
Travel plan for planning application 142535/FO/2025 consultation - 140 Great Ancoats Street

From [REDACTED]

Date Wed 25/06/2025 08:00

To Lucy Harrison [REDACTED]

Lucy - further to my email to you on 30th May I have the following additional comments regarding sustainable travel for this proposal and the submitted framework travel plan.

This development will definitely need a good travel plan, mainly due to the sheer scale of the proposal, and the intensification of the use of the site as compared with the existing use (furniture retail).

Overall, they have produced a good framework travel plan, which should be secured with the usual condition.

This is a good location for a highly intensive development, at least for the purposes of sustainable travel. It is on the edge of the city centre and within the heart of the urban area, particularly with the forthcoming redevelopment of the retail park site over the road. It is within easy walking distance for most people of Piccadilly station and the city centre. It is a good location for both residential and office uses as is proposed.

The proposal is to remove all car parking from the site. This is great for sustainable travel, but I would ask if disabled drivers can be catered for in some way?

They are proposing 838 long-stay cycle parking which is clearly a large amount, which is welcomed. These should be maintained as available for use for the lifetime of the development (unless a change is agreed by us in future), which in practice means abandoned bikes should be removed at least every five years. This should be written into the travel plan.

Unless I've missed it, there is no provision for visitors' cycle parking. Could you clarify this and request some if it isn't there?

They have listed various actions but say they are 'indicative' and will be confirmed, or not, in the full travel plan. This is ok, but it should be clear that the full travel plan is secured by condition, and that we must agree the various targets and actions in it.

Their suggested targets (8.15) for modal shift are probably too small, but this will depend on the baseline. Could they be more ambitious in their suggested targets for the framework travel plan?

Currently they are proposing (9.1) to stop implementing the travel plan after year five, but they don't say why they expect the need for it to disappear at that point. They should keep it for the lifetime of the development unless we agree otherwise.

I hope that is of help. Let me know if you need anything more on this. I can liaise with them if needed?

Thanks,


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