviours.
- 9.3 Notwithstanding this, the development is in a highly sustainable location for access by modes other than the car.
- 9.4 This Technical Note therefore discharges Condition 34.

Drawings



NOTES:

For 1:200 GA Plans refer to 20 series drawings (20000 - 20013)

For 1:50 GA Plans refer to 20 series drawings (20050 onwards)

For Fire Strategy drawings refer to 09 series drawings

Drawings to be read in conjunction with CT NBS SJQ-600-CTA-XX-ZZ-SP-A-00001

LEVEL	SSL (AOD m)	FFL (AOD m)	RAF ZONE (mm)
09	+66.600	+66.750	150
08	+62.735	+62.885	150
07	+56.545	+59.020	475
06	+54.530	+55.005	475
05	+50.515	+50.990	475
04	+46.500	+46.975	475
03	+42.485	+42.960	475
02	+38.470	+38.945	475
01	+34.455	+34.930	475
NZ	+30.465	+30.915	450
00	+26.100	+26.900	800
B01	+22.550	+22.550	0
B02	+19.800	+19.800	0

KEY PLAN

STUDIO WAY

NOTES

THIS DRAWING MUST NOT BE SCALED.

ALL DIMENSIONS ARE TO BE VERIFIED AND CHECKED ON SITE. ANY DISCREPANCIES THAT ARE, OR BECOME APPARENT SHOULD BE REPORTED TO CHAPMAN TAYLOR.

AREAS INDICATED ARE APPROXIMATE GROSS INTERNAL AND NET INTERNAL AREAS. THEY RELATE TO THE LIKELY AREAS OF THE BUILDING AT THE CURRENT STAGE OF DESIGN. ANY DECISIONS TO BE MADE ON THE BASIS OF THESE PREDICTIONS, WHETHER AS TO PROJECT VIABILITY, THE LISTING, LEASE AGREEMENTS, OR THE LIKE, SHOULD INCLUDE DUE ALLOWANCE FOR THE INCURRIES AND DISCREPANCIES APPARENT IN THE DESIGN DEVELOPMENT AND BUILDING PROCESS.

© COPYRIGHT CHAPMAN TAYLOR 2021

THIS DRAWING IS A FINAL RECORD ISSUE HOWEVER THIS MAY NOT NECESSARILY REFLECT THE FINAL AS BUILT CONDITION ON SITE. THIS DRAWING HAS NOT BEEN SUBJECT TO ANY FINAL SITE SURVEY AND ANY DIMENSIONAL CHECKS TO VERIFY ITS ACCURACY SHOULD BE UNDERTAKEN ON SITE. THE DESIGN OF THE DESCRIPTIVE ELEMENTS/PACKAGES AS NOTED BY OTHERS ON THIS DRAWING ARE INCOMPLETE FOR USE IN MANUFACTURE OR CONSTRUCTION OF THE WORKS. SINCE DETAILED DESIGN IS STILL REQUIRED BY THE RELEVANT SPECIALIST SUB-CONTRACTORS, REFERENCE SHOULD BE MADE TO THE SUBCONTRACTOR DRAWINGS FOR "CONSTRUCTION ISSUE" STATUS DRAWINGS AND WORKING DRAWINGS FOR MANUFACTURE AND / OR CONSTRUCTION OF THESE ELEMENTS

REV	DATE	BY	DESCRIPTION	CHK'D
01	07.05.21	AE	FINAL CONSTRUCTION ISSUE	SC/MMD

PROJECT STATUS

FINAL CONSTRUCTION ISSUE

CLIENT

ALLIED LONDON

ALLIED LONDON DEVELOPMENT MANAGEMENT
33 Cork Street,
London
W1S 3NQ

PROJECT

MANCHESTER GOODS YARD

ARCHITECT

CHAPMAN TAYLOR
GLOBAL ARCHITECTS & MASTERPLANNERS

MANCHESTER STUDIO
Ben Vennart
4 Castle Street, Castlefield
Manchester M14 6LZ
United Kingdom
T +44 (0)161 628 6000
E manchester@chapmantaylor.com
www.chapmantaylor.com

DRAWING TITLE

GENERAL ARRANGEMENT PLAN - GROUND FLOOR PLAN

Scale 1:200 @ A1

INTERNAL JOB NO 261MGY
ISSUE DATE NOVEMBER 2018
VOLUME 10
LEVEL AE
TYPE MD
ROLE DR A
NUMBER 20002
REVISION R01

PROGRAMME ID SJQ 600 CTA XX L00

NOTES:

For General Arrangement Plans refer to drawings:

- SJQ-600-CTA-XX-B02-DR-A-20000
- SJQ-600-CTA-XX-B01-DR-A-20001
- SJQ-600-CTA-XX-L00-DR-A-20002
- SJQ-600-CTA-XX-L00M-DR-A-20003
- SJQ-600-CTA-XX-L01-DR-A-20004
- SJQ-600-CTA-XX-L02-DR-A-20005
- SJQ-600-CTA-XX-L03-DR-A-20006
- SJQ-600-CTA-XX-L04-DR-A-20007
- SJQ-600-CTA-XX-L05-DR-A-20008
- SJQ-600-CTA-XX-L06-DR-A-20009
- SJQ-600-CTA-XX-L07-DR-A-20010
- SJQ-600-CTA-XX-L08-DR-A-20011
- SJQ-600-CTA-XX-L09-DR-A-20012
- SJQ-600-CTA-XX-LRF-DR-A-20013

Drawings to be read in conjunction with:

- Chapman Taylor, Architects NBS Specification

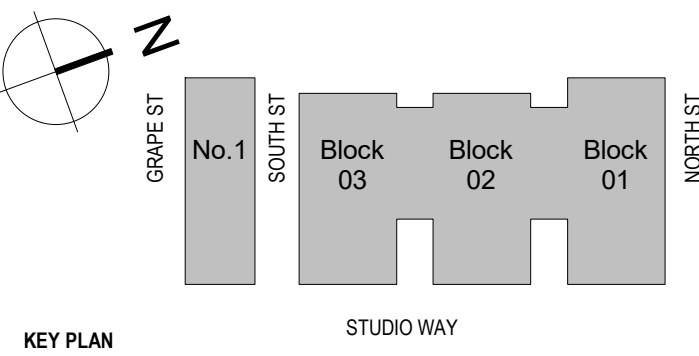
CT fire compartment drawings (09 Series)

LIST OF ROOM ABBREVIATIONS

- | | |
|-----------------------|-------------------|
| C1: Commercial Unit 1 | BS: Bin Store |
| C2: Commercial Unit 2 | R1: Riser 1 |
| C3: Commercial Unit 3 | R2: Riser 2 |
| C4: Commercial Unit 4 | R3: Riser 3 |
| C5: Commercial Unit 5 | R4: Riser 4 |
| C6: Commercial Unit 6 | R5: Riser 5 |
| CS: Changing/ Shower | R6: Riser 6 |
| RE: Reception | R7: Riser 7 |
| CL: Cleaners Cupboard | R8: Riser 8 |
| LO: Lobby | DR: Dry Riser |
| LA: Loading Area | S1: Stair 1 |
| Su: Substation | S2: Stair 2 |
| AC: Access Corridor | S3: Stair 3 |
| Di: Disabled WC | S4: Stair 4 |
| FE: Female WC | SE: Security Room |
| MA: Male WC | ST: Store |
| ME: Mech & Elect. | TE: Terrace |
| EP: External Plant | OF: Office |
| IP: Internal Plant | WS: Work Studio |

Parking Schedule - By Level	
Level -1 FFL	
Standard Parking Bays	117
Disabled Parking Bays	8
Charging Bays	17
Level -2 FFL	
Standard Parking Bays	143
Disabled Parking Bays	9
Charging Bays	14
	308

Please note parking bay numbers area subject to change through design development



NOTES

THIS DRAWING MUST NOT BE SCALED.

ALL DIMENSIONS ARE TO BE VERIFIED AND CHECKED ON SITE. ANY DISCREPANCIES THAT ARE, OR BECOME APPARENT SHOULD BE REPORTED TO CHAPMAN TAYLOR.

AREAS INDICATED ARE APPROXIMATE GROSS INTERNAL AND NET INTERNAL AREAS. THEY RELATE TO THE LIKELY AREAS OF THE BUILDING AT THE CURRENT STAGE OF DESIGN. ANY DECISIONS TO BE MADE ON THE BASIS OF THESE PREDICTIONS, WHETHER IN RELATION TO THE BUILDING OR THE LAND, SHOULD INCLUDE DUE ALLOWANCE FOR THE INCREASES AND DECREASES INHERENT IN THE DESIGN DEVELOPMENT AND BUILDING PROCESS.

© COPYRIGHT CHAPMAN TAYLOR 2021

THIS DRAWING IS A FINAL RECORD ISSUE HOWEVER THIS MAY NOT NECESSARILY REFLECT THE FINAL AS BUILT CONDITION ON SITE. THIS DRAWING HAS NOT BEEN SUBJECT TO ANY FINAL SITE SURVEY AND ANY DIMENSIONAL CHECKS TO VERIFY ITS ACCURACY SHOULD BE UNDERTAKEN ON SITE. THE DESIGN OF THE DESCRIPTIVE ELEMENTS/PACKAGES AS NOTED BY OTHERS ON THIS DRAWING ARE INCOMPLETE FOR USE IN MANUFACTURE OR CONSTRUCTION OF THE WORKS, SINCE DETAILED DESIGN IS STILL REQUIRED BY THE RELEVANT SPECIALIST SUB-CONTRACTORS. REFERENCE SHOULD BE MADE TO THE SUBCONTRACTOR DRAWINGS FOR 'CONSTRUCTION ISSUE' STATUS DRAWINGS AND WORKING DRAWINGS FOR MANUFACTURE AND / OR CONSTRUCTION OF THESE ELEMENTS.

REV	DATE	BY	DESCRIPTION	CHK'D
R01	07.05.21	AE	FINAL CONSTRUCTION ISSUE	SC/MMD

PROJECT STATUS

FINAL CONSTRUCTION ISSUE

CLIENT

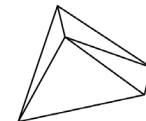


ALLIED LONDON
DEVELOPMENT MANAGEMENT
33 Cork Street,
London
W1S 3NQ

PROJECT

MANCHESTER GOODS YARD

ARCHITECT



CHAPMAN TAYLOR
GLOBAL ARCHITECTS & MASTERPLANNERS

MANCHESTER STUDIO
Bina Viewmouze
4 Castle Street, Castlefield
Manchester M14 4LZ
United Kingdom
T +44 (0)161 628 6000
E manchester@chapmantaylor.com
www.chapmantaylor.com

DRAWING TITLE

GENERAL ARRANGEMENT PLAN -
BASEMENT B01 FLOOR PLAN

Scale 1:200 @ A1

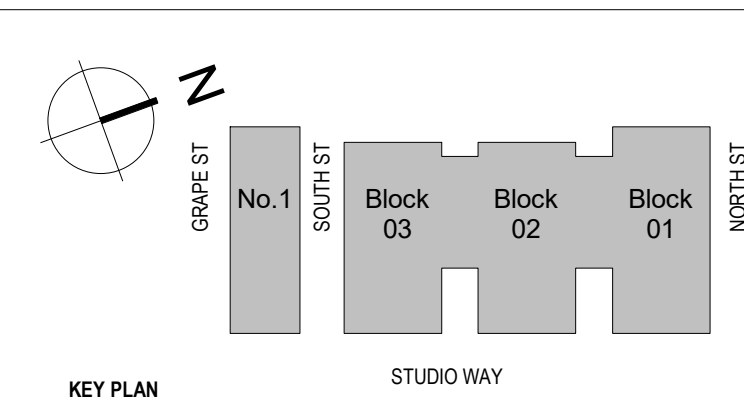
INTERNAL JOB NO. 2 ISSUE DATE 10 DRAWN BY 20M

PROGRAMME ID 261MGY ORIGINATOR NOVEMBER 2018 AE MD

SJQ 600 CTA XX B01 DR A 20001 R01

Parking Schedule - By Level	
Level -1 FFL	
Standard Parking Bays	117
Disabled Parking Bays	8
Charging Bays	17
Level -2 FFL	
Standard Parking Bays	143
Disabled Parking Bays	9
Charging Bays	14
	308

Please note parking bay numbers area subject to change through design development

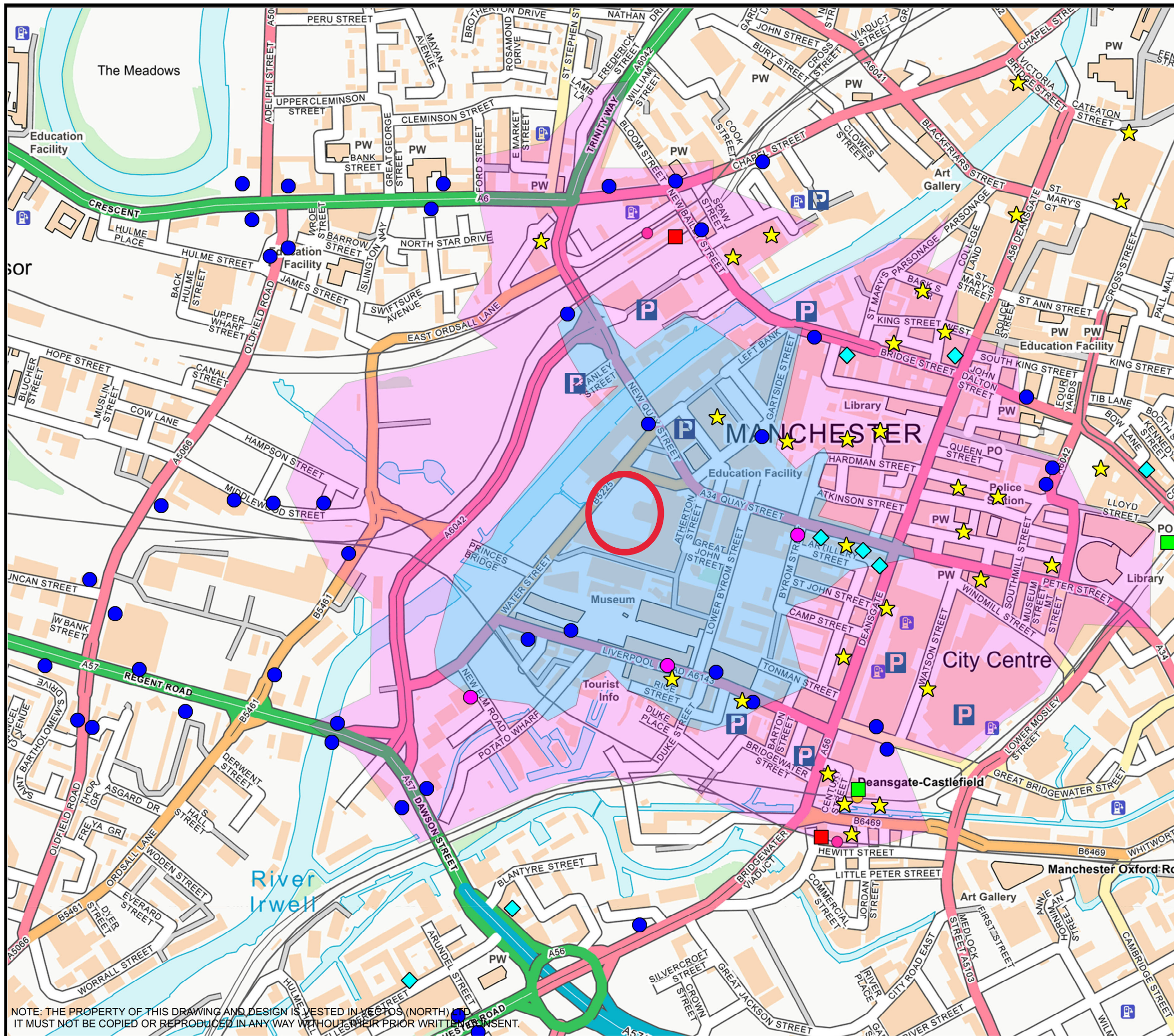


NOTES
THIS DRAWING MUST BE SCALED.
ALL DIMENSIONS ARE TO BE VERIFIED AND CHECKED ON SITE. ANY DISCREPANCIES THAT ARE, OR BECOME APPARENT SHOULD BE REPORTED TO CHAPMAN TAYLOR.
AREAS INDICATED ARE APPROXIMATE GROSS INTERNAL AND NET INTERNAL AREAS. THEY RELATE TO THE LIKELY AREAS OF THE BUILDING AT THE CURRENT STAGE OF DESIGN. ANY DECISIONS TO BE MADE ON THE BASIS OF THESE PRELIMINARY DIMENSIONS ARE TO BE MADE AT THE RISK OF THE USER. THE USER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND FOR THE CONSEQUENCES OF ANY DISCREPANCIES THAT ARE, OR BECOME APPARENT.
© COPYRIGHT CHAPMAN TAYLOR 2021
THIS DRAWING IS A FINAL RECORD ISSUE HOWEVER THIS MAY NOT NECESSARILY REFLECT THE FINAL AS BUILT CONDITION ON SITE. THIS DRAWING HAS NOT BEEN SUBJECT TO ANY FINAL SITE SURVEY AND ANY DIMENSIONAL CHECKS TO VERIFY ITS ACCURACY SHOULD BE UNDERTAKEN ON SITE. THE DESIGN OF THE DESCRIPTIVE ELEMENTS/PACKAGES AS NOTED BY OTHERS ON THIS DRAWING ARE INCOMPLETE FOR USE IN MANUFACTURE OR CONSTRUCTION OF THE WORKS. SINCE DETAILED DESIGN IS STILL REQUIRED BY THE RELEVANT SPECIALIST SUB-CONTRACTORS, REFERENCE SHOULD BE MADE TO THE SUB-CONTRACTOR DRAWINGS FOR "CONSTRUCTION ISSUE" STATUS DRAWINGS AND WORKING DRAWINGS FOR MANUFACTURE AND / OR CONSTRUCTION OF THESE ELEMENTS



NOTES:
For General Arrangement Plans refer to drawings:
- SJQ-600-CTA-XX-B02-DR-A-20000
- SJQ-600-CTA-XX-B01-DR-A-20001
- SJQ-600-CTA-XX-L00-DR-A-20002
- SJQ-600-CTA-XX-L00M-DR-A-20003
- SJQ-600-CTA-XX-L01-DR-A-20004
- SJQ-600-CTA-XX-L02-DR-A-20005
- SJQ-600-CTA-XX-L03-DR-A-20006
- SJQ-600-CTA-XX-L04-DR-A-20007
- SJQ-600-CTA-XX-L05-DR-A-20008
- SJQ-600-CTA-XX-L06-DR-A-20009
- SJQ-600-CTA-XX-L07-DR-A-20010
- SJQ-600-CTA-XX-L08-DR-A-20011
- SJQ-600-CTA-XX-L09-DR-A-20012
- SJQ-600-CTA-XX-LRF-DR-A-20013
Drawings to be read in conjunction with:
- Chapman Taylor, Architects NBS Specification
CT fire compartment drawings (09 Series)

LIST OF ROOM ABBREVIATIONS	
C1: Commercial Unit 1	BS: Bin Store
C2: Commercial Unit 2	R1: Riser 1
C3: Commercial Unit 3	R2: Riser 2
C4: Commercial Unit 4	R3: Riser 3
C5: Commercial Unit 5	R4: Riser 4
C6: Commercial Unit 6	R5: Riser 5
CS: Changing/ Shower	R6: Riser 6
RE: Reception	R7: Riser 7
CL: Cleaners Cupboard	R8: Riser 8
LO: Lobby	DR: Dry Riser
LA: Loading Area	S1: Stair 1
Su: Substation	S2: Stair 2
AC: Access Corridor	S3: Stair 3
DI: Disabled WC	S4: Stair 4
FE: Female WC	SE: Security Room
MA: Male WC	ST: Store
ME: Mech & Elect.	TE: Terrace
EP: External Plant	OF: Office
IP: Internal Plant	WS: Work Studio



- Legend
- 5 minute Walk Isochrone
 - 10 Minute Walk Isochrone
 - Public Car Park
 - Existing Coach Parking
 - Bus Stop
 - Tram Station
 - Rail Station
 - ATM (including those that charge)
 - Foodstore

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2015.

CLIENT:
Manchester Quays Ltd

PROJECT TITLE:
OGS

DRAWING TITLE:
Pedestrian Accessibility Plan

SCALE:
N.T.S

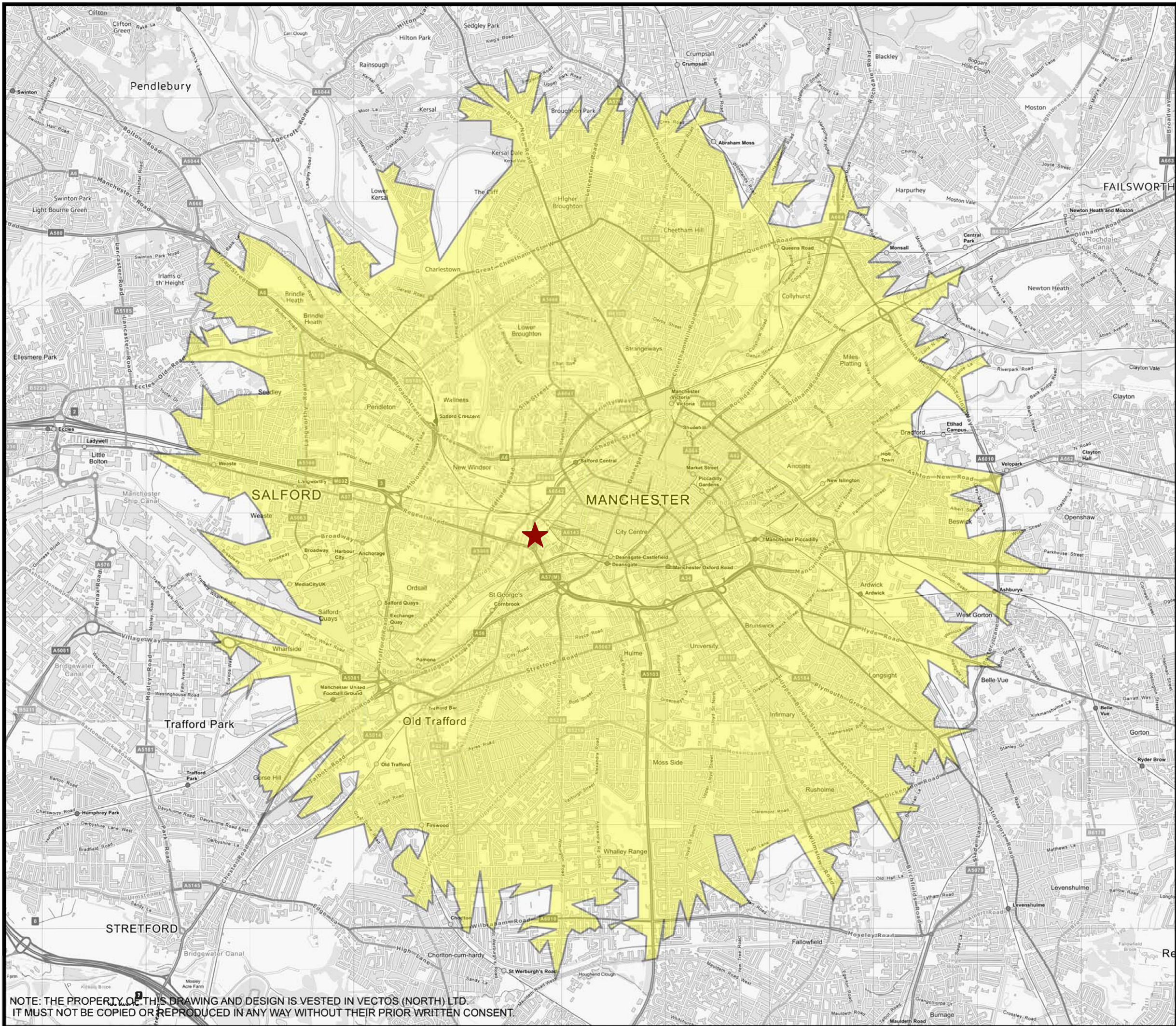
DRAWN: TA	CHECKED: GD	DATE: Mar. 2020
-----------	-------------	-----------------



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO: VN81132-G101	REVISION:
------------------------------------	-----------

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Legend

-  Site Location
-  5km Catchment

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2015.

CLIENT:
Manchester Quays Ltd

PROJECT TITLE:
St John's Place

DRAWING TITLE:
5km Cycle Catchment

SCALE:
N.T.S

DRAWN: TA	CHECKED: TR	DATE: Sept. 2018
-----------	-------------	------------------

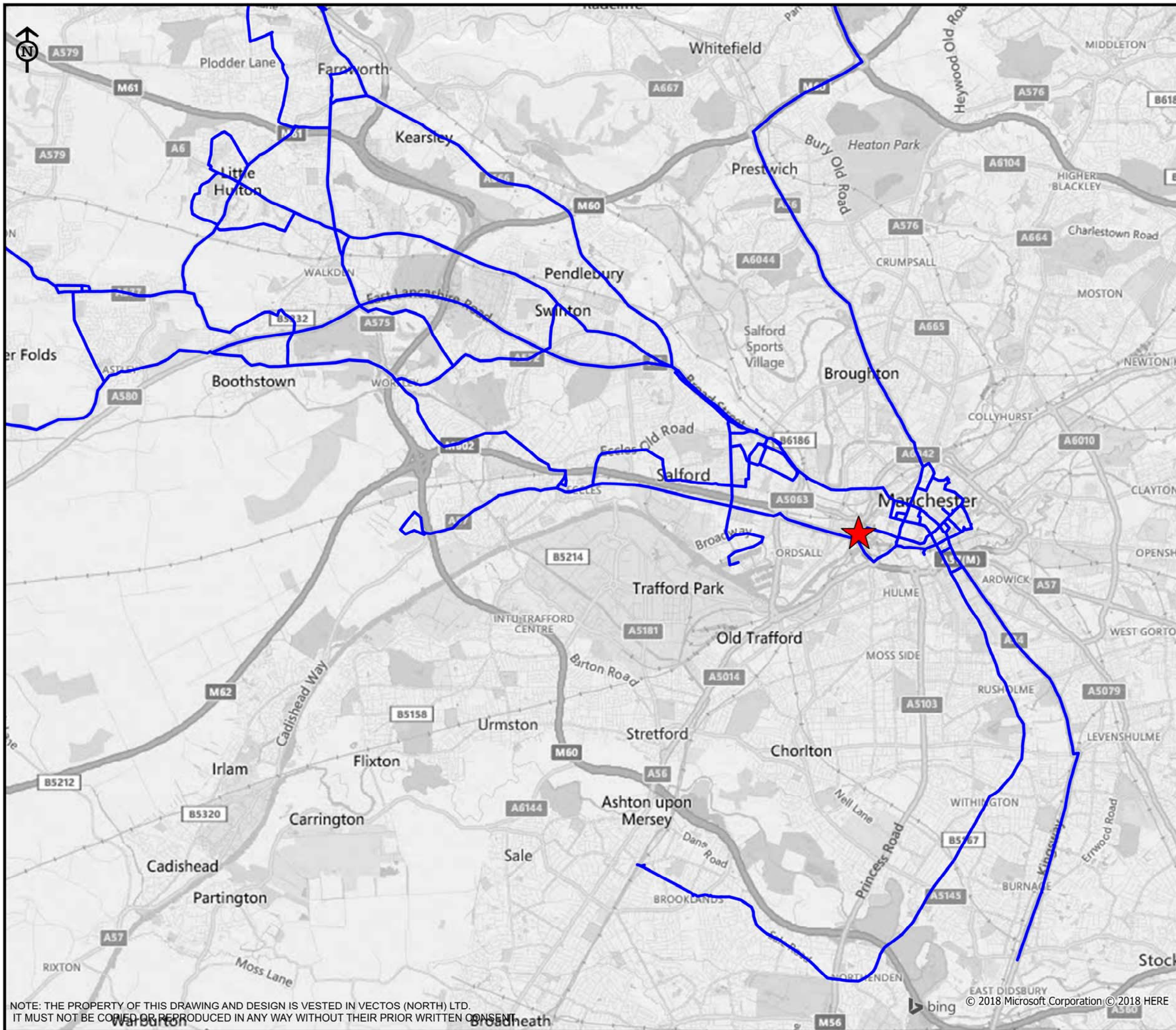


Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO:
VN81132-G102

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Legend

-  Site Location
-  Bus Route Line

This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
copyright and database right 2017.

CLIENT:

Manchester Quays Ltd

PROJECT TITLE:

**St John's Manchester Goods
Yard**

DRAWING TITLE:

**Bus Routes within 400m of
Site**

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

TR

DATE:

Sept. 2018



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN81132-G108

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

© 2018 Microsoft Corporation © 2018 HERE

Appendix A

MGY Public Realm

**ST. JOHN'S
PUBLIC REALM**

Landscape proposal

EXTERIOR ARCHITECTURE

1.1 ST JOHN'S

1.1.1. MATERIALS PALETTE

Date	03/04/2019
Revision	-
Written	ExA
Checked	Sophie Parker-Loftus Associate Director
Approved	Jonathan Miley Studio Director
Doc Ref:	1882-EXA-00-XX-RP-L-902

	DESCRIPTION	DATE
-	Discharge of Planning	03.04.19

MANCHESTER GOOD YARD PUBLIC REALM LAYOUT

Manchester Good Yard forms the heart of the development with Festival Square forming a large open spaces within the masterplan. Groundfloor activation with external spill out spaces aim to create a vibrant setting throughout the day. Spatially the site has been desinged flexibly to cater for different events and activities throughout the year.

The public realm takes inspiration from diverse sources such as: Manchester's historical relationship with the tram;and New York's Meatpacking district.

It is proposed that any traffic moving through the square will be heavily managed and as such traditional notions of the 'road' can be abandoned. The Square is proposed as a single shared surface.

The surface treatment of the Square is that of a monolithic patterned carpet formed by in-situ concrete.

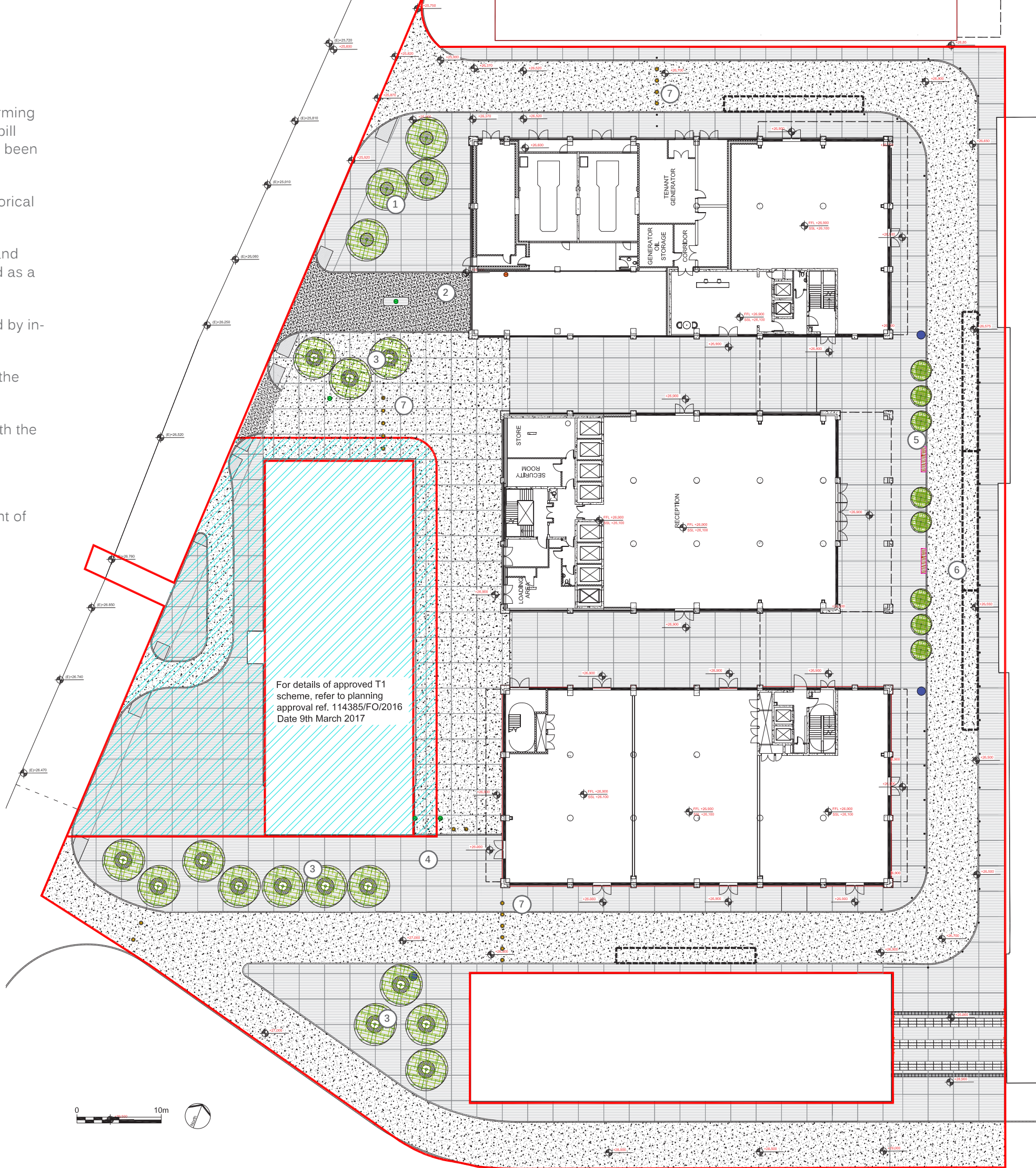
The pattern happens to delineate vehicular desire lines through the Square and at the same time demarcates restaurant terraces.

Moreover the geometry of the 'carpet' reconciles the wider St John's Masterplan with the bold nature of the Factory public

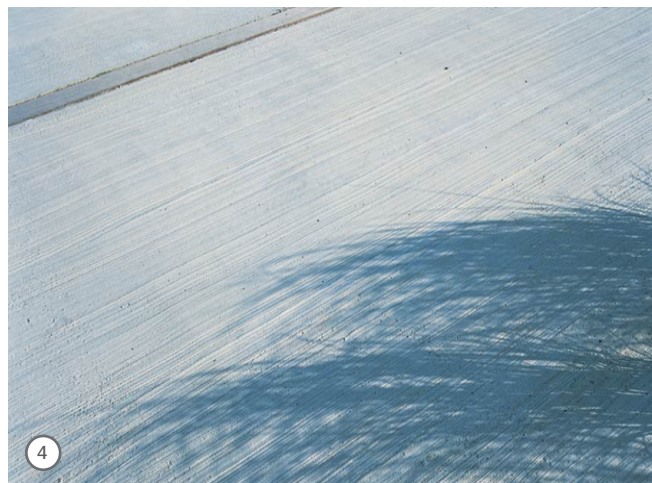
realm proposals.

The treatment will create a public space that is both starkly modern and reminiscent of the industrial heritage of the site.

- ① Trees in planters
- ② Access to carpark
- ③ *Pinus sylvestris* and *Gleditsia triacanthos* 'Skyline' planted inground
- ④ Insitu concrete
- ⑤ Benches and trees in planters fronting entrance to Manchester Goods Yard
- ⑥ Hardipave surface along vehicular routes
- ⑦ Vehicular access control



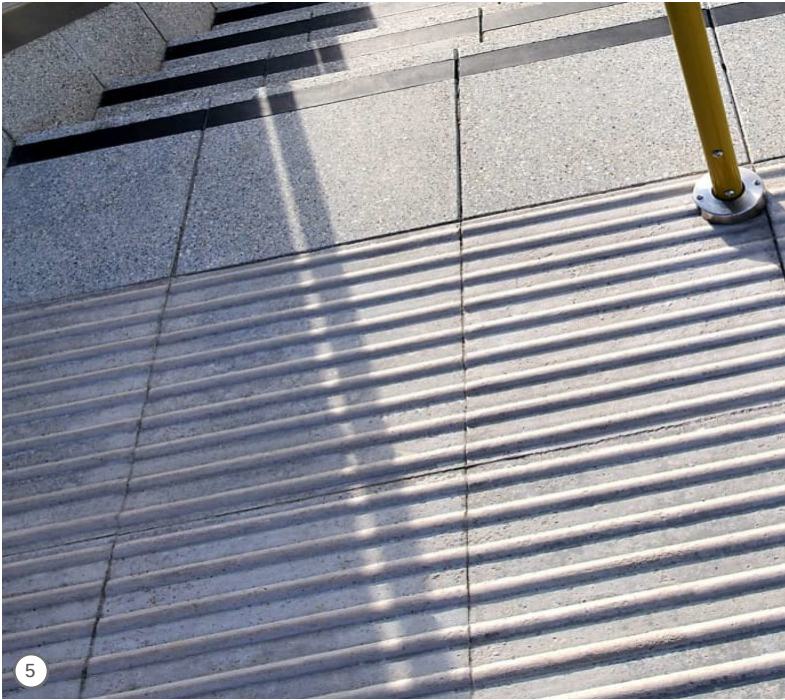
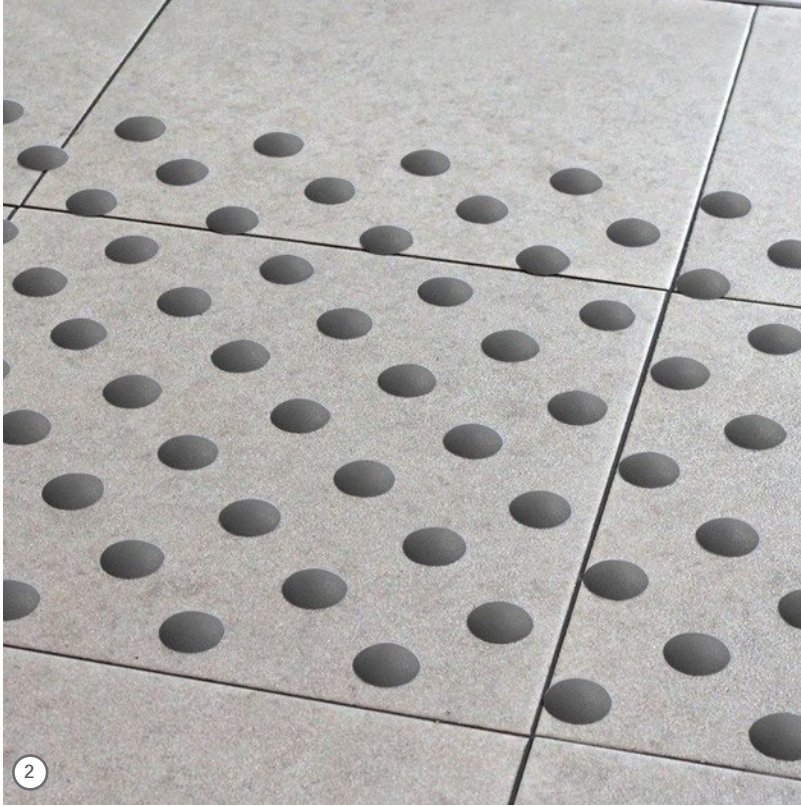
INSPIRATION - CONCRETE PAVING



In-situ diamondcrete RA

- ① Meatpacking District, New York
- ② Padua Railway Station Squares and Pavilions, Italy
- ③ Jardín Botánico, Barcelona, Spain
- ④ Copenhagen Business School "Kilen" Denmark

INSPIRATION - HARD SURFACES



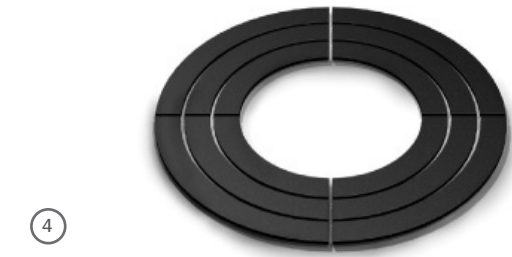
- ① Conservation textured step units
- ② Blister concrete paving
- ③ Channel square concrete kerb
- ④ Asphalt
- ⑤ Corduroy concrete paving

INSPIRATION - FURNITURE



- ① Rough & ready 6 benches in corten steel
- ② Corten shrubtub tree planter
- ③ Free standing conical shrubtub planter

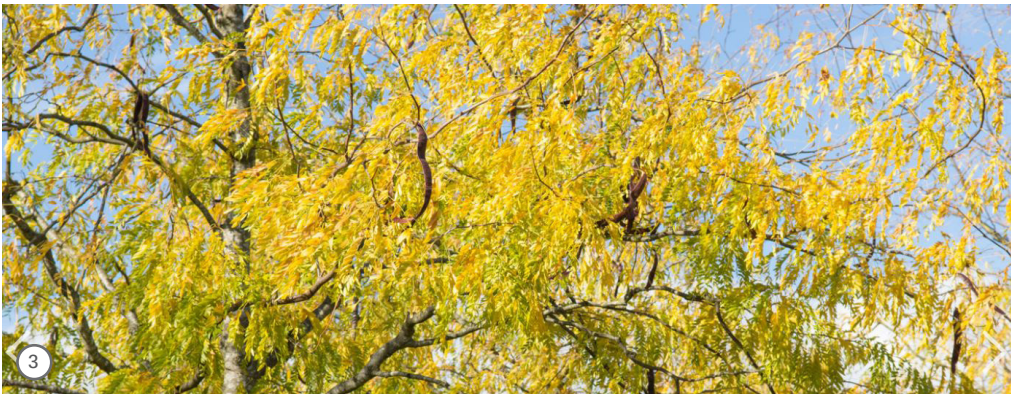
INSPIRATION - FURNITURE



- ① Automatic bollards
- ② Combined ash tray and bin
- ③ Simple 150 bollard
- ④ S65 galvanised steel tree grille

INSPIRATION - TREES

Gleditsia triacanthos 'Skyline'



- ① Tree in the summer
- ② Manchester Piccadilly Garden, UK
- ③ Autumn leaves
- ④ Leaves
- ⑤ Pods

INSPIRATION - TREES

Pinus sylvestris



- ① Nursery grown stock
- ② Station square - Apeldoorn , Netherlands
- ③ Bark
- ④ Needles and Cones

INSPIRATION - TREES

Betula utilis jacquemontii (Multi-stemmed)



- ① Nursery grown stock
- ② *Betula utilis jacquemontii* in planters
- ③ Autumn leaf colour
- ④ Seed casing

INSPIRATION - TREES

Cornus mas (Multi-stemmed)



- ① Nursery grown stock
- ② Autumn leaf colour
- ③ Flower
- ④ Bark

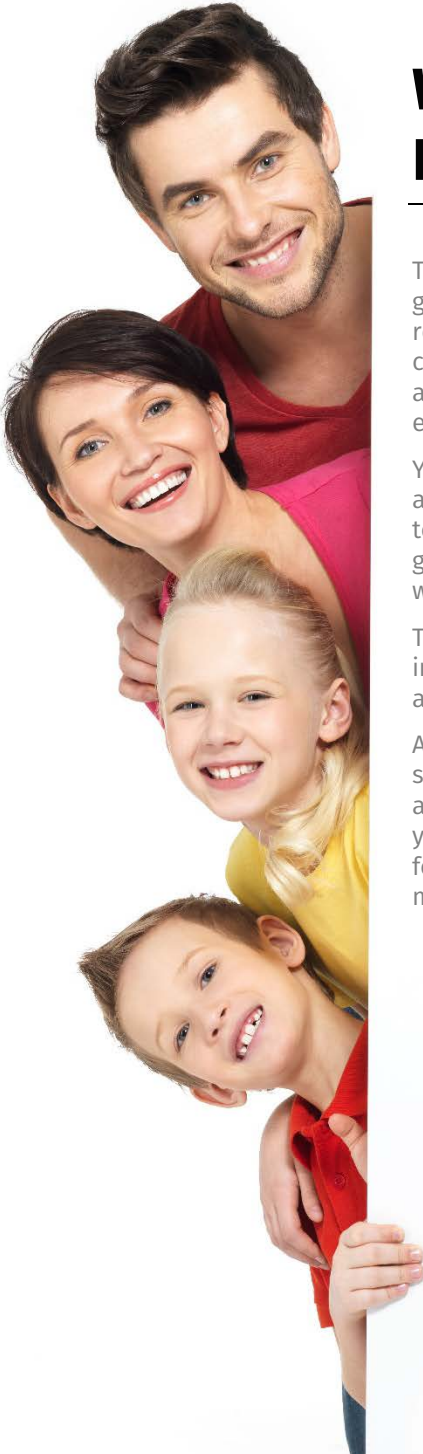
Appendix B

Example Staff Welcome Pack

TRAVEL INFORMATION BROCHURE



Your guide to getting around Batley. In this brochure you will find information relating to sustainable transport such as walking, cycling, public transport and car sharing.



WELCOME TO OUR FAMILY

This booklet provides information to help you get to and from work with greater ease and to reduce your dependence on driving a private car. This includes information on how to get around using public transport and other environmentally friendly methods of travel.

Your store is located adjacent to Mayman Lane and Cemetery Road in Batley, just outside Batley town centre. The location of the store provides a great opportunity to travel by non-car modes, so why not see what is available?

This booklet is one of many measures included in a Travel Plan produced for the store and agreed with Kirklees Council.

A Travel Plan is a document which sets out the strategies which aim to encourage you to use alternatives to the private car and to increase your awareness of the advantages and potential for travel by more environmentally friendly modes.

TABLE OF CONTENT

04	Walking
06	Cycling
08	Walking & Cycling Map
10	Public Transport
12	Rail Services
14	Car Share
15	Scooter / Motorcycle





WALKING

Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Try to increase the amount of walking you do every week and enjoy the health benefits. Even if you live some distance from the store you can make walking part of your journey to work by getting off your train or bus stop earlier and walking instead.

The whole of the Batley is within 2km walking distance of the store, which means that it would take you no more than around 25 minutes to walk to work from anywhere in town.

Take advantage of the pedestrian connections around the store. The footways on Mayman Lane, Stock Lane and Upper Commercial Street will all provide you with excellent safe connections to the amenities located in the centre of Batley as well as to the surrounding residential areas and Batley Railway Station.

A plan showing amenities in Batley town centre with walking distance from the site, as well as the locations of pedestrian crossings, is included in this brochure.

Benefits of walking:

- Walking is a great form of **exercise**, which keeps you fit!
- A half an hour brisk walk per day can **reduce the risk of heart disease** by half
- Walking **costs nothing** and offers a wide range of benefits to you and the community
- Walking is an **environmentally friendly** activity. Every time you chose to walk instead of drive, you are reducing the air pollution caused by traffic. By regularly walking, you are making a positive impact on the environment.

Are you not sure how to get from your home to work on foot? Use the www.walkit.com website to find walking companions, or use the walkit.com website to plan your journey. Walkit.com provides you with details of alternative routes and the approximate travel times, the number of calories burnt, step count and carbon saving.





CYCLING

Batley is suitable for cycling as it is reasonable flat throughout and benefits from lightly trafficked roads with low vehicle speeds. Cycling to work can be a healthy and safe way to travel, quicker than walking and cheaper than driving a car! You can securely park your bicycle at one of ten cycle parking spaces located adjacent to your store entrance lobby.

If you live further away, we are fortunate that National Cycle Route (NCR) 66 runs only 3.2km west of the store (14 mins cycle). You can connect to this route from Station Road.

NCR 66 provides a car free route, which runs through Heckmondwike, Liversedge and Cleckheaton and provides connection to Bradford to the north. If you are feeling ambitious the route runs as far as Old Trafford football stadium in Manchester and Spurn Head in the East Riding of Yorkshire!

Dewsbury is located only 4km to the south and can be accessed within 13 min cycle via Bradford Road, which benefits from on-street cycle lanes.

If you would like to find people cycling on similar routes, try using online journey matching database:

CycleBUDI www.bikebudi.liftshare.com

Activity Junkie www.activityjunkie.com/en/tag/4/cycling

WalkBUDI and CycleBUDI schemes are part of the National Lift Share Network and are simple and free to use. They match individuals with others walking or cycling the same way so they can do it together. The matches are displayed in both table and map format, allowing the users to easily find the most suitable match.

Did you know that ...people who cycle regularly enjoy fitness level equal to that of a person who is 10 years younger?

You can use www.sustrans.org.uk/ncn/map to find other on-road and traffic-free routes near you that are part of the National Cycle Network

Benefits of Cycling:

- Cycling is **'green'** – you can feel good about doing your bit for the environment
- Cycling is **quick** – for short journeys under 5 miles cycling is twice as fast as a car in traffic
- Cycling is **cheap** – no bus, train or season ticket is required

- KEY:**
- ★ YOUR STORE
 - ✉ POST OFFICE
 - GP GP SURGERY
 - 🏠 PHARMACY
 - 🎒 SCHOOL
 - 🏃 PLAYING FIELD
 - 📖 LIBRARY
 - 🏧 ATM
 - 🛒 FOOD STORE
 - 🏛 TOWN HALL
 - 🛍 TOWN CENTRE
 - 🚉 BUS STATION
 - BUS STOP
 - 10min WALK
 - ▬▬▬ CROSSING

To Birstall

🚶 Walk	🚲 Cycle	🚌 Bus
30 min	8 min	10 min
Distance 2.5 km		

To Heckmondwike

🚶 Walk	🚲 Cycle	🚌 Bus
30 min	8 min	5 min
Distance 2.5 km		

Batley Train Station

🚶 Walk	🚲 Cycle
15 min	4 min
Distance 1.3 km	

Every effort has been made to ensure the accuracy of this map. Vectris and Siemens Ltd cannot be held responsible for any errors or omissions.



PUBLIC TRANSPORT

The nearest bus stops are located opposite your store on Mayman Lane. Alternative bus stops are also available on Blakeridge Lane close to the junction with Upper Commercial Street and Arncliffe Road. These are all located within a 2-3 minute walk of your store.

The buses that serve these stops are numbers 183, 212, 229, 221, 223, 281, 282, 283 and 213. These services will allow you to reach destinations further afield such as Bradford, Dewsbury, Halifax and Leeds.

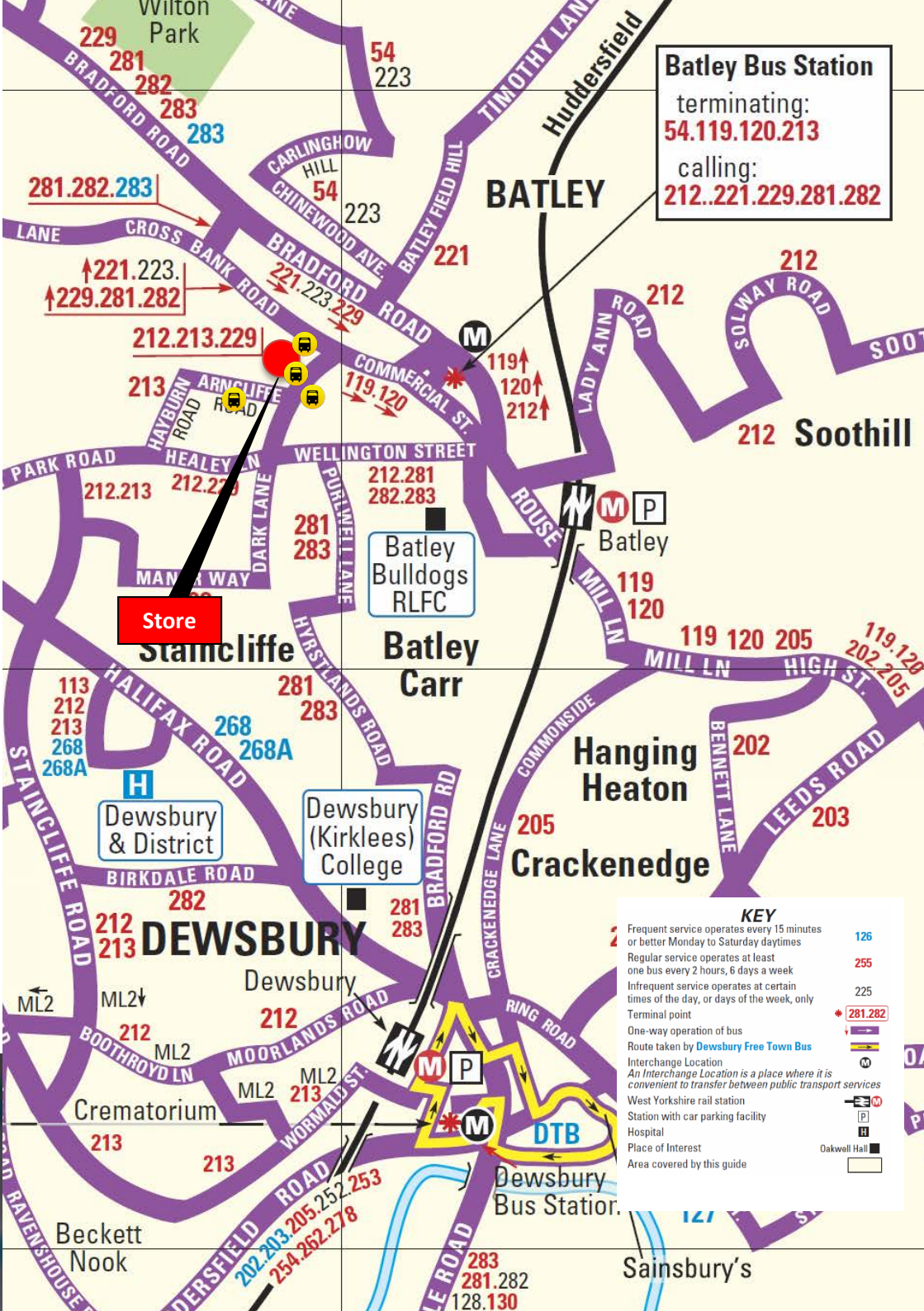
A bus shelter, seating and timetable information is provided at both the north and southbound bus stops on Mayman Lane.

The locations of these stops, together with local bus services operating in the vicinity of the site, are shown on map on the right.

Below is a summary of the frequency of bus services that operate along Mayman Lane, Blakeridge Lane and Arncliffe Road that are accessible from the store.

No	Route	Frequency (one-way)		
		Mon - Fri	Sat	Sun & PH
Mayman Lane Bus Stops				
183	Thornhill Lees - Batley Girls High School	1 per day	-	-
212	Dewsbury-Batley-Wakefield	60 mins	60 mins	60 mins
229	Leeds - Huddersfield	30 mins	30 mins	60 mins
Blakeridge Lane Bus Stops				
221	Leeds – Morley-Batley- Heckmondwick - Mirfield	30/60 min	60 min	-
223	Leeds– Morley-Batley- Heckmondwick - Mirfield	5 per day	6 per day	60 mins
281	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins	-
282	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins	60 mins
283	Bradford – Thornhill Edge	30 mins	30 mins	60 mins
Arncliffe Road Bus Stops				
213	Batley - Dewsbury	60 min	60 min	-

For more information on local **public transport** visit:
www.yorkshiretravel.net





RAIL SERVICES

Batley Railway Station is located 1.4 km to the south east of the store and can be accessed within 16-minute walk via Mayman Lane, Commercial Street, Hick Lane and Station Road. The journey along the same route by bicycle takes approximately 6 minutes. The station benefits from 4 bicycle lockers and CCTV cameras ensuring safety of your parked bicycle.

Batley Railway Station is situated on the London and North Western Railway's line between Leeds located just 13km to the north east of the station, Huddersfield located 15km to the south west, and Manchester located 54km to the south west. It is worth noting that Northern Rail allow up to two cycles to be carried on their services so you may be able to combine cycling with your rail journey.

There is a half-hourly service from Batley to Leeds Mondays to Saturdays, which takes approximately 17 minutes. Destinations such as Dewsbury and Huddersfield also can be accessed with a half-hourly service Mondays to Saturdays.

As can be seen on the West Yorkshire's Rail Network plan to the left, Batley is within zone 2 and is covered by West Yorkshire MCards, MetroCards and Rail Zones tickets.

You can get your MCard free at Batley Railway Station or by ordering it online at www.m-card.co.uk. Once you have a card, you simply top it up with weekly or monthly travel. Weekly and monthly MCards can be shared, as you don't need photo ID to use it.

For more information and **rail enquires** the following websites may be of help:

www.wymetro.com/TrainTravel

www.nationalrail.co.uk

www.thetrainline.com

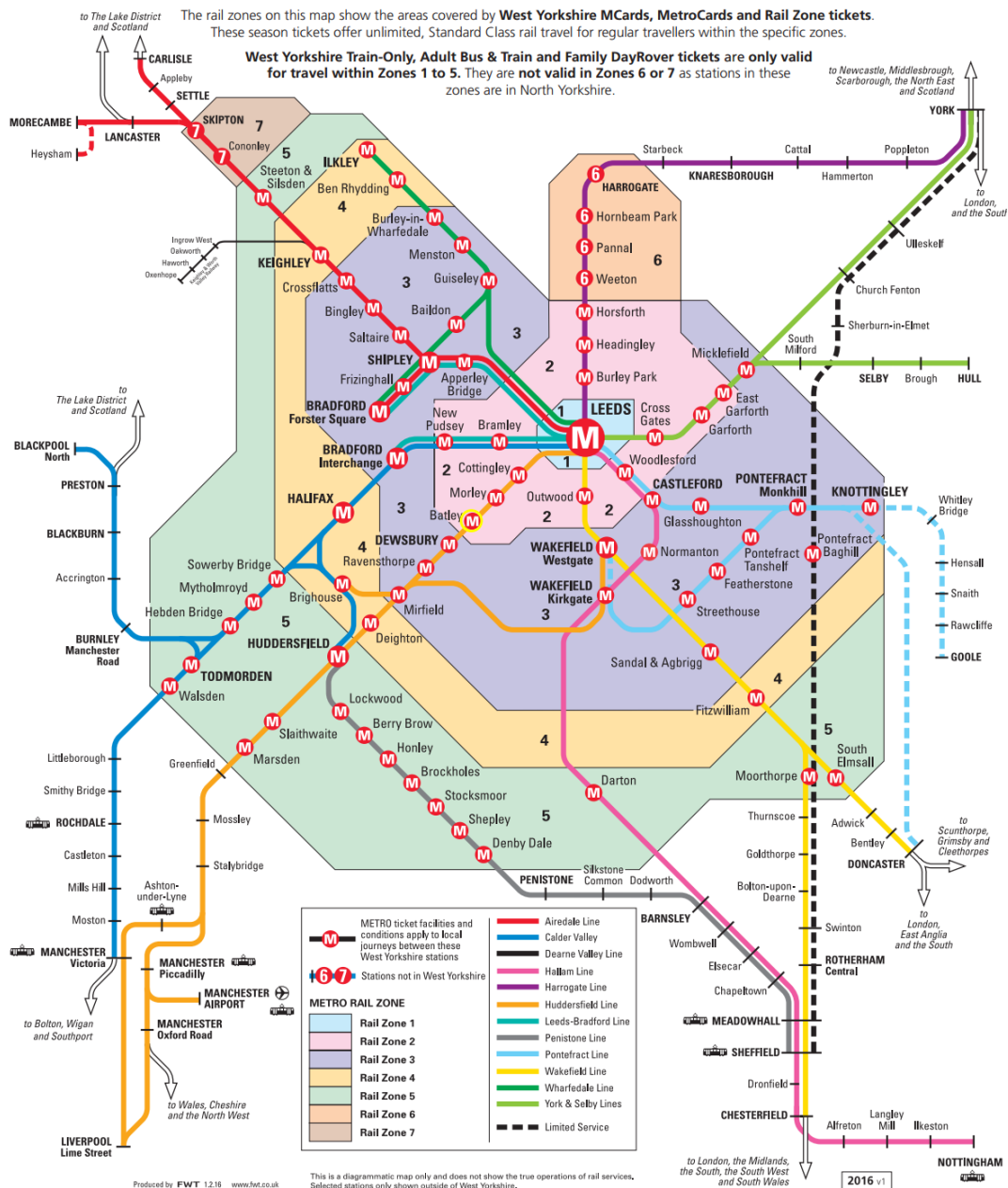
To help **plan your journey** visit:

www.wymetro.com/howtogetto/planajourney

www.transportdirect.co.uk

www.yorkshiretravel.net

West Yorkshire's Rail Network





CAR SHARE

Car Share, also known as Liftshare or carpooling, is a scheme where two or more people arrange to share a car journey. Car sharing has many financial, social and environmental benefits.

Travelling with other people by car is an easy way to cut your CO₂ emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give a car sharing a go? You can use a notice board located in staff area to find colleagues looking to share journeys to and from work. If you have got empty seats, then why not OFFER someone a lift and split the cost of the travel. By advertising on notice board, your work colleagues will be able to find your lift and pay you for it. You can also advertise, if you NEED a lift. The staff notice board is a great way to CONNECT with liftsharers!

Benefits of car sharing:

- Reduces travel costs as you will spend less on petrol and car insurance
- Reduces wear and tear on your own vehicle
- Helps reduce congestion. Do you know that there are an estimated 10 million empty seats on the UK roads every day during peak hours? Car sharing helps to fill those empty seats and as such reduce congestion and pollution.
- Reduces stress levels related to driving. Driving during peak hours can be nerve wracking, however as a passenger in a car you no longer have to stress about driving.

There are also internet based car sharing schemes available. Why not try one of the following websites:

- www.liftshare.com
- www.blablacar.com



SCOOTER / MOTORCYCLE

Travelling by a motorcycle is cheaper than by car and is also a more environmentally friendly option. Motorcycles also take up less road space so help to reduce congestion.

Your store provides 4 parking spaces for motorcycles. In addition within Batley there are 9 car parks that also allow motorcycle parking. The closest car parks to the store are as follow:

- Cross Street - off Wellington Road (20 spaces)
- Field Lane - off Field Lane (86 spaces)
- Henrietta Street - off Henrietta Street (35 spaces)
- Market Place - off Commercial Street (28 spaces)
- New Way – off New Way (46 spaces)

If you would like to learn to ride a motorcycle or a moped, you need to pass Compulsory Basic Training (CBT), which remains valid for 2 years upon completion.

The CBT is not a test, but rather a 5-part modular training course run over the duration of one day.

You don't have to pass your motorcycle theory test before completing CBT.

After successful completion of the CBT you can ride a moped or a motorbike up to 125cc and with a power output of up to 11kW on the road.

You must use L plates until you pass your full motorcycle test.

Your closest motorbike store is Padgetts Ltd and is located at:

234 Bradford Road

Batley

WF17 6JD

Tel: 01924 478491

Web: www.padgettsmotorcycles.com



Your Travel Plan Coordinator is available to provide you with guidance in relation to the way you travel and provide further information about sustainable transport methods available to you. Ask your employer who the Travel Plan Coordinator for your store is.

For information on **walking** visit:

www.kirklees.gov.uk/leisure/sportHealth/walking

For information on **cycling** visit:

www.sustrans.org.uk

www.wygocycling.com

www.kirklees.gov.uk/leisure/sportHealth/cycling

www.ways2work.org.uk

www.ctc.org.uk

Your local **bicycle store shop** is Oakwell Cycles located 2.2km north west of the store:

46 Westgate

Batley

BD19 5EY

For **public transport** information visit:

www.wymetro.com/howtogetto/planajourney

www.transportdirect.co.uk

www.yorkshiretravel.net

For **bus timetables** visit:

www.arrivabus.co.uk

www.tlctravelltd.co.uk

www.traveline.info

For **rail enquiries** visit:

www.nationalrail.co.uk

www.thetrainline.com

For information about **car sharing** visit:

www.liftshare.com

www.blablacar.com

Appendix C

Example Travel Questionnaire

MGY Staff Travel Plan Questionnaire

Date _____

1 Postcode _____

2 Gender

- 1 ☐ Male
2 ☐ Female

3 Age

- 1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

4 Is your work?

- 1 ☐ Full Time
2 ☐ Part Time

5 What are your normal start and finish times?

Start Time _____
Finish Time _____

6 Do you have a disability that may affect your travel arrangements?

- 1 ☐ Yes
2 ☐ No

7 How far do you travel to work?

- 1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles

8 On your normal trip to work, which form of transport did you use? (tick all that apply)

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk
8 ☐ Other (specify) _____

9 How often do you use the following methods to get to your regular place of work? (tick all that apply)

	Every Day	More Than Once a Week	Once a Week	Once a Fort-night	Once a Month	Once a Quarter	Never
Bus	☐	☐	☐	☐	☐	☐	☐
Car alone	☐	☐	☐	☐	☐	☐	☐
Car with Other Person(s)	☐	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐	☐
Motorcycling (125cc and under)	☐	☐	☐	☐	☐	☐	☐
Motorcycling (over 125cc)	☐	☐	☐	☐	☐	☐	☐
Park and Ride	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐	☐	☐
Work at Home	☐	☐	☐	☐	☐	☐	☐
Work Off Site without Calling at Work	☐	☐	☐	☐	☐	☐	☐

10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?

- 1 ☐ Car essential to job
2 ☐ Dropping/collecting others offsite
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____

11 If you indicated car driver in Q8, would you consider car sharing?

- 1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No

12 If you answered 'No' to Q11, can you explain the reasons for not car sharing?

13 Which of the following changes would most encourage you to use public transport for your Journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable?

- ☐ Interest free loans for travel tickets/passes sold at work
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Pubic transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____

14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- 1 ☐ Bus
2 ☐ Train
3 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____

Your views and ideas are important, so please add any other comments about your journey to work

Thank you for your co-operation

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057