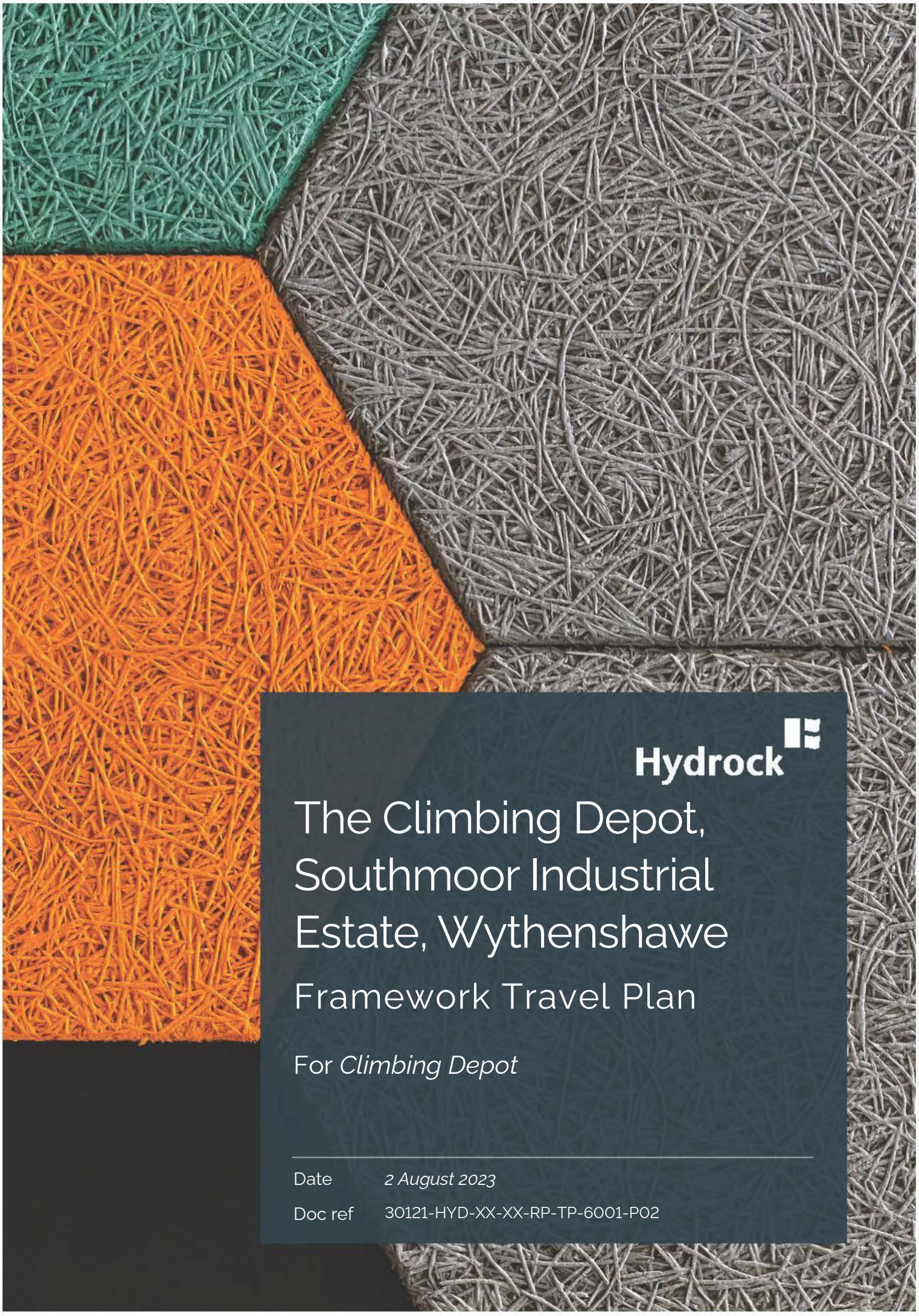


Hydrock

The Climbing Depot, Southmoor Industrial Estate, Wythenshawe

Framework Travel Plan

For *Climbing Depot*

Date	*2 August 2023*
Doc ref	30121-HYD-XX-XX-RP-TP-6001-P02

Document control sheet

Issued by	Hydrock Consultants Limited Northern Assurance Buildings 9-21 Princess Street Albert Square Manchester M2 4DN United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com hydrock.com
Client	Climbing Depot	
Project name	The Climbing Depot, Southmoor Industrial Estate, Wythenshawe	
Title	Framework Travel Plan	
Doc ref	30121-HYD-XX-XX-RP-TP-6001-P02	
Project number	30121-TMBI	
Status	S4	
Date	02/08/2023	

Document production record		
Issue number	P02	Name
Prepared by		Hugo Tran BSc (Hons) GradCIHT
Checked by		Chris Peachey BA (Hons)
Approved by		Sam Denby BA (Hons) MSc CMILT

Document revision record			
Issue number	Status	Date	Revision details
P01	S3	30/06/2023	Suitable for Review and Comment
P02	S4	02/08/2023	Suitable for Stage Approval

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

Contents

1. Introduction 1

1.1 Overview 1

1.2 Background 1

1.3 Site Location 1

1.4 Travel Plan Status 2

1.5 Travel Plan Objectives 2

1.6 Developer Commitment 3

1.7 Scope 3

2. Transport Policy Context 4

2.1 Preamble 4

2.2 National Planning Policy Framework 4

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making 4

2.4 Guidelines for Providing for Journeys on Foot 5

2.5 Manchester's Core Strategy Development Plan (Adopted 2011) 5

2.6 Places for Everyone Joint Development Plan Document 5

2.7 Greater Manchester Transport Strategy 2040 6

2.8 Parking Standards 6

2.9 Summary 7

3. Sustainable Accessibility 8

3.1 Choice of Transport Modes 8

3.2 Access on Foot 8

3.3 Access on Bicycle 10

3.4 Accessibility by Bus 12

3.5 Access by Metrolink 14

3.6 Access by Rail 15

3.7 Journey Times by Public Transport 15

3.8 Conclusions 16

4. Development Proposals 17

4.1 Introduction 17

4.2 Site Access Arrangement 17

4.3 Parking 18

4.4 Servicing 19

5. Travel Plan measures 20

5.1 Introduction 20

5.2 Marketing and Promotion 20

5.3 Initiatives to Promote Car Sharing 21
5.4 Initiatives to Promote Travel by Public Transport 21
5.5 Initiatives to Promote Walking 22
5.6 Initiatives to Promote Cycling 22
5.7 Initiatives to Reduce the Need to Travel 23
5.8 Introduction 24
5.9 Travel Plan Coordinator 24
5.10 Stakeholder Engagement 24
6. Aim, Objectives and Targets 25
6.1 Overview 25
6.2 Travel Plan Aim 25
6.3 Travel Plan Objectives 25
6.4 Travel Plan Targets 26
6.5 Monitoring 28
6.6 Travel Surveys 28
7. Travel Action Plan and Marketing Strategy 30
7.1 Workplace Action Plans 30
7.2 Marketing Strategy 30
7.3 Evaluation and Review 30

Tables

Table 2:1 Acceptable Walking Distances 5
Table 2:3 Parking Standards 7
Table 3.1: Manchester (051) 2011 Census, Method of Travel to Work 8
Table 3.2: Bus Timetable Summary 13
Table 7.1: Travel Plan Targets 27
Table 8.1: Travel Plan Action Plan 31

Figures

Figure 1.1: Site Location 2
Figure 3.1: 2km Walking Catchment 9
Figure 3.2 Local Cycle Network 11
Figure 3.3 5km Cycling Catchment 12
Figure 3.4: Bus Stop Location Map 13
Figure 3.5: Metrolink Network Map 14
Figure 3.6: Baguley Tram Stop Map 15
Figure 3.7: 60-minute Public Transport Catchment 16
Figure 4.1: Proposed Site Layout 17
Figure 4.2 Proposed Car Parking Layout 18

Appendices

Appendix A Accessibility Plans

Appendix B Proposed Site Layout

1. Introduction

1.1 Overview

1.1.1 Hydrock have been instructed by The Climbing Depot to prepare a Framework Travel Plan [FTP] relating to a change of use application from B2 (General Industry) to Class E (d) (Indoor sport, recreation or fitness).

1.1.2 Following the change of use application, the unit will be used as a Climbing and Bouldering Centre with associated ancillary office. The application will include associated works to the internal and external structure of the unit, including the provision of car parking. There will be no increase in floor area as part of the proposed change of use of the unit.

1.1.3 This is to enable the occupation of the existing industrial unit at the Southmoor Industrial Estate in Wythenshawe, Manchester.

1.2 Background

1.2.1 The site has extant planning permission for B2 General Industry. The existing site is a warehouse / Manufacturing facility totalling 4,725sqm.

1.3 Site Location

1.3.1 The site is located off Southmoor Road, 3.6km to the north west of Wythenshawe civic centre and 12.3km to the south of Manchester City Centre. The site is bounded by Woodley Junction to Partington Branch Railway Line to the north, Southmoor Road to the east, and industrial units to the south/west. The site is situated in a predominantly industrial setting, with residential surrounding the industrial estate.

1.3.2 The site location is shown below in **Figure 1.1**.

Figure 1.1: Site Location



Source: Googlemaps© - accessed 20/06/2023

1.4 Travel Plan Status

1.4.1 This Travel Plan has been provided as a Framework Travel Plan. A full Travel Plan will be prepared at a later stage. Although the scale and purpose of the proposed development is known, the travel behaviour of employees cannot be identified at this stage.

1.4.2 A full Travel Plan will be developed for the development following occupation once an initial travel survey has been undertaken and the travel behaviour of employees has been established. This FTP will form the basis of the full Travel Plan for the development. This FTP will be provided to Manchester City Council [MCC] following completion.

1.5 Travel Plan Objectives

1.5.1 The Travel Plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
- Contain car parking demand.

1.6 Developer Commitment

1.6.1 The Climbing Depot recognise the importance of reducing the potential negative transport-related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.

1.6.2 To this end, the developer, in partnership with the Council, local public transport operators and other relevant stakeholders, are committed to implementing the measures contained within this Travel Plan to provide staff and visitors to the development with the facilities and information they require in order for them to make sustainable travel choices.

1.7 Scope

1.7.1 Following this introductory section:

- Section 2 considers the transport policy and accessibility context;
- Section 3 assesses the sustainability of the site;
- Section 4 outlines the development proposals
- Section 5 describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
- Section 6 outlines how the Travel Plan will be managed;
- Section 7 outlines the aim, objectives and targets of the travel plan; and
- Section 8 provides an action plan and marketing strategy for the travel plan.

2. Transport Policy Context

2.1 Preamble

2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

2.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

2.2.4 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

2.2.5 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).

2.2.6 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

2.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Guidelines for Providing for Journeys on Foot

2.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.1** (taken from Table 3.1 of the document) sets out the acceptable walking distances in various contexts:

Table 2:1 Acceptable Walking Distances

Criteria	Town Centre (m)	College / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.5 Manchester's Core Strategy Development Plan (Adopted 2011)

2.5.1 The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

2.6 Places for Everyone Joint Development Plan Document

2.6.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Councils decision to withdraw from this plan.

2.6.2 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford.

2.6.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

2.6.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.6.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.7 Greater Manchester Transport Strategy 2040

2.7.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport and has been prepared by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA). The Authorities vision is for Greater Manchester to have "world-class connections that support long-term sustainable economic growth and access to opportunity for all".

2.7.2 The Strategy set out four key goals as follows;

- Support sustainable economic growth;
- Protect the environment;
- Develop an innovative city-region; and,
- Improve quality of life for all.

2.7.3 The strategy sets out that a key element in achieving the transport objectives of the region will be to locate new developments where there is good access to public transport and services which will reduce car travel.

2.8 Parking Standards

2.8.1 All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.

2.8.2 As the parking standards for MCC have not been updated since the land use changes were implemented, this assessment has been completed for D2 Assembly and Leisure Land Uses which was the previous land use category for this type of development.

Table 2:2 Parking Standards

Land Use	Maximum car parking spaces	Minimum number of spaces for:		
	Areas not within the City Centre or District Centres	Disabled people's parking as % of total (citywide)		Cycles (citywide)
		Up to 200 in total	Over 200 in total	
Proposed D2: Assembly and Leisure (Other Leisure Facilities)	1 space per 22sqm	3 bays of 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 140sqm minimum of 2 spaces

2.9 Summary

2.9.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. The proposed development is compliant with the main objectives and policies outlined within both national and local transport policy. The design for the proposed development will be designed to satisfy the key objectives within NPPF by being able to promote more sustainable transport choices and reduce reliance on travel by private car.

2.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3. Sustainable Accessibility

3.1 Choice of Transport Modes

3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.

3.1.2 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for Manchester 051 (E02001095) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1.**

Table 3.1: Manchester (051) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a car or van	50%
Bus, minibus or coach	18%
On foot	16%
Passenger in a car or van	7%
Bicycle	4%
Work mainly at or from home	2%
Taxi	1%
Train	1%
Motorcycle, scooter or moped	1%
Other method of travel to work	1%
Underground, metro, light rail, tram	0%
Total	100%

**Note - Subject to Rounding*

3.2 Access on Foot

3.2.1 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 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

3.2.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

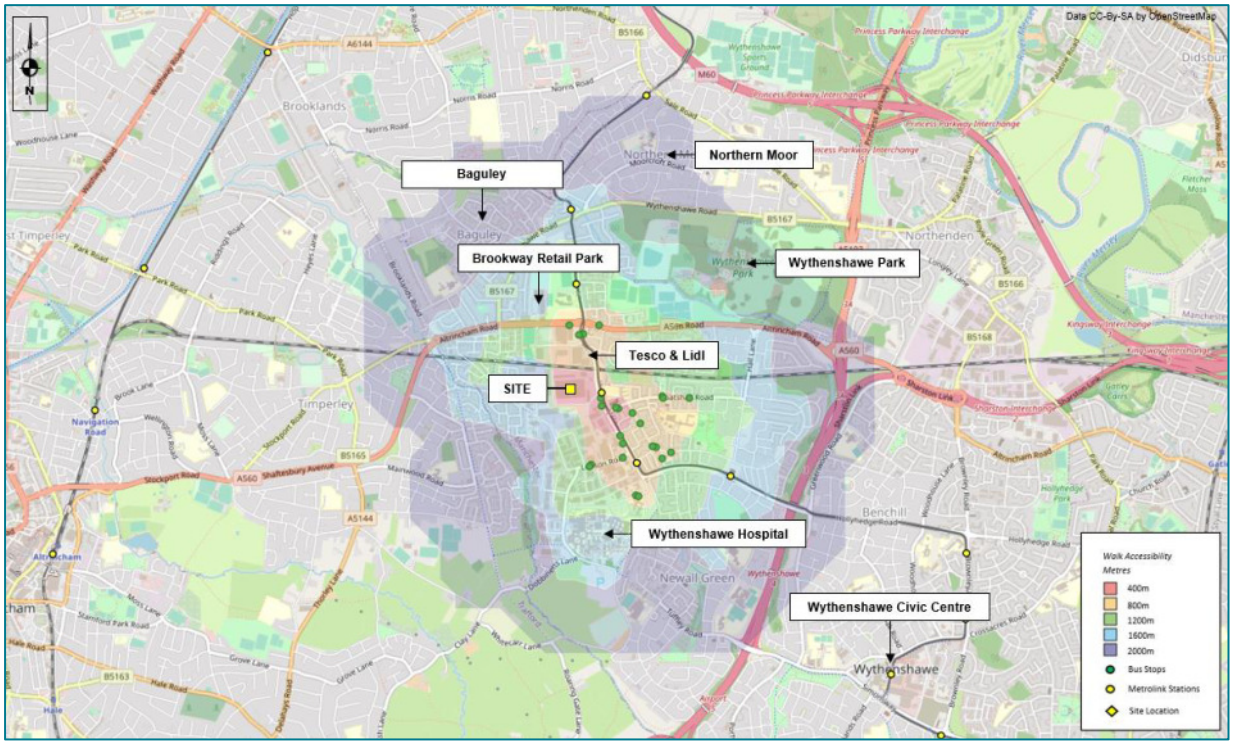
3.2.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

3.2.5 Southmoor Road has at least 2.5m wide pedestrian footways on both sides of the carriageway, with signalised pedestrian crossing points that have dropped kerbs and tactile paving at the junction with Floatshall Road, Hollyhedge Road and A560 Altrincham Road / Moor Road. The industrial estate is situated directly adjacent to an existing Metrolink tram stop (Baguley), which further encourages walking as part of a longer journey in combination with the tram.

3.2.6 The location of development, within reach of the public transport network, is important in terms of encouraging travel by this mode and supporting the viability of public transport services.

3.2.7 **Figure 3.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the full 2km walking catchment is provided within **Figure 1** of **Appendix A**.

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by openstreetmap

3.2.8 As can be seen from **Figure 3.1** there are a number of bus stops located within 800m of the site. The proximity of the site to the local public transport network provides significant opportunities to travel further afield. This enables access to be gained to a variety of local destinations.

3.2.9 The site also benefits from being within walking distance to retail destinations such as Brookway Retail Park, Tesco Extra and Lidl supermarkets, as well as the residential areas of Baguley and Northern Moor.

3.2.10 In summary, the site is highly accessible on foot and within proximity to surrounding areas which will reduce the requirements for visitors and staff to make short car journeys.

3.3 Access on Bicycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

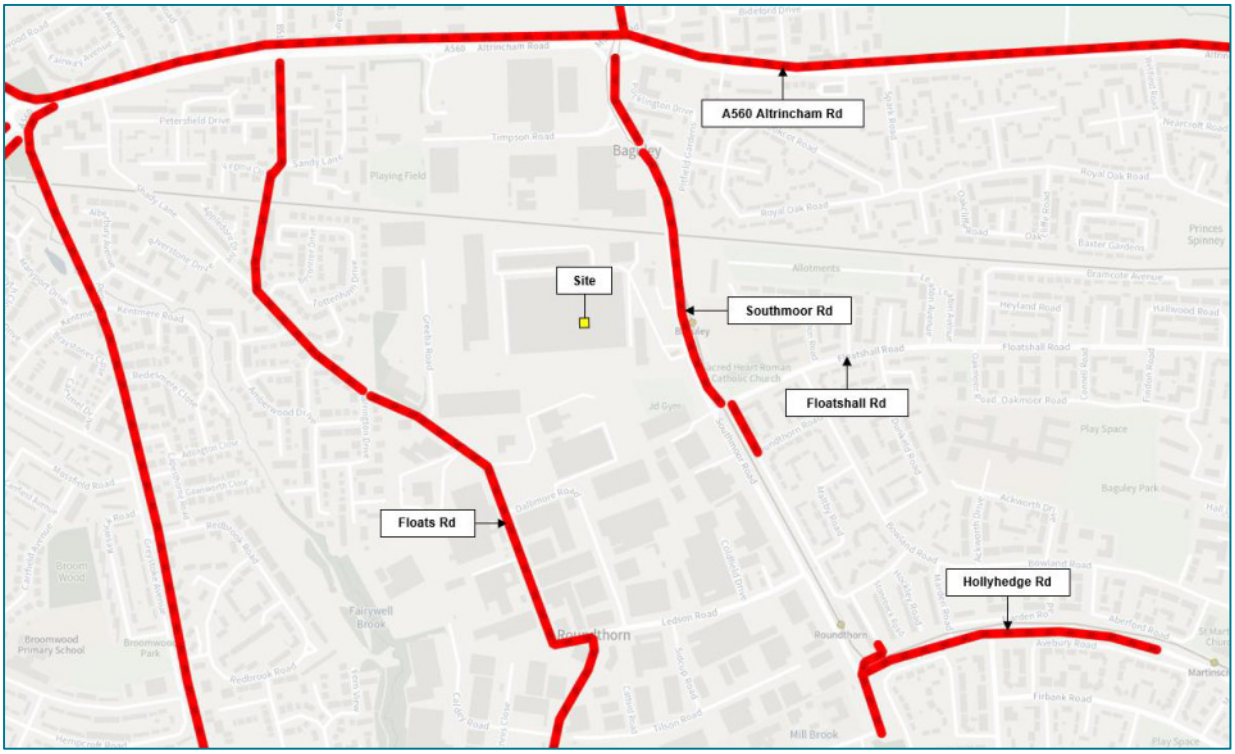
"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.3.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.'

3.3.3 The local highway network is conducive to encourage cycling with dedicated cycle lanes and advanced stop lines provided along the local road network.

3.3.4 The Transport for Greater Manchester MappingGM interactive map provides a summary of the local cycle networks within close proximity to the site, and includes details of the type of route. There are both signed and Traffic-free routes available within close proximity to the site. **Figure 3.2** below shows an extract of these cycle routes surrounding the site highlighted in red.

Figure 3.2 Local Cycle Network

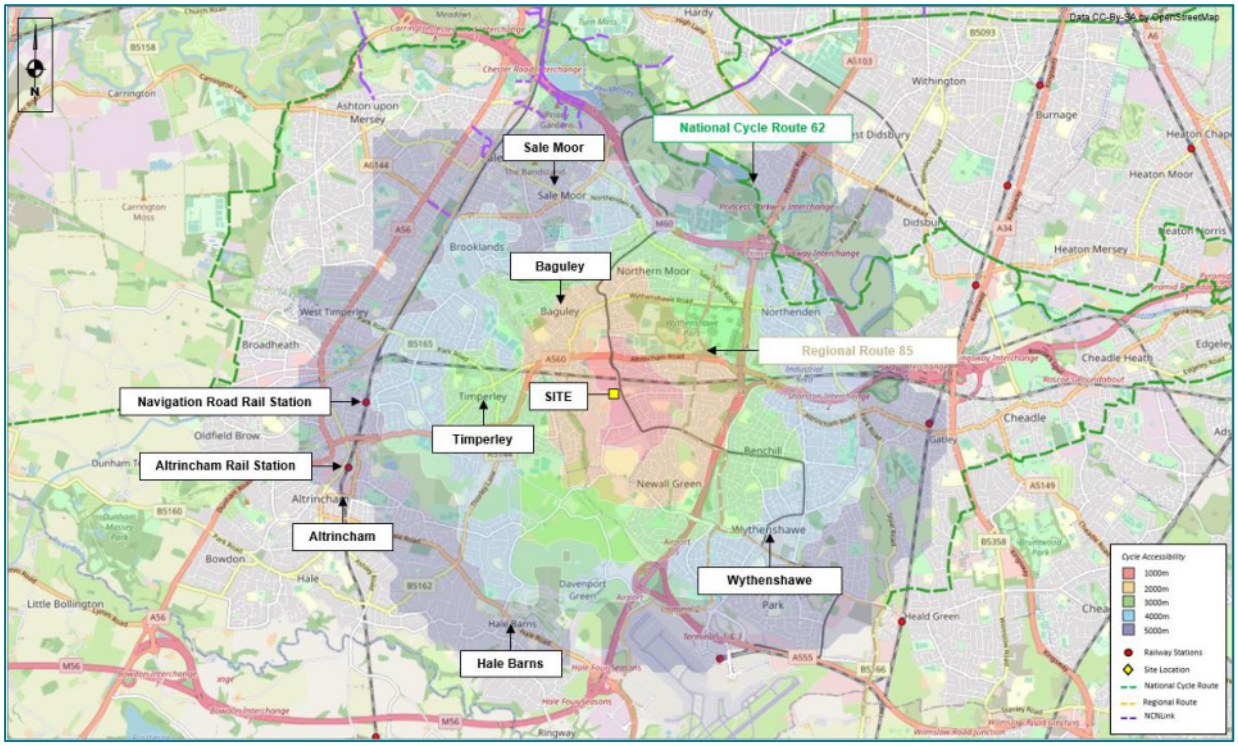


Source: TfGM

3.3.5 The 5km cycling catchment shown in **Figure 3.3** shows that travel to surrounding residential areas such as Baguley, Timperley, Sale Moor and Hale Barns are all possible. Civic centres such as Wythenshawe and Altrincham are also within the 5km cycle catchment. Having all these areas within the catchment will reduce the need for visitors and staff to make short car journeys.

3.3.6 **Figure 3.3** presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided in **Figure 2** of **Appendix A**.

Figure 3.3 5km Cycling Catchment



Source: CC-BY-SA by openstreetmap

3.3.7 **Figure 3.3** further illustrates the availability of national and regional cycle routes in relation to the site and the potential for it to encourage cycling around the local area.

- National Cycle Route 62 is available to the north of the site and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.
- Regional Cycle Route 85 can be seen running to the east of the site and connects to National Cycle Route 62 to the north, and runs south into Wythenshawe.

3.3.8 Cycling would therefore be a viable mode of transport for commuters and visitors of the site. There are also further opportunities to cycle beyond the 5km catchment through linked trips via the Metrolink stations shown in **Figure 3.1**, and Altrincham and Navigation Road railway stations shown in **Figure 3.3**.

3.4 Accessibility by Bus

3.4.1 The site benefits from a number of bus stops accessible within the 800m of the site. The closest bus stops are located on Southmoor Road, approximately 60m from the site (north bound travel) and across the highway for southbound travel. Both bus stops are flag poled with sheltered, bus seats and timetable information.

3.4.2 Services from the nearby bus stops run at high frequency and provide access to locations such as Altrincham and Eccles. These services are operated by Arrivabus and Stagecoachbus. Timetables can be accessed on the TfGM journey planner.

3.4.3 A map illustrating the closest bus stops in relation to the site location are provided in **Figure 3.4** below.

Figure 3.4: Bus Stop Location Map



Source: Google Maps © - accessed 15/06/2023

3.4.4 **Table 3.2** summarises the frequency of a selection of services from the Baguley Metrolink bus stops. For the purpose of **Table 3.2** the AM peak times for Monday-Friday are 8:00-9:00am and the PM peak times are from 17:00-18:00pm. For Saturday the peak time is 12:00-13:00pm.

Table 3.2: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday	
		First	AM Peak	PM Peak	Last	Per Day	Peak	Per day
11	Altrincham - Stockport	05:58	3	3	23:59	48	3	41
	Stockport - Altrincham	05:44	3	3	23:13	47	3	42
18	Eccles - Manchester Airport	05:15	1	1	23:09	17	1	15
	Manchester Airport - Eccles	06:20	1	1	22:51	16	1	15
19	Altrincham - Wythenshawe	06:39	2	2	23:03	31	2	30
	Wythenshawe - Altrincham	05:19	2	2	23:33	33	2	29
Totals		-	**12**	**12**	-	**192**	**12**	**172**

Source: TfGM

3.4.5 **Table 3.2** highlights that there are approximately 192 buses passing the site in the weekday and 172 on Saturdays, which offer regular opportunities for those in neighbouring residential areas to travel to and from the site.

3.4.6 It is therefore concluded that the site benefits from excellent access by bus, offering a viable alternative to single occupancy car journeys.

3.5 Access by Metrolink

3.5.1 Baguley Metrolink stop is located approximately 80m from the site access, adjacent to Southmoor Road and provides connections to Manchester Airport and Victoria via the Navy Line. The Navy Line runs from Manchester Airport through Wythenshawe Town Centre, Chorlton, Firswood, St Peter's Square and to Manchester Victoria.

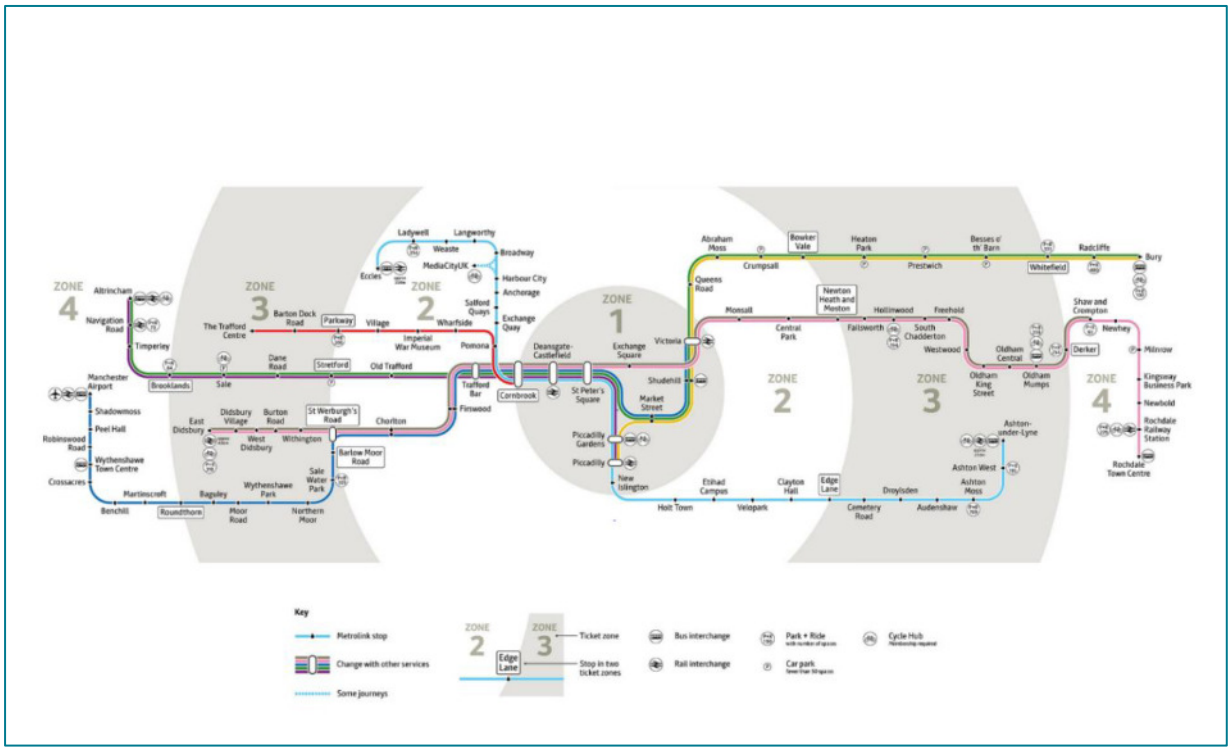
3.5.2 It is considered within an acceptable walking distance for both staff and visitors to the site and can support commuting purposes for those using it as a linked journey.

3.5.3 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site further encourage its use and make it a viable alternative.

3.5.4 The Baguley stop is located in Zone 3 offering frequent services (every 8-11 minutes during peak times) operating towards Manchester City Centre and Manchester Airport. Interchanges are possible at Cornbrook, Deansgate - Castlefield and Victoria to a wide range of destinations on all lines of the network as well as to other modes of travel.

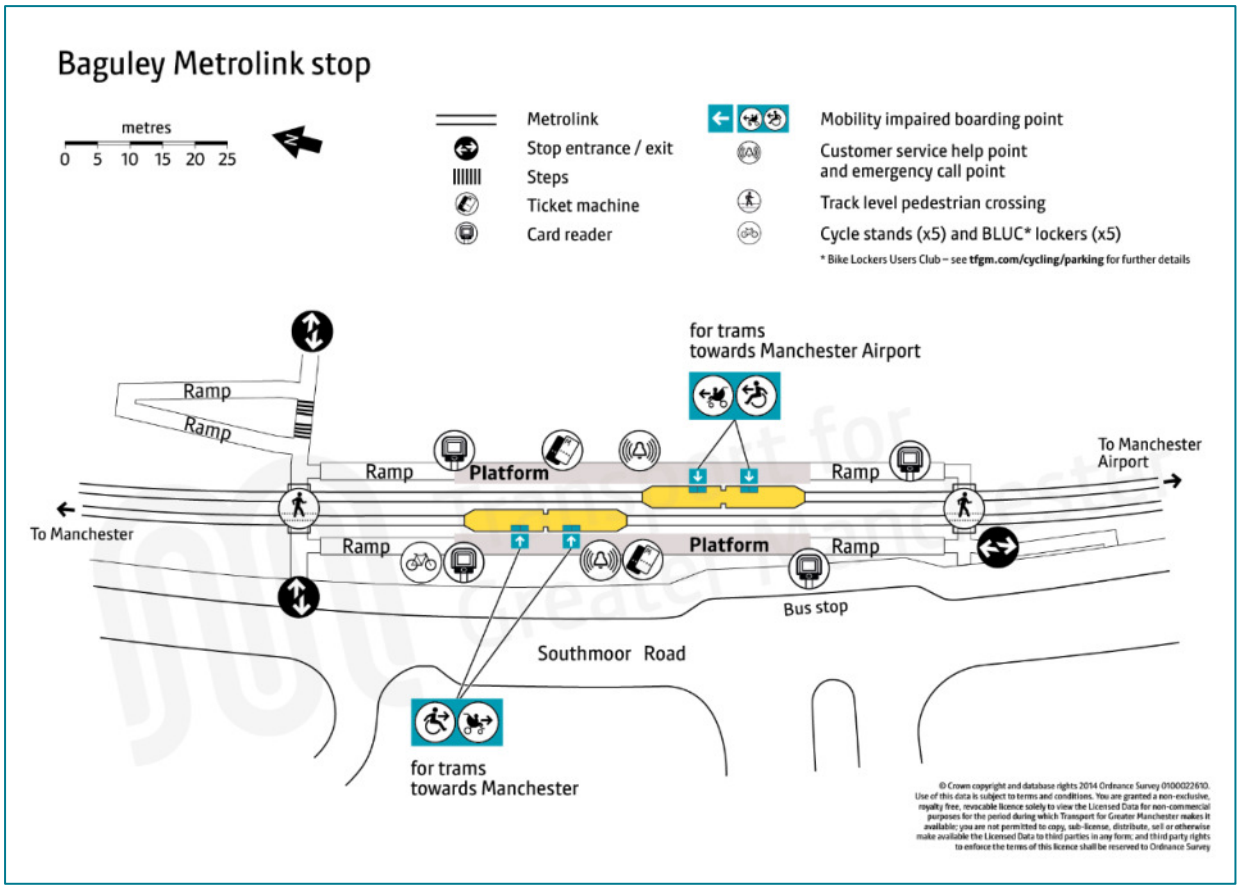
3.5.5 **Figure 3.5** illustrates the Metrolink network map including zoning system while **Figure 3.6** shows a map of the Baguley tram stop and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, and ramps which facilitate access and boarding for mobility impaired users.

Figure 3.5: Metrolink Network Map



Source: TfGM

Figure 3.6: Baguley Tram Stop Map



Source: TfGM

3.6 Access by Rail

3.6.1 The nearest railway station is Navigation Road Railway Station, located approximately 4.7km to the west (circa 16-minute cycle) from the site and is therefore within an achievable cycling distance a with opportunities to form part of a linked trip.

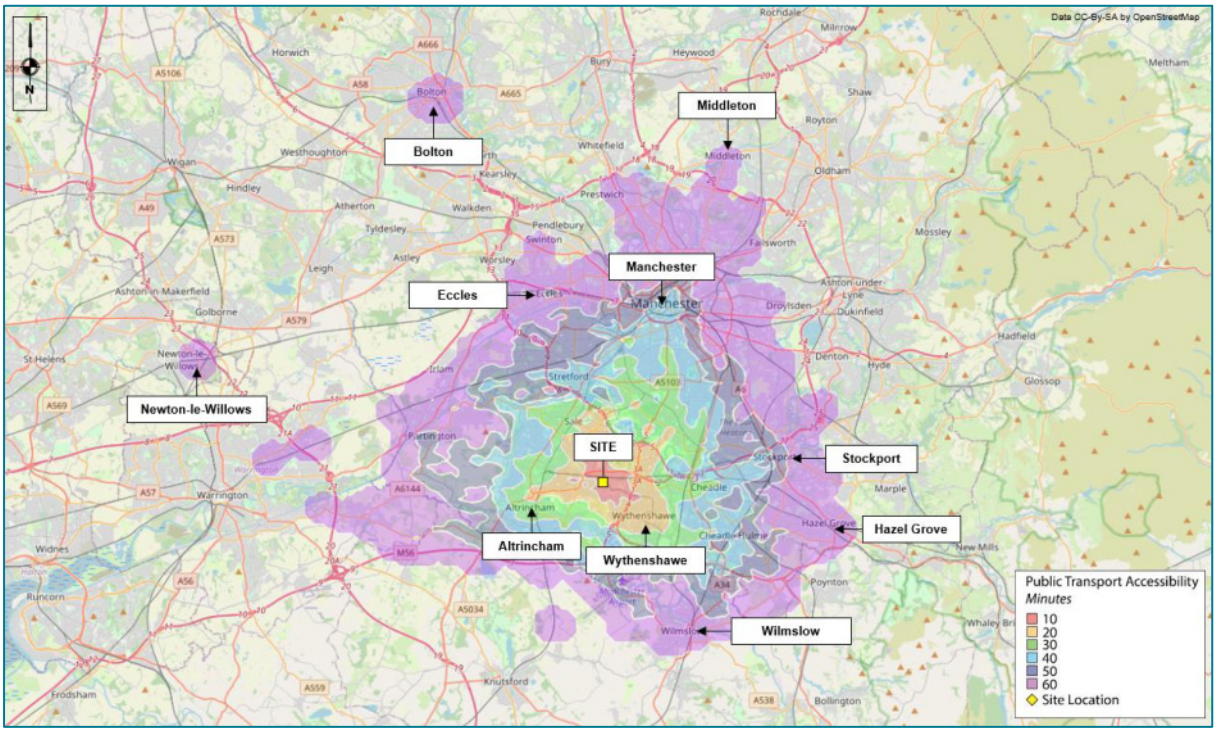
3.6.2 The station is operated by Northern Rail offers services to Chester and Manchester Piccadilly on an hourly frequency throughout the day.

3.7 Journey Times by Public Transport

3.7.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops and tram stations and demonstrates that key areas such as Manchester, Stockport, Altrincham and Bolton are all within a 60-minute public transport journey.

3.7.2 **Figure 3.7** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Figure 3** of **Appendix A**.

Figure 3.7: 60-minute Public Transport Catchment



Source: CC-BY-SA by openstreetmap

3.8 Conclusions

3.8.1 Having regard to the above, it is therefore concluded that the site is highly accessible by public transport, and prospective staff and visitors to the site will have a very good range of public transport travel choices. As such, it complies with both the local and national policies summarised in Section 2.

4. Development Proposals

4.1 Introduction

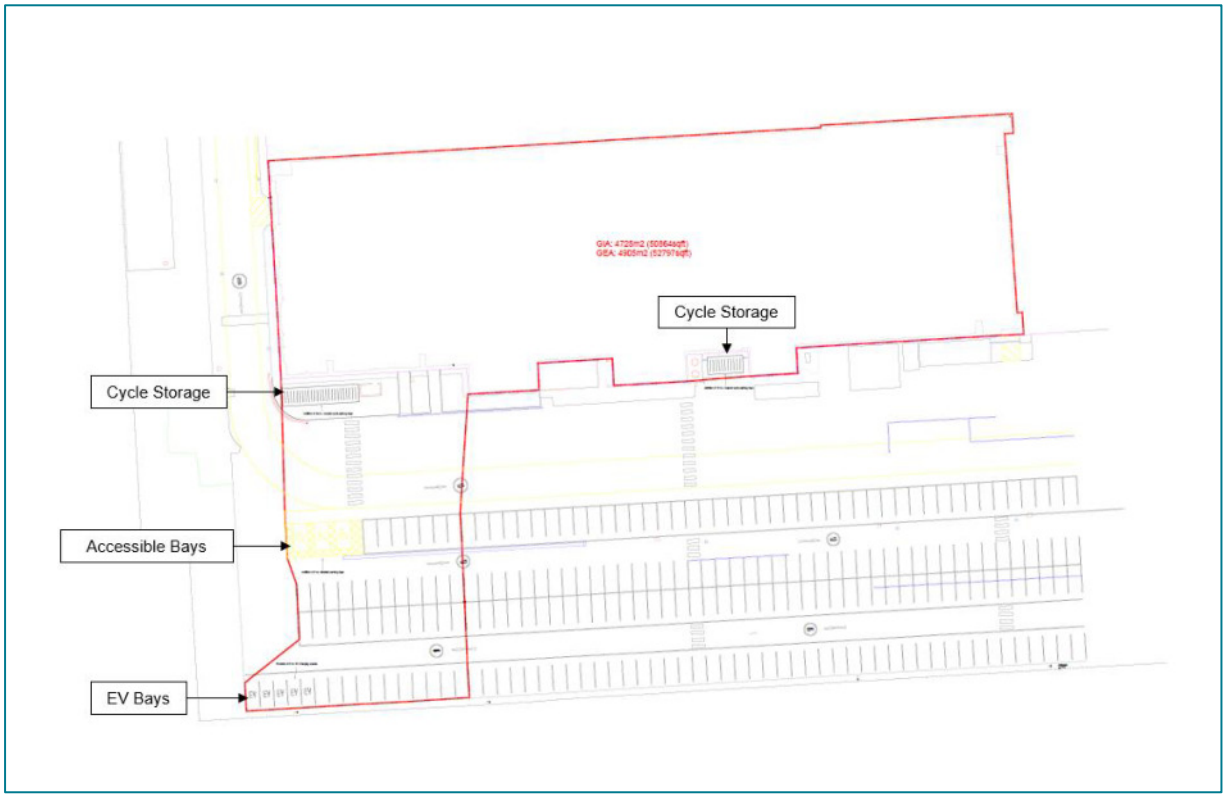
4.1.1 The planning application relates to a change of use application from B2 (General Industry) to Class E (d) (Indoor sport, recreation or fitness).

4.1.2 The proposed change of use refers to the internal refurbishment and external alteration of the unit at Southmoor Industrial Estate. The existing unit was previously operational as a warehouse and manufacturing facility with a Gross Floor Area [GFA] of 4,725sqm.

4.1.3 The proposals include provision for ancillary offices, shop, café and reception and an external climbing wall with no anticipated change to GFA.

4.1.4 The proposed site layout is illustrated in **Figure 4.1** below with a copy of the full plan located in **Appendix B**.

Figure 4.1: Proposed Site Layout



Source: LMS

4.2 Site Access Arrangement

4.2.1 There will be no alterations to the existing site access to the site from Southmoor Road. Given the nature of the existing land uses on the site, this access has been designed to accommodate access by cars and also large HGV's.

4.2.2 The existing access consists of a separate ingress and egress lanes which allow for two-way traffic movements into and out of the site. The ingress lane is approximately 9-metres-wide and the egress lane is approximately 7-metres-wide. A central gatehouse controls movement of traffic in and out of the site with security-controlled gates.

4.2.3 Cars will enter the site and turn left to access the site car parking area. All larger vehicles will be required to turn right upon entering the site and circumnavigate the existing industrial unit using the one-way system in place within the site.

4.2.4 Pedestrian and Cyclist Access

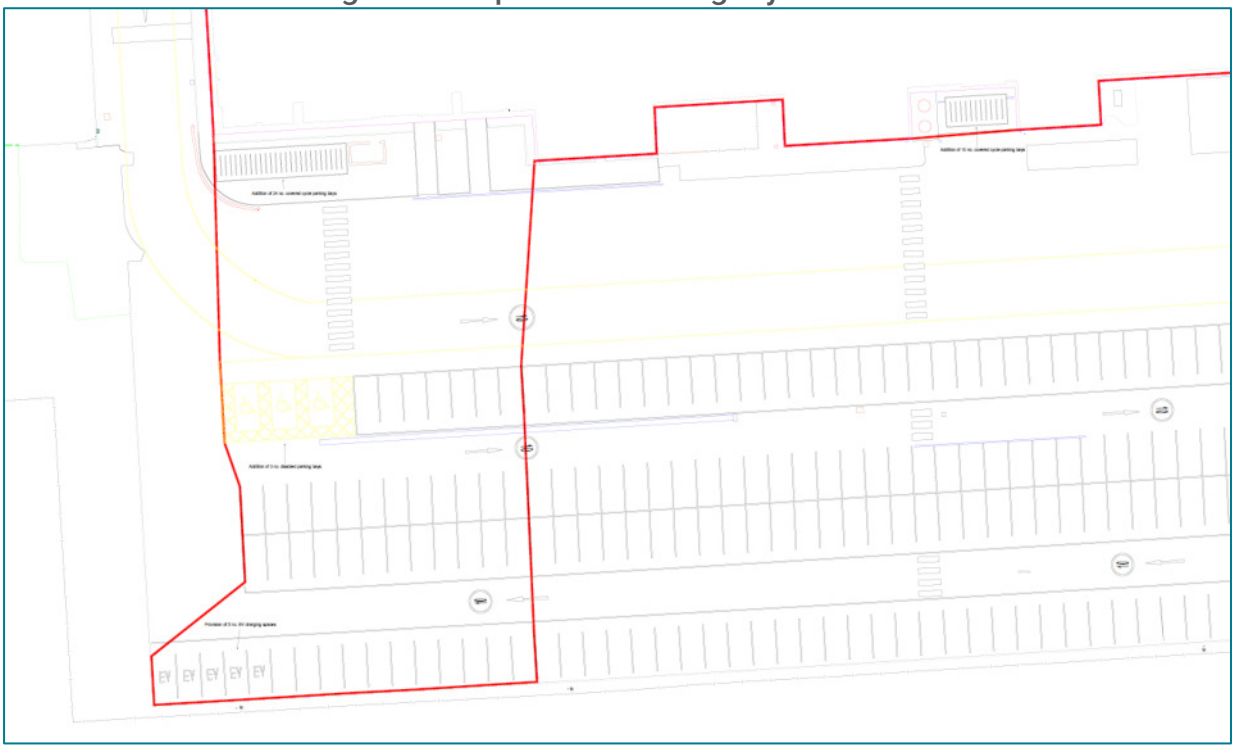
4.2.5 There is currently a separate pedestrian and cycle access gate provided into the site from Southmoor Road adjacent to the gate house. Within the site pedestrian and cycle movements are supported through the provision of dedicated zebra crossings and footways connecting the gatehouse to the existing units within the industrial estate.

4.2.6 There will be no alterations to access arrangements for pedestrians and cyclists with the internal footways retained as part of the proposed change of use. As illustrated in **Figure 4.1**, there will be zebra crossings points provided from the entrance of the building to the car parking spaces. Footways will also be provided along the entrance road which connects the unit to the gatehouse.

4.3 Parking

4.3.1 As illustrated in **Figure 4.2**, the car parking for the site will be located in front of the unit and will include the spaces on the south west side of the existing industrial estate car park. The car parking spaces allocated for the site are indicated by the red line boundary.

Figure 4.2 Proposed Car Parking Layout



Source: LMS

4.3.2 **Figure 4.2** above illustrates the proposed car parking layout for the site with the spaces for the unit indicated by the red line. As illustrated in **Figure 4.2** there will be a pedestrian crossing provided connecting the car park spaces to the main entrance to the building.

4.3.3 The proposed car park layout is illustrated in **Appendix B**.

4.3.4 As illustrated in **Figure 4.2** the following level of vehicular provision is located on the site:

- 42 Standard Vehicular Parking Bays;
- 3 Disabled Bays; (6% of total capacity)
- 5 EV charging Bays; (10% of total capacity)

- Total = 50 Vehicular Parking Bays

4.3.5 As mentioned above in Section 2, MCC's parking standards have not been updated to reflect the land use changes. Therefore, the D2 standards are considered the most up to date parking standards.

4.3.6 Although MCC does not have specific standards regarding EV parking bays, it is generally recommended that 10% of total provision be made into EV parking bays, which would help future proof the development.

4.3.7 MCC's parking standards for the land use "D2 (Other Leisure Facilities), Areas not within the City Centre of District Centre" is 1 parking space per 22sqm, however, these standards are the maximums. The land use D2 also covers churches and large congregational facilities, which the proposal does not reflect and, combined with the site's good accessibility presented in Section 4, the site provides appropriate parking for the proposal.

4.3.8 In line with MCC's parking standards set out in Section 3, the site will offer 34 cycle parking spaces. These are located north of the car parking area and can be seen in **Figure 4.2**.

4.4 Servicing

4.4.1 It is envisaged that the waste servicing of the site will take place as per the previous existing arrangement associated with the extant unit.

5. Travel Plan measures

5.1 Introduction

5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

5.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus/tram services. The initiatives may benefit staff and visitors to the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
- Improved site accessibility
- Reduction in required car parking provision
- A pedestrian / cycle friendly environment.

5.1.3 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from staff and visitors for the Travel Plan; any 'sticks' will be implemented later.

5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Workplace Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to staff and visitors to the development. The Travel Plan will be launched as soon as possible at the commencement of occupation and operation of the facility and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.

5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that staff in particular are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.2.3 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for employees and visitors of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the site.

5.2.4 An annual budget will be allocated to assist the full TP and will be paid for by the developer. The budget will be used to promote the full TP and to organise events to coincide with national initiatives, the total budget allocated cost will be agreed with Manchester City Council prior to the completion of the full TP.

5.2.5 Travel notice boards will be set up in the sites' communal areas, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.2.6 All employees will also be issued with travel 'Welcome Packs' promoting alternative transport modes. Further details on the contents of the 'Welcome Packs' are provided throughout this section.

5.2.7 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided on the notice boards and a travel calendar will be developed for inclusion within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.2.8 The Travel Plan Coordinator will also provide staff and visitors with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including off-site retail outlets and other leisure facilities.

5.2.9 The Travel Plan Coordinator will also consider setting up a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment at https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance

5.3 Initiatives to Promote Car Sharing

5.3.1 It is likely that a proportion of employees may reside at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. As such, there is potential for these individuals to share their car journey with a fellow employee.

5.3.2 All staff will be encouraged to sign up and register their journey with national online car sharing services such as Liftshare. This will enable them to search for individuals making a similar trip to themselves and share their vehicle.

5.4 Initiatives to Promote Travel by Public Transport

5.4.1 Information on the cost, timetables and services available which could be used by staff will be provided within the Welcome Pack and on the notice board for visitors. This will include details and links to online journey planning websites.

5.4.2 Public Transport Information such as bus and tram timetables and ticketing information will be promoted to staff and visitors through the website www.tfgm.com

5.4.3 For national train travel and real time train information, www.nationarail.co.uk will be promoted to staff and visitors.

5.4.4 Some staff may wish to commute by tram or bus. To assist staff to make this journey the Travel Plan Coordinator will investigate offering staff season ticket loans for public transport tickets. An example can be seen with the offering of a Manchester PLUSBUS (Greater Manchester) ticket, which allows for unlimited travel around the Greater Manchester Zone.

5.4.5 Following occupation and full operation of the site, the travel pattern and behaviour of employees will be identified via an initial travel survey and measures will be evaluated as a means of reducing single occupancy car use.

5.5 Initiatives to Promote Walking

5.5.1 Once the site is occupied and operational, the Welcome Pack provided to staff and visitors will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that staff and visitors are aware of the facilities available to them.

5.5.2 Staff will be encouraged to participate in national events, such as Walk to Work Week. These events will also be promoted on the notice board and within the Welcome Packs.

5.5.3 Details of local walking shops will also be provided to employees. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for staff at these stores. If secured, these details will be provided to all employees by the Travel Plan Coordinator.

5.5.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot.

5.6 Initiatives to Promote Cycling

5.6.1 Cycle parking will be provided at the site in line with the Council's guidance. The total number of parking spaces provided will be 34 and is considered sufficient to satisfy current cycling demand and encourage it as a sustainable mode of access to the site.

5.6.2 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will also be provided on the notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.

5.6.3 In addition to the above, cycle maps and information will be promoted to staff and visitors via websites such as: https://beryl.cc/scheme/greater-manchester & https://tfgm.pindarcreative.co.uk/

5.6.4 Details of local cycling shops and mobile cycle repairs will be provided to employees at the site using the travel board and within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided for staff via the Welcome Pack.

5.7 Initiatives to Reduce the Need to Travel

5.7.1 Details of journey planning websites, such as Traveline and TfGM, will be promoted at the site to make staff aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

5.7.2 The employer will be encouraged to implement a local recruitment strategy, sourcing staff from local areas and serving as an incentive for other potential employees to relocate closer to work.

5.7.3 To further reduce the need to travel, visitors to the site must be more closely looked at. In particular, deliveries and supplies can account for a significant proportion of trip to and from the site. As such, a policy of using local suppliers will be promoted from the earliest stages of the development, with the aim of reducing travel times for LGVs and HGVs, resulting in lower emissions.

5.8 Introduction

5.8.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Highway Development Management Team and other sustainable travel groups.

5.9 Travel Plan Coordinator

5.9.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.

5.9.2 The person responsible for appointing the TPC contact details is as follows:

- Contact: Tim Ashley BA (Hons) MPlan MCIHT MTPS
- Address: Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN
- Telephone: 0161 804 5550

5.9.3 The role and responsibilities of the Travel Plan Coordinator include:

- To implement and promote various Travel Plan initiatives at the site to promote sustainable travel.
- To promote the Travel Plan to staff and customers.
- Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys.
- Reviewing the Travel Plan's success and preparing action plans.

5.9.4 The Travel Plan Coordinator will be in place six months prior to the occupation and will remain in place for a period of 5 years.

5.9.5 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of one of the managers based at the site. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

5.10 Stakeholder Engagement

5.10.1 Stakeholders including the Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.

6. Aim, Objectives and Targets

6.1 Overview

6.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

6.2 Travel Plan Aim

6.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the full travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.

6.2.2 The overall aim of this travel plan is to achieve a reduction in the number of single occupancy vehicle journeys to the site.

6.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

6.3 Travel Plan Objectives

6.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.

6.3.2 As this stage, it is not possible to derive specific objectives for staff and visitors of the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

6.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

6.4 Travel Plan Targets

6.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of the staff and visitors. These will allow mode share targets to be established for the site. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

6.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.

6.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

6.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with Manchester City Council as part of the full travel plan's development and will be inputted into the Council's database to ensure effective ongoing monitoring.

6.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.

6.4.6 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below.

Table 6.1: Travel Plan Targets

Mode	Existing	Proposed Targets for Staff
Driving a car or van	50%	45% (-5)
Bus, minibus or coach	18%	20% (+2)
On foot	16%	17% (+1)
Passenger in a car or van	7%	7%
Bicycle	4%	5% (+1)
Work mainly at or from home	2%	2%
Taxi	1%	1%
Train	1%	1%
Motorcycle, scooter or moped	1%	1%
Other method of travel to work	1%	1%
Underground, metro, light rail, tram	0%	1% (+1)
Total	100%	100%

6.4.7 These targets aim to be achieved within the first five years of occupation of the site. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.

6.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a minimum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.

6.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.

6.4.10 Staff will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

6.5 Monitoring

6.5.1 Travel Plan monitoring will be undertaken within 3 months of initial occupation and annually thereafter for a maximum of 5 years. These surveys will be carried out annually to all employees and sample visitor surveys. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the development.

6.5.2 These surveys may include observation surveys to establish the usage of the parking and cycle facilities.

6.5.3 All survey data will be submitted to Manchester City Council within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to MCC identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.

6.5.4 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will reported to the Council's Highway Development Management Team and public transport operators where applicable.

6.5.5 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

6.6 Travel Surveys

6.6.1 An initial travel survey questionnaire will be undertaken with staff, following full occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.

6.6.2 The travel survey will also include sample visitor surveys.

6.6.3 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all employees, with a link provided to the electronic copy of the survey.

6.6.4 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

6.6.5 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all employees to encourage participation in the survey.

6.6.6 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the site.

6.6.7 The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.

6.6.8 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

7. Travel Action Plan and Marketing Strategy

7.1 Workplace Action Plans

7.1.1 The purpose of this document is to develop and deliver a Workplace Travel Plan (WTP) for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.

7.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.

7.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

7.2 Marketing Strategy

7.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact Manchester City Council in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.

7.2.2 Staff and visitors to the development will be provided with information on how to access the site by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the site. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

7.3 Evaluation and Review

7.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.

7.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

7.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to Manchester City Council.

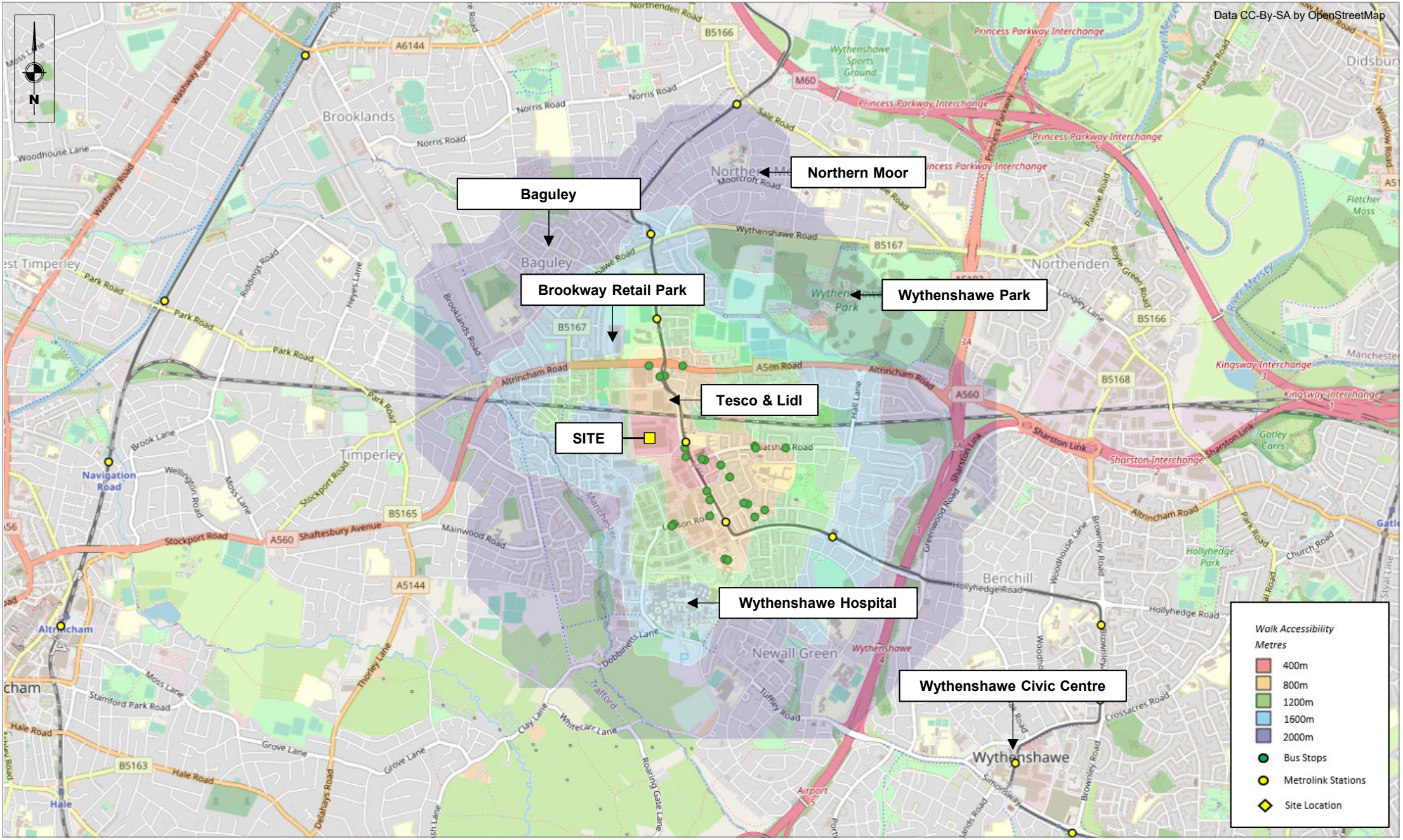
7.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 7.1: Travel Plan Action Plan

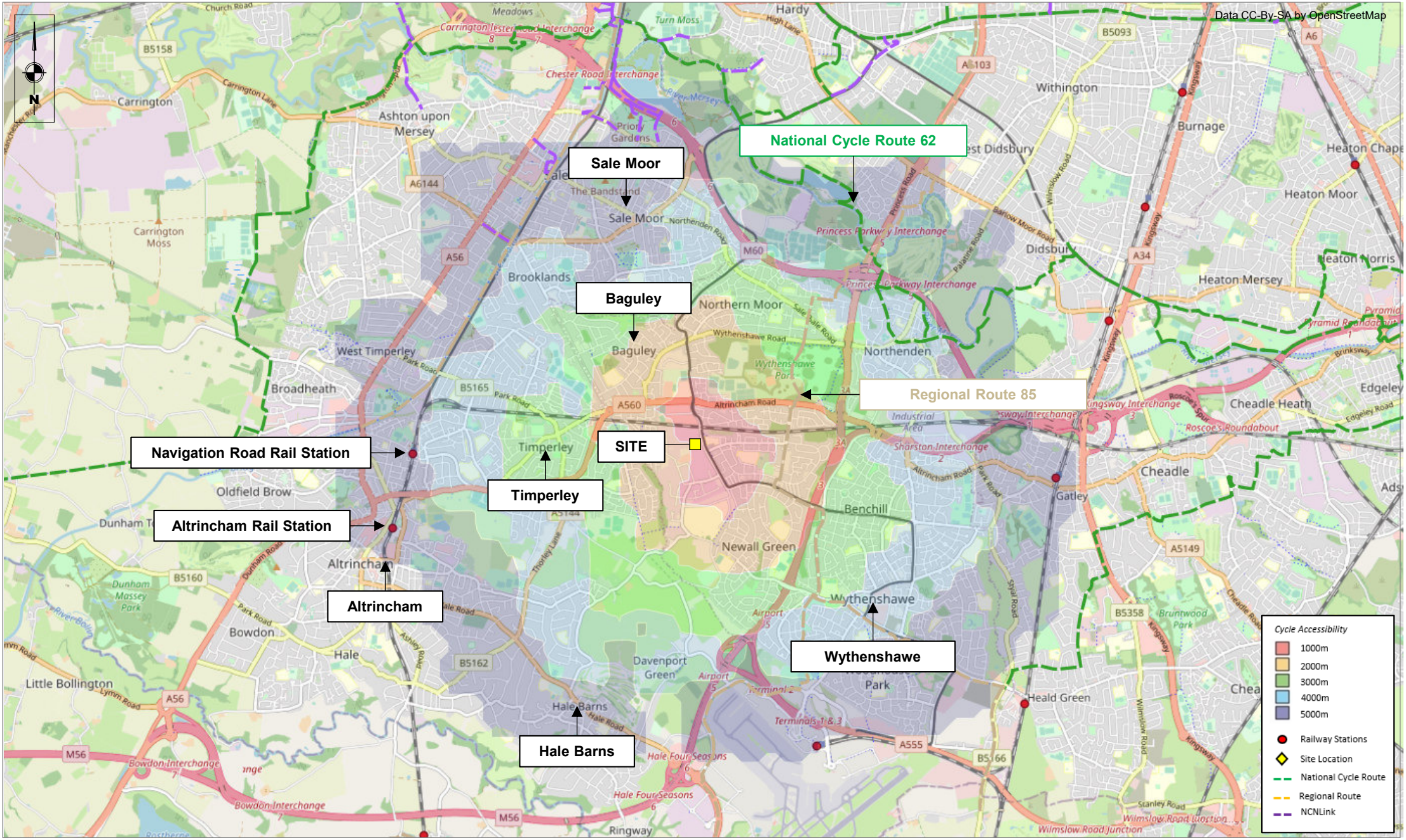
Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information	3 months after initial travel survey
Continue to develop a full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)

Appendices

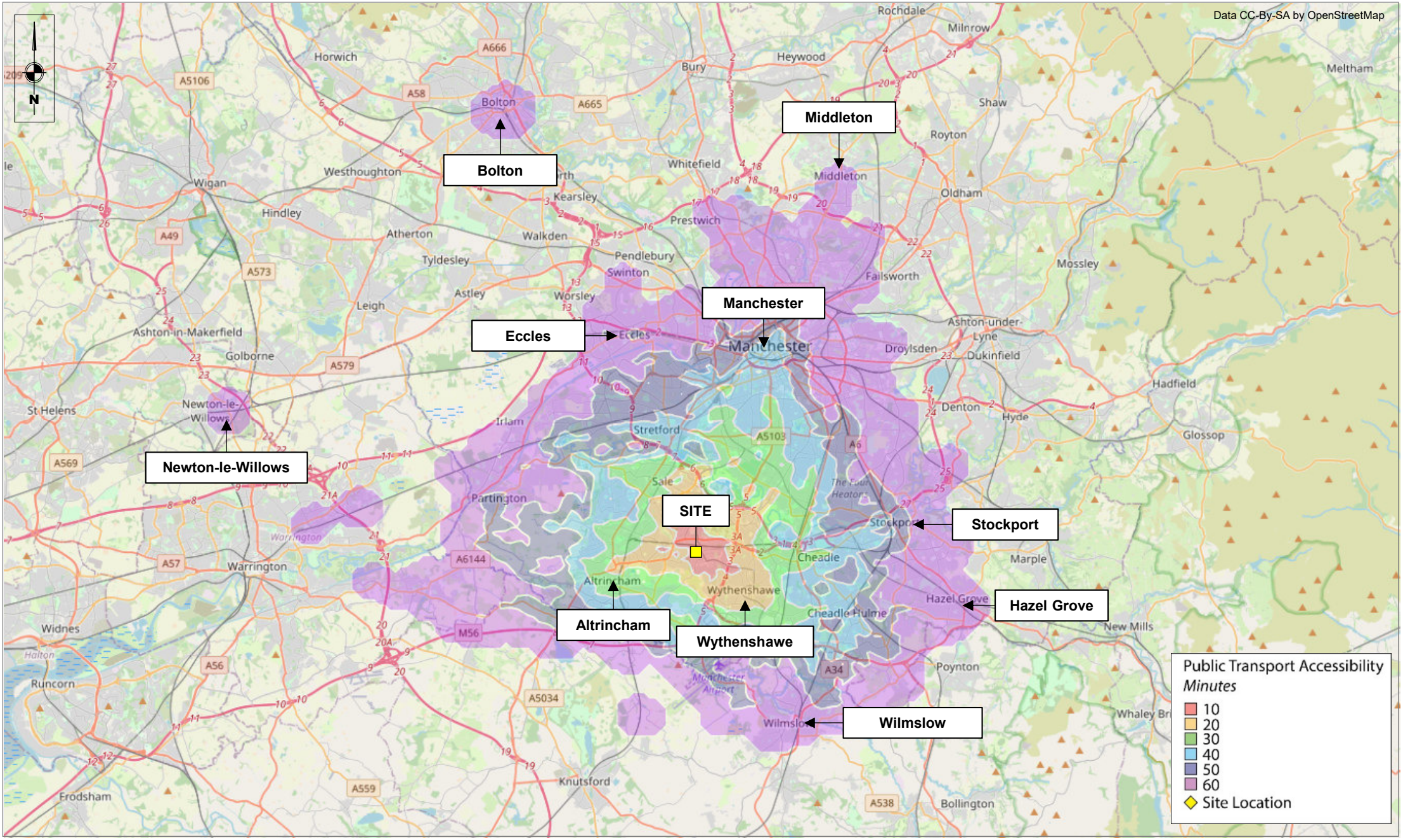
Appendix A Accessibility Plans



Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 2km Walking Isochrone	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX A
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 1
					-	-	-	-	
					-	-	-	-	

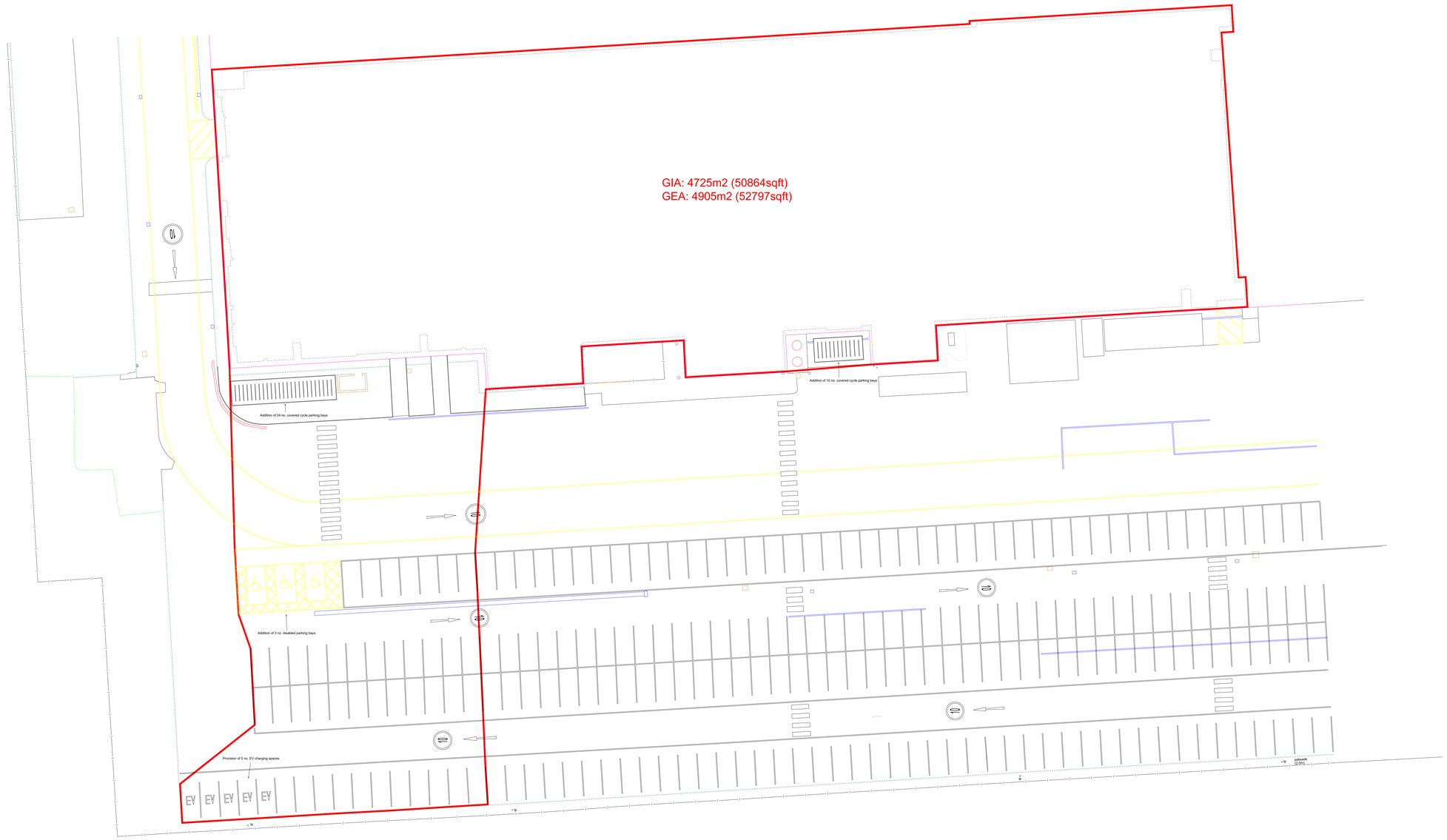


Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 5km Cycling Isochrone	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX A
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 2
					-	-	-	-	
					-	-	-	-	



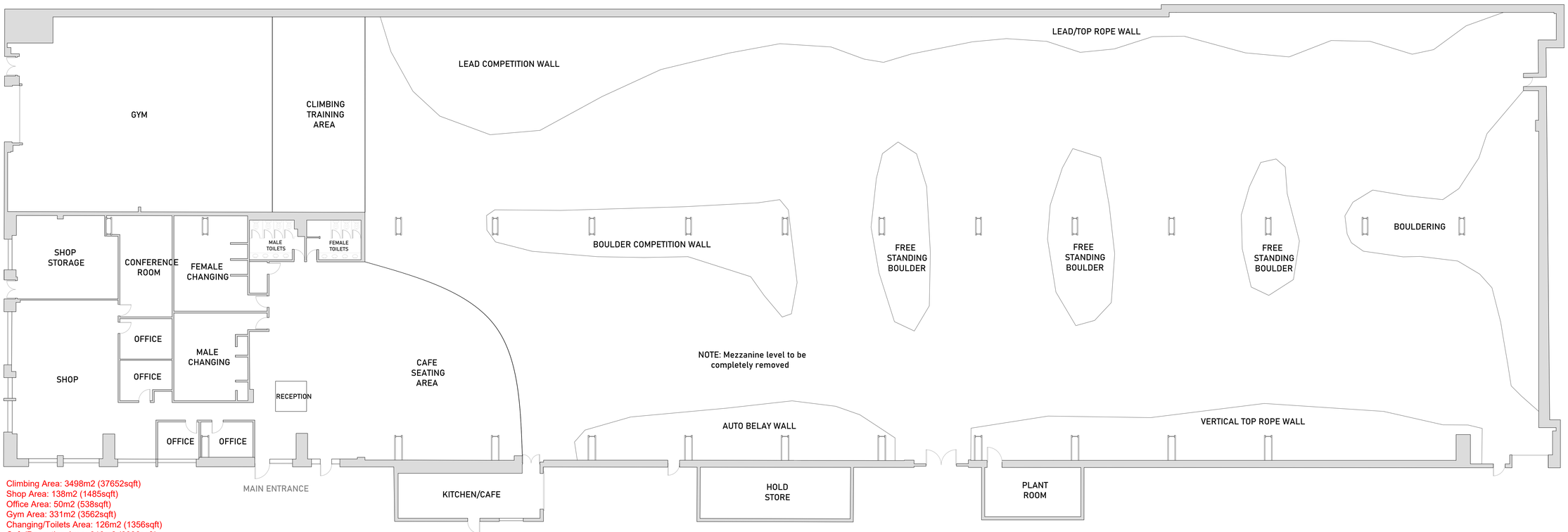
Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 60min Public Transport	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX A
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 3
					-	-	-	-	
					-	-	-	-	

Appendix B Proposed Site Layout



PROJECT NAME:	Southmoor Industrial Estate				
CLIENT:	The Climbing Depot				
DRAWING TITLE:	LMS0033_TCD_PSP_01E	Proposed Site Plan			
SCALE:	1:200 (A0)	DRAWN BY:	PS		
REVISION:	E	SHEET:	01	DATE:	01/08/2023
NOTES:	Drawing surveyed to local grid based on OSTN/OSGM15.				

LMS Geomatics & Engineering Ltd. 6 - 21 Highbank Street, Paisley, LS28 5JH. Nr 419614892



Climbing Area: 3498m2 (37652sqft)
Shop Area: 138m2 (1485sqft)
Office Area: 50m2 (538sqft)
Gym Area: 331m2 (3562sqft)
Changing/Toilets Area: 126m2 (1356sqft)
Cafe/Reception Area: 310m2 (3336sqft)
Storage/Miscellaneous Area: 272m2 (2927sqft)

PROPOSED GROUND FLOOR PLAN

PROJECT NAME:	Southmoor Industrial Estate				
CLIENT:	The Climbing Depot				
DRAWING TITLE:	LMS0023_TCD_PFP_01E	Proposed Floor Plans			
SCALE:	1:125 (A0)		DRAWN BY:	PS	
REVISION:	E	SHEET:	01	DATE:	01/08/2023
NOTES:					

LMS Geomatics & Engineering Ltd. 6 31 Highbank Street, Paisley, LS29 5JH. Nº 07855449(R)