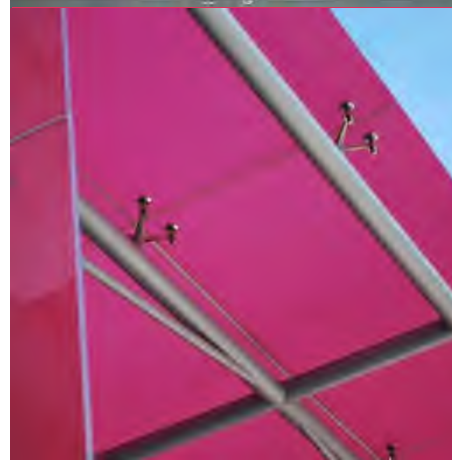
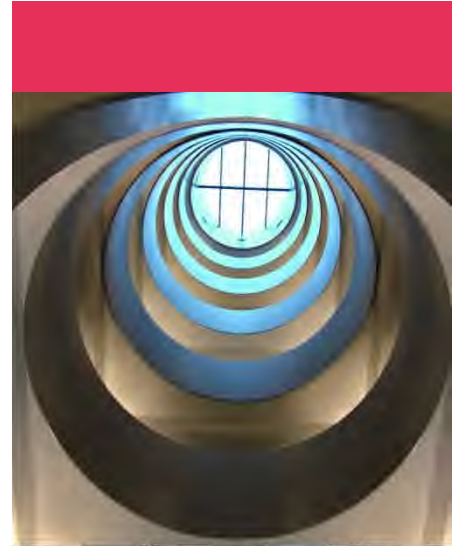


Sparkle Street

Interim Travel Plan

Curtins Ref: 082142-CUR-XX-XX-T-TP-00002
Revision: P04
Issue Date: 19 April 2024

Client Name: Foras (Sparkle Street) Limited



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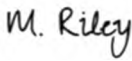
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Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Foras (Sparkle Street) Limited (the Applicant) to provide transport and highways advice in relation to a planning application for the Sparkle Street residential development in Manchester.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a ground + 27 storey residential development with supporting residential amenity, private terraces and a private shared garden, providing 359 new apartments. The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined¹ 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 Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **082142-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An ITP 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 Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2#full-publication-update-history>

1.3.3 Transport for Greater Manchester (TfGM)² 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, MHCLG (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014; and
- Greater Manchester Transport Strategy 2040.

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; and **Section 4** provides a summary of the development proposals.

1.4.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 6** 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 7** outlines the strategy for Travel Plan targets.

1.4.6 **Section 8** 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.

1.4.7 **Section 9** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBsVa9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- 1.4.8 **Section 10** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

- 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 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 NHS³, boost local businesses, improve the mobility and independence of those who cannot drive⁴, and encourage greater social cohesion⁵.
- 2.1.3 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.

2.2 Primary Benefits

- 2.2.1 Most car journeys are within cycling distance, and many could be walked⁶. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km⁷:

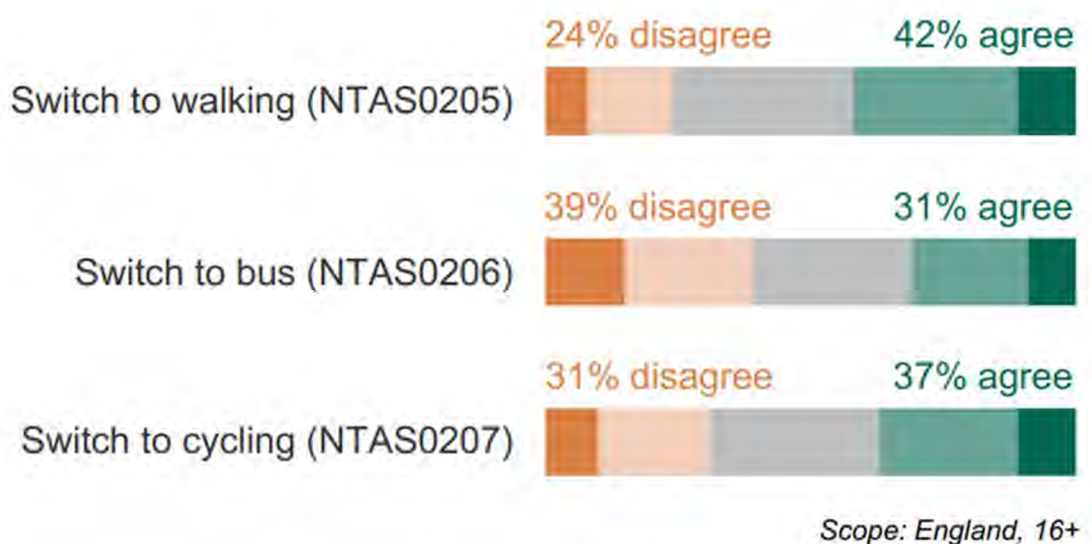


Figure 2.1 – Willingness to Switch Mode of Travel

³ 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

⁴ 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

⁵ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

⁶ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

⁷ Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

2.2.2 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Greater Manchester⁸.

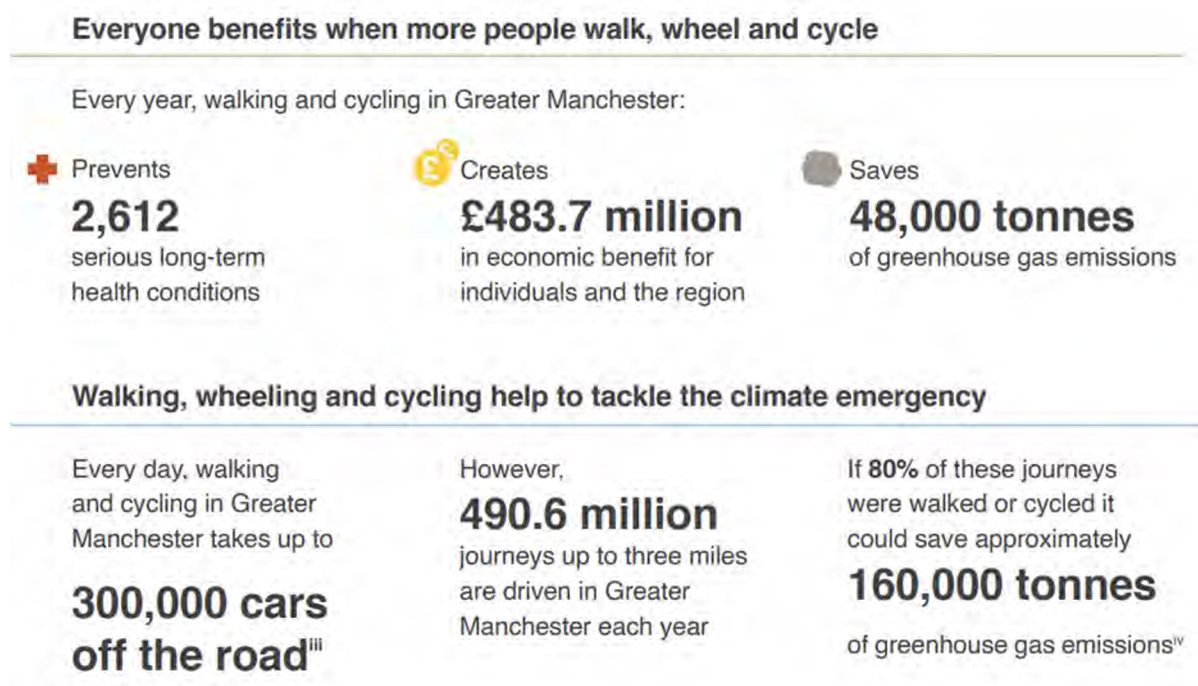


Figure 2.2 – Benefits of Active Travel for Greater Manchester / Index Cities

- 2.2.3 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year⁹.
- 2.2.4 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.
- 2.2.5 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries¹⁰. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.2.6 Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

⁸ Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: <https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf>

⁹ Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecdd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf

¹⁰ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

- 2.2.7 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at <https://cleanairgm.com/data-hub/forecast-and-alerts/>.
- 2.2.8 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually¹⁰.
- 2.2.9 NHS Guidance is for adults to do some type of physical activity every day, for a total of “at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week”¹¹. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance¹², a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

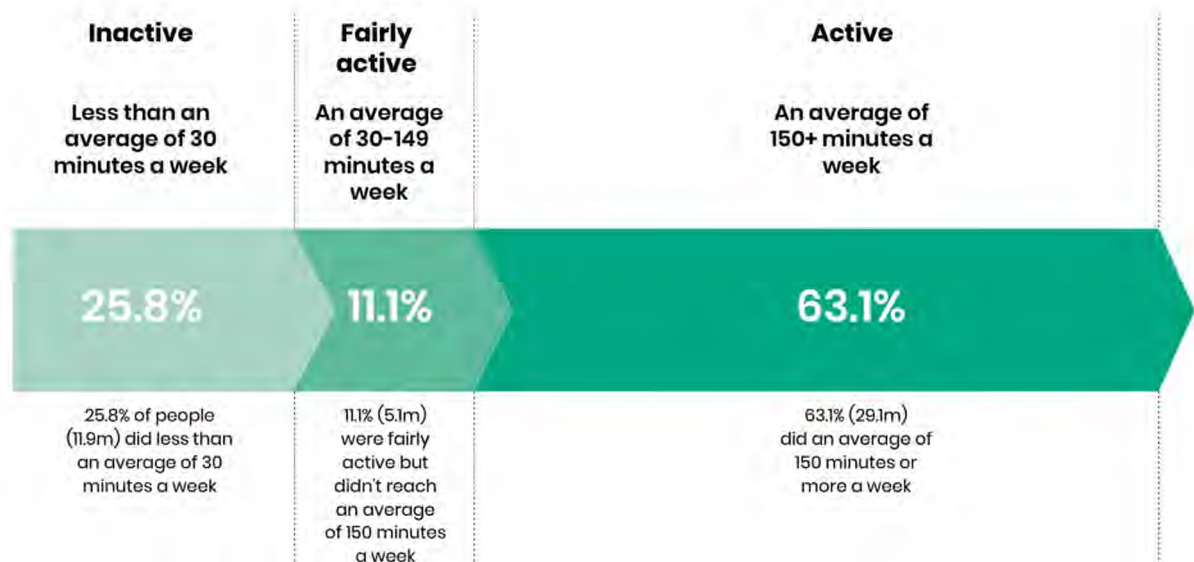


Figure 2.3 – Activity Levels for Adults

- 2.2.10 This has contributed to poor health in much of the adult population¹³:

“In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]

The prevalence of ... diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.

The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%).”

¹¹ 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>

¹² Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

¹³ NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021>

2.2.11 The UK Chief Medical Officers¹¹ further state:

"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."

2.2.12 Poor air quality is the largest environmental risk to public health in the UK¹⁴. Road transport contributes to a third of all nitrogen dioxide (NO₂) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.2.13 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.4** overleaf.

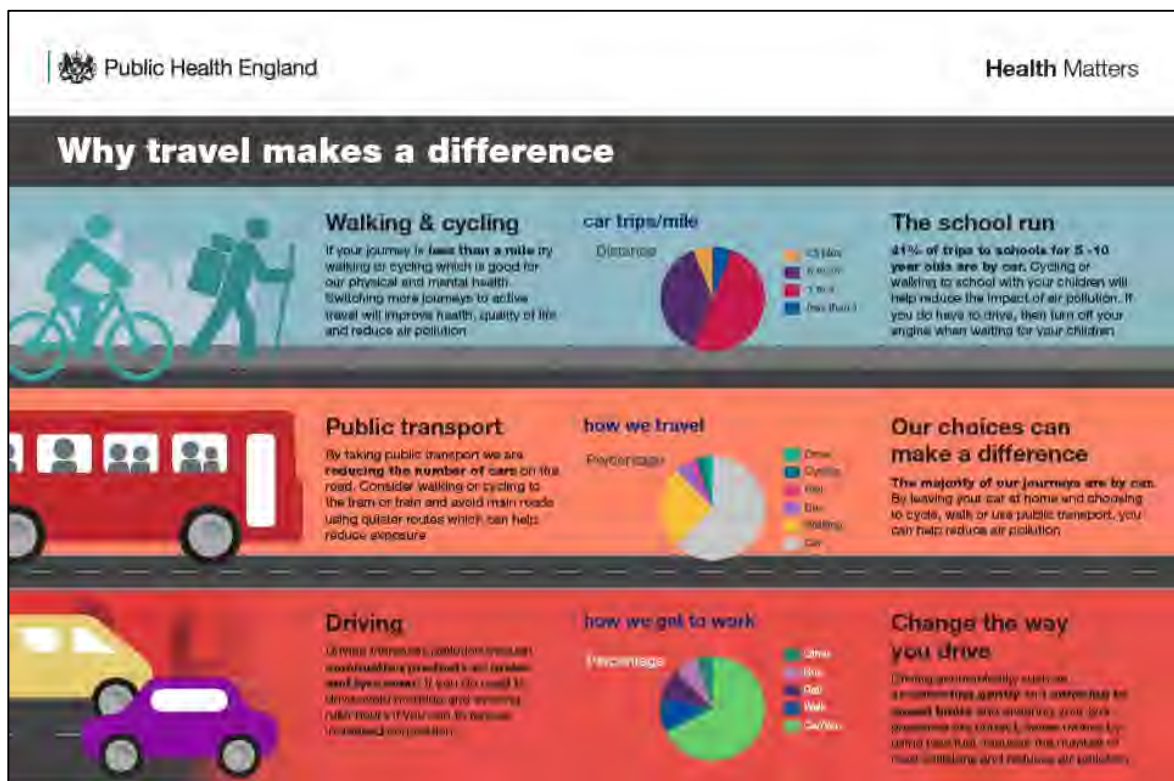


Figure 2.4 – The Impact of Travel Behaviour on Public Health

¹⁴ 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>

2.2.14 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹⁵.

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

¹⁵ 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>

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located adjacent to Sparkle Street and Store Street, approximately 100 metres north of Piccadilly Railway Station in Manchester City Centre and is approximately 0.25 ha in size.

3.1.2 The site is bound by Store Street to the north, undeveloped land to the east, an existing residential development to the south, and Sparkle Street to the west.

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

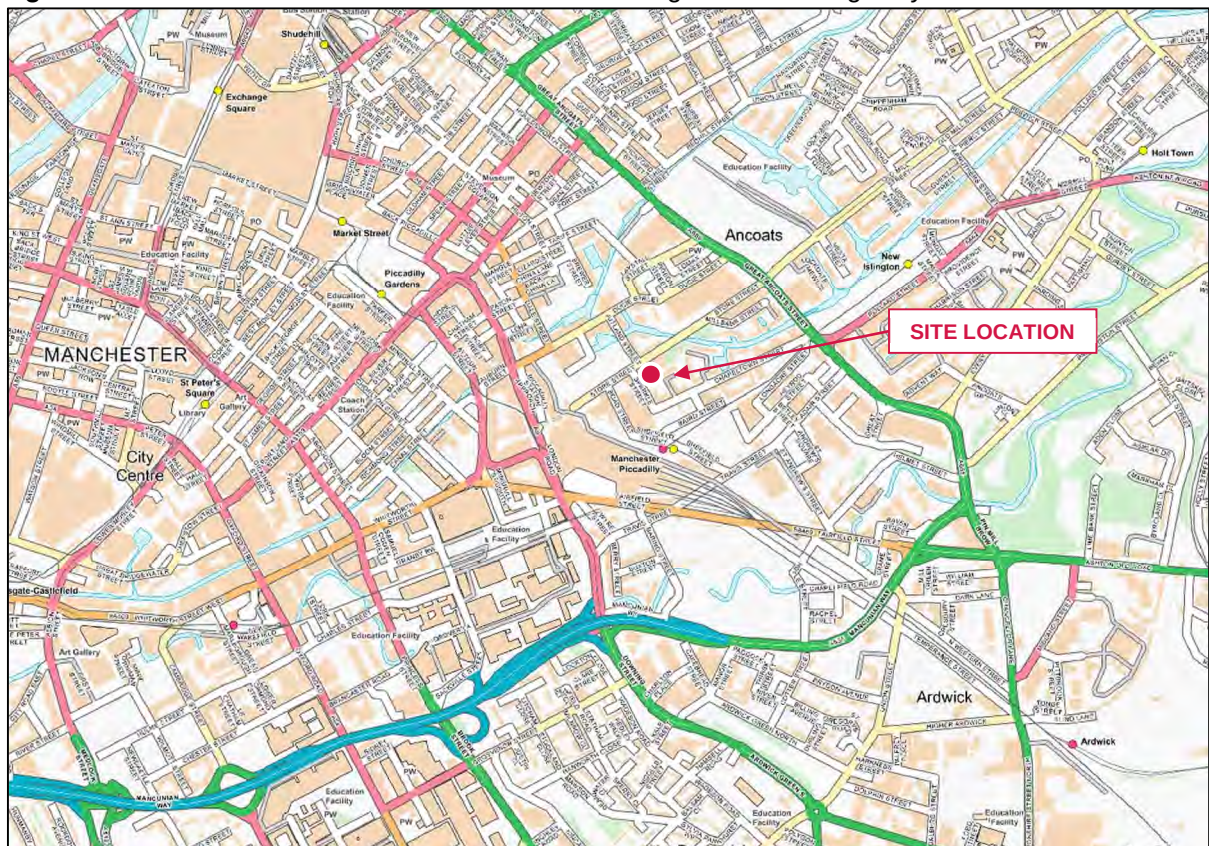


Figure 3.1 – Site Location

(Source: OpenStreetMap, 2023)

3.1.4 **Plan 082142-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 082142-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

3.2 Existing Use and Access

3.2.1 The site is currently occupied by surface car parking and two buildings that are used for storage and distribution, with its former use being a telephone exchange. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street.

3.3 Surrounding Highway Network

3.3.1 **Table 3.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Carriageway Width	Pedestrian Infrastructure	Cyclist Infrastructure	Speed Limit	Street Lighting	Restrictions / Parking / Loading Provision
Store Street	c. 9m	c. 3.5m on either side Tactile paving Dropped kerbs	On-Street cycle lane markings	20mph	Yes	Pay & Display On-street parking bays. EV charging bays
Sparkle Street	c. 7m	c. 2m on either side Tactile paving Dropped kerbs	None	30mph	Yes	Pay & Display On-street parking bays.
A665 Great Ancoats Street	c. 13m	c. 4m on either side Tactile paving Dropped kerbs	Shared cycle/footway	30mph	Yes	Permit parking on south side of the road

Table 3.1 – Surrounding Highway Network Summary

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. These features include dropped kerbs and tactile paving along Store Street and Sparkle Street. Additionally, where Store Street joins the A6 London Road, a signalised pedestrian crossing point is located which includes a refuge island.

3.4.2 Blue badge holders can also park free of charge without any time limits at any Pay & Display bay.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 The proposed scheme comprises 359 apartments as part of a ground plus 27-storey tower, with a mix of 1, 2, and 3-bedroom properties.
- 4.1.2 The proposed site layout is provided in **Appendix A**.

4.2 Proposed Access Arrangements and Parking Provision

Access & Parking Arrangements

- 4.2.1 As a reflection of the highly accessible nature of the site and its location within the city centre, it is proposed that no on-site car parking will be provided. The development is essentially car-free. This was discussed with MCC Highways as part of the scoping process and it was agreed to be acceptable in principle.
- 4.2.2 There will be no vehicular access directly into the building, other than for maintenance along the proposed service road along the eastern side of the building.
- 4.2.3 As part of the proposals, a loading bay, two accessible bays, and car club space will be provided in the vicinity of the site.
- 4.2.4 Furthermore, as outlined in **Section 5**, it is considered the site is highly accessible by sustainable modes of transport. Residents, including those with disabilities, would be encouraged to utilise the range of pedestrian, cycle, and public transport options available to access Manchester City Centre and further beyond, along with the variety of amenities that are available within walking distance for day-to-day use.

Proposed Cycle Parking

- 4.2.5 The proposals will provide 100% secure cycle parking for residents. A number of additional Sheffield stands will be provided at the cycle store to cater for alternative bikes, for instance those suitable for use by disabled people. This equates to over 359 cycle spaces. The proposed cycle store will be accessed from the proposed gated service road to the east of the building.
- 4.2.6 In addition to this, three Sheffield stands will be provided near the main entrance to the building for visitors to the development.
- 4.2.7 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan. The provision of sufficient cycle parking of suitable quality and inclusivity has a key synergy with the successful implementation of Travel Plans.

4.2.8 The secure cycle parking provision has been derived with due consideration of the accessible central location and walkable distance to public transport hubs as well as the proximity of the site to complementary services and facilities. A full review of pedestrian, cycle, and public transport accessibility is provided in **Section 4** of this report.

Nearby Parking Facilities

4.2.9 A review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a walking time of approximately 10 minutes when walking at an average speed of 1.2m/s. Nearby car parking is summarised in **Table 4.1** overleaf.

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Piccadilly Station	100m	711	Yes	117
2	Store Street	130m	406	0	Yes
3	Baird Street	250m	60	-	-
4	Ducie Street	270m	60	0	0
5	Sheffield Street	400m	165	Yes	-
6	Tariff Street	550m	232	-	4
7	Dale Street	550m	285	-	0
Total:			1,919	Yes*	121*

Table 4.1 – Existing Off-site Car Parking Provision

*Denotes where bays have publicised but not counted.

4.2.10 The above table demonstrates there are a number of publicly available car parks were found within a 10-min walk of the site, providing car parking provision for approximately 1,919 vehicles (including disabled parking bays and 121 Electric Vehicle (EV) charging bays). It is therefore considered there is adequate opportunity for off-site parking should future residents chose to opt for residency parking permits.

Electric Vehicle (EV) Charging Provision

4.2.11 The proposed development will retain the existing two EV charging bays that are located to the north of the site along Store Street – see **Figure 4.1** overleaf.



Figure 4.1 – Existing EV Charging Spaces along Store Street

- 4.2.12 These charging points are two of the hundreds of charging points located on the Be.EV network, which is Greater Manchester's dedicated public charging network. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 4.2.13 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.56/kWh for rapid chargers and £0.46/kWh for fast chargers (compared to £0.59/kWh and £0.49/kWh respectively for pay-as-you-go users).

4.2.14 **Figure 4.2** below illustrates the location of the nearest EV charge points in the vicinity of the site:

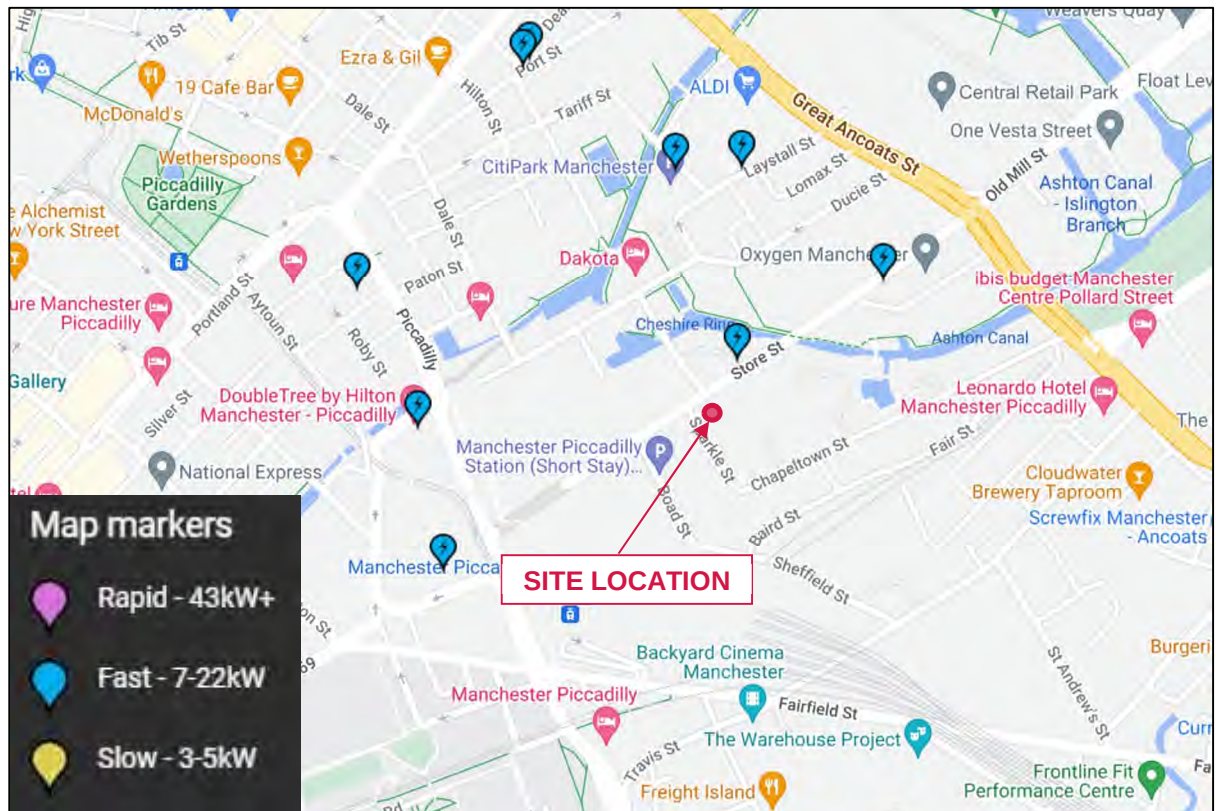


Figure 4.2 – Electric Vehicle (EV) Charge Points in the Vicinity of the Site

(Source: ZapMap and Google Maps, 2023)

Car Club

- 4.2.15 Car Clubs offer 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.
- 4.2.16 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, but starts at around £5.00 an hour or £40.00 per day at the time of writing.
- 4.2.17 As part of the development proposals, a Car Club bay will be located along Sparkle Street, to the west of the site. **Drawing 082142-CUR-XX-00-D-TP-75001** provides details of the proposed space.
- 4.2.18 It is considered that the Car Club could be a highly attractive facility for residents who require occasional car use.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that new 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.
- 5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 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. The National Design Guide (DLUHC, 2021) states that well designed places are walkable, which is defined *“Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).”*
- 5.2.2 A preferred maximum walking distance of 2km is included in the Chartered Institution of Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* which is also relevant to this planning application.
- 5.2.3 The number and type of existing accessible amenities within 800m of the site can be summarised in **Table 5.1**.

No.	Amenity	Type	Proximity to Site (m)
1	Morrisons Daily	Appropriate Supermarket	<100
2	BLOK Manchester	Access to a recreation or leisure facility for fitness or sports	300
3	Diecast Restaurant	Appropriate food outlet	300
4	Sainsbury's Local	Appropriate food outlet / supermarket	400

No.	Amenity	Type	Proximity to Site (m)
5	Food outlets along Station Approach. Inc. Café Nero, Blackshop Coffee, Archie's, and Subway	Appropriate food outlet	400
6	ATM (Located within Manchester Piccadilly Train Station)	Access to cash	450
7	New Islington Park / Marina and Mayfield Park	Access to an outdoor open space (public or private, suitably sized, and accessible to building users)	500
8	Urban Exchange Retail Park (inc. Aldi and gym)	Appropriate food outlet / supermarket Access to a recreation or leisure facility for fitness or sports	550
9	New Islington Medical Practice & K's Chemist	Public sector doctor's surgery or general medical centre Over the counter services associated with a pharmacy	550
10	Manchester Souvenirs & Convenience Store	Publicly available postal facility	800

Table 5.1 – Number and Type of Existing Accessible Amenities within 800m of the Site

- 5.2.4 Most notably, Manchester Piccadilly Train Station and Metrolink Stop can be accessed within a 450m walk. These public transport interchanges host services to areas within Greater Manchester and beyond (detailed in **Section 5.4** below).
- 5.2.5 Within the wider 2km catchment, a large number of additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible within the Northern Quarter, Piccadilly Gardens, St Peter's Square, Manchester Arndale, and Spinningfields. The vast majority of Manchester City Centre is within a 2km walk of the site.
- 5.2.6 The site is therefore considered highly accessible by foot.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, 5.5km and 8km cycle catchments for the site have been considered, along with the National Cycle Network (NCN) routes available within these ranges.
- 5.3.2 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future years, the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

- 5.3.3 The 8km maximum acceptable cycling distance is based on the 2019 National Travel Survey statistics and the National Model Design Code – Part 2 (2021), which states that: “the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles [8 kilometres] or less”.
- 5.3.4 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 5.5km catchment also extends to Higher Broughton to the north, Openshaw to the east, Rusholme to the south, and Salford Quays to the west. The 8km catchment extends further to Charlestown to the north, Droylsden to the east, Withington to the south, and Eccles to the west.
- 5.3.5 Existing cycle infrastructure above Store Street to the north of the site, along the canal, allows cycle access to Manchester City Centre and northern Greater Manchester via the National Cycle Route 66. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network in the vicinity of the site, including the on-road route along Store Street, is shown in **Figure 5.1** below:



Figure 5.1 – Local Cycle Network

(Source: TfGM, 2023)

- 5.3.6 The local cycle 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.
- 5.3.7 Store Street and Sparkle Street are designated Beeways, whilst the A665 Great Ancoats Street to the north-east is a designated Busy Beeway, illustrated in **Figure 5.2** below. Additionally, users can connect to the Busy Beeway network that runs through the city centre by following the canal adjacent to Store Street Beeway south-west toward Manchester Piccadilly.

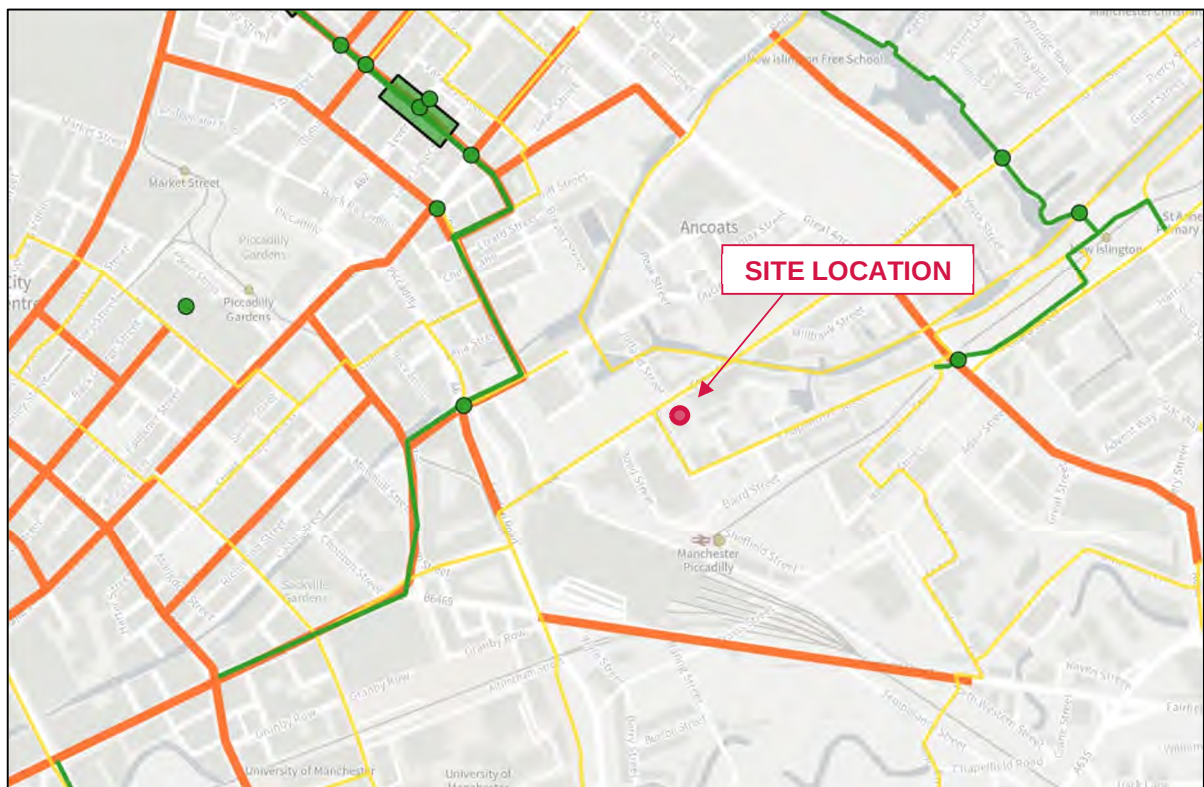


Figure 5.2 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

- 5.3.8 At the time of writing, there are currently no TfGM plans for new or upgraded crossings/ junctions or Beeway routes in the vicinity of the site. The planned improvements throughout East Manchester are illustrated in **Figure 5.2** above.
- 5.3.9 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester City Centre and beyond. Furthermore, the development would provide secure, covered cycle parking spaces to encourage cycling.

5.4 Public Transport Accessibility

- 5.4.1 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.

- 5.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8, considered excellent, situated to take advantage of existing public transport infrastructure within Manchester City Centre. The GMAL formula is displayed below in **Figure 5.3**.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

Figure 5.3 – GMAL Formula

5.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 5.4** below:

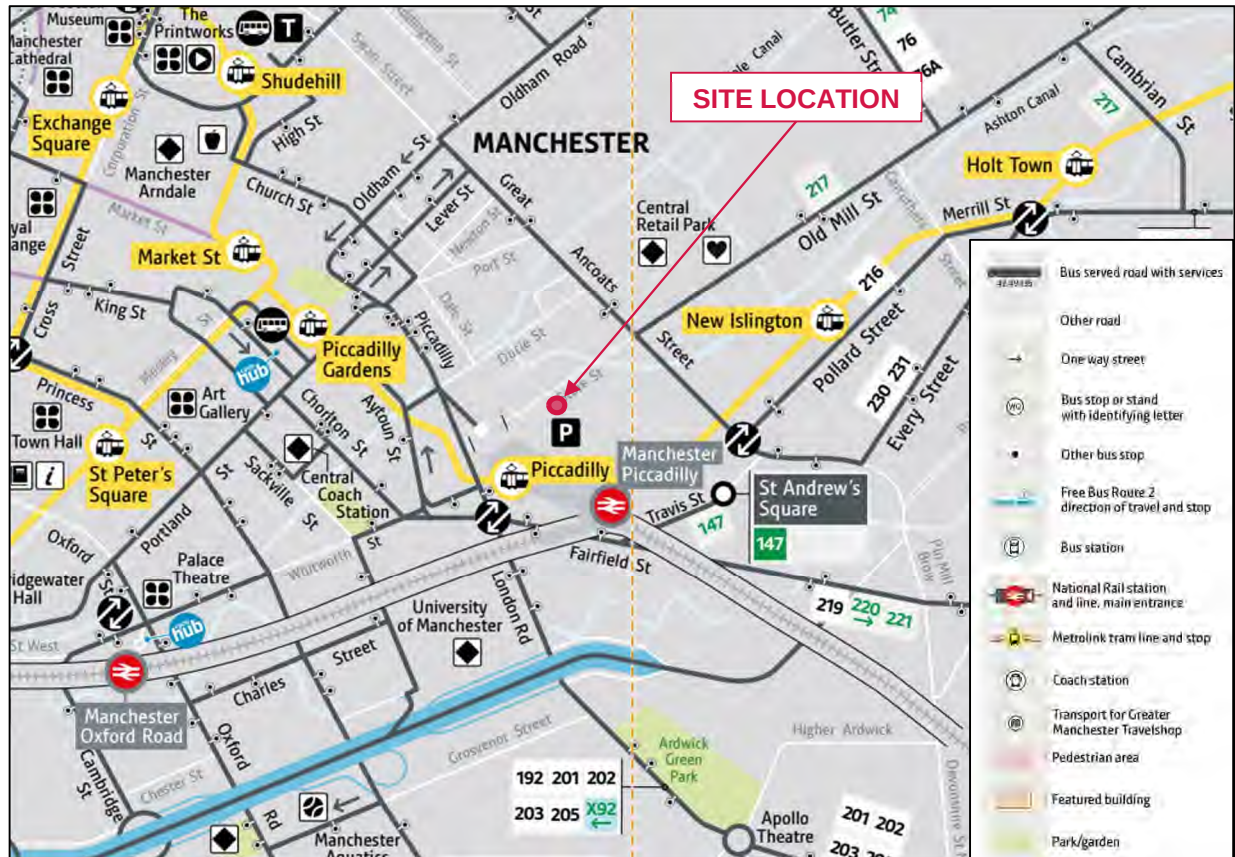


Figure 5.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

5.4.4 The nearest bus stops to the site are located at Manchester Piccadilly Station (Stop A). The walking distance is c.400m (a c.5-minute walk) and should therefore be considered highly accessible. **Table 5.2** details the services that call at this stop, and their associated frequencies. Additional bus stops are located along Station Approach and are within a c.500m distance, further highlighting the accessibility of the site.

Bus Service	Route	Peak Hourly Frequency (mins)		
		Mon – Fri	Sat	Sun / Hols
192	Manchester City Centre - Stockport - Heaviley - Hazel Grove	10	10	10
201	Manchester City Centre - Denton - Hyde - Hattersley	10	10	30
201N*	Manchester City Centre - Debdale Park - Denton - Hyde	-	-	-
202	Manchester City Centre - Haughton Green - Hyde - Gee Cross	30	30	60

Bus Service	Route	Peak Hourly Frequency (mins)		
		Mon – Fri	Sat	Sun / Hols
203	Manchester City Centre - Debdale Park - Reddish - Stockport	10	15	15
205	Manchester City Centre - Debdale Park - Denton - Dane Bank	30	30	30
219	Manchester City Centre - Stalybridge - Hadfield - Glossop	10	10	10

Table 5.2 – Summary of Bus Service Frequencies from Manchester Piccadilly (Stop A)

***201N** – Night Bus Service

- 5.4.5 These stops provide services between the site and various residential areas within Manchester, Stockport, and beyond.
- 5.4.6 It is noted that the provision of bus services will change over time during different seasons of the year and in response to current circumstances. The bus frequencies are accurate at the time of writing, whereas up-to-date public bus times can be found on TfGM's website at <https://tfgm.com/bus/timetables>.

Rail Accessibility

- 5.4.7 The nearest rail station is Manchester Piccadilly, which is located c. 450m (a c.6-minute walk) from the site.
- 5.4.8 Manchester Piccadilly has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 43 bicycles on the platform and approach.
- 5.4.9 The trains that service Manchester Piccadilly regularly run 7 days a week from a number of different locations across the country such as Manchester Airport, Chester, Liverpool, Crewe, Birmingham, London (Euston), and Norwich; this provides frequent access for users of the site. A detailed map of the train network is shown in **Figure 5.5** overleaf.



Figure 5.5 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2021)

5.4.10 It is noted that the provision of rail services will change over time during different seasons of the year and in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website at <https://www.northernrailway.co.uk/travel/timetables> and Transpennine Express's website at <https://www.tpexpress.co.uk/travel-updates/timetables>.

Metrolink (Light Rail) Accessibility

5.4.11 The nearest Metrolink station is Manchester Piccadilly, conveniently located c.450m south-west of the proposed development.

5.4.12 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Several lines run through Manchester Piccadilly:

- Altrincham – Piccadilly
- Eccles – Ashton-under-Lyne via MediaCityUK
- Bury – Etihad Campus

5.4.13 In summary, it is considered that the Site is highly accessible via several modes of public transport.

5.5 Summary

5.5.1 This section has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. 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 walking distance of the site.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

- 6.1.1 Taking into account the excellent location of the proposed development in terms of sustainable travel such as walking, cycling and public transport, a series of measures and initiatives have been developed to further encourage active and sustainable travel and minimise single occupancy car travel to and from the site.
- 6.1.2 Considering the benefits in **Section 2** and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.
- 6.1.3 The aims of this ITP will be supported with the following objectives:
- **Objective 1** – To encourage walking to and from the site;
 - **Objective 2** – To encourage cycling to and from the site;
 - **Objective 3** – To encourage public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.
- 6.1.4 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (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.
- 6.2.2 One of the primary responsibilities of the TPC is to engage with MCC/TfGM, to implement and manage the TP, and to be the main point of contact for residents.
- 6.2.3 Additional responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that Welcome Packs will be supplied to all residents at the development in the early stages of operation. The contents of the Welcome Packs will include:

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
- The health and environmental benefits of travelling by walking, cycling, and public transport;
- Maps showing local walking / cycling routes and local key facilities;
- Details of the TfGM journey planner: <https://tfgm.com/plan-a-journey>;
- Details of public transport services, including ticketing options, timetables, and routes;
- Details of the Travel Plan Co-ordinator (TPC).
- Details and links to Car Share database registration;
- Details of the Car Club scheme;
- Contact information for community transport options where necessary;
- Location of Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week etc); and
- Public transport incentive schemes.

6.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be made available electronically to residents, and/or on notice boards to be placed in communal areas.

6.4 Marketing and Promotional Measures

6.4.1 Providing easily accessible information on travel options can be important in influencing travel patterns. Relevant elements of the Travel Plan will be supplied to all residents at the site electronically (via a Travel Page on the development's website) and/or physically on notice boards in communal areas. This will include:

- Providing a summary of the TP in the Welcome Pack;
- Publicising the TP with posters and notice boards in communal areas; and
- Organising a monthly promotional event in a communal area.

6.4.2 A version of the latest TP document should be made readily accessible to all future residents of the site.

6.5 Measures to Encourage Walking

6.5.1 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.

6.5.2 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area.

6.5.3 The following measures will be provided in order to encourage residents to walk:

- Raise awareness of the health benefits of walking;
- Promote national events such as “National Walking Month”;
- Provide clear signing of pedestrian routes within and adjacent to the site;
- Provide adequate lighting, landscaping, and shelter to create pleasant pedestrian areas; and
- Regularly review and update information (if necessary) provided within the Welcome Packs / notice boards / Travel Page on the development’s website, such as:
 - o Local pedestrian routes, including public footpaths and walking times to key destinations;
 - o The www.plotaroute.com website for journey planning on foot; and
 - o The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups.

6.5.4 Additional measures such as the implementation of a ‘walking buddy’ scheme, issuing personal alarms, and a pool of umbrellas could also be considered.

6.6 Measures to Encourage Cycling

6.6.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area.

6.6.2 There will also be cycle parking provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality, including spaces for non-standard bicycles, has a key synergy with the successful implementation of travel plans.

6.6.3 To encourage residents to cycle, the following measures will be provided:

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - o Provision of signage in and around the site;
 - o Sufficient security at proposed cycle parking facilities; and
 - o Potential to provide an on-site cycle repair stand;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ notice boards / Travel Page on the development’s website, such as:
 - o Local cycle network routes;
 - o Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - o Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website <https://beeactive.tfgm.com/>;
 - o TfGM’s cycle hire scheme (<https://beeactive.tfgm.com/cycle-hire/>) which users can access using the Beryl app;

- o Local cycle shops; and
- o Marketing campaigns such as “National Bike Week”.

6.6.4 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), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.7 Measures to Encourage Public Transport

6.7.1 It has been demonstrated throughout **Section 5** of this ITP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage residents to travel by public transport:

- Advertise details of the ‘My TfGM’ mobile app and online Journey Planner <http://my.tfgm.com/>;
- Advertise details of the Traveline Journey Planning tool for the North West. Future residents travelling out of Greater Manchester can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Regularly review and update information (if necessary) provided within the Welcome Packs / notice boards / Travel Page on the development’s website, such as:
 - o Details of Traveline’s online journey planning resources: <https://www.traveline.info/>;
 - o Details of MCC’s community transport options for residents who may have difficulty accessing regular public transport: <https://tfgm.com/>
 - o Promotions/discounts offered by public transport operators;
 - o A map showing local bus and rail stations in the vicinity of the site; and
 - o Links to up-to-date bus and rail details including timetables / route maps.

6.7.2 Additional measures could include personalised travel planning by the TPC.

6.8 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

6.8.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use. Car sharing could be simply encouraged on an informal basis.

6.8.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the TPC. People could then be matched with those undertaking similar journeys

- 6.8.3 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 for example.
- 6.8.4 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

- 6.8.5 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. The 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.
- 6.8.6 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, but starts at around £5.00 an hour or £40.00 per day at the time of writing.
- 6.8.7 As part of the development proposals, a Car Club bay has been included. This bay will be located on Sparkle Street, adjacent to the entrance of the development.
- 6.8.8 It is considered that the Car Club would be a highly attractive facility for residents who require occasional private car use.

6.9 Summary

- 6.9.1 In summary, the TP initiatives contained in this section can be implemented by the TPC to encourage residents to travel by sustainable modes of transport and contribute to the achievement of the aims and objectives set out earlier within this TP.
- 6.9.1 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 MCC.

7.0 Targets

7.1 Introduction

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

7.2 Data Collection and Analysis

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, a survey will be undertaken within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work;
 - 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 residents to travel more sustainably.
- 7.2.3 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.
- 7.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Paper surveys will also made available across communal areas of the site. These results can be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake modal split analysis. Residents would 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 new measures where appropriate.

7.3 SMART Targets

- 7.3.1 At this point, official targets will be set through consultation with MCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).
- 7.3.2 These SMART targets will be based on travel surveys. They will consider the Travel Plan Initiatives as detailed throughout **Section 6** of this TP and follow the principles and goals of the Greater Manchester Transport Strategy 2040.
- 7.3.3 Once the travel surveys have been undertaken, it will be possible to monitor modal splits so that TP initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are typically set for a reduction in private car use offset by an increase in sustainable modes, but since the development is car-free it is considered that maintaining the likely high proportion of trips by sustainable transport would be a good starting goal.
- 7.3.4 Final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner.
- 7.3.5 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes.

8.0 Monitoring and Review

8.1 Introduction

- 8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.
- 8.1.2 The Department for Transport (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 through the Planning Process*. DfT, 2009.

- 8.1.3 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.

8.2 Responsibility and Management

- 8.2.1 Overall responsibility for the TP will lie with the Applicant / any future owner of the building if transacted prior to completion. Following full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 8.2.2 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.
- 8.2.3 At this point, the day to day responsibility will shift from the occupier to the appropriately appointed TPC.
- 8.2.4 Notwithstanding, adequate consultation and support from the scheme developer / management is required to ensure the smooth implementation of the TP. This could include the following:

- Provision of security for the site, including CCTV monitoring 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.

8.3 Travel Plan Coordinator (TPC)

8.3.1 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;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupation 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 TfGM); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.2 A TPC will be nominated in due course, at least one month before operation. The TPC will remain in-post for the duration of the monitoring period.

8.4 Monitoring and Evaluation

8.4.1 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 residents and liaising with MCC/TfGM on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

8.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to 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.

8.4.3 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys, within 3 months of each travel survey. 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, and outline plans and proposals for the coming year. In addition, a summary of the survey results would be shared with residents upon the completion of surveys.

- 8.4.4 Monitoring will be carried out for a period of five years from the date of the baseline travel surveys. The five-year monitoring schedule will include biannual surveys: the initial monitoring survey and five follow-up surveys.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** 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	The Applicant / any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupation or upon reaching 50% occupancy, whichever is sooner	TPC
Decide Final Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Update ITP 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 Other Monitoring Exercises	Annually for five years from the date of the baseline travel surveys)	TPC

Table 9.1 – Action Plan

9.1.2 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 the scheme developer / management.

9.1.3 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.

Plans



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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: SPARKLE STREET - MANCHESTER

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

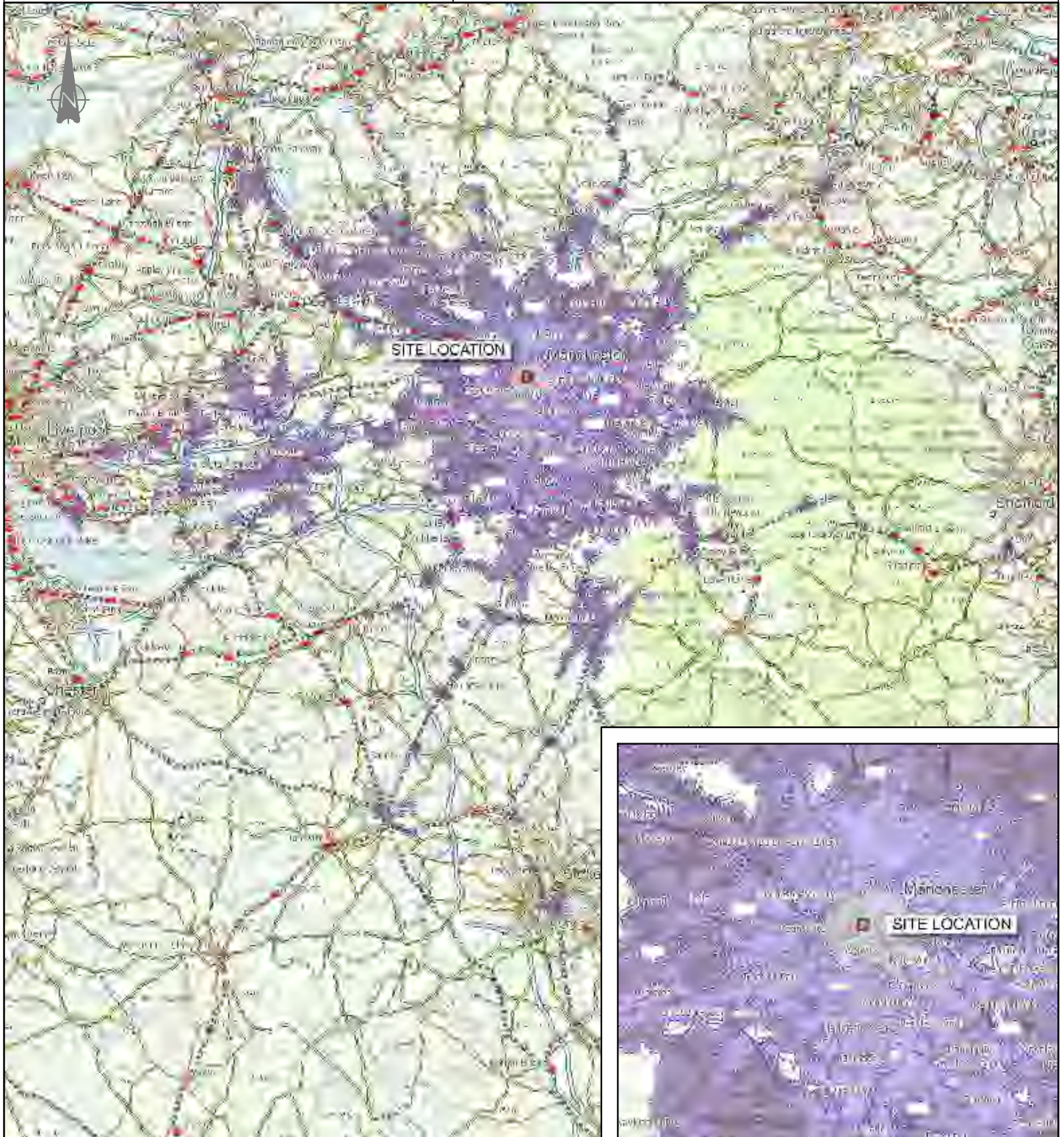
Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G - TP - 06005 - P01



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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G - TP - 06002 - P01



KEY:



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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G -TP - 06003 - P01



KEY:



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Project:
SPARKLE STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

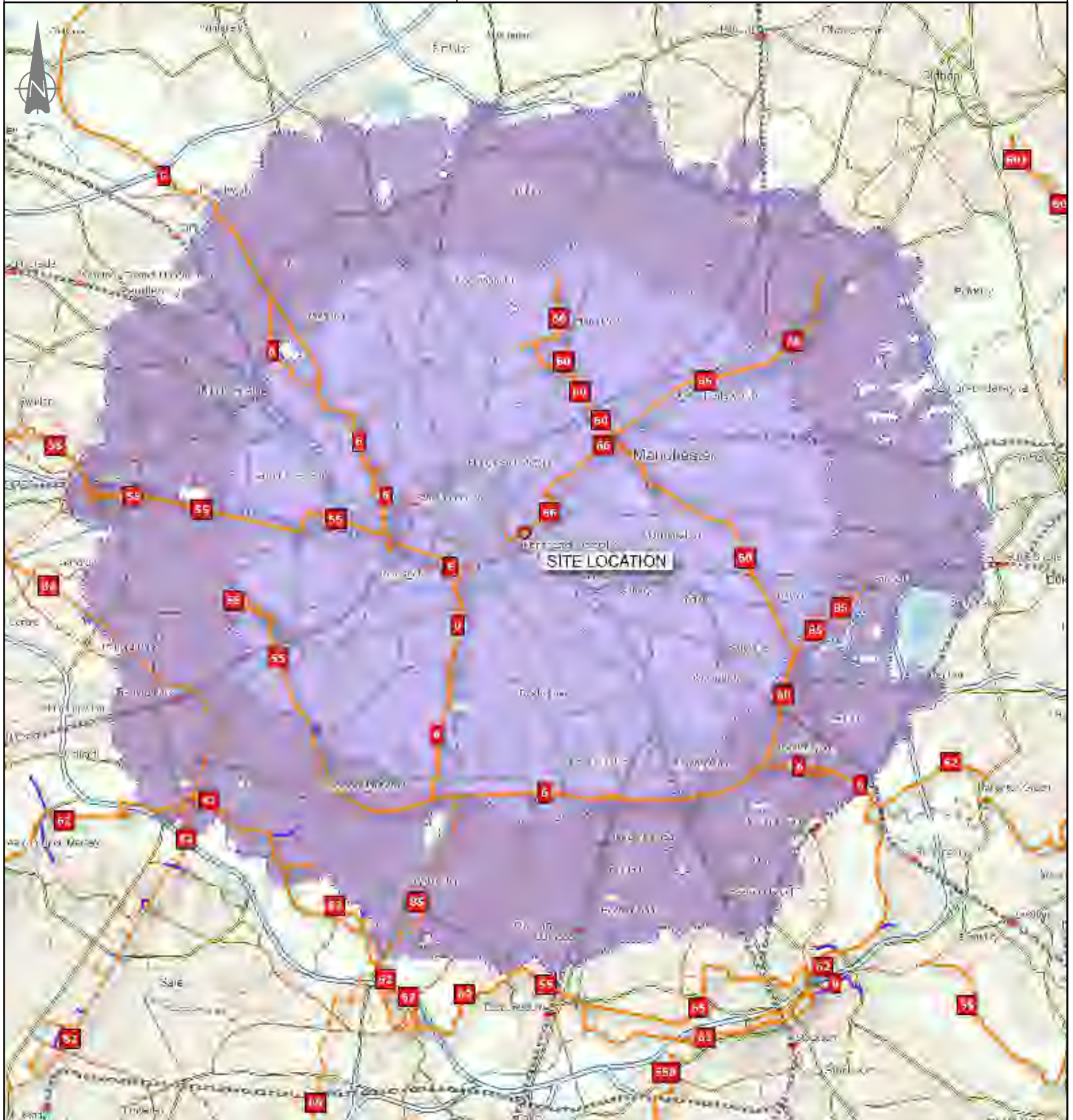
Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

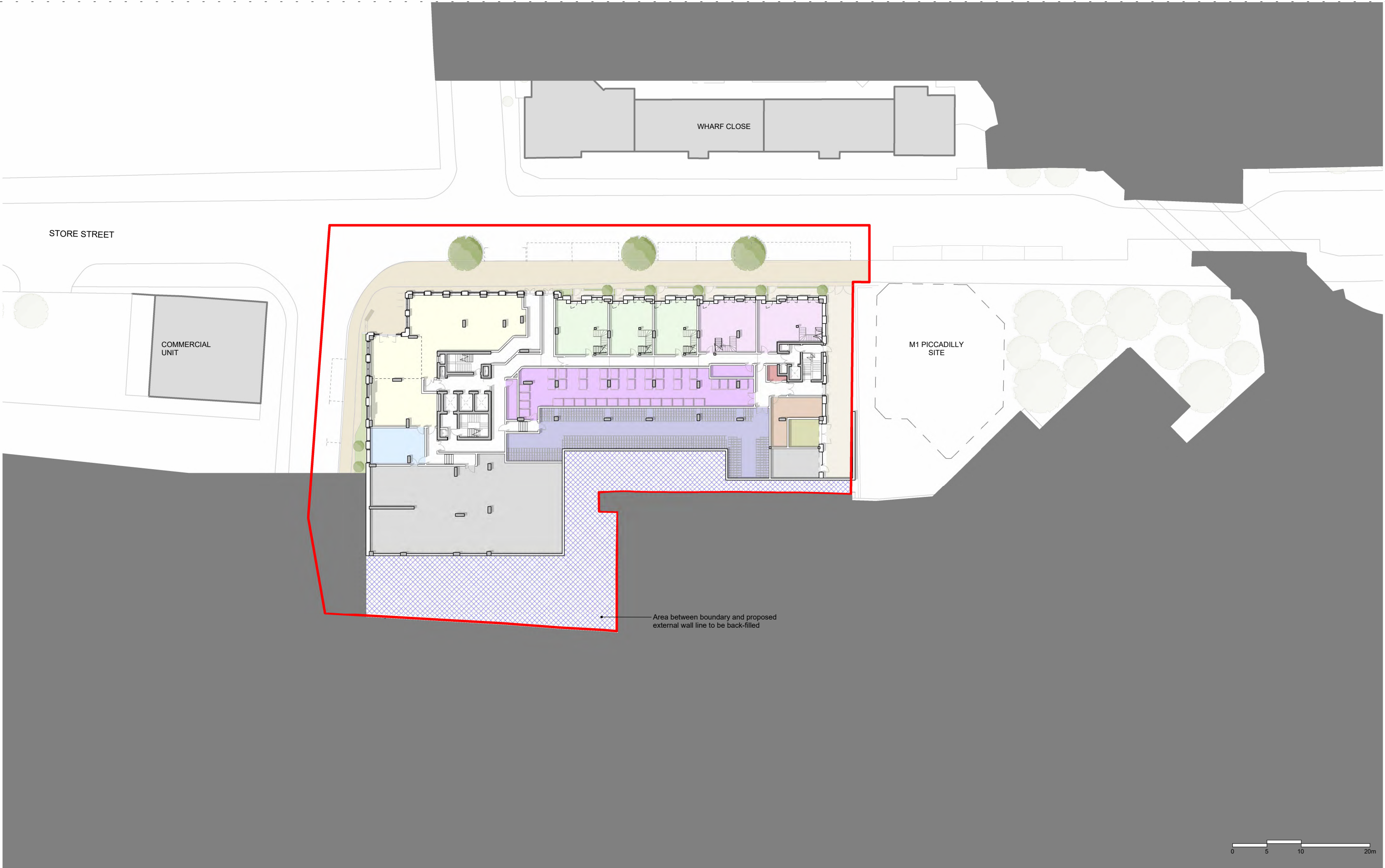
82142 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

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Appendix A – Proposed Site Layout



DO NOT SCALE OFF DRAWING. REFER TO INDICATED DIMENSIONS ONLY.

DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.

INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO CONTRACTORS DESIGN.

ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE MHE ENGINEER DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

Planning boundary	Amenity Management Suite Cycle Store Refuse Spaces	Comms Room LV Substation Plant	1-Bed, 1-Person Apartment 1-Bed, 2-Person Apartment 2-Bed, 3-Person Apartment 2-Bed, 4-Person Apartment	2-Bed, 4-Person Townhouse 3-Bed, 6-Person Townhouse
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Sparkle Street

PLANNING ISSUE

Site Wide - Proposed General Arrangement Plan Level 00

10413-SHP-Z0-A-B5D8-G200-PL-00-001	
April 2024	P03
10413	1 : 500 @A3

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