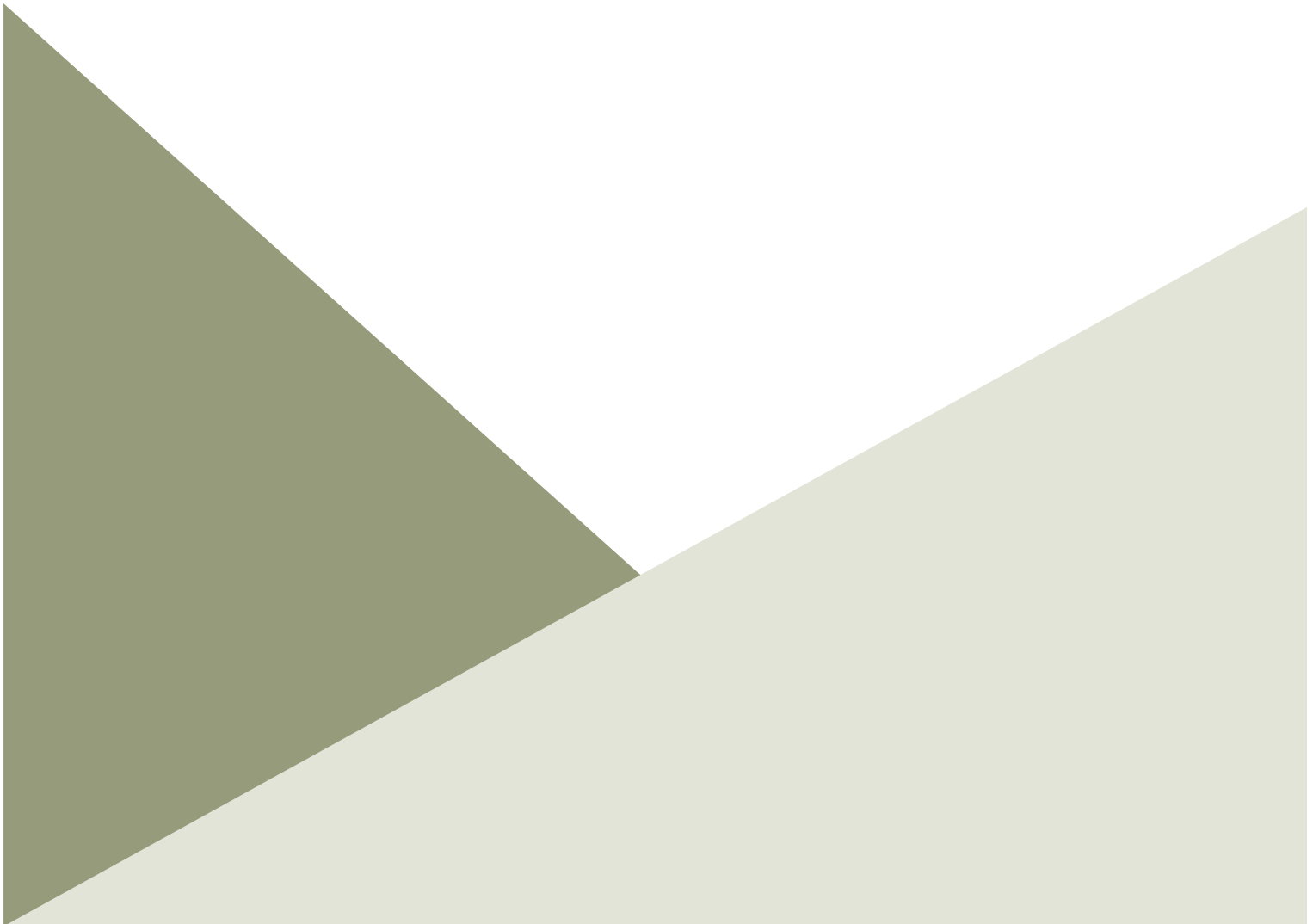




**Proposed Community Centre, Ashton Old Road,
Manchester**

Travel Plan



REPORT

DOCUMENT:	Travel Plan
PROJECT:	Proposed Community Centre, Ashton Old Road, Manchester
CLIENT:	Hazara Community Centre
JOB NUMBER:	ES03182

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Appendix -

- 1 Site Location Plan**
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1 INTRODUCTION

1.1 Preamble

1.1.1 EnviroSolution LTD has been instructed by Hazara Community Centre to provide a travel plan to support the proposals relating to the support of a permanent retention of a previously temporary approval of change of use of former public house to a centre for education, training, advice and community use to 741 Ashton Old Road, M11 2HD.

1.1.2 The building closed down as a public house circa 2014 for unknown reasons. Planning was approved by LPA to convert the building to flats with a shop at ground level by the previous owner and due to poor structural condition, the property was abandoned and stayed vacant until it was purchased by Hazara Community Association in 2017. A temporary planning permission was granted in 2019 (124671/FO/2019).

1.1.3 This Travel Plan has been produced to discharge Condition 5 of Planning Reference: 136504/FO/2023 which states below:

“5) A Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;

(2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;

(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and

(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local

planning authority 136504/FO/2023 Page 4 of 7 shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.”

1.1.4 The Department for Transport has issued two separate guides on the preparation of travel plans which are the relevance to this proposed development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Development Site and its Location

1.2.1 The site is located 3.7km to the east of Manchester city Centre and 2.5km from Droylsden.

1.2.2 The building is located in the Openshaw area in southeast of Manchester and lies along and fronts the A653 Ashton Old Road, half a mile to the east of the Manchester Inner ring road and of the corner of Dawney Street.

1.2.3 The building is rectangular shaped and was previously known as Legh Arms public house and is approximately 90 years old.

1.3 Development Proposals

1.3.1 The proposed development proposes a change of use of public house to a centre for education training and advice and community use, together with the erection of a first floor side extension, steps to the front of the building and associated parking.

1.3.2 The development will be accessed via an existing access junction. The site is currently accessed from Ashton Old Road and Dawney Street. A large double door gate access from Ashton Old Road leads to an internal side court yard.

1.4 The Travel Plan

1.4.1 The aims of the Travel Plan are as follows:

- To encourage visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than private car.

1.4.2 The Travel Plan will demonstrate the strategy that the developer is taking to assist the wider aims of sustainable transport and should include the following as a minimum as detailed in Planning Condition 5.

1.4.3 This document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and the visitors are visiting the development.

2 PLAN ADMINISTRATION

- 2.1.1 The administration of the Travel Plan (once implemented) will be the responsibility of the developer.
- 2.1.2 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by EnviroSolution on behalf of Manchester City Council. Essentially this Coordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.
- 2.1.3 Details of the appointed TPC will be submitted to the local authority at least 1 month prior to the first occupation. Similarly, the TPC will be advised of appropriate contact personnel at the development.
- 2.1.4 The TPC will be the first point of contact for visitors and other outside organisations in all matters regarding travel.
- 2.1.5 The post of the TPC of the development will be overseen by the housing management company or developer.
- 2.1.6 Visitors will be made aware of the Travel Plan and its aims when viewing properties.
- 2.1.7 In addition, the Travel Plan will form part of the terms of the lease or sale of the dwellings and as such any future occupier will be aware in advance of what is required of them within the Travel Plan. This will ensure the long-term continuation of the Travel Plan and on-going commitment.
- 2.1.8 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

- 3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.
- 3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:
- 3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.
- 3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:
- accessibility on foot;
 - accessibility by cycle;
 - accessibility by bus; and
 - accessibility by rail.

3.2 Access on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Existing footways are provided along the A635 Ashton Old Road, Dawnay Street and South Street. These link to the wider pedestrian network.
- 3.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

- 3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 4.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 3.2.7 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 2**.
- 3.2.8 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Openshaw, West Gorton, Belle Vue and Bewick, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 3.2.9 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and transport links.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 3.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Trafford, Didsbury, Stockport, Denton, Ashtonunder-Lyne and Failsworth.
- 3.3.4 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising roads which are residential in nature with low vehicle speeds. Where specific cycle provisions are not available, the majority of local roads are suitable for cycling on the carriageway. The local cycle network in the vicinity of the site is shown in Figure 3.1



Figure 3.1 – Local Cycle Network

- 3.3.5 Figure 3.1 shows there are numerous Traffic Free Routes (Green), On-Road Routes with physical segregation (Blue) and On-Road Routes with other cycling facilities (Orange) surrounding the site. To the west of the site, Ashton Old Road has a marked out cycle lane on the westbound side of the carriageway.
- 3.3.6 The local network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the 'Bee Network'. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. There has recently been a Beswick Active Neighbourhood Scheme completed just to the west of the site which prioritises safer streets for those travelling on foot or bike. To the east of the site, an upgrade is currently taking place on the Fallowfield Look cycling route, allowing future visitors to benefit from better safety and quality of commute for all purposes.
- 3.3.7 To the north of the site, NCR 66 connects Failsworth to the centre of Manchester

via Newton Heath and Beswick and to the east, NCR 6 connects Beswick with Fallowfield, Whalley Range and eventually Trafford via the Fallowfield Loop.

- 3.3.8 The site is therefore, ideally placed to take advantage of the cycle connections around Openshaw. Furthermore, the development will provide secure cycle parking spaces to encourage cycling amongst visitors. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

3.4 Access by Bus

- 3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

- 3.4.2 The nearest bus stop to the site is located approximately 65m to the west of the site access, along the A635 Ashton Old Road. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located along Greenside Street, a short distance northwards. All the nearest bus stops to the site are shown on **Plan 3**.

- 3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.2** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
171	Newton Heath - East Didsbury	1 service	Every 60 mins	1 service	-	Every 60 mins	2 services	-
172	Newton Heath - Southern Cemetery	1 service	Every 60 mins	7 services	2 services	Every 60 mins	6 services	Every 60 mins
219	Newton Heath - Southern Cemetery	21 services	Every 10 mins	32 services	11 services	Every 15 mins	25 services	Every 10 mins
221	Piccadilly - Broadbent Fold - Arnold Close	3 services	1 service	-	-	-	-	-

Table 3.2 Existing Bus Services Operating in the Vicinity of the Site

- 3.4.4 As can be seen from Table 4.4, the nearest bus stops to the site provides various

services throughout the day to destinations such as Manchester city Centre, Didsbury and Chorlton.

3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:45am to around 02:30am, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.3** below.

Destination	Duration
Manchester city Centre	9 mins
Didsbury	40 mins

Table 3.3 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Manchester City Centre is just a 9-minute bus journey from the site and Didsbury is just a 40-minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Rail

3.5.1 The nearest train station located to the site is Ashbury's, which can be accessed via a 11-minute walk, a 2-minute cycle. This train station is managed by Northern and has 2 platforms, offering 7 services an hour to destinations including Hadfield and Manchester Piccadilly.

3.5.2 Train stations Ardwick, Gorton and Belle Vue are also located within the 2k pedestrian catchment.

3.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Access by Metrolink

3.6.1 Clayton Hall is the nearest tram stop to the site. Located just 1.2km from the centre of the site, it can be accessed via a 16-minute walk or a 4-minute cycle. Clayton Hall is located on the blue line from Ashton-under-Lyne to Eccles via Piccadilly and Deansgate. This service runs every 12-minutes throughout the week.

3.7 Accessibility Summary

3.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.7.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Openshaw.
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on the A635 Ashton Old Road and Greenside Street, travelling to destinations such as Manchester city Centre and Didsbury, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with Ashbury's station located just a short bus journey away.
- The site is also accessible by tram, with Clayton Hall located just a short walk away.

3.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 The following Travel Plan measures will be considered:

- Travel Plan Co-Ordinator
- Travel Awareness
- Car Sharing Services
- Encouraging Walking/Cycling
- Cycle User Group

4.2 Appointment of Travel Plan Co-Ordinator (TPC)

4.2.1 At least one month before the first occupation of the proposed development, a Travel Plan Co-Ordinator (TPC) will be appointed. 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. The responsibilities of a TPC are further detailed in Section 8 of this report.

Encouraging Walking

4.2.2 Visitors will be provided with information and advice concerning safe pedestrian and cycle routes to the site.

4.2.3 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator. The following measures will be provided in order to encourage visitors to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site on national events such as “National Walking Month”;
- Clear signing of pedestrian routes within and adjacent to the site;
- Providing new pedestrian signage from the site to the main destinations and bus stops;

- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths, and websites such as:
 - <https://activetravel.tfgm.com/> – comprising details of walking routes, groups and other information; and
 - <https://www.ramblers.org.uk/> – comprising details of local walks;
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

4.2.4 Additional measures such as marketing campaigns incorporating free issue pedometers and alarm, and the implementation of a “walking buddy” scheme could also be considered.

Encouraging Cycling

4.2.5 To encourage visitors to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed Welcome Packs, including websites such as:
 - <https://activetravel.tfgm.com/> – comprising details of cycling routes, groups and other information; and
 - <https://www.cyclinguk.org/> – comprising information on cycling;
 - Local cycling retailers and repair shops;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of signage in and around the site; and

- Promotion of events such as “National Bike Week”.

4.2.6 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 will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could also be considered.

Encouraging Travel by Public Transport

4.2.7 The following measures will be provided in order to encourage visitors to travel by public transport;

- Details of TfGM’s online journey planning resources: tfgm.com/plan-a-journey;
- Distribute details of Manchester City Council’s community transport options for visitors who may have difficulty accessing regular public transport;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at <http://www.traveline.co.uk/>;
- Provide up-to-date bus details including timetables/contact information in the Welcome Packs; and
- Advertise any promotions/discounts offered by public transport operators.

Car Sharing Services

4.2.8 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register car share schemes such as the following;

- Liftshare <https://liftshare.com/uk>
- Bla Bla Car <https://www.blablacar.co.uk/>

- Enterprise Car Club <https://www.enterpriseclub.co.uk/gb/en/home.html>
- Co Wheels <https://www.co-wheels.org.uk/>
- Karshare <https://help.karshare.com/hc/en-gb>
- Hiyacar <https://www.hiyacar.co.uk/>
- Getaround <https://uk.getaround.com/>

4.2.9 The car share, car club and peer to peer car club allow users to register their details and provides them with options for travelling by car without having to own their own vehicle.

5 ACTION PLAN

5.1.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Client
Undertake initial travel surveys	Following 6months after the first use of development	Receipt of written agreements of targets	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Travel surveys conducted in annually	TPC
Achieve target car driver travel to site mode split	5 years after initial travel survey	Travel surveys conducted annually	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

5.1.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 TRAVEL PLAN MONITORING

6.1.1 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice;

6.1.2 A full Visitors' travel survey: A travel survey will be distributed to all volunteers/employees. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.

6.1.3 Snap Shot Visitors travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

6.2 Frequency of Monitoring

6.2.1 The full visitor travel survey will be distributed after 6 months of first use. The results will be reported to Manchester City Council in the form of a monitoring report (annual progress report).

6.3 Monitoring Reporting and Review

6.3.1 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits, to be used to update the travel plan, and help identify measures which could be implemented to encourage a modal shift. The update travel plan along with the results of the initial travel survey and any updated actions would be forwarded to Manchester City Council Highways Department.

6.3.2 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.

6.3.3 Actions are:

- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
- Monitor the take-up of the car share scheme; and
- Record comments received.

6.3.4 Monitoring reports will be provided to officers at Manchester City Council Highways annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all visitors upon the completion of surveys.

6.3.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys 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 annual follow-up surveys.

6.4 Travel Plan Coordinator (TPC)

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

6.4.2 Leading on the delivery of the TP;

6.4.3 Representing the human face of the TP and explaining its purpose and opportunities on offer;

- Offer individual journey planning as and when required to help further encourage sustainable modes of travel;
- 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 and representing the developer at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council Highways); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

6.4.4 A TPC will be nominated in due course, at least one month before first occupation.

7 CONCLUSIONS

- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to visitors to the development.
- 7.1.4 The aim of the Travel Plan is:
- to encourage visitors to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
 - A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
 - The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.5 The Travel Plan Co-ordinator will be responsible for monitoring the success of the plan.

Appendix -



SITE LOCATION

CLIENT:

HAZARA COMMUNITY CENTRE

DRAWING TITLE:

**ASHTON OLD ROAD, MANCHESTER
SITE LOCATION**

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

4458-01

REVISION:

-

DRAWN:
LG

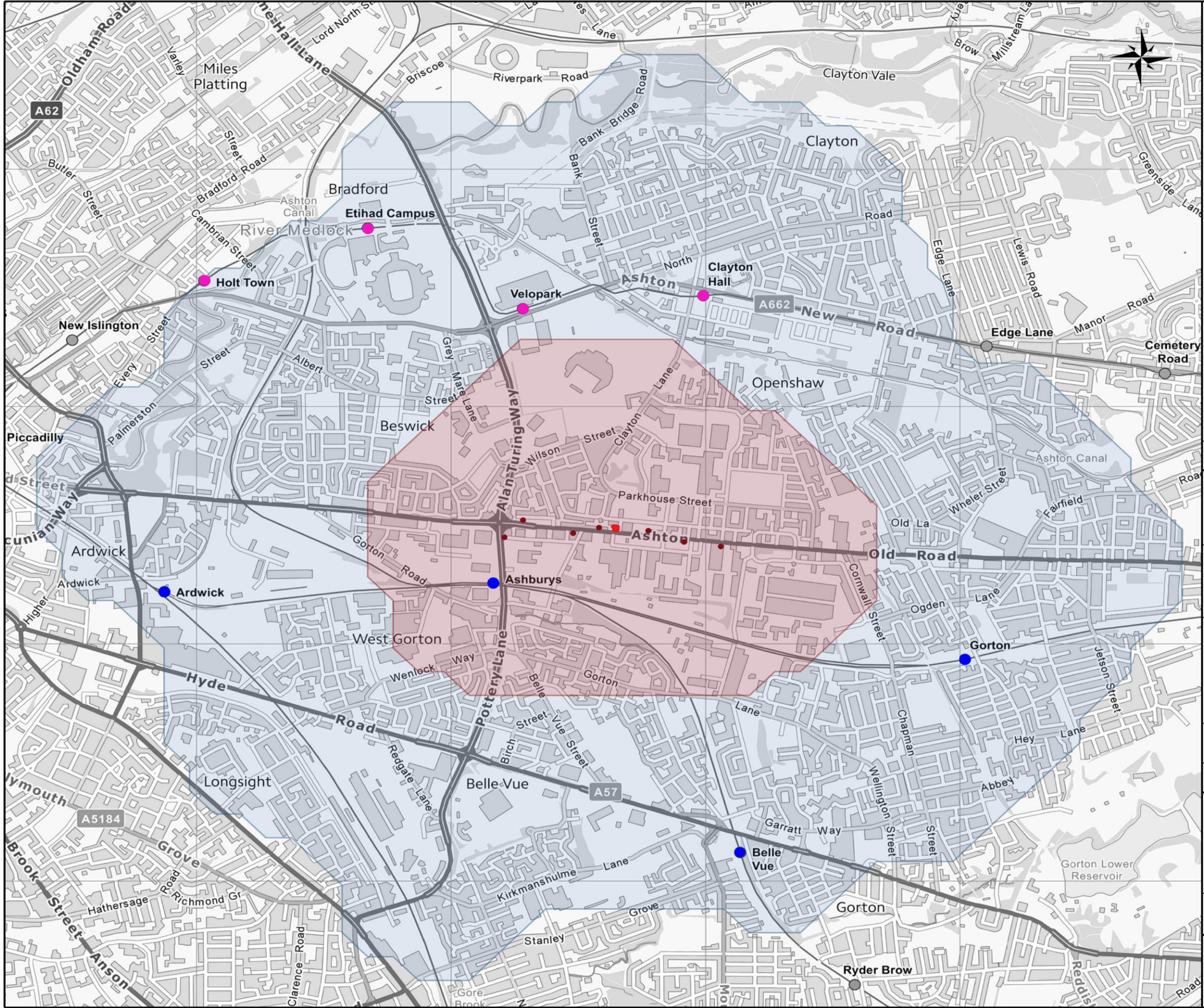
DATE:
14.06.24

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PJW

DATE:
14.06.24

SCALES:
NTS @ A4

enviro | solution



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Metrolink
- Train Station
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

HAZARA COMMUNITY CENTRE

PROJECT:

ASHTON OLD ROAD, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	PJW	JUN 24

Eddisons
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DRAWING NUMBER:	REVISION:
4458-03	-

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