

Interim Travel Plan

Trade City, Sharston



Change list

Ver	Date	Description of the change	Reviewed	Approved by
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Table of contents

1	Introduction	5
1.1	Background	5
1.2	BREEAM Compliance	5
1.3	Travel Plan Benefits	6
1.4	Report Structure	6
2	Transport Policy Review	8
2.1	Introduction	8
2.2	National Policy	8
2.2.1	National Planning Policy Framework (2024)	8
2.3	Regional Policy	9
2.3.1	Greater Manchester Transport Strategy 2040 (2021)	9
2.3.2	Places for Everyone (2024)	9
2.4	Local Policy	9
2.4.1	Manchester Core Strategy (2012)	9
2.5	Other Applicable Guidance	10
2.5.1	BREEAM UK New Construction (v6.1)	10
3	Site Location and Accessibility	12
3.1	The Site	12
3.2	Local Highway Network	13
3.3	Existing Footway Condition	14
3.4	Sustainable Access Audit	14
3.4.1	Introduction	14
3.4.2	Pedestrian Accessibility	15
3.4.3	Cycle Accessibility	16
3.4.4	Public Transport Accessibility	17
3.5	Existing Travel Patterns	20
4	Development Proposals	21
4.1	Development Description	21
4.2	Proposed Site Access and Internal Road Network	21
4.3	Servicing Strategy	22
4.4	Pedestrian and Cycle Facilities	22
4.5	Public Transport Provision	23
4.6	Parking Provision	23
4.6.1	Car Parking Requirement	24
4.6.2	Disabled Parking	24
4.6.3	Motorcycle Parking	24
4.6.4	Car Share Spaces	24
4.6.5	Cycle Parking	25

4.6.6	Electric Vehicle Provision	25
4.7	Footway Condition	25
4.8	Bus Stop Relocation.....	26
4.9	Predicted Traffic Impact	26
5	Travel Plan Strategy	27
5.1	Travel Plan Co-ordinator	27
5.2	Aims and Objectives	27
5.3	Marketing and Promotion	27
6	Proposed Travel Plan Measures and Initiatives	28
6.1	Introduction	28
6.2	Active Travel	28
6.3	Walking.....	28
6.4	Cycling.....	29
6.5	Public Transport	29
6.6	Car Travel	29
7	Action Plan	31
8	Targets	33
9	Monitoring and Review.....	34
	Appendix A – Pre-application Comments	35
	Appendix B – Cycle Map	36
	Appendix C – Site Masterplan	37

1 Introduction

1.1 Background

This Interim Travel Plan (ITP) has been prepared by Sweco, on behalf of Kier Sharston Limited (the 'Applicant'), to support an application for full planning permission for the proposed redevelopment of the former Electrium Sales Ltd Site, 1934 Sharston Road, Wythenshawe (the 'Site'). A separate Transport Statement (TS) has also been prepared based on a scope agreed with Manchester City Council (MCC).

The development proposal comprises the demolition of the existing buildings (12,390m² GIA) and reprovision of, 8,511m² GIA of industrial and logistics land uses (Classes B2 / B8) including ancillary offices and trade counters, with all associated works including landscaping, car parking and alteration to the existing site access arrangements from Sharston Road and Harper Road.

The requirement for a Travel Plan has been identified as part of discussions with MCC and the BREEAM pre-assessment in accordance with the BREEAM UK New Construction V6.1 guidance. The proposed development quantum is greater than the 2,500 sqm threshold for a Travel Plan based on B2 / B8 uses identified within the Transport for Greater Manchester (TfGM) Travel Plan Toolkit for the MCC area.

By producing this ITP, the Applicant confirms its intention to implement a clear strategy to address sustainable transport issues and travel patterns associated with the future use of the Site.

The ITP recognises the importance of giving practical and informed consideration to sustainable modes of travel for the occupants of the new development with a particular focus on encouraging use of sustainable modes of transport and reducing the number of trips made by single occupancy vehicle (SOV).

The proposed development is speculative, therefore the ITP will provide a foundation on which a more detailed Travel Plan can be developed once the Site occupiers have been identified.

1.2 BREEAM Compliance

The proposals will be assessed against the requirements for BREEAM UK 'New Construction V6.1 - Tra 01'; the TfGM Travel Plan Toolkit; and the Department for Transport's (DfT) 'Good Practice Guidelines Delivering Travel Plans through the Planning Process', (April 2009).

The design of the Site is being progressed with the intention of achieving BREEAM Excellent standard.

As noted in Tra 01, the aim of a Travel Plan is to encourage the reduction of user reliance on forms of travel that have the highest environmental impact. In line with Tra 01, this ITP will:

- Consider all types of travel relevant to the development;
- Be structured to meet the needs of the development; covering:
 - o Travel patterns of future users;
 - o Review of the current local environment;
 - o Disabled access;
 - o Public transport links;
 - o Current cycling facilities;
 - o Current walking facilities.
- Contain a package of measures to minimise car-based travel.

1.3 Travel Plan Benefits

Travel Plans are management tools designed to enable the users of a site to make more informed decisions about their travel to minimise any adverse impacts on the environment. This is achieved by setting out a strategy for eliminating the barriers to using sustainable transport modes and managing single occupancy car use, where appropriate.

If well-designed and properly managed, the implementation of a Travel Plan can provide realistic access opportunities for travel to a site by sustainable modes such as public transport, walking and cycling.

Travel Plans can also:

- Improve the environmental credentials of the occupying organisation;
- Offset against the implications of reduced parking within developments;
- Reduce the carbon footprint of the organisation/development;
- Reduce the traffic impact on the surrounding road network;
- Improve the health and wellbeing of the employees through the use of active travel modes such as walking and cycling; and
- Reduce the adverse impacts of traffic on local residents and businesses.

1.4 Report Structure

Following this introduction, the report is structured as follows:

- **Chapter 2** presents a review of the prevailing transport planning policy and other applicable guidance;
- **Chapter 3** provides a baseline description of the Site location and the accessibility of the Site by non-car modes;
- **Chapter 4** sets out the detail of the proposed development, including a description of the proposal, the access strategy and future parking provision;

- **Chapter 5** sets out the strategy, aims and objectives of the Travel Plan;
- **Chapter 6** details the measures and initiatives to be used to promote active travel, and use of public transport and reduction of private car use;
- **Chapter 7** presents an interim action plan;
- **Chapter 8** discusses the proposed methods by which targets will be set for future travel mode split; and
- **Chapter 9** proposes a future monitoring strategy which is intended to ensure the Travel Plan remains relevant and effective.

2 Transport Policy Review

2.1 Introduction

The following section details the findings of a review of the national, regional and local transport planning policies which are applicable to the Site.

2.2 National Policy

2.2.1 National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out the Government's planning policy and its expectations in terms of the application of this policy. The purpose of the NPPF is to achieve sustainable development, with a presumption that development should be allowed to proceed without delay if it meets the criteria under the roles of delivering economic, social and environmental objectives. In addition, NPPF states that proposals according with an up to date development plan should also be approved.

At its core, NPPF requires the planning system to:

"...actively manage patterns of growth" to make fullest possible use of public transport, walking and cycling, and focus significant development in "locations which are or can be made sustainable."

"However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Furthermore, paragraph 115 states that decisions should take account of whether:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

and paragraph 116 states:

"Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe"

Paragraph 118 states that “*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*”.

2.3 Regional Policy

2.3.1 Greater Manchester Transport Strategy 2040 (2021)

The Regional Centre is a major driver of economic growth in Greater Manchester and will continue to be in the future. As such, the Strategy aims to increase the number of sustainable transport trips by improving public transport access to the Regional Centre and encouraging active travel for people who live and work in the area.

The Strategy will support development of brownfield sites into mixed-use and housing developments. Proposals should ensure provision of quality walking and cycling infrastructure, appropriate parking provision, adequate servicing arrangements and other interventions supporting sustainable travel, including car clubs.

2.3.2 Places for Everyone (2024)

The Places for Everyone Joint Development Plan (PfE) was adopted in March 2024. It sets out the development plans for the City up to 2039. The plan identifies the amount of new housing, office and industrial development across Greater Manchester, site allocations for employment and housing, and supports the delivery of key infrastructure.

Policy JP-C8: Transport Requirements of New Development outlines the requirements for new developments to promote walking, cycling, and public transport whilst reducing car dependency to create sustainable, liveable environments.

Key strategies detailed in the policy include enhancing connectivity and permeability whilst prioritising safe and efficient routes for pedestrians and cyclists and ensuring direct access to nearby facilities and transport links.

Adequate parking for cars, bicycles, and heavy goods vehicles should be provided.

Appropriate provision for delivery and servicing should be provided, ensuring it meets road safety requirements and reduces traffic congestion and the number of vehicle movements.

Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate.

2.4 Local Policy

2.4.1 Manchester Core Strategy (2012)

The Manchester Core Strategy comprises the Core Strategy document (2012) and the Addendum to Manchester Core Strategy (2024). The Addendum details the Core Strategies that have been partially replaced following the adoption of the PfE plan.

The key Core Strategy policies relevant to the proposed development are outlined below.

Policy EC 10: Wythenshawe

The majority of economic development within Wythenshawe will be focused on the Manchester Airport Area, University Hospital South Manchester, and the existing employment sites along the West and East Wythenshawe Development Corridors including the Sharston Industrial Estate.

The existing employment role of Sharston Industrial Estate will be supported, including the existing industrial and manufacturing uses. Development proposals should ensure employment opportunities are made accessible to local communities and have good access to the national motorway network M56 and M60.

Policy T 2: Accessible areas of opportunity and need

New developments should be easily accessible to residents by walking, cycling and public transport. This is particularly relevant to providing access to various strategic employment sites.

Policy DM 1: Development Management

All new developments should consider the following key issues :

- Appropriate site layout;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- Effects on amenity, including privacy, light, noise, vibration, air quality, road safety and traffic generation'
- Ensure buildings are fully accessible to disabled people, with access to new development by sustainable transport modes;
- Refuse storage and collection; and
- Vehicular access and car parking.

Appendix B of the Core Strategy provides details of parking standards.

2.5 Other Applicable Guidance

2.5.1 BREEAM UK New Construction (v6.1)

The BREEAM UK New Construction V6.1 scheme can be used to assess the environmental life cycle impacts of new non-domestic buildings at the design and construction stages.

The transport category includes two assessment criteria:

- Tra 01 Transport Assessment and Travel Plan (2 credits)
- Tra 02 Sustainable transport measures (10 credits)

The Transport Assessment (Transport Statement in this case) should cover current and future travel patterns, existing pedestrian and cycling infrastructure, existing amenities in the vicinity, and accessibility assessment. The Travel Plan should consider measures such as the provision of electric vehicle charging stations, cycle storage and pedestrian and cycle facilities.

Tra 02 relates to the sustainable transport measures to be implemented at the proposed development, and the proximity to amenities and quality public transport services. Credits are awarded according to the existing Accessible Index (AI) of the project, calculated for Tra 01, and the total number of points achieved for the implemented measures.

3 Site Location and Accessibility

3.1 The Site

The Site is located within Sharston Industrial Area in Wythenshawe, and fronts onto the B5168 Sharston Road, which connects to Junction 2 of the M56 at its southerly extent, Harper Road and Longley Lane. The existing development was occupied until recently by Electrium Sales Ltd (a subsidiary of Siemens) and comprises a collection of industrial buildings, developed incrementally over a number of years which totals approximately 130,000 sq. ft (12,390 sq. m) GIA. The total site area is approximately 4 acres (1.62 hectares). The location of the Site is shown on **Figure 3.1**.

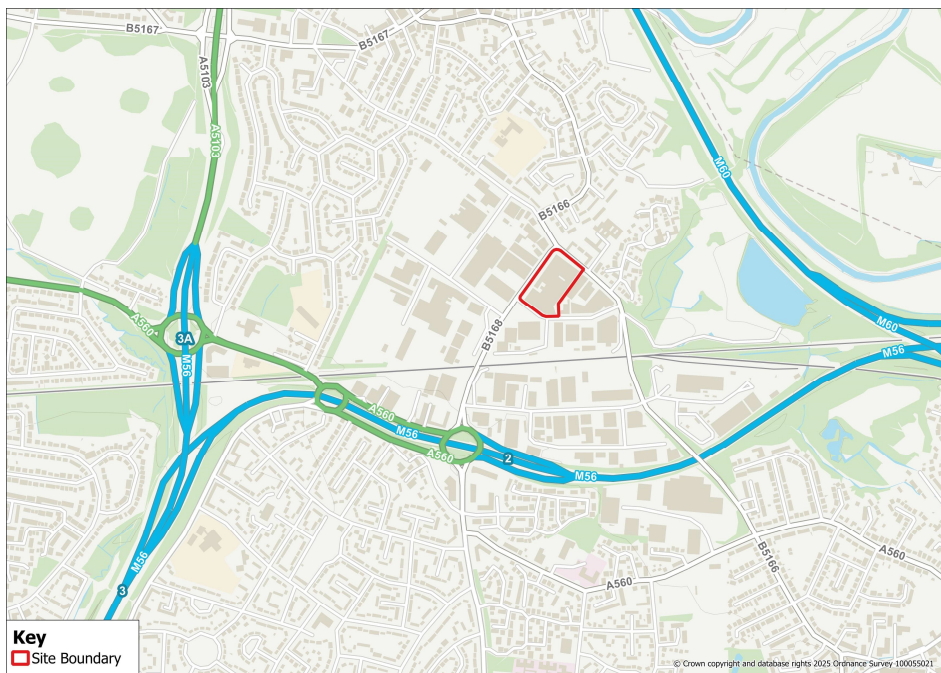


Figure 3.1 - Site Location Plan - OS Data © Crown copyright and database rights 2021

The Site benefits from existing vehicular and pedestrian accesses on Harper Road (to the south), Sharston Road (to the west) and Longley Lane (to the north). Given the historic evolution of the existing development, several of the access points appear to have been un-used for some time. The principal

vehicular accesses are located on Sharston Road and HGV loading facilities are provided on Harper Road. Additionally, there is an existing electrical substation located within the southeastern corner of the site with a dedicated access. The Longley Lane frontage does not appear to have been used for general vehicular access for some years, except for emergency services access.

All vehicle access points to the Site have electric sliding gates. H-Bar road markings are utilised at several of the access locations and a number of Traffic Regulation Orders (TROs) are in effect, as detailed in *Section 3.2* below.

There is no public access to the Site and no Public Rights of Way (PRoW) are located within the immediate vicinity.

The adjacent areas to the east, south and west are predominately occupied by commercial and employment uses, whilst the area to the north on Longley Lane is residential. Beyond the immediate vicinity of the Site, lie the largely residential districts of Wythenshawe to the south and Northenden to the north. The M56 Junctions 2 and 3a (via the A560) provide the main access route into the industrial area for strategic traffic and forms a hard boundary between the industrial and the residential areas.

3.2 Local Highway Network

A review of the immediate adjacent highway network has been undertaken as presented below.

The highway network in the vicinity of the Site is typical for an industrial area. The roads are 30 mph single carriageways with large radii suitable for two-way HGV traffic. Footways are provided on both frontages, which utilise informal pedestrian crossings in the form of dropped kerbs and tactile paving at junctions.

The adjacent roads are subject to a 30mph speed limit and are street lit. Simple priority controlled junctions are provided throughout and multiple private access points are evident along each road frontage.

There are two TROs in force throughout the industrial estate. These include 'No Waiting at Any Time' restrictions, and 'Limited Waiting' restrictions which are in force Monday to Friday between 06:00 and 18:00.

Sharston Road runs in a north-south direction along the western boundary of the Site and provides access to the industrial area from the A560 and the M56 at Junction 2 Sharston Interchange, to the south. There are multiple existing private accesses, including two of the possible four accesses leading into the Site which appear to have been regularly used by the last site occupier and are protected by H-bar road markings.

A TRO ('Limited Waiting') is in force along the majority of Sharston Road. However, there are short sections of the road along the Site frontage where no TROs are in force and informal on-street parking occurs.

Sharston Road is a bus route, with bus stops located directly adjacent and opposite to the Site frontage. Each bus stop comprises an open shelter with bench and bus timetable information.

A staggered toucan crossing is located on Sharston Road just north of its junction with the M56. A shared pedestrian cycle path runs in a westbound

direction commencing at the crossing and travelling along the A560 where it joins the wider cycling network at the A560/ M56 junction to the west.

Longley Lane runs in a northwest-southeast direction adjacent to the northern boundary of the Site. One of the two existing private accesses into the Site appears to have been used by the previous occupier as a fire exit and is protected by white H-bar markings. There is residential development along the northern frontage of the road.

There is a 'No Waiting at Any Time' TRO in force along the majority of Longley Lane, with short sections where 'Limited Waiting' restrictions are in force as detailed above.

Harper Road runs along the southern boundary of the Site and provides a connection between Sharston Road and Longley Lane. There are three existing accesses into the Site which are protected with H-bar road markings. There are no TROs in force, and as a result on-street parking is prevalent along the majority of Harper Road.

3.3 Existing Footway Condition

The existing footway adjacent to the perimeter of the Site has a bounded surface with bullnose kerbs fronting the carriageway channel line. Tactile paving and flush kerbs are provided at the junctions of Longley Lane, Sharston Road and Harper Road. The footways along the perimeter of the Site vary in width, ranging between approximately 2.2m and 3.8m.

The footways include tree planting and multiple service covers, all of which are currently appropriately finished and appear to be safe and operational. It should be noted that the surface around the two trees on Longley Lane adjacent to the carriageway is breaking up likely due to movement in the tree roots. However, the footway is wide and a continuous clear and flat width in excess of 2m is available between the trees and the back of footway.

Whilst there is evidence of patchwork service repairs along parts of the footways, the surface is predominantly smooth with no tripping hazards identified.

3.4 Sustainable Access Audit

3.4.1 Introduction

This section provides a baseline accessibility assessment to establish the existing transport provision serving the Site and its surroundings. The assessment considers travel by all modes of transport and provides details of available infrastructure and service provision.

The assessment recognises that the type of development proposed has a need for both local and longer distance travel and that the use of public transport is likely to be the primary non-car mode of transport to this development. It also recognises that walking and cycling are primary modes of travel, but can also be linked modes of travel for public transport users.

3.4.2 Pedestrian Accessibility

Reference to Table 3.2 of the IHT document, 'Providing for Journeys on Foot (2000)', suggests that the preferred maximum walking distance to common facilities is 1.2 km and up to 2 km for commuting.

BREEAM guidelines indicate that the site should be within 500m of a range of local amenities. **Figure 3.2** illustrates the location of the amenities in the vicinity of the Site, which includes three supermarkets / convenience stores, various food outlets, a post office, a GP and a pharmacy, leisure facilities and two schools. The majority of the amenities are located within Northenden and sit on the edge of the 1.2km catchment, with further amenities located just outside the catchment area. Only one amenity, namely a convenience store, is located within the 500m catchment area. However, all the amenities can be reached by foot via safe pedestrian routes.

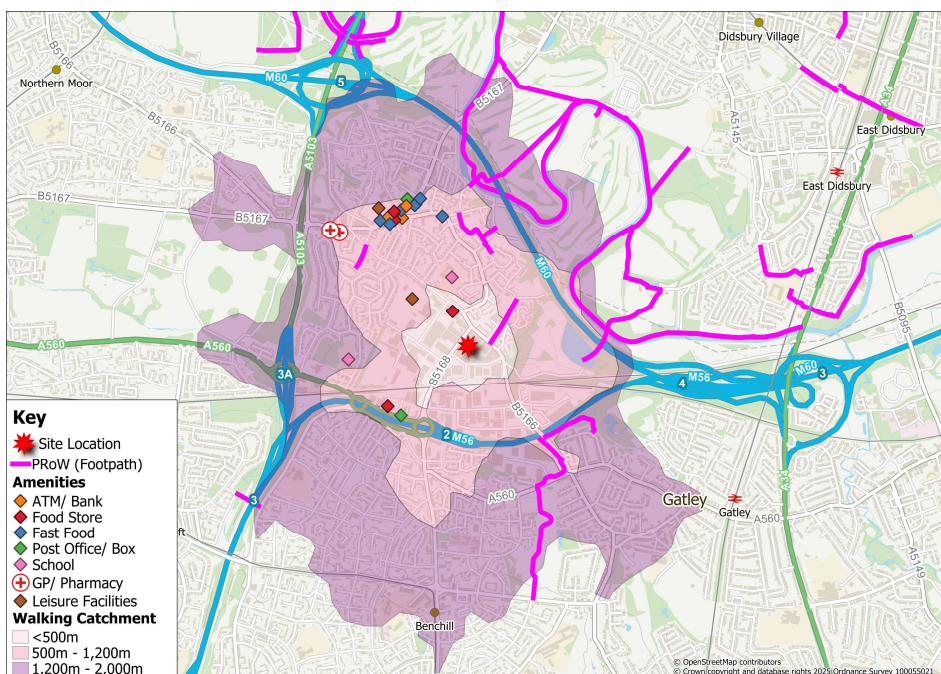


Figure 3.2 – Walking Catchment

Furthermore, the 2km catchment area also includes parts of Wythenshawe and Gatley. As such, walking is a viable option for travel to work for employees living in these areas.

In terms of pedestrian infrastructure, the footways in the vicinity of the Site are typically of good quality, with informal crossings and tactile paving present at the junctions and private accesses in the area.

Additionally, a staggered toucan crossing is located on Sharston Road, just north of Sharston Interchange, providing a safe, controlled crossing point for pedestrians and cyclists.

3.4.3 Cycle Accessibility

It is widely recognised that cycling is a potential substitute for short car trips, particularly those under 5 miles (8 km) and can form part of a longer journey by public transport.

Applying this criteria, **Figure 3.3** shows the area accessible by bike. At its furthest extent this includes the major residential catchment areas of Stretford to the north; Altrincham and Hale to the west; Manchester Airport to the south; and Stockport to the east.

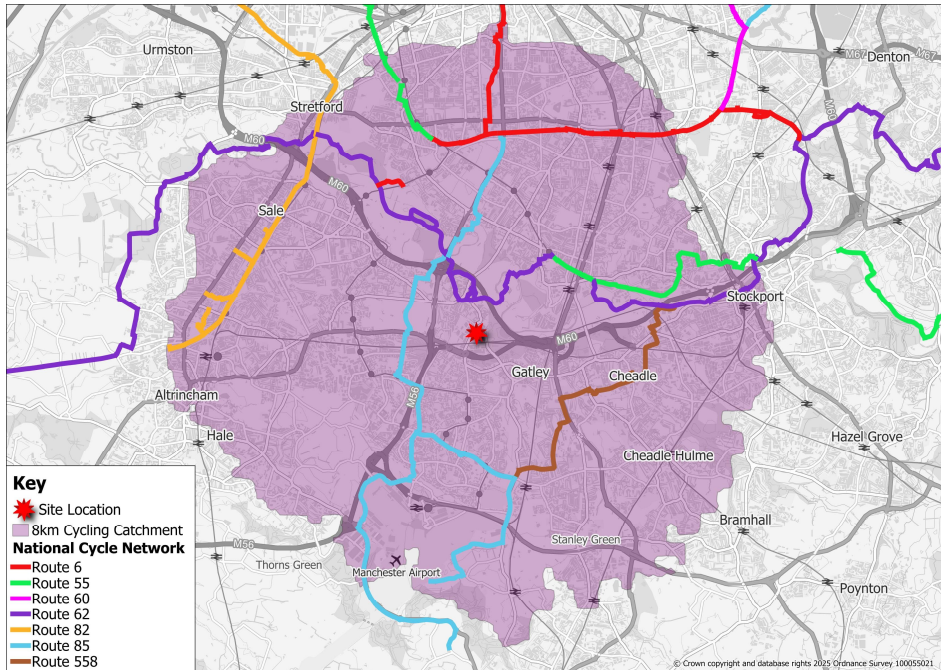


Figure 3.3 – Cycle Catchment

The relevant extract from the Manchester Cycle Map is shown as **Figure 3.4**, with the full map included as **Appendix B**



Figure 3.4 – Extract of TfGM's Manchester Cycle Map

As illustrated above, there is a shared pedestrian/ cycle path which runs east-west from the toucan crossing on Sharston Road. There is another toucan crossing along the eastern arm of the A560 allowing cyclists to cross and join the cycle path which runs underneath the M56 and continues to the west.

There are also a number of National Cycle Routes (NCR) within the 8km catchment area, as illustrated on **Figure 3.4**, which provide access to the nearby residential areas.

The closest routes are NCR 62 and NCR 85. NCR 62 runs in an east-west direction going through Northenden and the outskirts of Sale and Altrincham. It extends towards Warrington in the west and joins NCR 55 at Didsbury and continues eastbound towards Stockport. NCR 85 runs in a north-south direction to the west of the Site. To the north it passes through Northern Moor and West Didsbury before joining NCR 6 to Manchester City Centre. To the south it passes through Newall Green and Woodhouse Park before terminating just south of the Airport.

3.4.4 Public Transport Accessibility

Bus

Table 4 of the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments (2018)' suggests a maximum recommended walking distance of 500m to a bus stop within a core bus corridor which provides two or more high frequency services; and 300m to a bus stop with less frequent routes.

The accessible bus stops, measured from the centre of the Site, are shown in **Figure 3.5**.

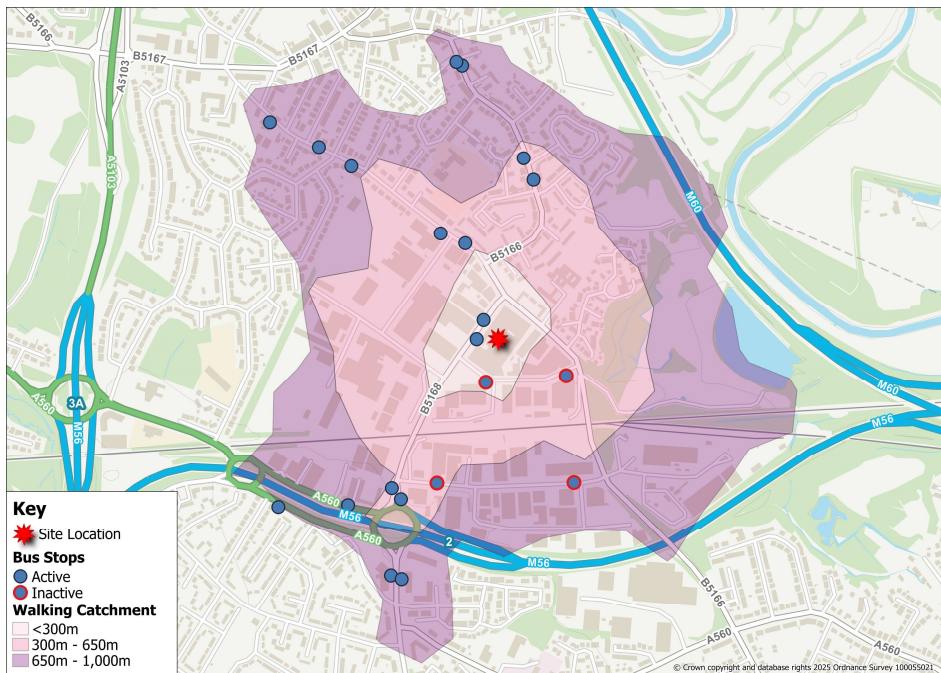


Figure 3.5 – Public Transport nodes accessible on foot

The closest active bus stops to the Site are located on Sharston Road immediately adjacent to the western boundary of the Site, and are within 50m - 100m of the centre of the Site and as such are well within the maximum walking distance recommended by CIHT. As part of the development it is proposed that the southbound bus stop will be relocated immediately next to (and overlapping) its current location so there will be no change to accessibility (further details are provided in *Section 4*).

The bus stops are serviced by a total of five bus routes operated under the Bee Network and provide a high level of service provision and frequency immediately next to the Site. Public transport accessibility is therefore good. A summary of the bus services which are accessible from these bus stops is provided in **Table 3.1**.

Service	Route	Frequency		
		Mon-Fri	Sat	Sun
43	Piccadilly Gardens - Manchester Airport	10 mins	10-20 mins	15-30mins
103	Piccadilly Gardens - Manchester Airport	30 mins	30 mins	1h
370	Stockport - Altrincham	1h	1h	1h
371	Stockport - Altrincham	1h	1h	No service

Table 3.1 – Summary of bus services

Bus stops are also located on Longley Lane and Royle Green Road to the north of the Site which provide access to additional services, namely 719, 743 and 781. However, these are school services only which operate once a day and are therefore not available for use by the future occupants of the proposed development.

Rail

The Chartered Institution of Highways & Transportation (CIHT) document 'Planning for Walking' (2015) suggests that people will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services. This criteria can also be applied to light rail services, such as Metrolink.

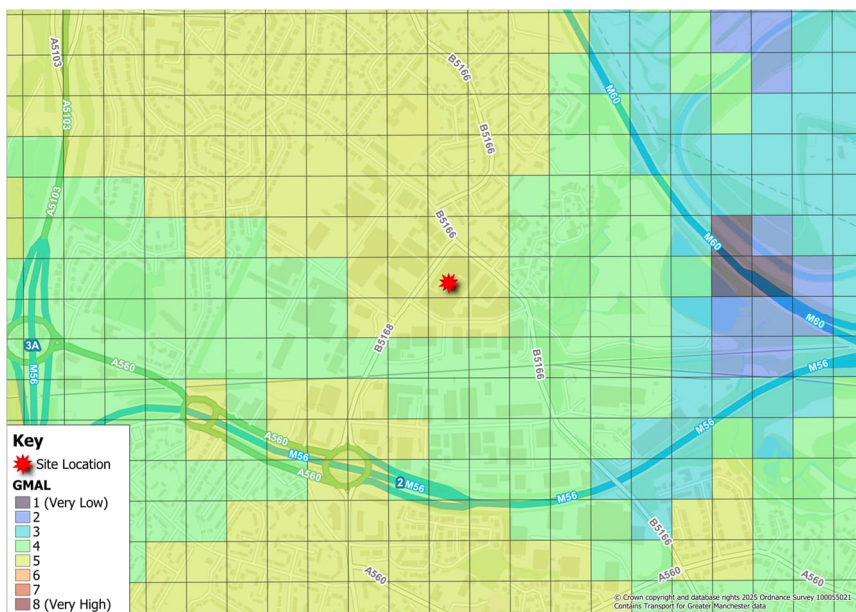
The closest Metrolink station to the Site is Benchill, located on Brownley Road, approximately 1.6km walking distance, which equates to a 22 minute walk time. Additionally, the stop can be also accessed via bus service 43. The station is on the route between Manchester Victoria Interchange and Manchester Airport, via Manchester City Centre.

The closest railway station to the Site is Gatley which is approximately 2.2km walking distance resulting in a walk time of approximately 30 minutes. Additionally, the railway station can be accessed via bus services 370 and 371.

Given the walking distanced identified it is unlikely that perspective occupants would choose to utilise rail / Metrolink services unless additionally utilising bus or cycle as part of a multi-mode journey.

Greater Manchester Accessibility Level

The Greater Manchester Accessibility Level (GMAL) for the Site has been reviewed. GMAL is a detailed and accurate measure of the Site's accessibility using the public transport network. The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The GMAL in the vicinity of the Site is shown in **Figure 3.6**.



As it can be seen, the Site has a GMAL of 5, which equates to a good level of accessibility.

BREEAM Accessibility Index

BREEAM guidelines indicate that a compliant public transport node includes any bus stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route.

Figure 3.5 shows the location of compliant public transport nodes in the vicinity of the Site. Given that the development comprises multiple buildings, the walking distance has been measured from the centre of the Site. The compliant facilities include bus stops directly outside of the Site on Sharston Road.

Based on proximity to the identified nodes, an assessment using the BREEAM Accessibility Index calculator tool has confirmed that the site has an **AI rating of 5.36**.

3.5 Existing Travel Patterns

Due to the lack of available traffic data for the existing development whilst the Site was occupied by Electrium Sales Ltd, the trip generation for the extant use has been estimated on order to understand potential travel patterns at the Site.

As the Extant development consisted of identical uses to that now proposed, MCC has agreed that a comparison of the trip generation between the two is appropriate. The trips associated with the extant development are included within the TS, along with further details regarding travel patterns and comparisons.

4 Development Proposals

4.1 Development Description

The Site is located at the former Electrium Sales Ltd Site, 1934 Sharston Road, Wythenshawe, comprising approximately 12,390 sq. m of floorspace.

The proposed development quantum is approximately 8,511 sq. m (GIA) comprising the erection of two storey Warehouse Units (Use Class B2 / B8), including ancillary offices and trade counters, with all associated works including landscaping, car parking and the provision of a revised access arrangements from Sharston Road and Harper Road. The unit sizes are shown in the **Table 4.1** below:

Unit	Floor Area GIA
Unit 1	3,069 sq. m
Unit 3	823 sq. m
Unit 4	697 sq. m
Unit 5	581 sq. m
Unit 6	1,013 sq. m
Unit 7	690 sq. m
Unit 8	463 sq. m
Unit 9	609 sq. m
Unit 10	565 sq. m
Total	8,511 sq. m

Table 4.1 – Development Quantum

The Site layout plan is shown in the Fletcher Rae drawing included as **Appendix C**.

4.2 Proposed Site Access and Internal Road Network

Primary access to the Site will be provided by two existing accesses on Sharston Road. The junctions will be upgraded to form adoptable standard simple priority controlled junctions. The improvements will enable two-way HGV movements (right in / left out - towards the M56) at each junction whilst ensuring

that an HGV can egress without requiring a manoeuvre which strays into the opposing northbound traffic lane. As part of the pre-application liaison, and at MCC request, pedestrian refuge islands have been provided at each access to assist pedestrians crossing along the eastern frontage of Sharston Road.

A further access will be provided on Harper Road to facilitate access to the car park for Unit 1. The proposed access will be a rationalisation of, and upgrade to, the somewhat congested existing access points to the Site from Harper Road and will be provided in the form of an adoptable standard simple priority junction, suitable for the two way movement of cars.

No access is proposed to be taken from Longley Lane.

All remaining existing access points to the Site will be permanently closed and footpaths re-instated.

The three improved junctions will provide access to the Site for all car and HGV traffic as well as pedestrians and cyclists. Dropped crossings and tactile paving will be provided at all three access junctions. As noted, the junctions on Sharston Road will also include pedestrian refuges.

All access points will be gated with electric sliding gates to ensure that they do not impact upon the normal operation of the adopted footway, or highway. The gates will be permanently open during normal operational hours so vehicles will not need to wait on the carriageway to gain access to the Site.

There is no proposed change to the extent of adopted highway as a result of the changes to the Site accesses. The internal site infrastructure will remain private.

The internal site layout has been designed to accommodate the movement of the largest anticipated vehicles (a 16.5m articulated HGV), with a carriageway width of 7.3m.

4.3 Servicing Strategy

The Site will accommodate units which are serviced by a range of commercial vehicles, including, articulated HGVs and large vans, dependent on the final occupiers. As such, the internal site layout has been designed to accommodate the two-way movement of maximum length HGVs (16.5m).

As shown in the Plan included as **Appendix C**, a new substation is located adjacent to Unit 1. Typically, the substation would be periodically serviced from a small van which will utilise one of the adjacent parking spaces.

All HGV traffic will be routed via the M56 Junction 2 and 3a (via the A560). HGVs will head northbound along Sharston Road before turning right into the Site, and will egress left out of the Site and follow the same route.

The junction will enable two-way HGV movements whilst ensuring they are not required to stray into the opposing northbound traffic lane. Internal signage will be provided to reinforce the operation of the 'Left Only' exit for HGVs onto Sharston Road.

4.4 Pedestrian and Cycle Facilities

Cycle parking will be provided as detailed in *Section 4.6.5* below. Covered cycle shelters are provided on paved, non-traffic areas at key locations throughout the Site as shown on the masterplan included as **Appendix C**. Footways provide

safe pedestrian routes from each parking area and cycle store into the individual units. Additionally, 1.8m pedestrian routes are demarcated alongside the internal road network within the Site. Provision for lockers and changing facilities are provided within each building.

There are no stepped areas within the Site and all crossing points will comprise dropped kerbs to ensure easy access for all users.

As outlined in *Section 4.2*, the improved junctions off Sharston Road include refuge islands to assist pedestrians crossing the Site accesses. Additionally, as part of the S278 works, the redundant accesses will be reinstated as continuous footways to improve the pedestrian environment along the site frontages. Further details are provided in *Section 4.7*

4.5 Public Transport Provision

As noted in *Section 2.3.3*, the Site is well located to take advantage of high frequency, quality bus services which stop directly outside of the boundary on Sharston Road, providing direct and onward routes to surrounding districts.

The proposals include for the slight relocation of the southbound bus stop on Sharston Road to accommodate the improved access junction. Details of the stop relocation will be confirmed with TfGM and MCC as part of the S278 works.

4.6 Parking Provision

Car parking for the proposed development is provided in accordance with the standards set out in the Manchester Core Strategy (2012). The applicable standards relate to sites that are classed as located outside the City Centre or District Centres.

The proposals comprise two land-use classes (general industry - B2 and storage & distribution - B8). **Table 4.2** sets out the applicable standards (maximum for cars / minimum for cycles).

Class	Description	Car Parking (per sqm GFA)	Disabled Parking (% of total)	Cycle Parking (per sqm GFA)
B2	General Industry	1:45	Individual bays for each disabled employee plus 2 bays or 5% of total capacity (whichever is greater)	1:450
B8	Storage and Distribution	1:100		1:850

Table 4.2 - Parking Standards

All car parking bay dimensions are in accordance with MCC guidelines:

- Standard parking bays minimum 2.4m x 4.8m; and
- Disabled parking bays minimum 3.6m x 6.0m .

A minimum 6m aisle width is provided to allow vehicles to safely manoeuvre within the car parks.

4.6.1 Car Parking Requirement

The proposals include for a total of **86 parking spaces** which reflects the likely mixed B2 / B8 occupancy of the various units, the level of car parking demand expected, the very good sustainable transport characteristics of the Site and the applicants experience with other similar scale developments.

4.6.2 Disabled Parking

The standards state that provision for disabled parking spaces should be provided on a 1 to 1 basis for currently known disabled employees, plus either 2 spaces or 5% of total capacity, whichever is greater. As the number of disabled employees cannot be identified at this stage, the proposal is to provide **13 disabled parking spaces** which is well above the 5% requirement. If a need for additional spaces is identified, standard car parking spaces can be converted as required. The spaces will be located in the most accessible location relative to the entrances to the units.

4.6.3 Motorcycle Parking

No parking standards are provided for motorcycles. However, a total of **4** designated motorcycle spaces will be provided. The introduction of additional spaces will be considered if the demand increases such that it is needed.

4.6.4 Car Share Spaces

A total of **10 Car Share spaces** will be marked out for exclusive use by employees who have chosen to car share. These spaces are distributed throughout the site and are located close to the building access points for additional convenience. This provision is in accordance with the BREEAM guidance.

4.6.5 Cycle Parking

The proposals include a total of **54 cycle parking spaces**, provided across the site, which has been derived using BREEAM cycle parking standards. This is significantly higher than the minimum MCC requirement.

The cycle parking provision will be in covered shelters suitable for long stay cycle parking and is located in convenient locations for users.

. Once the Site is operational, cycle usage will be monitored as part of the Travel Plan to identify if further provision is needed.

In addition to the cycle parking, each building will also have changing facilities and lockers compliant to BREEAM standards, allowing cyclists to change in a safe and secure environment. The following will also be provided as part of the cycle facilities:

- The spaces are located in the car park areas and are covered for protection from the weather;
- The cycles are secured within spaces in racks. The racks consist of fixings for one or more cycles;
- The cycle racks will be set in or fixed to a permanent structure.
- All the cycle racks are located within the Site and well within the 100m threshold for BREEAM compliance.

4.6.6 Electric Vehicle Provision

Following discussions with MCC, the council has requested that electric vehicle charging spaces are provided at a rate of 1 space per 1,000 sq. m. This results in a total requirement for 8 EV spaces.

A total of **20 EV Ready parking spaces** are proposed as part of the proposals in accordance with the BREEAM guidance. 8 of the EV ready spaces will be designated disabled parking spaces

4.7 Footway Condition

The existing accesses to the Site from Sharston Road, Harper Road and Longley Lane, which are not being utilised as part of the development, will be permanently closed and continuous footways reinstated as part of the S278 works. Footways will be resurfaced with tarmacadam to match the existing surfacing, with kerbs raised as appropriate.

As previously stated, the current condition of the footways surrounding the Site is noted as being in good order, albeit there is evidence of patchwork repair along parts. Some sections on Longley Lane are noted as showing signs of cracked surfacing as a result of tree root heaving, although the footway is wide on this frontage and a continuous undamaged, flat route of at least 2m in width is available throughout.

MCC has noted, in the comments received as part of the scoping process (**Appendix A**), that it would like to see the full extent of footway fronting the development resurfaced. However, from the above review, it is deemed that its condition does not justify such a significant level of works. The closure of the redundant accesses and reinstatement of a continuous footway will provide a significant pedestrian amenity benefit on the full perimeter of the site. As such

the proposed footway works are limited to that identified at each access point to be closed.

4.8 Bus Stop Relocation

The existing southbound bus stop and bus shelter on Sharston Road will need to be slightly relocated, (approximately 10m to the north), to enable the southern site access to be upgraded to MCC requested design standard. The proposed relocation is subject to agreement with TfGM and will be confirmed as part of the S278 design.

4.9 Predicted Traffic Impact

The trip generation assessment undertaken within the TS has identified that the proposed development will have a net positive impact on the local transport and highway networks when compared to the extant development. This is due to the proposed development having a 30% smaller GIA than the extant, thus resulting in an overall reduction in vehicle trips.

5 Travel Plan Strategy

5.1 Travel Plan Co-ordinator

Travel Plan Co-ordinators (TPC) will be appointed by the respective tenants who will occupy the various units once complete. The main roles and responsibilities of the TPC will be to:

- Oversee the implementation of the Travel Plan Measures and Objectives for their business;
- Consult, where appropriate, with the relevant stakeholders including MCC, TfGM; and
- Promote the Travel Plan to employees.

On occupation, the Applicant will advise MCC of the named individuals who will act as the TPC on behalf of each tenant.

5.2 Aims and Objectives

The objectives of the TP will be to:

- Reduce of use of forms of travel with the highest environmental impact;
- Raise awareness of the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Promote a healthier lifestyle.

The aims of the TP will be to:

- Encourage walking;
- Encourage cycling;
- Encourage the use of public transport; and
- Encourage car sharing if no other option is available.

5.3 Marketing and Promotion

The TP will be promoted via information boards and internal communications. Additionally, an employee Travel Information Pack (TIP) will be issued to all the tenants' employees and will include information on the TP measures, its aims and targets. Promotion of the TP will be coordinated by each tenant's appointed TPC.

6 Proposed Travel Plan Measures and Initiatives

6.1 Introduction

This section sets out a proposed package of measures to be adopted and implemented by future tenants through the Travel Plan. The short, medium and long term measures outlined have been designed to influence the use of sustainable forms of transport taking into account the available access options to the Site.

6.2 Active Travel

To ensure the promotion of informed travel choices for staff, each occupier should provide journey planning advice to staff on sustainable travel options from their home postcode, prior to, or shortly after locating to the Site. This will encourage the use of sustainable transport modes before travel patterns are established. This should include the provision of route maps (walking and cycling), bus and rail timetables and details of interchange options where appropriate.

An information board should be provided in a communal area by each tenant which provides a central point for travel information for employees.

Information regarding walking times and simple route options for access to the main bus and rail facilities will be made freely available.

Links to websites such as those listed below will be provided and promoted to employees.

- [Sustrans.org.uk](https://www.sustrans.org.uk)
- [TfGM.com](https://www TfGM.com)
- Local cycle and walking forums

6.3 Walking

Maps showing walking routes in the vicinity of the site will be displayed on notice boards. Additionally, employees will also have access to changing and locker facilities within each building.

6.4 Cycling

The tenant's and their appointed TPCs should promote the Government cycle to work scheme whereby interest free loans can be taken out by employees to purchase a bicycle. The Government scheme deducts the cost price from wages before income tax and national insurance, enabling significant savings to be made on bicycle and related equipment purchases, (including clothing, lights, etc.) Information on the scheme will be provided to all employees.

The development will provide cycle parking provision in line with BREEAM guidelines. The site will also have changing facilities within each building allowing cyclists to change in a safe and secure environment.

Information on local cycle routes and cycling events such as 'National Cycle Week' will be provided and promoted to employees via information boards and other internal communication channels.

The TPCs should also investigate establishing a Site-wide Bicycle User Group (BUG).

6.5 Public Transport

The development is BREEAM compliant in relation to distances to major public transport nodes.

Bus / rail travel information will be provided to staff. Employees will also be able to utilise the internet to access TfGM's webpages which serve as a central location for multiple public transport providers. Additional information will be provided for specific operators, as needed. These companies will include, but are not limited to:

- Bee Network
- Nationalrail.com

Smart phone apps will also be promoted as they provide portable real-time information and travel updates which increase the ease and attractiveness of using public transport. These Apps include:

- TfGM Get Me There
- National Rail and the train operators

6.6 Car Travel

It is recognised that for some employees the private car will still be the preferred mode of transport to work if cycling, walking and using public transport are not realistic options. This also reflects the operational nature of B2 / B8 developments, which can have working patterns which are not necessarily conducive to the use of other modes (e.g. early start / late finish / shift working).

The focus will therefore be on promoting measures that will encourage a more sustainable use of this mode to increase car occupancy (car sharing) and therefore reduce the number of Single Occupancy Vehicle (SOV) trips.

A total of 10 Car Share spaces will be marked out for exclusive use by employees who have chosen to car share. These spaces are distributed

throughout the site and are located close to the building access points for additional convenience.

The TPC will promote car sharing schemes such as liftshare.com and blablacar.co.uk. These schemes encourage members to be connected with other car sharers travelling a similar, or the same journey. This type of car share scheme could be a very effective way for employees to share car journeys, reducing travel costs and the number of SOV trips to and from the Site.

Although no Car Club spaces are currently located within easy walking distance of the Site, Enterprise and Co Wheels currently operated in the region. Use of a Car Club vehicle allows access to a car when needed and reduces the need for employees to use their own vehicle for commuting only. The proximity and availability of Car Club facilities will be monitored and promoted to employees, when appropriate.

7 Action Plan

An Action Plan is provided below. It includes information on each of the measures to be implemented, outlining actions required to ensure the measures are carried out, who is responsible for carrying out the actions and a timescale to complete the actions.

Action / Measure	Completion Date	Responsible Person
An appropriate member of staff will be appointed to act as the Travel Plan Co-ordinator	Upon occupation	Occupier
The Travel Plan Co-ordinator will undertake a travel survey twelve months after the building becomes occupied. Thereafter, surveys will be undertaken bi-annually.	Twelve months after building is occupied. Bi-annually thereafter	Travel Plan Co-ordinator
Travel information will be displayed on notice boards.	Ongoing from occupation	Travel Plan Co-ordinator
All new staff will be provided with a staff induction pack which includes a Staff Travel Pack, detailing how they can travel to work by means other than the private car.	Ongoing from occupation	Travel Plan Co-ordinator
The Travel Plan Co-ordinator will promote national and local sustainable travel events, including the Bike Week, Walk to Work Week and National Lift-share Day.	Ongoing from occupation	Travel Plan Co-ordinator
The health and financial benefits of walking and cycling will be promoted to all staff through a variety of means (including the travel notice boards and staff induction packs).	Ongoing from occupation	Travel Plan Co-ordinator
Secure cycle parking spaces will be provided.	Built into design	Developer

Lockers and changing facilities will be accessible to all staff within the development.	Built into design	Developer
The Travel Plan Co-ordinator will encourage occupiers to support the Cycle to Work salary sacrifice schemes for their respective staff.	Ongoing from occupation	Travel Plan Co-ordinator
Public Transport timetable information will be available for all staff.	Ongoing from occupation	Travel Plan Co-ordinator

Table 7.1 – Interim Action Plan

8 Targets

As the site is currently vacant, the existing travel to work mode split for the adjacent area has been estimated using the NOMIS 2011 census data “*Location of usual residence and place of work by method of travel to work (MSOA level)*” with the location of work set as “*E02006915 : Manchester 046 (2011 super output area - middle layer)*”. The data are presented in **Table 8.1**.

Mode	Baseline %age Split	Proposed %age Split
Driver	68%	58%
Car Share	6%	8%
Taxi	1%	1%
Motorcycle	1%	1%
Bus	12%	15%
Train	1%	1%
Tram	1%	1%
Bicycle	3%	5%
On foot	7%	10%

Table 8.1 – Existing Modal Split

Table 8.1 summarises the existing mode share for people working in the local area that includes the development Site and presents the initial proposed targets which aim to improve sustainable travel usage and reduce use of private car, in particular SOVs. These targets will be used to provide a benchmark at the point of the first travel survey.

In the absence of existing site specific data, the NOMIS data have been used as a proxy baseline to define initial mode share targets aiming for a 10% reduction in the SOV mode share. This will be refined once a travel survey has been undertaken. It is suggested that an initial survey should be undertaken within twelve months after first occupation although a specific date, or other milestone, will be agreed with the Council. Following the survey, site specific targets will be agreed with MCC and included in the final Travel Plan.

The targets will be Specific, Measurable, Achievable, Realistic and Timed (SMART) and will be aimed at:

- Reducing private car and, in particular, SOV journeys;
- Increasing public transport journeys;
- Increasing the number of journeys made on foot; and
- Increasing the number of journeys made by bicycle.

9 Monitoring and Review

The Travel Plan will be a live document with an evolving strategy. Regular monitoring is essential to ensure the measures and targets are current and relevant to the occupiers. Monitoring progress towards meeting the set targets allows the success of the Travel Plan to be assessed and also to identify those measures that may be less successful to enable the Plan to be refined as needed.

The monitoring of the Travel Plan will involve an employee travel survey which should identify the following:

- Method of travel to work (mode share);
- Trip origins and destinations;
- Propensity to other modal preferences;
- Views on the practicability of the range modes of travel available; and
- The uptake of the range of initiatives promoted by the Travel Plan.

The results will be summarised in a report to be submitted to MCC, who together with the TPC, will review progress against the Travel Plan Objectives and Targets to identify any changes that may be needed to improve the effectiveness of the Travel Plan.

The monitoring schedule should be agreed between the tenants and MCC. However, it is suggested that monitoring be carried out at years two and four following the approval of the final Travel Plan.

Appendix A – Pre-application Comments

PRE-APP 570 Sharston Industrial Estate, Wythenshawe.

Context:

The proposal relates to the demolition of the existing buildings at No.1934 Sharston Road in Wythenshawe, comprising approximately 12,390 sq. m of floorspace and the redevelopment of 8,473 sq. m new B2 (General Industrial) / B8 (Storage and Distribution) floorspace.

The site is located within the Sharston Industrial Area.

It is bounded by Sharston Road to the west, Longley Lane to the north and Harper Road to the south. There are existing industrial units to the east with existing residential dwellings to the north.

The site was until recently occupied by Electrium Sales Ltd. The existing use of the site comprises B2 (General Industrial) / B8 (Storage and Distribution) use with ancillary office (Class E) space.

Documentation Submission:

Highways request that the following documents are submitted for the proposed development:

- Transport Statement;
- Travel Plan;
- Road Safety Audit Stage 1; and
- Service Management Strategy

The Transport Statement should comprise of:

- Overview of existing conditions;
- A review of highway safety within the vicinity of the site;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Consideration of the impact of the development, by all modes/vehicle types, on the highway network; and
- Review of the development site access arrangement and internal operations, including parking (disabled, EV and cycle) and swept-path assessments.

TfGM have also been consulted – comments are herein contained within this document.

Trip Generation and Operational Assessment:

- As part of the Transport Statement, a multi-modal trip generation assessment is required based on the worst-case B2/B8 development scenario.
- A Net Trip Generation Assessment for the extant and proposed development is acceptable.
- Any junctions experiencing an increase of 30 vehicles per hour should be assessed.

Existing Conditions:

- A review of the existing traffic condition surrounding the site should be undertaken.

Highways Safety:

- A review of accident history for the past five-years, noting any patterns or trends is required.

Sustainable Accessibility:

- A sustainable access assessment via walking, cycling and public transport is required. This should also provide information on pedestrian and cycle infrastructure between the site and local amenities.
- Any improvements to the site accessibility should be identified.

Access:Existing: -

There are several existing access points into the site from Sharston Road, Harper Road and Longley Lane.

Proposed: -

- Vehicular access to the site is to be made by widening two existing access points from Sharston Road.
- A vehicular access from Harper Road is to be retained and reconfigured for access to the Unit 1 Car Park.
- Access arrangement drawings (Option 11 & Option 12) have been provided.
- Drawing No. SWE-KP-SHAR-011 P03-001 Option 11 demonstrates the proposed access arrangement including pedestrian refuge islands and HGV swept paths.
- Drawing No. SWE-KP-SHAR-012 P03-001 Option 12 demonstrates the proposed access arrangement without pedestrian refuge islands with narrowing of accesses and HGV swept paths.
- MCC's Statutory Approvals Team have been consulted on the access arrangement designs.
- It is requested that a pedestrian island is implemented at this location.
- The refuge island is essential to provide the necessary infrastructure for the safe crossing of the public, particularly given the distance from the junction, which can present challenges for highway users with visual or physical impairments. Additionally, it facilitates the movement (access & egress) of HGVs minimising overrun and lane overhang.
- Finalised access arrangement design should demonstrate no areas of vehicle overrun or lane overhang.
- A vehicular visibility splay will be required for the proposed accesses off Sharston Road and Harper Road in accordance with standards contained in Manual for Streets.
- Redundant access points from Sharston Road, Harper Road and Longley Lane are to be reinstated as continuous footway.
- Tactile paving and dropped kerbs should be provided at the site accesses.
- Pedestrian routes should be provided within the site and be a minimum of 1.8m in width. Dimensions should be included with any submitted drawings.
- It should be ensured that 2.0m footway is retained around the site boundary and renewed.

Vehicle Parking:

- The proposed site is to provide 90no. car parking spaces including 9no. disabled bays.
- The above provision exceeds the maximum standards for B8 (1 space per 100sqm) use based on MCC's Core Strategy. However, this is a provision of approximately 48% for B2 Land use (1 space per 45sqm) based on MCC's Core Strategy.
- Further justification for the proposed parking levels is required with regard to the worst-case B2/B8 development scenario.
- 5% of the total car parking capacity should be disabled parking bays.
- 4no. motorcycle parking spaces are to be provided – This is acceptable in principle.
- Parking bays should in alignment with MCC's parking dimensions:
 - Standard parking bays minimum 2.4m x 4.8m; and
 - Disabled parking bays minimum 3.6m x 6.0m
- A minimum 6-metre aisle width should be provided to allow vehicles to safely manoeuvre within the car parks with formal demarcation of all spaces.
- Dimensions of car parking spaces and aisle width should be provided in any drawings submitted.
- A car swept-path assessments will be required for the car parking areas, particularly end-of-aisle bays.

TRO Review:

- Highways request that a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is undertaken.
- TROs will be required at the site access points to maintain vehicular visibility and allow for HGV access and egress.
- Any changes in TROs are to be done via a S278 agreement and to be funded by the applicant.

Off-Site Highways Work – S278:

- A S278 agreement will be required for any highway works which impact the adopted highway – a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team.
- The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable.

Bus Stop Relocation:

- Highways are awaiting further information from TfGM's Bus Shelters Team regarding the relocation of the bus stops on Sharston Road. This will be forwarded upon receipt.
- The applicant is welcome to contact TfGM's Bus Shelters Team directly via email: shelters@tfgm.com.

EV:

- A minimum of 1 EV charge point per 1000m² floor space/1ha site should be provided. The minimum charging unit is 7kW.

Cycle Parking:

- Details of cycle parking provision should be provided in the TS.
- Worst-case land-use scenario cycle parking numbers will be required in alignment with MCC's Core Strategy guidance.
- Cycle parking should be secure and sheltered.
- Cycle parking provision will need to be monitored as part of the Travel Plan.

Operations & Servicing:

- Service yards are to be provided within the site.
- Highways request that swept path assessments of an articulated HGVs are provided which demonstrates:
 - HGVs accessing and egressing at the proposed site access-junction in a forward gear;
 - HGVs travelling along the internal service road; and
 - HGVs accessing each service yard within the site.
- Internal signage is required at the site illustrating Left-only exit onto Sharston Road.
- A Servicing Management Strategy should be submitted including detailed routing information for delivery/servicing vehicles accessing and egressing the proposed site.
- All HGV movements must be routed via the M56 Junction 2 (Sharston Interchange), with entry into the site from Sharston Road and a left-turn-only exit back towards the M56.

Boundary Treatment:

- All fencing / railings which fall within the site access or internal visibility-splay envelopes will need to be visually permeable from a distance of 600mm upwards.
- It is advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Travel Plan:

- A Framework/Interim Travel Plan should be provided as part of the planning submission.

CMP:

- A detailed Construction & Demolition Management Plan will be required prior to any construction works – to be conditioned with any approval.

Appendix B – Cycle Map



Map 8: Manchester

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 no facilities
On Road Route - advisory/suggested
20 mph speed limit

National Cycle Network (NCN) - National and Regional
Library
Museum / Art Gallery
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Health Centre
Tourist Information Centre

Walking time
0 1 2 3 4 5 6 7 8 9 10 minutes
0 1 2 3 4 5 6 7 8 9 10 miles

Cycling time
0 1 2 3 4 5 6 7 8 9 10 minutes
0 1 2 3 4 5 6 7 8 9 10 miles

Scale 1:50,000
0 200m 400m 600m 800m 1000m
0 0.2 0.4 0.6 0.8 1.0 miles

Every care has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

Why cycle?

- To save money**
Cycling costs 85% less than driving.
- To save time**
For journeys from 3 to 5 km cycling is often the quickest form of transport.
- For health and fitness**
Cycling helps to reduce high blood pressure and your chance of having a stroke.
- For enjoyment**
Cycling is an easy and enjoyable activity with friends and family.
- For the environment**
Cycling produces virtually no atmospheric pollution or noise.

Cycle Training

Whatever your level, we can help you get the best from riding your bike. We offer a range of courses across Greater Manchester, led by expert instructors to get you up-to-speed whether that be learning to ride, building skills and confidence, looking after your bike or becoming a ride leader.

Visit the website [beenetwork.com/cycle-training](https://www.beenetwork.com/cycle-training) to find out more.

Please note that this mapping shows location and type of infrastructure. It is not an indication of any particular standard of infrastructure, or for whom the infrastructure may be suitable (beginner cyclist, experienced cyclist etc). In Greater Manchester we have now adopted a clear standard of route provision for which all new active travel infrastructure in GM must comply, as articulated through our Design Guide. This standard is intended that it is suitable for an unaccompanied 12 year old, following completion of level 2 Bikeability, which is offered in most Greater Manchester schools during Year 6. Future versions of this mapping, to be published during 2023, will include an indication of where infrastructure comes up to this adopted standard.

Useful Contacts

For public transport information
0161 244 1000
7am – 8pm Monday to Friday
8am – 8pm Saturday, Sunday & public holidays.
[beenetwork.com](https://www.beenetwork.com)

For cycling Information

British Cycling
The governing body for cycle sport in the UK.
[britishcycling.org.uk](https://www.britishcycling.org.uk)

Cycling UK
The national cycling charity.
[cyclinguk.org](https://www.cyclinguk.org)

Trans Pennine Trail
A multi-user route, coast-to-coast across the north of England.
[transpenninetrail.org.uk](https://www.transpenninetrail.org.uk)

Canal and River Trust
The charity entrusted with the care of 2000 miles of inland waterway network in England.
[canalrivertrust.org.uk](https://www.canalrivertrust.org.uk)

Sustrans
The charity enabling people to travel on foot, by bike or public transport for more everyday journeys.
[sustrans.org.uk](https://www.sustrans.org.uk)

To find out more information about cycling, including courses, guides and other routes, visit: [beenetwork.com/cycling](https://www.beenetwork.com/cycling)

Highway defects
To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority
0161 234 5000 / contact@manchester.gov.uk

October 2024
Map 8 of 10 covering all of Greater Manchester

Manchester
Cycle map

8
MAP

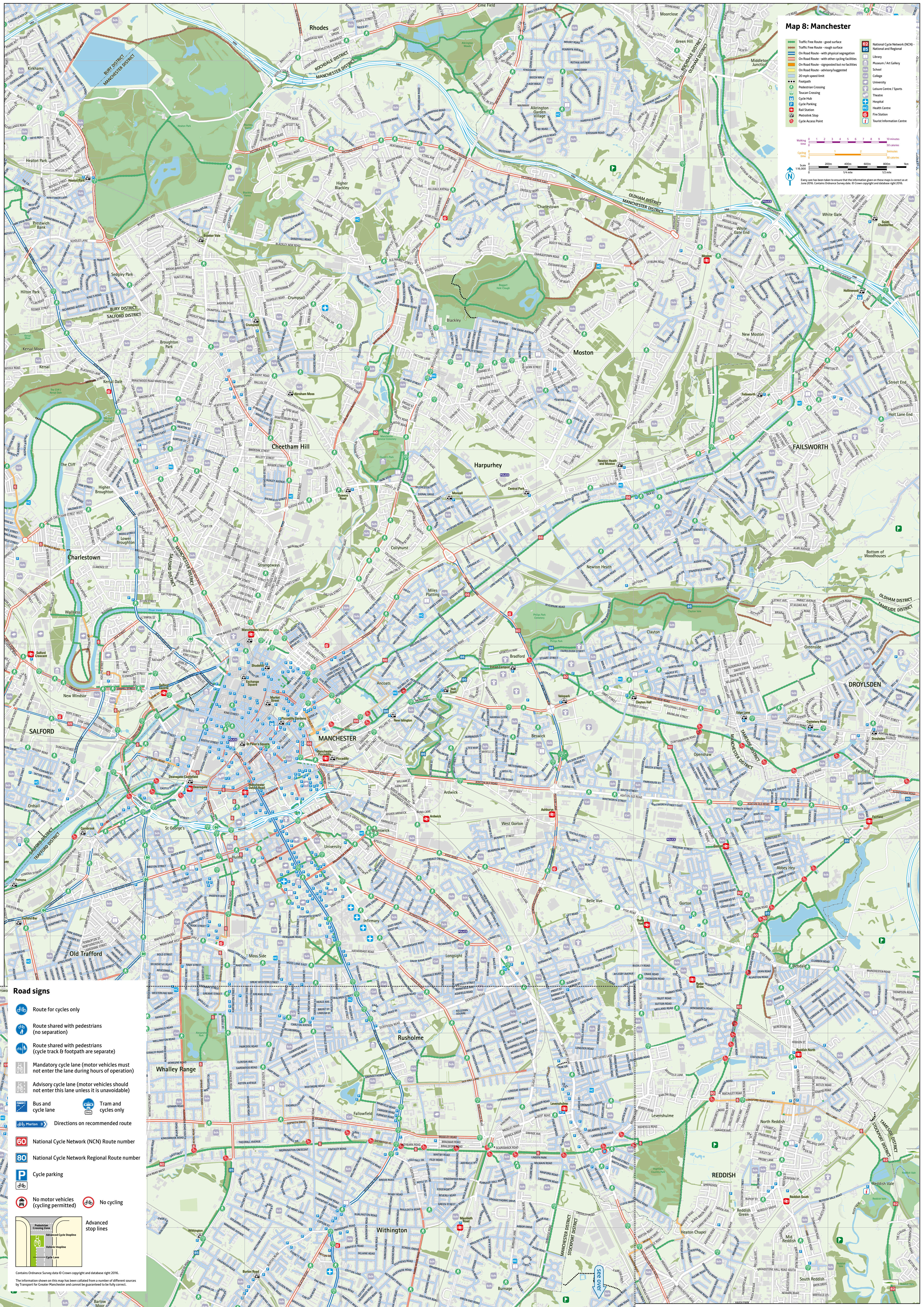
BEE NETWORK

City centre, Chorlton, Didsbury, Harpurhey, Hulme, Northern

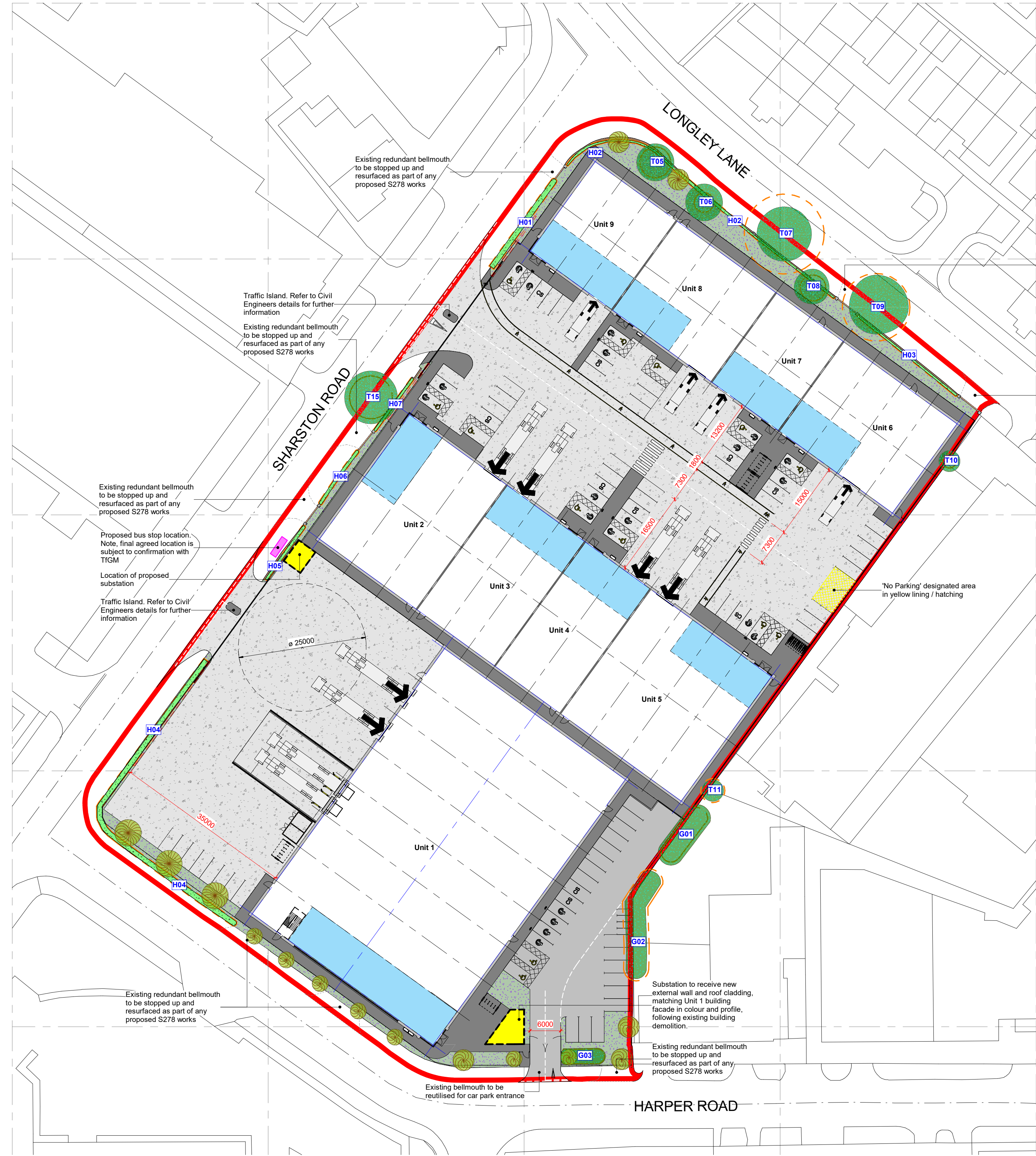
BEE NETWORK

Cycle maps

The Bee Network's cycle network is divided into 10 areas with a map for each. All maps are available to download from [beenetwork.com/cycling](https://www.beenetwork.com/cycling) or by scanning the QR code. You can also pick them up from your local Information and Ticket office.



Appendix C – Site Masterplan



Parking Schedule		Bicycle Provision	
Description	Count		Count
Unit 1		Unit 1	
Standard car parking bay	25		18
Standard car sharing parking bay	2		Unit 2-5
Standard electric vehicle charging parking bay	4		20
Accessible car parking bay	2		Unit 6
Motorcycle bay	4		8
	37		Unit 7
Unit 2			6
Standard car parking bay	4		Unit 8
Standard car sharing parking bay	1		6
Standard electric vehicle charging parking bay	1		Unit 9
Accessible car parking bay	1		4
Accessible electric vehicle parking bay	1		58
	8		
Unit 3			
Standard car parking bay	2		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible electric vehicle parking bay	1		
	5		
Unit 4			
Standard car parking bay	2		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible electric vehicle parking bay	1		
	5		
Unit 5			
Standard car parking bay	5		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible car parking bay	1		
Accessible electric vehicle parking bay	1		
	9		
Unit 6			
Standard car parking bay	6		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible electric vehicle parking bay	1		
	9		
Unit 7			
Standard car parking bay	1		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible electric vehicle parking bay	1		
	4		
Unit 8			
Standard car parking bay	4		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible car parking bay	1		
Accessible electric vehicle parking bay	1		
	8		
Unit 9			
Standard car parking bay	2		
Standard car sharing parking bay	1		
Standard electric vehicle charging parking bay	1		
Accessible electric vehicle parking bay	1		
	5		
Total: 90	90		

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P5	In support of full Planning Application	PM	30.07.25	BB
P6	Final draft issue for approval prior to formal Planning issue	PM	25.07.25	BB
P5	Issue for information, General updates.	AD	15.07.25	AD
P4	Issue for information, General updates.	PM	24.06.25	BB
P3	Cycle and waste provisions added. Unit 3 parking configuration updated to suit accommodation provision	PM	04.06.25	BB
P2	Pedestrian walk way relocated to increase the yield & traffic islands added.	AD	20.05.25	BB
P1	Unit 3 Areas updated in line with agents comments. Associated parking provision confirmed	PM	19.05.25	BB
P4	Parking provision and designation of spaces updated. Existing trees to be removed omitted for the scheme	PM	13.05.25	ME
P3	Dock ramp retaining wall reduced. Unit 2 moved to increase Unit 3 yard depth and incorporate safe pedestrian route. Trees to be removed initiated	PM	06.05.25	ME
P2	Updated to incorporate comments received. Unit 2 location moved to increase Unit 3 yard depth. General updates to finishes	PM	25.04.25	BB
P1	Issue for information purposes	PM	16.04.25	ME
Rev	Revision Details	Drawn	Date	Checked

Project:
Sharston Industrial Estate
Sharston Road,
Wythenshawe,
Manchester

Drawing No. **25006-HFR-AV-XX-DR-A-0501** Rev. **P06**
 Drawn By **PM** Scale **As indicated @ A1**
 Created **16.04.25**

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