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STACK, Oxford Road, Manchester

Framework Travel Plan

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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Stack (Manchester) Limited to provide transport and highways advice in relation to a retail / leisure mixed-use development on the former Hatch site on Oxford Road, Manchester.

1.1.2 Hatch opened in 2017 in the undercroft of the Mancunian Way off Oxford Road, a space formerly occupied by a surface level car park. The scheme began as a three-storey marketing suite with café / gallery and marketing / commercial floorspace (Manchester City Council (MCC) planning reference: 12619/FO/2016) which gained temporary approval until 22 August 2021.

1.1.3 Subsequent planning applications for the Hatch scheme were approved between 2017 – 2019 for the extension of the scheme across a larger footprint, offering a mix of street food and bars set around a central plaza, with a central stage hosting live entertainment. These are detailed as follows:

- Phase 1 (MCC planning reference: 117089/FO/2017) – Temporary approval for erection of two storey building to be used for flexible commercial uses (Use Classes A1 (shop), A3 (restaurant/cafe), A4 (drinking establishment) or A5 (hot food takeaway)). Temporary approval lasted until 20 October 2022;
- Phase 2 extension (MCC planning reference: 120050/FO/2018) – Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) at ground and first floor. Temporary approval lasted until 25 September 2023;
- Reorganisation of the scheme and an increase in floorspace (MCC planning reference: 124502/FO/2019): Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) or B1 (office)) at ground and first floor. Temporary approval was granted until 6 March 2025.

1.1.4 Notwithstanding, the Hatch site was closed in September 2023, with a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remaining operational, with the intention for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

1.1.5 The vision is to recreate the atmosphere and feel generated by Stack (Manchester) Limited at the highly successful and popular STACK developments across Newcastle and Seaburn, and to implement this as a permanent use of the space. The existing space would be largely retained as part of the proposed development, which would comprise the courtyard arrangement to the north, and the undercroft space under the Mancunian Way to the south, with both linked by a small plaza.

1.1.6 The scheme is understood to create new outward facing retail stores to the north of the former craft bar, and the undercroft space would host street food vendors and bars within shipping containers, alongside the stage to host entertainment events, similar to the extant scheme.

1.1.7 Similar to the extant consent, the STACK development would be car-free given its central and highly accessible location. Four Sheffield cycle stands (totalling space for 8 cycles) were delivered along the western boundary of the site (directly off Oxford Road) as part of Hatch – Phase 2, and remain in use for future visitors to STACK.

1.1.1 It is envisaged that refuse and servicing trips would take place via the bin store at the rear of the development, on land that is leased from Bruntwood (to the south-east of the site, behind the proposed stage). The bin store can be accessed via Brook Street.

1.1.2 The proposed site layout is included in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

> *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 085453-CUR-XX-XX-T-TP-00002**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

[1] Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

1.3.3 Transport for Greater Manchester (TfGM)[2] strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health, stating that a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, DLUHC, 2023;
- Planning Practice Guidance, DCLG (now DLUHC), 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport (DfT), 2009.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.5 **Section 6** outlines the strategy for Travel Plan targets.

1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aggYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.1 **Section 8** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Summary

2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.

2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions[3], causing adverse physical and mental health including premature deaths[4], and costs to the health service[5] and businesses.

2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK[6].

2.1.4 Conversely, physical activity is a "miracle cure"[7], with cycling in particular having "staggering"[8] health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS[9], boost local businesses, improve the mobility and independence of those who cannot drive[10], and encourage greater social cohesion[11].

2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

[3] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[4] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[5] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[6] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[7] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[8] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292
[9] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[10] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[11] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located entirety underneath the Mancunian Way flyover within Manchester City Centre. The site is bound to the north by Manchester Technology Centre, to the west by Oxford Road, to the south by Manchester Metropolitan University (MMU)'s Institute of Sport building, and to the east by the Circle Square external bin store / service yard. In the extant scenario, traders from Hatch share the external bin store / service yard with Circle Square and the neighbouring Tesco Express convenience store.

3.1.2 The Circle Square masterplan area further to the north of the site has been delivered by Bruntwood and VITA Group. Circle Square comprises a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses.

3.1.3 **Figure 3.1** below shows the site in a local context relating to the local highway network:

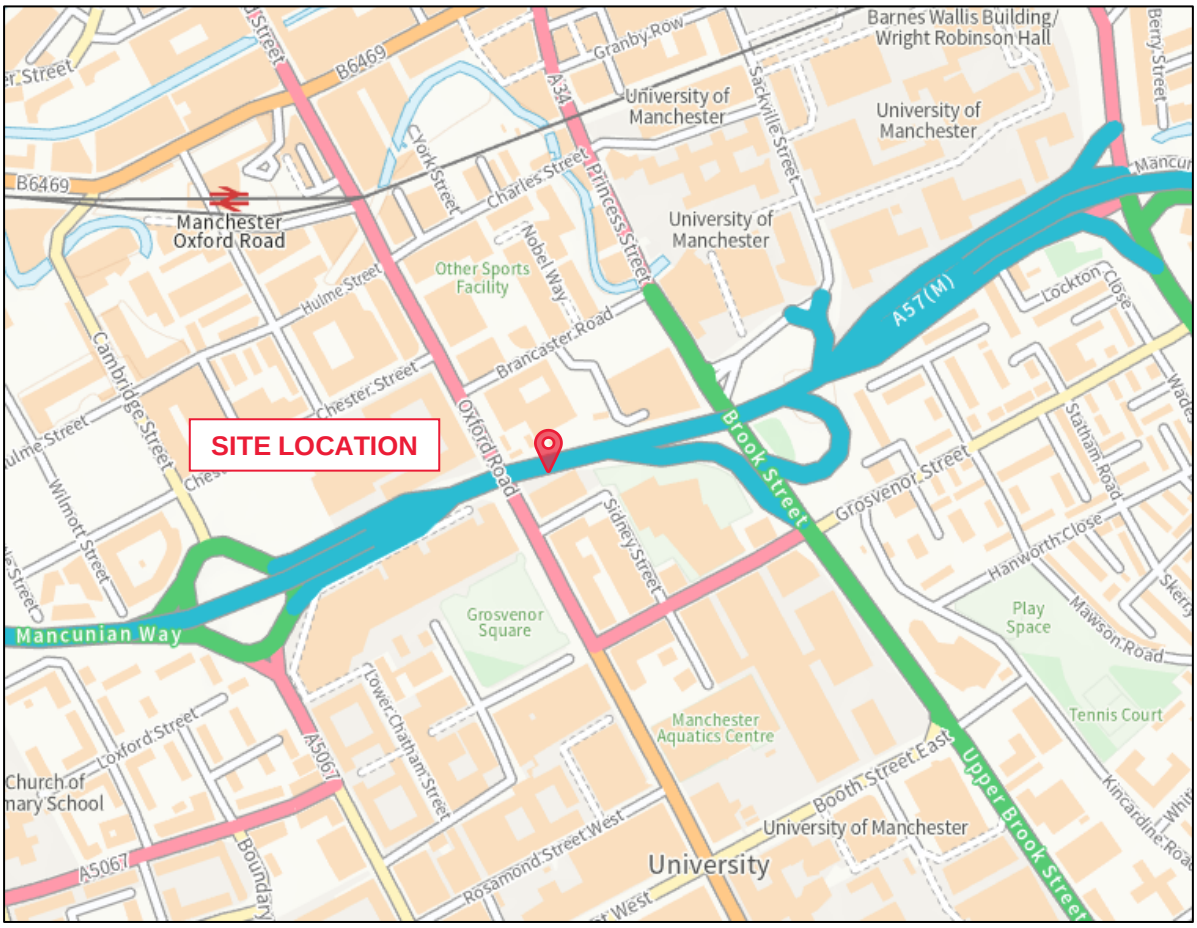


Figure 3.1 – Site Location
(Source: OS Maps, 2024)

3.2 Existing Use and Access

3.2.1 Whilst the former Hatch site was fully operational, it primarily served as a food and leisure site, with a smaller number of retail units, for visitors to eat, drink, and shop. The nature of the site offered flexible and affordable licenses for small businesses, and as such was home to independent traders who rotated frequently.

3.2.2 The site also included 4 terraces and a large event space in the middle of the site, with capacity for up to 900 people. Hatch regularly hosted live music and events in addition to its primary food and drink offer. At the peak of operation, there were over 30 independent retailers, breweries, restaurants, and street food traders and more than 350 seated covers.

3.2.3 At the time of writing, the majority of the former Hatch space has closed. Only a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remains operational, however the intention is for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

3.2.4 Pedestrian access to the site can be taken directly off Oxford Road, whereas vehicular access is provided to the east / rear of the site, off the service yard. Due to the accessible nature of the site, there is no car parking provided. On this basis, vehicular traffic to the site comprises service and delivery vehicles.

3.3 Surrounding Highway Network

B5117 Oxford Road

3.3.1 To the west of the site, Oxford Road extends for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.

3.3.2 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

3.3.3 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway.

3.3.4 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.

3.3.5 Oxford Road is subject to a speed limit of 20mph throughout. Double yellow parking line restrictions are present along the entirety of the road.

3.3.6 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

Brancaster Road

3.3.7 Further to the north of the site, Brancaster Road commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east.

3.3.8 The carriageway is approximately 4m wide, with wide footways of c. 4m along both sides of the road. There is a crossing point where Brancaster Road meets Oxford Road; this comprises dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

3.3.9 Towards the eastern section of the road, the northern side of the footway blends into the public realm of the completed Circle Square development, as such pedestrian infrastructure is in good condition.

3.3.10 Parking restrictions are present in the form of double yellow lines (no waiting at any time) along the entire length of Brancaster Road to prevent unauthorised parking.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional, and local policy is to ensure that developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less."*

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) 'Preferred Maximum' walking distance of 2.0km in 'Providing for Journeys on Foot' (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.4 In addition, 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *"local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)".*

4.2.5 Most notably, the site integrates into the wider Circle Square development, consisting of residential, commercial and retail elements, along with large public squares. There are a number of residential properties within 800m walking distance of the site including those along Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.

4.2.6 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 800m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure

facilities. To the north of the site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the site on Charles Street.

4.2.7 Additionally, the Manchester Oxford Road rail station is within a 400m walk of the site, as such visitors and staff at the site could benefit from utilising public transport as part of multi-modal travel to the site. The many bus stops along Oxford Road to the west of the site also host a wide variety of bus services all across Greater Manchester.

4.2.8 Further services and facilities are also accessible within the 2,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the site.

4.2.9 To the north of the site is the Chinatown district of Manchester, and a further ahead lies St Peter's Square in turn, which comprises a Metrolink stop. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2,000m north of the site.

4.2.10 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.3**. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle to destinations further afield, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.3 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles (8km) in approximately 25 minutes.

4.3.4 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (National Travel Survey (NTS) dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).

4.3.5 LTN 1/20 characterises 5 miles / 8km as *"an achievable distance to cycle for most people"*. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.

4.3.6 The 5.5km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 8km catchment extends further to Blackley to the north, Fairfield to the east, West Didsbury to the south, and Trafford Park to the west.

4.3.7 Many of the routes within the city centre are subject to a 20mph speed limit. These routes, alongside the TfGM local cycle network in the vicinity of the site, are shown in **Figure 4.1** below:

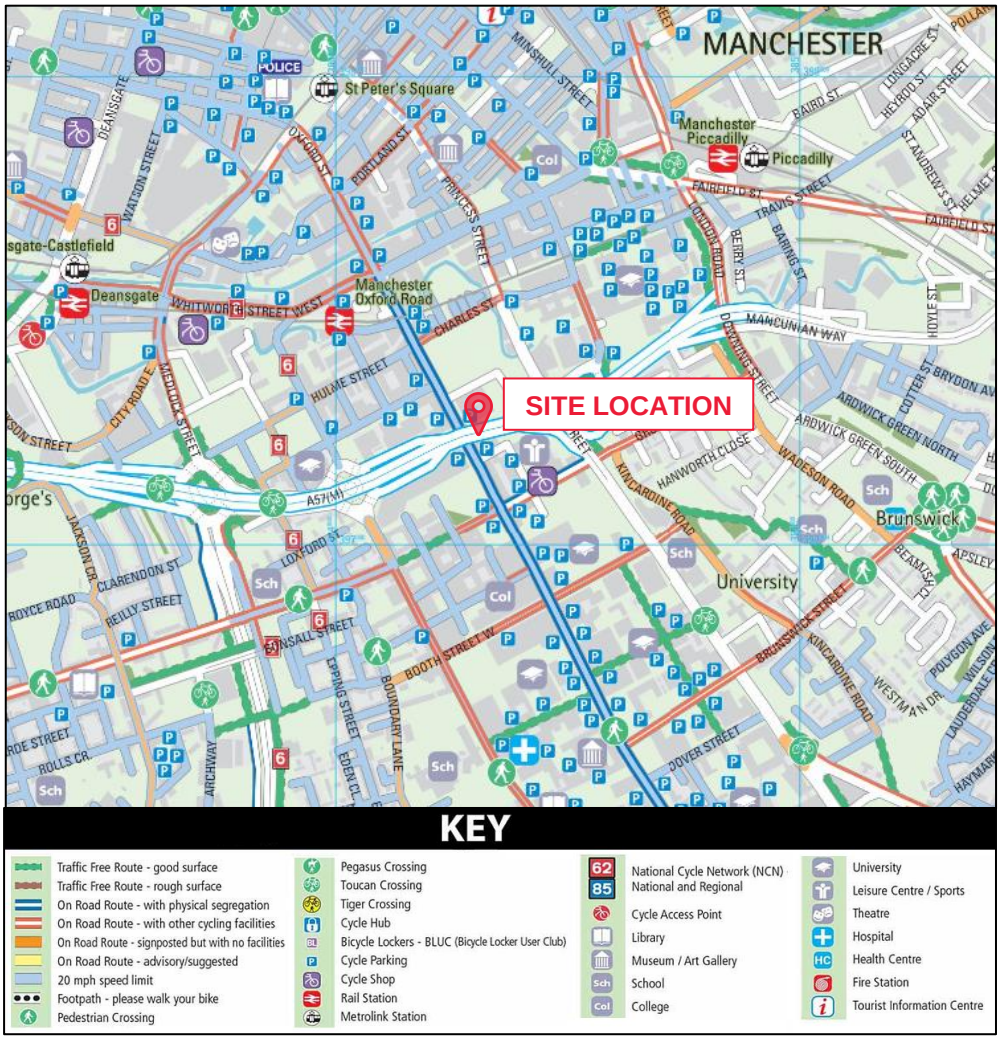


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2023)

4.3.8 There are two routes on the National Cycle Network (NCN) within close proximity of the site. Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton.

4.3.9 National Cycle Route 66 to the east can be accessed via Store Street. It connects the site to the north-east of Greater Manchester, including areas such as Failsworth.

4.3.10 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester City Centre are within 8km of the site and are accessible following Sustrans cycle routes.

4.3.11 The local cycle network shown above is also a part of Greater Manchester's Bee Network, which is TfGM's vision for an integrated transport system which will join together buses, trams, cycling and walking and rail.

4.3.12 As part of the Bee Network, a cycle hire scheme has been rolled out in recent years. These bikes are available on a Pay as You Ride (PAYR) basis, where those interested would be required to download a mobile app which shows the location of their nearest docking stations.

4.3.13 The Cycle Hire Scheme currently operates within in Manchester, Trafford, and Salford, with docking stations located to the north of the site along Circle Square, or to the south of the site near the MMU Institute of Sport building:

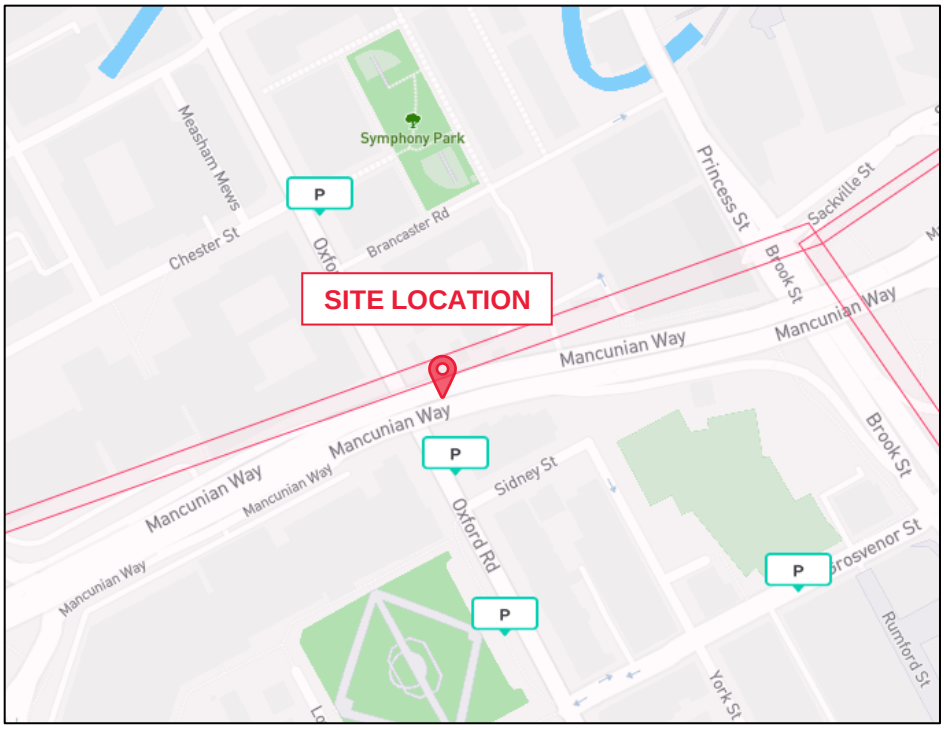


Figure 4.2 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2024)

4.3.14 The site is therefore well placed to take advantage of the cycle connections around Manchester City Centre. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.

4.4.3 Accessibility by bus and rail are considered further, with a local public transport network map included in **Figure 4.3** overleaf.

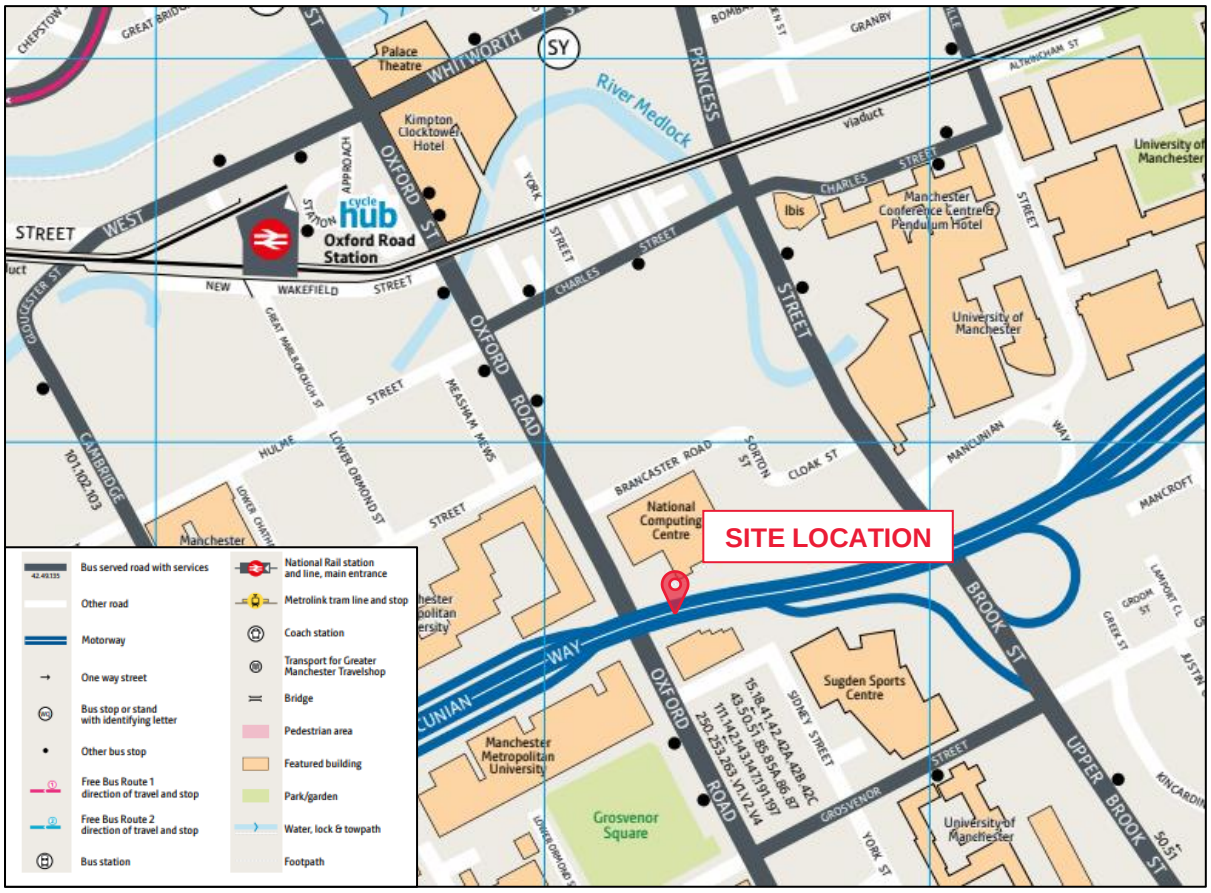


Figure 4.3 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2023)

Bus Accessibility

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

4.4.5 The nearest bus stop to the site is located directly to the west of the site along Oxford Road on its western perimeter. The bus stops here host southbound services and comprise good infrastructure such as shelters with seating, flag and pole, notice boards, and raised platforms for level access into buses. Northbound bus stops can be accessed c. 130m further to the north of the site.

4.4.6 The Oxford Road corridor is served by over two dozen bus routes, most of which run multiple times per hour, offering easy access every day of the week to areas across Greater Manchester and beyond. The provision of bus services will change over time in response to current circumstances and during different seasons of the year, however up-to-date bus times can be found on TfGM's website: https://tfgm.com/public-transport/bus.

4.4.7 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.8 The closest rail station to the development is Manchester Oxford Road, located c. 400m to the north of the site. The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

4.4.9 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom such as Carlisle, Preston, Manchester Airport, Southport, Liverpool, Warrington, Crewe, Norwich, North Wales, Glasgow, Edinburgh, Hull, Leeds, York, and Newcastle; this provides frequent access for visitors and staff to the site and is a viable alternative to private car use.

4.4.10 Alternatively, Manchester Piccadilly is located within a 1.2km walking distance towards the north-east of the site. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the services that call at the Oxford Road station also call at the Manchester Piccadilly station.

4.4.11 Local commuter train services also call at Manchester Piccadilly and Manchester Oxford Road, for staff who work further afield or visitors who travel from outside of central Manchester. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: https://www.northernrailway.co.uk/travel/timetables;
- Transpennine Express: https://www.tpexpress.co.uk/travel-updates/timetables;
- East Midlands Railway: https://www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: https://tfw.wales/service-status/timetables;
- CrossCountry: https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables; and
- Avanti West Coast: https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables.

4.4.12 A detailed map of the train network within Greater Manchester served by Manchester Oxford Road and Manchester Piccadilly is shown in **Figure 4.4** overleaf.

4.4.13 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

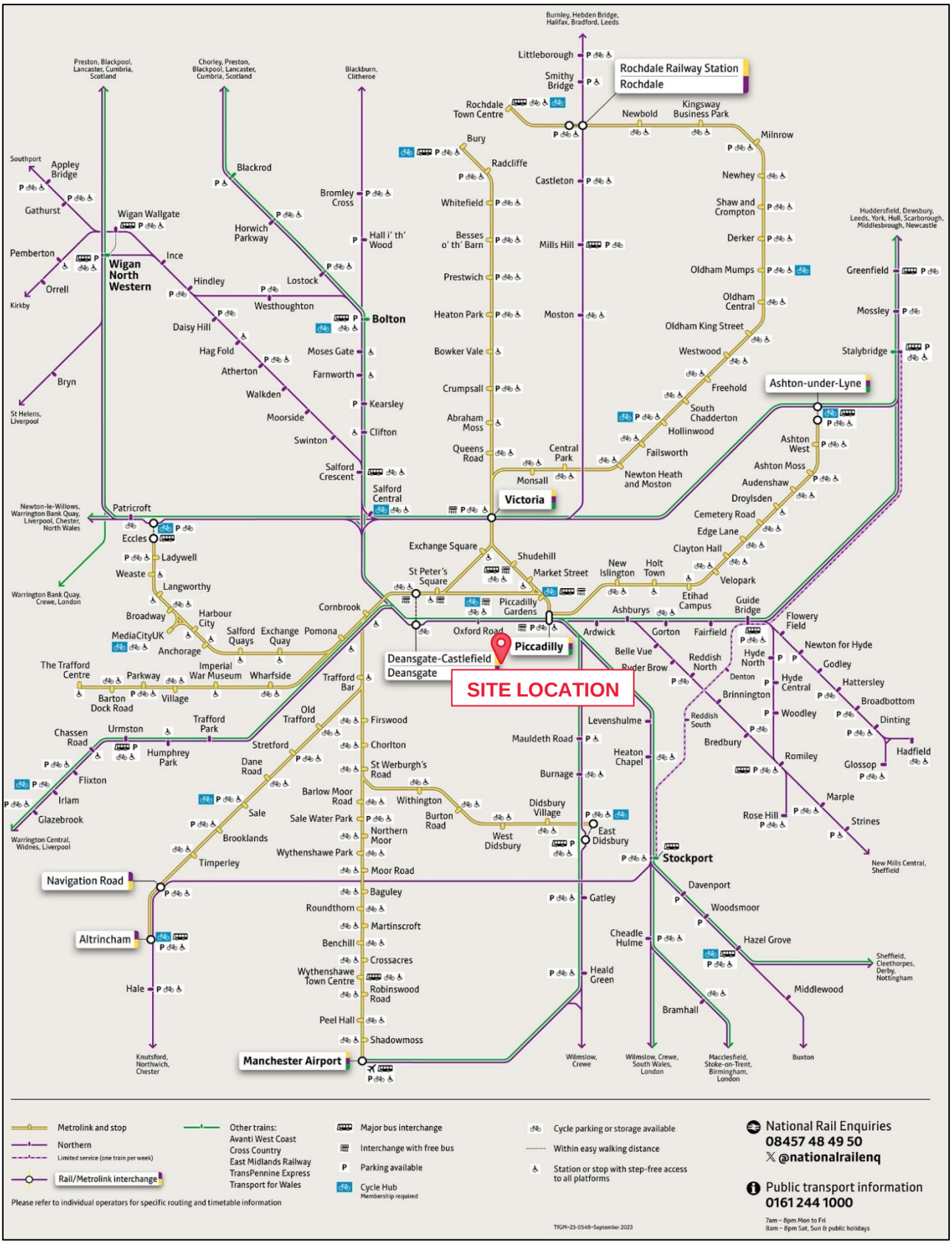


Figure 4.4 – Rail and Metrolink Network in the Vicinity of the Site

(Source: TfGM, 2023)

Metrolink (Light Rail)

4.4.14 **Figure 4.5** below shows the Greater Manchester Metrolink network:

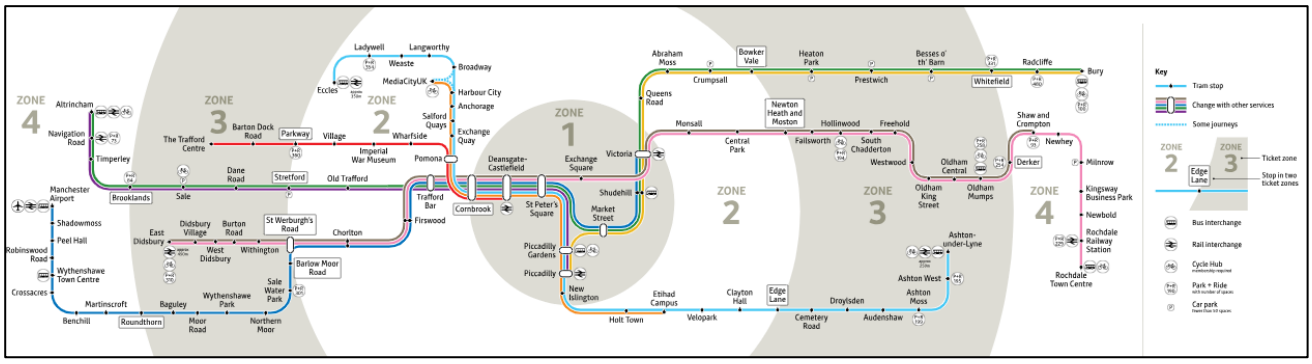


Figure 4.5 – Greater Manchester Metrolink Network
(Source: TfGM, 2022)

4.4.15 The nearest Metrolink stop is at St Peter's Square, approximately 700m to the north of the site.

4.4.16 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.17 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-times.

4.4.18 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Cornbrook, and a direct service to Manchester Airport.

4.4.19 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site.

4.5.2 This Travel Plan will build upon the site's sustainable location and formulate a series of measures in order to foster sustainable travel patterns amongst staff and visitors at the site. These measures are described in detail in **Section 5** below.

5.0 Travel Plan Initiatives

5.1 Introduction, Aim and Objectives

5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.

5.1.2 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan at the site.

5.1.3 Considering the benefits in **Section 2** and the end users, this FTP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

5.1.4 The FTP will be guided by with the following objectives, all within the above overarching aim:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site;
- **Objective 3 –** To increase the level of public transport use to and from the site;
- **Objective 4 –** To encourage car sharing and shared transport to and from the site; and
- **Objective 5 –** To encourage uptake of Ultra Low and Zero Emission vehicles.

5.2 Production of Sustainable Travel Information

5.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all staff at the development and be made available on the STACK website, for example. These Welcome Packs would then include a section with sustainable travel information and how staff and visitors can get to the site from their place of residence / work.

5.2.2 Sustainable travel information would typically comprise the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the Travel Plan Coordinator (TPC), and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local walking routes and places of interest; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk;

Objectives	Contents
	• The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as "National Walking Month'.
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as 'National Bike Week'; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • A map showing local bus and rail stations in the vicinity of the site; • Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and • Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey. • Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares; • Details of Traveline's online journey planning resources: https://www.traveline.info/; • Linking information systems regarding bus and rail travel timetables to the TfGM website to form a "One-Stop-Shop" for all public transport queries; and • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Objectives	Contents
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	• Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 5.1 – Sustainable Travel Information

5.2.3 This information will be periodically updated by the TPC.

5.3 Measures to Encourage Walking

5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

5.3.2 It has been demonstrated throughout **Section 4** of this FTP that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to many residential areas, public transport stops, and local services on foot.

5.3.3 In order to encourage walking, a number of measures will be considered:

- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained; and
- A marketing campaign in line with “Walk to Work Week” and / or the implementation of a “walking buddy” scheme to be implemented by the TPC.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this FTP there is an existing good level of cycle infrastructure in the surrounding area.

5.4.2 To encourage staff and visitors to cycle, the following measures will be provided:

- Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Sufficient security at existing cycle parking facilities; and
- The TPC to promote TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance).

5.4.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they

are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

5.5 Measures to Encourage Public Transport Use

5.5.1 It has been demonstrated throughout **Section 4** of this FTP that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester.

5.5.2 The following measures will be provided in order to encourage staff and visitors to travel by public transport:

- The TPC will advertise any promotions / discounts offered by public transport operators; and
- The TPC will liaise with bus companies and TfGM on any future improvements and / or extensions to local services.

5.6 Measures to Encourage Car Sharing / Shared Transport and Electric Vehicles (EVs)

Car Sharing

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

5.6.2 To aid the coordination of car sharing, it is suggested that staff who are willing to car share should submit their name to the TPC. People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.

5.6.3 It is envisaged that this would need to be regularly maintained and encouraged by the TPC.

5.6.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff and visitors who do not own a car but require occasional use.

Car Club

5.6.5 It is acknowledged that many staff that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

5.6.6 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven.

5.6.7 At the time of writing, the nearest Car Club bay is located on 5 Cambridge Street, c. 400m to the north-west of the site. Other Car Club locations within the local area are as follows:

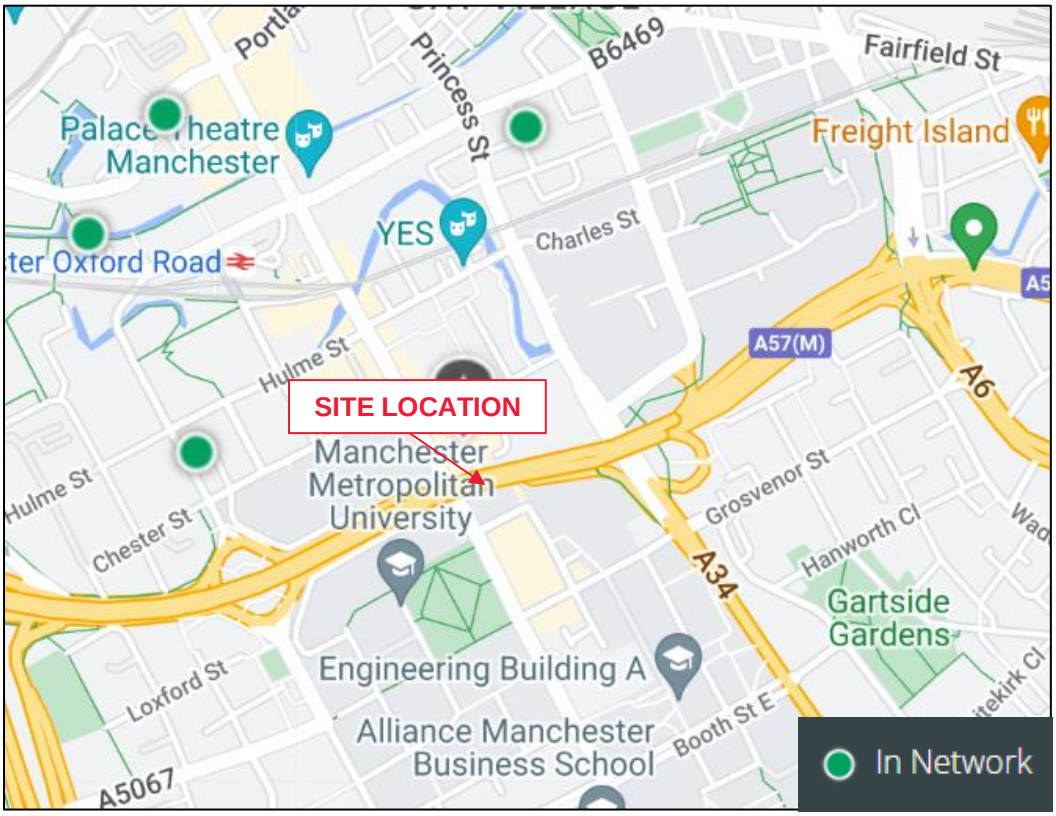


Figure 5.1 – Car Club Locations in the Vicinity of the Site
(Source: Enterprise Car Club and Google Maps, 2024)

5.6.8 It is considered that the Car Club could therefore be a highly attractive facility for staff who require occasional private car use.

Electric Vehicles (EVs)

5.6.9 It is considered that the access to EV charging facilities would encourage staff who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

5.6.10 As there are no parking spaces provided on-site, alternative electric vehicle charging points (EVCPs) can be located as shown in **Figure 5.2** overleaf:

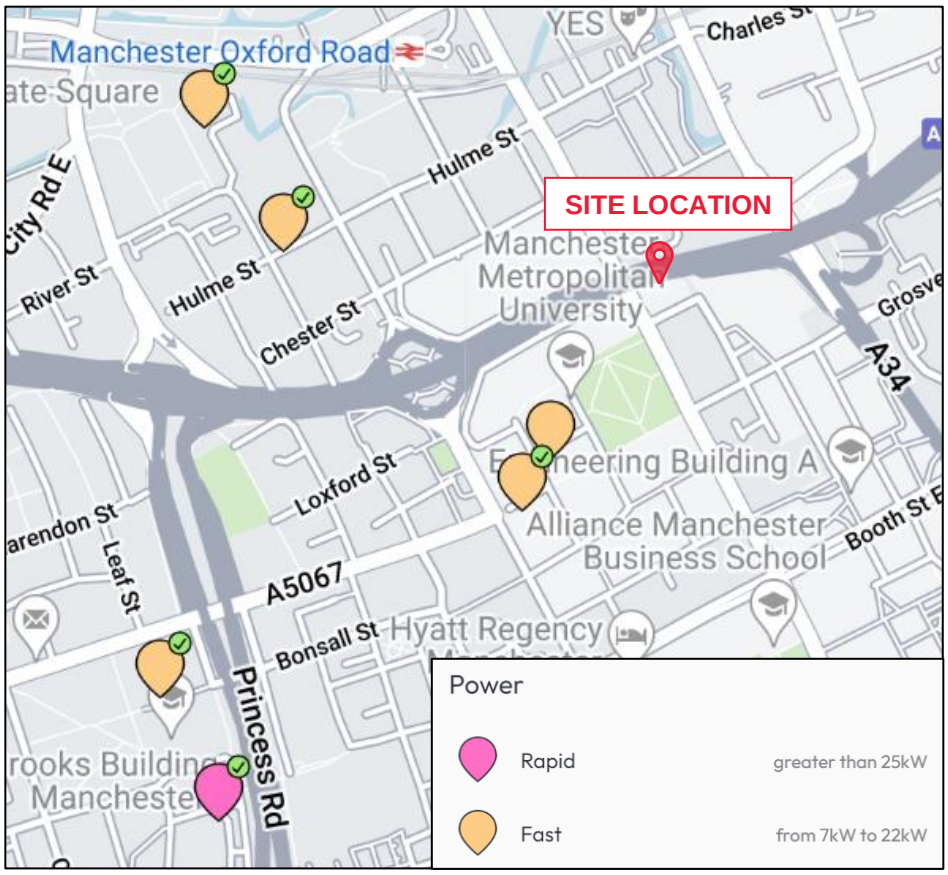


Figure 5.2 – Electric Vehicle Charging Points in the Vicinity of the Site
(Source: ZapMap and Google Maps, 2024)

5.7 Summary

5.7.1 In summary, the initiatives contained in this section can be implemented by the Travel Plan Coordinator (TPC) to encourage staff and visitors to travel by sustainable modes of transport and contribute to the achievement of the aims and objectives set out earlier within this FTP.

5.7.2 The list of measures above is by no means exhaustive, but form the basis of those to be explored by the TPC and to be agreed with TP officers at Manchester City Council.

6.0 Travel Plan Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

6.2.1 As the development has not yet been occupied, it is not possible to undertake any travel surveys of future staff and visitors. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

6.2.2 In order to understand travel habits, a survey will be undertaken within six months following occupation, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would seek the following key information:

- Place(s) of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage staff and visitors to travel more sustainably.

6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

6.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Staff and visitors would be sent this link in the early stages of occupation and can click on it to be directed to an internet-based survey.

6.2.5 The information obtained will be used to undertake modal split analysis. Staff and visitors will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

6.3 Data Analysis and Travel Plan Targets

6.3.1 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

6.3.2 The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

6.3.3 To provide an indication of potential targets, an example is provided in **Table 6.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	**Existing (2020 Hatch Travel Survey)**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	17%	-0.5%	-2%	-2.5%	-5%
Car Share	17%	+0.5%	+0.5%	+1%	**+2%**
Public Transport	30%	-	+0.5%	+0.5%	**+1%**
Cycle	13%	-	+0.5%	+0.5%	**+1%**
Foot	25%	-	+0.5%	+0.5%	**+1%**
Other	0%	-	-	-	**-**

Table 6.1 – Example of Potential Targets

6.3.4 The example modal split targets above aim for a 5% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing.

6.3.5 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 5** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

6.3.6 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the management arrangements associated with the FTP.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *"Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area."*

Source: Good Practice Guidelines: *Delivering Travel Plans though the Planning Process.* DfT, 2009.

7.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the FTP lies with Stack (Manchester) Limited. Following initial occupation, the FTP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).

7.2.4 Notwithstanding, adequate consultation and support from Stack (Manchester) Limited is required to ensure the smooth implementation of the FTP. A number of measures to be undertaken comprise:

- Active management of the car and cycle parking;
- Provision of security measures within the site, such as CCTV, where appropriate;

- Maintenance of on-site walking and cycling facilities, lighting, and any CCTV installations;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the TPC. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

7.3.2 At least one month before occupation, a TPC will be appointed. It is likely that this would be a manager on-site at STACK.

7.3.3 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff, administering travel surveys, events (if necessary), and providing advice to staff on sustainable travel choices.

7.3.4 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.5 The TPC will remain in-post for the duration of the monitoring period, and MCC will be notified if the holder of the TPC role changes during this time.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and liaising with

MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.4.2 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with MCC) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include five surveys: the initial monitoring survey and four follow-up surveys.

7.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect. A summary of the survey results will be made available to staff by the TPC.

7.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

7.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce monitoring reports as and when requested by MCC. This report will include, but may not be limited to the following:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced (if applicable);
- Provision of information on proposed initiatives due for implementation (if applicable); and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	Stack (Manchester) Limited
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within six months of occupation	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with MCC	TPC
Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Monitoring	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with MCC)	TPC

Table 8.1 – Action Plan

8.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from Stack (Manchester) Limited.

8.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Proposed Site Layout

NOTES
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NORTH

VISUAL SCALE BAR 1:125
0 1m 2m 3m 4m 5m 6m

EXISTING HIGH CONTAINMENT KERB TO BASE OF COLUMNS

COLUMN PROFILE AT GROUND FLOOR

STORE 1
SECURITY OFFICE
ACC WC
FOOD 7
FOOD 8
RETAIL
RETAIL
CELLAR
BAR 4
FOOD 6
FOOD 5
FOOD 2
FOOD 1
BAR 1
CELLAR
PLANT
FEMALE WC
STORE 2
STAGE
STAGE CHANGE
AV BOOTH
FOOD 17
FOOD 9
CELLAR
FOOD 18
LOBBIED ENTRANCE
LIFT
COFFEE SHOP
FOOD 4
FOOD 3
BAR 3
CELLAR
BAR 2
CELLAR
GLASS WASH
STORE 3
MALE WC
KEG STORE
REFUSE STORE

TIMBER SCREEN UPTO UNDERSIDE OF DECK WITH EMERGENCY EXIT GATES

EMERGENCY EXIT GATES WITH TIMBER SCREEN ABOVE UPTO UNDERSIDE OF CONTAINER AND MOTORWAY

TIMBER SCREEN UPTO UNDERSIDE OF DECK WITH EMERGENCY EXIT GATES

FRAMED ENTRANCE PORTAL WITH BRANDED SIGNAGE

TIMBER SCREEN UPTO UNDERSIDE OF DECK AND PROFILED TO SIDE OF COLULMN

GATES WITH TIMBER SCREEN ABOVE UPTO UNDERSIDE OF CONTAINERS ABOVE

Area Under Construction
No Access To Survey

Area Under Construction
No Access To Survey

BT CL 37.02
BT CL 36.56
BT CL 36.64
BT CL 36.71
BT CL 36.79
BT CL 36.81
BT CL 36.88
TP
SV
LP
LP
Flower Bed
Oxford Road

REV	DATE	DESCRIPTION	BY	CHK
PL04	11/06/2024	KEG STORE AREA EXTENDED; OXFORD ROAD ESCAPE CAPACITY INCREASED	JW	PS
PL03	06/06/2024	DEMISE LINE (BLUE) UPDATED TO REFLECT AFL; REFUSE STORE RE-ORGANISED TO SUIT DEMISE; APPLICATION BOUNDARY (RED LINE) UPDATED TO CAPTURE STREET SEATING	JW	PS
PL02	10/04/2024	UPDATED TO SUIT AMENDMENTS TO FIRST FLOOR GA - INCLUDING REFORMATTING OF - FIRE ESCAPES, REFUSE STORE, STAIRS & PLATFORM LIFT, AND PLANT ROOM & FEMALE WC	JW	PS
PL01	15/03/2024	ISSUED FOR PLANNING	JW	PS

dunwoodieswift architects

CLIENT
STACK (MANCHESTER) LIMITED

PROJECT
STACK MANCHESTER

TITLE
PROPOSED FLOOR PLAN GROUND LEVEL

SCALE @ A1 1:125
STATUS PLANNING
NAME DATE
DRAWN BY JW 29/07/2024
CHECKED BY PS
PROJECT No. 1162.1
DRAWING No P0-[20]-000.2
REVISION PL04

Manchester Technology Centre

DASHED LINES INDICATE TENSILE FABRIC ROOF OVER

COVERED SEATING FORMED OUT OF HIGH CUBE CONTAINERS SET ONTO DECK LEVEL WITH OPEN FACE TO PLAZA AND GLAZED FACE TO BOUNDARY

ACOUSTIC SCREENING OVER CONTAINERS

TIMBER SCREEN UPTO UNDERSIDE OF MOTORWAY

UNDERSIDE OF MOTORWAY OVER SITE

GLAZED SCREENS TO EDGE OF UPPER DECK WITH BALUSTRADE EXTERNALLY

FRAMED ENTRANCE PORTAL WITH BRANDED SIGNAGE

GLAZED SCREENS TO EDGE OF UPPER DECK WITH BALUSTRADE EXTERNALLY

TIMBER SCREEN UPTO UNDERSIDE OF MOTORWAY

CORUGATED CONTAINER STYLE CLADDING

IC
CL 36.73

Canopy

Upper Canopy

Canopy

Flower Bed

FOOD 15

FOOD 13

CLNR CUPB

ACC WC

BAR 7

BAR 5

36.54

36.67

FOOD 11

STAFF ROOM

MALE WC

LIQUOR STORE

STAGE BELOW

PLAZA

VOID

COVERED WALKWAY

FOOD 14

STORE

FOOD 12

BAR 6

STORE

FOOD 10

GLASS WASH

FEMALE WC

OFFICE

STORE

Area Under Construction
No Access To Survey

Area Under Construction
No Access To Survey

Oxford Road

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NORTH

VISUAL SCALE BAR 1:125
0 1m 2m 3m 4m 5m 6m

COLUMN PROFILE AT FIRST FLOOR

REV	DATE	DESCRIPTION	BY	CHK
PL02	10/04/2024	BOH AREA TO NORTH AND SOUTH OF STAGE REFORMATTED IN RESPONSE TO FIRE STRATEGY REVIEW; FOOD 14 & ACC WC UNITS REFORMATTED TO ALLOW ADDITIONAL STORE; ADDITIONAL STORE BETWEEN BAR 6 AND FOOD 10 (FORMED OUT OF TIMBER HOARDING)	JW	PS
PL01	15/03/2024	ISSUED FOR PLANNING	JW	PS

dunwoodieswift architects

CLIENT
STACK (MANCHESTER) LIMITED

PROJECT
STACK MANCHESTER

TITLE
PROPOSED FLOOR PLAN
UPPER LEVEL

SCALE @ A1		STATUS
1:125		PLANNING
NAME		DATE
DRAWN BY	JW	29/07/2024
CHECKED BY	PS	

PROJECT No.	DRAWING No	REVISION
1162.1	P1-[20]-100.2	PL03

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