

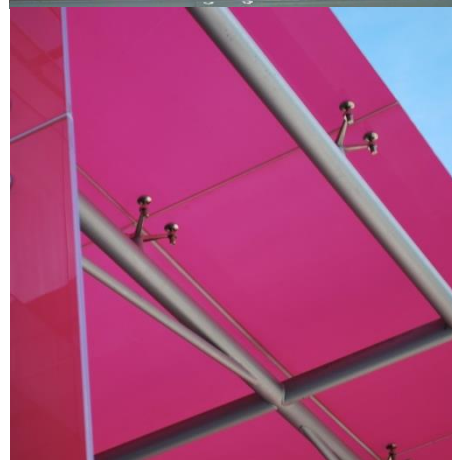
Greenheys, Manchester Science Park (MSP) Framework Travel Plan

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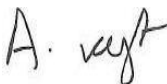


Control Sheet

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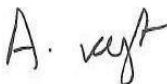
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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the redevelopment of the existing Greenheys Building within Manchester Science Park (MSP).
- 1.1.2 The proposals seek to deliver approximately 135,000 sq. ft of purpose-built laboratory and office workspace to accommodate specialist life science and healthcare businesses, such as those working in diagnostics, genomics, biotech and digital health.
- 1.1.3 The description of development is as follows:

“Construction of a 7-storey building comprising up to 17,249sq. m (GIA) commercial floorspace (Use Class E), plus plant level above; in addition to associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

- 1.1.4 The proposed site plan is included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Levelling Up, Housing and Communities (DLUHC) (formerly the Ministry of Housing, Communities & Local Government (MHCLG)) as:

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

Source: National Planning Policy Framework, MHCLG, 2021.

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

1.3 Purpose of the Report

- 1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **81888-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 A Framework Travel Plan 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.

- 1.3.3 Transport for Greater Manchester (TfGM) endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a Travel Plan 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."*

Source: *Transport for Sustainable Communities: a Guide for Developers*, TfGM, 2013

- 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, 2021;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** provides a brief description of the development proposals.
- 1.4.4 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.5 **Section 6** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

-
- 1.4.6 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 8** outlines the strategy for Travel Plan target strategy.
 - 1.4.7 **Section 9** 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.
 - 1.4.8 **Section 10** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 **Figure 2.1**, from Sustrans' 'Walking and Cycling Index 2021' illustrates some of the benefits of walking, wheeling, and cycling in Greater Manchester.

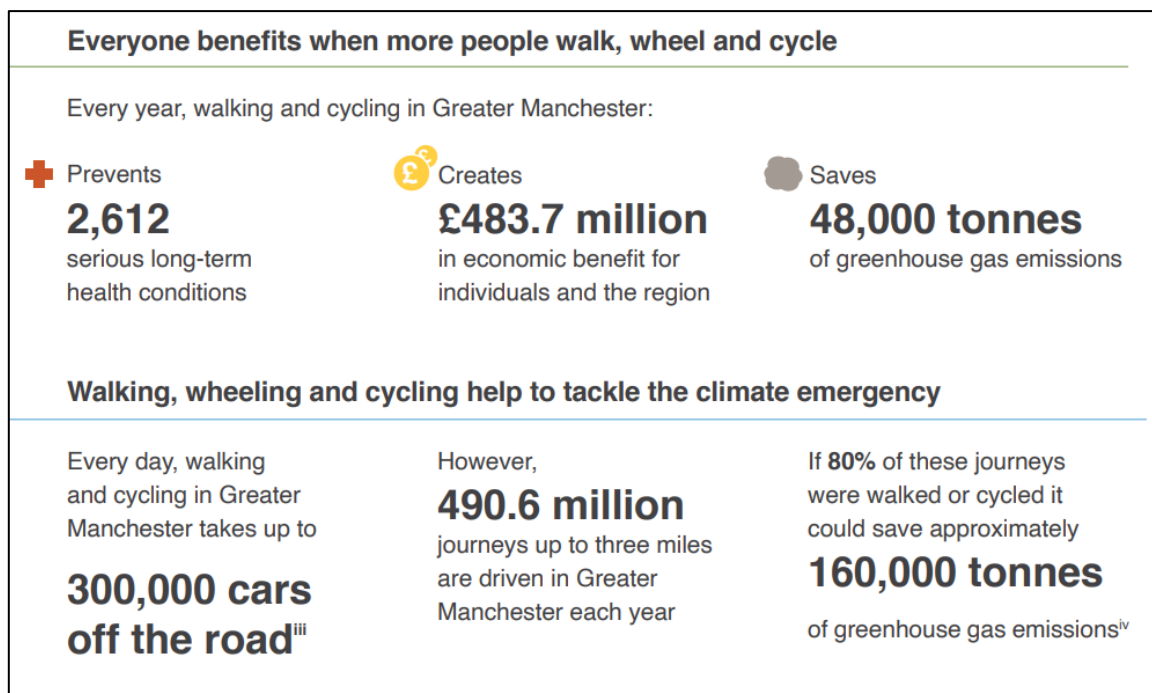


Figure 2.1 – Benefits of Walking, Wheeling, and Cycling in Greater Manchester
(Source: Sustrans, 2021)

2.1.4 'A Greater Manchester Congestion Deal' (Mayor of Greater Manchester, GMCA, and TfGM; 2018) found that almost a third of all journeys less than 1km are made by car, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands in Greater Manchester, and traffic congestion has a £1.3 billion cost to businesses in Greater Manchester every year.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);¹
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

2.2.3 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.4 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.5 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *"maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);"*

¹ The proposals for the Clean Air Zone are currently under review, with GM local authorities submitting the case for a new Greater Manchester Clean Air Plan (GM CAP), with no charging Clean Air Zone, to government.

- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change."*

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a 'climate emergency' was agreed and a target of 2038 set for becoming a zero-carbon city.

2.2.7 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *"Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive."* Transport is one the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.8 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.9 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 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:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.
26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

2.3.2 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*”. **Figure 2.2** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

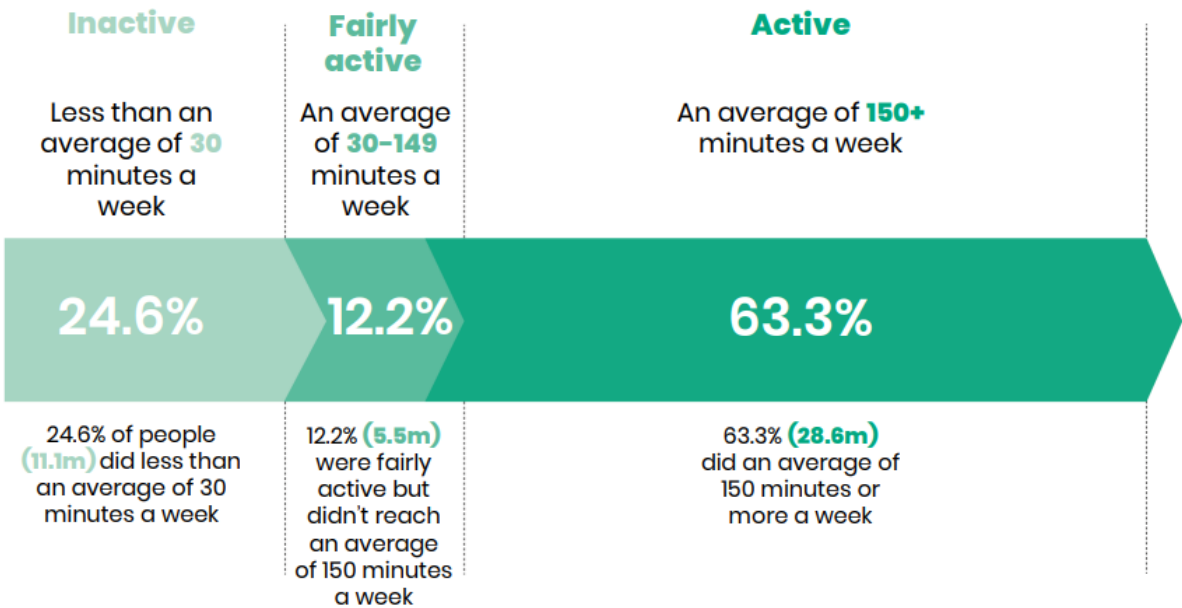


Figure 2.2 – Activity Levels for Adults
(Source: Active Lives Adult Survey: November 2018/19 Report)

2.3.3 In 2018, Public Health England (PHE) published an edition of ‘Health Matters’ focusing on air pollution and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO2) and 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.

- 2.3.4 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 2.3** below:

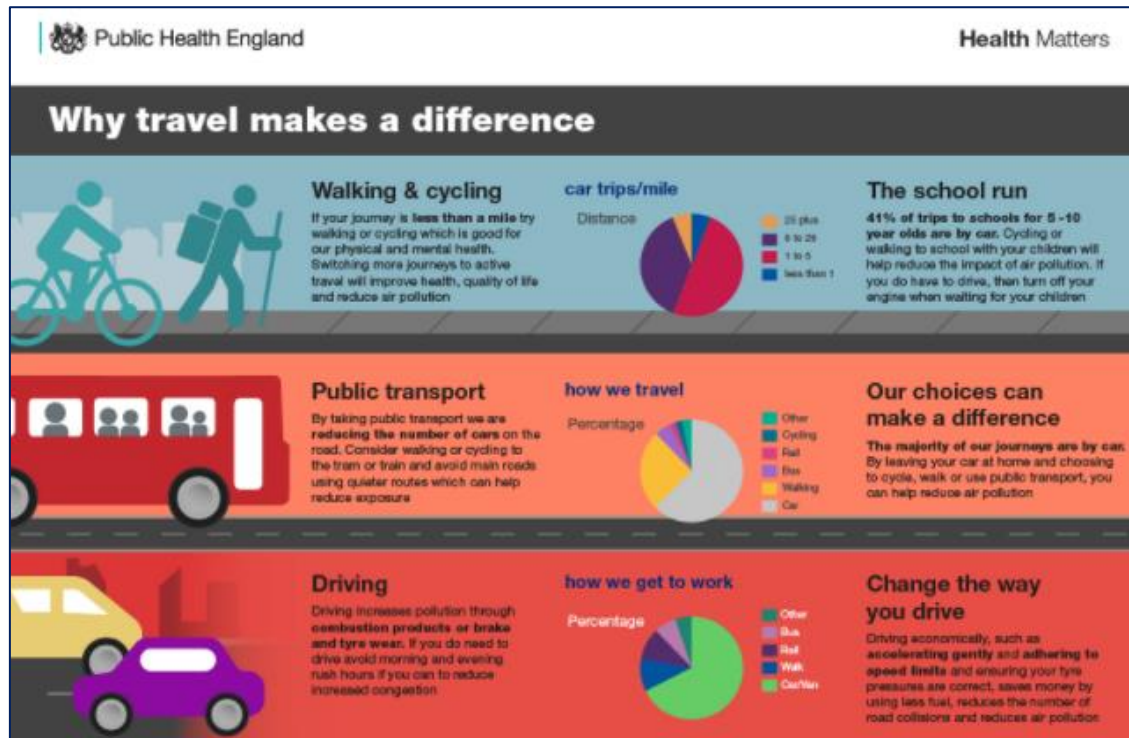


Figure 2.3 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective Travel Plan can help encourage customers and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

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

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Framework Travel Plan will have a positive effect on the future customers and visitors of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

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

- 2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

- 2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **“Customer Experience** - Providing customers with a safe and seamless travel experience
- **Services** – Turn up and go frequencies on major routes
- **Information** – Readily available, easy to use, live, and up-to-date
- **Network Management** – Improvements to journey times and reliability
- **Infrastructure** – Significant increases in bus priority, and improvements to waiting environments
- **Fares and Ticket** More affordable journeys, integrated with other modes
- **Fleet** – Zero emissions, high quality buses.”

- 2.6.4 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.

- 2.6.5 The Mayor of Greater Manchester announced in June 2022 that, subject to agreement with central government and bus operators, all bus tickets within Greater Manchester will be capped from September 2022: £2 for an adult single and £1 for a child single, with a £5 multi-operator daily cap.
- 2.6.6 Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this Framework Travel Plan aims to minimise the number of car trips generated by the development and encourage customers and visitors to use sustainable modes of transport.
- 2.7.2 The aims of this Framework Travel Plan will be supported with the following objectives:
- **Objective TP1** – To increase the level of walking to and from the site;
 - **Objective TP2** – To increase the level of cycling to and from the site;
 - **Objective TP3** – To increase the level of public transport use to and from the site;
 - **Objective TP4** – To reduce reliance on single occupancy car travel; and
 - **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is bounded by Greenheys Lane to the west and Pencroft Way to the east. Directly to the north of the site lies the former McDougall sports centre that was used by the University of Manchester (the building is now vacant and disused), and to the south lies the new BASE building development. Further to the east of the site lies the Bright Building.
- 3.1.2 Manchester Science Park (MSP) is a strategic employment area on the Oxford Road Corridor, which in turn is an innovation district south of Manchester City Centre running the length of Oxford Road from St Peter's Square to Whitworth Park. The concentration of major education, health and commercial uses spanning the length of the Oxford Road Corridor means that it operates as a functional extension of Manchester City Centre.
- 3.1.1 A Strategic Regeneration Framework (SRF) for MSP was endorsed by Manchester City Council (MCC) in 2014 and subsequently updated in 2018, with the aim to meet market demand and continue to drive economic output in key knowledge sectors. Within the SRF, it is the intention to close Pencroft Way. This will enable further enhancement to the public realm between the proposed Greenheys building and the Bright building, additionally acting as a circulation space to connect to the BASE development.
- 3.1.2 The SRF has recently been updated with an addendum to the 2018 SRF. MCC Executive approved the SRF addendum on 22 March 2023. The addendum does not change the overarching principles set out within the 2018 SRF, but provides more detail on the proposed Greenheys Building development and the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2022) and target to be net zero carbon by 2038.
- 3.1.3 **Figure 3.1** illustrates the site in a more local context relating to the local highway network.

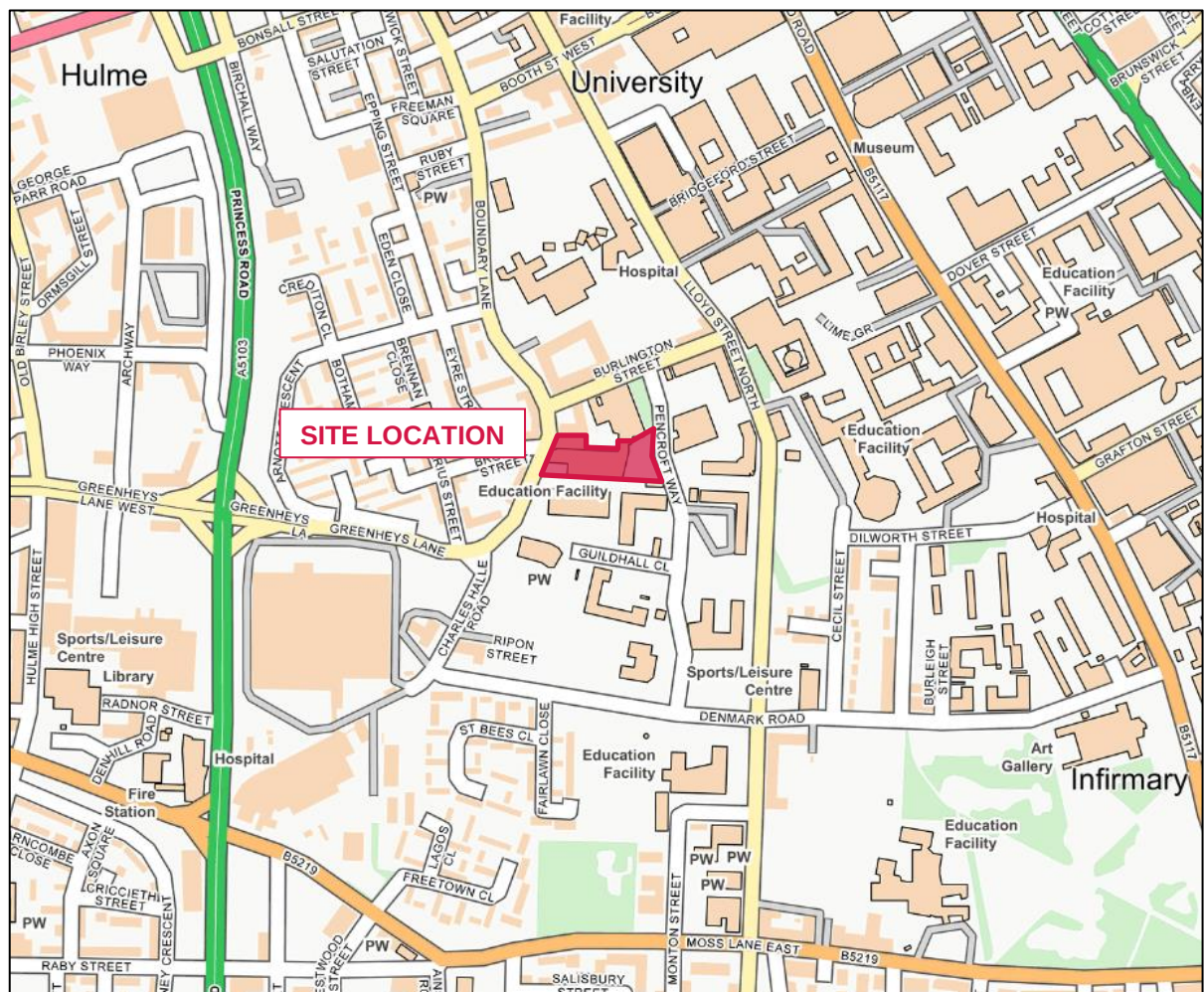


Figure 3.1 – Site Location in Relation to the Local Highway Network

(Source: OS Maps, 2022)

3.2 Existing Use and Access Arrangements

- 3.2.1 The site is currently occupied by the existing two-storey Greenheys building, two terraced houses and storage space, and a single storey 1960s building located within the McDougall site. The existing Greenheys building consists of a single storey construction to the east elevation and a double storey building located on the western half of the site.

Vehicular Access

- 3.2.2 Vehicular access to the existing Greenheys building is currently provided from Pencroft Way. This access serves the c. 60 on-site visitor parking spaces and a loading area for deliveries to the site. Access to the Greenheys car park is not restricted by any parking barriers.
- 3.2.3 There is also a secure service yard located adjacent to Greenheys Lane, that is secured by a gate. The service yard comprises a further c. 9 car parking spaces.

- 3.2.4 The existing terrace houses can be accessed directly off Greenheys Lane, whereas the 1960s building within the grounds of the McDougall site is accessed off Burlington Street to the north of the site.

Pedestrian and Cycle Access

- 3.2.5 Pedestrian and cycle access to the building is taken in a similar manner to the main vehicular access off Pencroft Way. Cycle parking for c. 100 bicycles is available within the curtilage of the Greenheys site, in the form of a covered cycle shelter to the north of the existing car park, and a standalone covered and secure bike store to the south of the existing car park. This cycle parking provision is utilised by customers across the MSP campus.
- 3.2.6 Additionally, due to the permeability of the MSP campus, there are many footpaths of c. 2m in width. Level access is also provided into the existing Greenheys building in the form of an entrance ramp.

3.3 Surrounding Highway Network

Greenheys Lane

- 3.3.1 Forming the western boundary of the site, Greenheys Lane commences at a major signalised junction with the A5103 Princess Road and extends in an easterly direction for approximately 500m. At its eastern terminus, it branches off into Boundary Lane towards the north and Burlington Street towards the north-east.
- 3.3.2 Princess Road is one of the key arterial routes into Manchester City Centre, in addition to providing a connection to the M56 and M60. Greenheys Lane therefore provides an excellent link to the local and strategic highway network.
- 3.3.3 In the vicinity of the site, the road comprises a single carriageway with a width of c. 8.5m, with one lane in either direction. There are wide footways of circa 2m on both sides of the road, which are complete with dropped kerbs and tactile paving at certain crossing points. Pedestrian infrastructure is in good condition along the road, as the footways are well-maintained, and there is also a pedestrian refuge island further to the south-west of the site to facilitate crossing in a safe manner. Towards the south-west of the site, there is also a guard rail fence to separate the footway from the road.
- 3.3.4 Greenheys Lane is well-lit with streetlights at regular intervals and is subject to a speed limit of 20mph. This is enforced by physical traffic calming measures such as the narrowing of the road at certain points. On-site observations have indicated that traffic flows are relatively light, and queuing occurs infrequently.
- 3.3.5 Double yellow parking restrictions (no waiting at any time) are also present on both sides of the road for the entirety of its length, except in areas where parking is permitted, such as along the shop fronts

west of the site and ahead of the bus stop where there is a disabled parking spot. Parking in this area is free for up to 1 hour, with no return within 1 hour, on Mondays to Fridays between 08:00 – 18:00.

- 3.3.6 Along most of Greenheys Lane, there is also a cycle lane in both directions. There is also a bus lane further to the south-west of the site where the road meets the A5103 Princess Road, in addition to advanced cycle stop lanes at the major junctions.
- 3.3.7 The road also has two pairs of bus stops which host regular bus services to Chorlton, Wythenshawe, Manchester Airport, and Piccadilly Gardens. Most of the bus stops have good infrastructure such as a flag and pole, shelter, seating, and timetable information, whereas the northbound bus stop directly west of the site only has a flag and pole and timetable information.

Pencroft Way

- 3.3.8 Forming the eastern boundary of the site, Pencroft Way extends on a north to south alignment through the MSP campus for an approximate length of 420m. The road commences at a priority junction off Burlington Street and terminates at a priority junction with Denmark Road.
- 3.3.9 Pencroft Way comprises a single carriageway with an average width of 7m. There are also footways on both sides of the carriageway, some of which are separated from the road with a wide grass verge, to provide pedestrian access to the individual MSP buildings. These footways also have dropped kerbs. In the vicinity of the MSP campus, the road is well-lit with street lighting at regular intervals.
- 3.3.10 There are some parking restrictions in place in the form of double and single yellow lines (no waiting between 08:00 – 16:00), but there are also areas where short-stay on-street parking is designated (free for 3 hours, with no return within 1 hour, from Mondays to Fridays between 08:00 – 17:00).
- 3.3.11 Within the MSP campus, the road is subject to a speed limit of 20mph, which is enforced in the form of physical traffic calming measures such as speed humps and painted road markings.
- 3.3.12 On-site observations suggest that Pencroft Way is lightly trafficked for large parts of the day, and the only activity largely relates to the MSP customers / visitors and MSP servicing operations.

Burlington Street

- 3.3.13 Burlington Street lies further to the north of the site and commences at a priority junction with Higher Cambridge Street and Lloyd Street North, then extends for a length of circa 200m to the west before reaching a bend in the road where it continues as Greenheys Lane. It also provides access to Pencroft Way east of the Site which is one of the main entrances into the MSP campus.
- 3.3.14 The road comprises a two-way, single carriageway with a width of circa 7m, and wide footways of 2m-wide on both sides of the road. The footways are also complete with dropped kerbs and are well-

maintained for the entire length of the road. Burlington Street is well-lit, with street lighting at regular intervals.

- 3.3.15 Burlington Street is bordered by a several MSP buildings, a residential block, and Burlington Square, and recently completed apartment building. The road is subject to a speed limit of 20mph and has double yellow parking restrictions on both sides of the road. In permitted areas, there are some on-street parking areas. Parking is free for up to 3 hours, with no return within 1 hour, on Mondays to Fridays between 08:00 – 18:00.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 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.
- 4.1.2 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.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips, which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

4.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below, with the approximate area within this walking distance shown in **Figure 4.1** below:

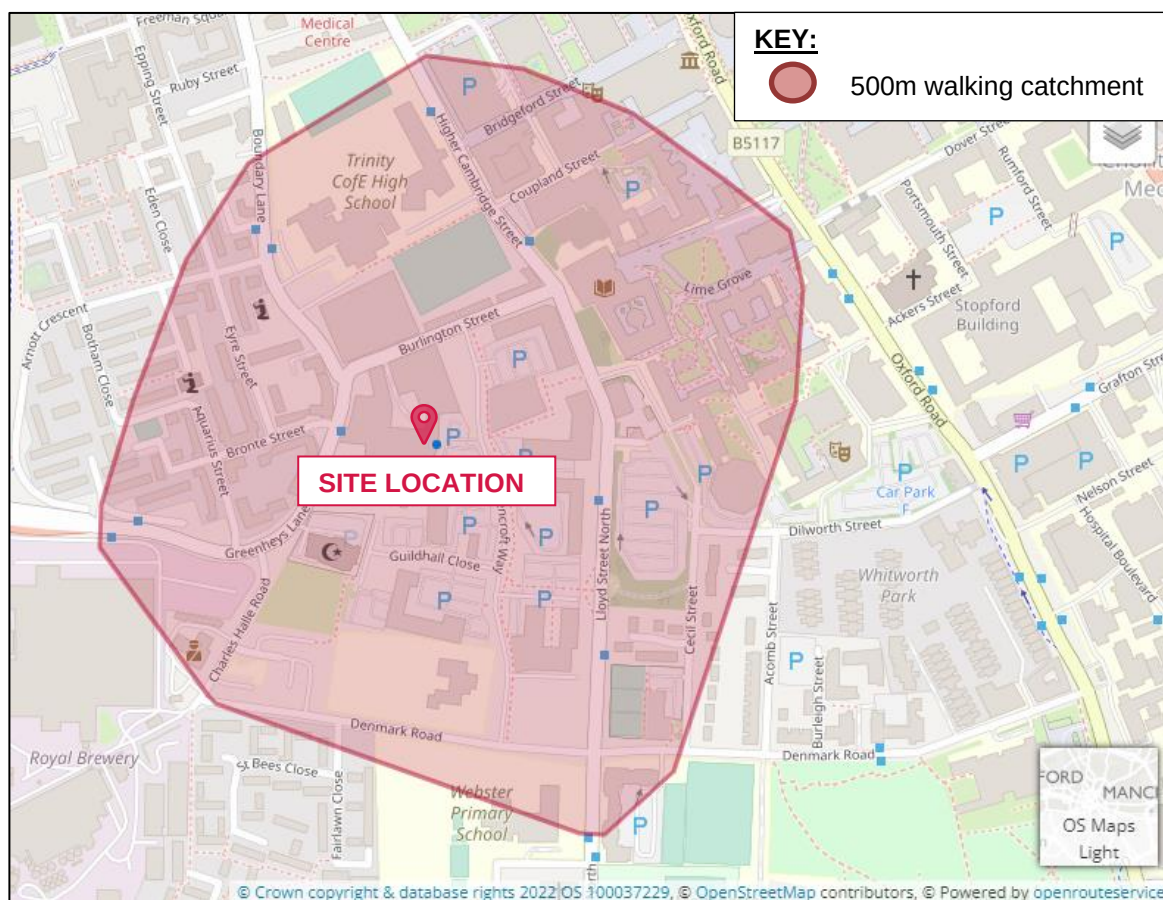


Figure 4.1 – Areas Accessible within 500m of the Site
(Source: OpenStreetMap, 2022)

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	The Old Abbey Taphouse, The Ducie Arms	Appropriate food outlet	175 – 275
2	Spicy Space, Abdul's (off Greenheys Lane)	Appropriate food outlet	300
3	Home Grown Hub, Alan Gilbert Square	Access to an outdoor open space	300 – 350
4	Trinity Sports Centre, Denmark Road Sports Centre	Access to a recreation or leisure facility for fitness or sports	450

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
5	Holy Name RC Primary School, Cornerstone Day Centre, Webster Primary School, Trinity C of E High School	Child care facility or school	450 – 500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.5 In addition to the amenities accessible as shown above, the site is also located within a 500m walking distance of several residential apartment blocks. Most notably, the site is located within a 500m walking distance of several bus stops, detailed in **Section 4.4** below.
- 4.2.6 Within a 1,000m walking distance of the site, future customers and visitors will be able to benefit from the retail and leisure uses that offer key amenities to customers at MSP, the amenities on Oxford Road such as Manchester Aquatics Centre, pharmacies and healthcare centres, the residential neighbourhood of Hulme to the west of the site, and Oxford Road (which includes cafés, restaurants, bars, take-aways, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities).
- 4.2.7 There is a close working relationship between MSP, the University of Manchester (UoM), and Manchester Metropolitan University (MMU), and the Central Manchester University Hospitals. Given the distances involved, walking is likely to be the primary mode of travel between these facilities.
- 4.2.8 Manchester City Centre is accessible within 2,000m walk from the site, ensuring that walking is a realistic mode of travel for customers or visitors who live in the city centre. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.
- 4.2.9 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads, for example a permeable pedestrian / cyclist footpath network throughout the MSP campus. It is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 8km (5-miles) is considered to be the maximum acceptable cycling distance for most people, based on the 2019 National Travel Survey statistics which demonstrate that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance,

expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

- 4.3.3 The 8km catchment encompasses areas such as Cheetham Hill, Broughton, Harpurhey and southern parts of Blackley and Prestwich to the north, the eastern part of Pendlebury, Swinton, Eccles, Trafford Park and Urmston to the west, East Didsbury and the northern parts of Sale and Cheadle to the south and Denton and western parts of Ashton-under-Lyne to the east.
- 4.3.4 Cycle infrastructure in the immediate vicinity of the MSP is reasonable with dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at a number of junctions surrounding the site. The new pedestrian / cycle access into the site via Pencroft Way also contributes to the ease of accessibility of the site by cycle, as cyclists do not need to dismount to enter the site.
- 4.3.5 Being mostly residential in nature, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, schools, and active frontages also encourages low vehicle speeds.
- 4.3.6 Cycling infrastructure beyond the immediate vicinity of the site is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre, with safe and segregated cycle routes implemented on both sides of the carriageway. It is considered that Oxford Road could be utilised by customers and visitors to the site due to its proximity, convenience, and attractiveness of the route. The local cycle network within the vicinity of the site is reproduced in **Figure 4.2** overleaf:

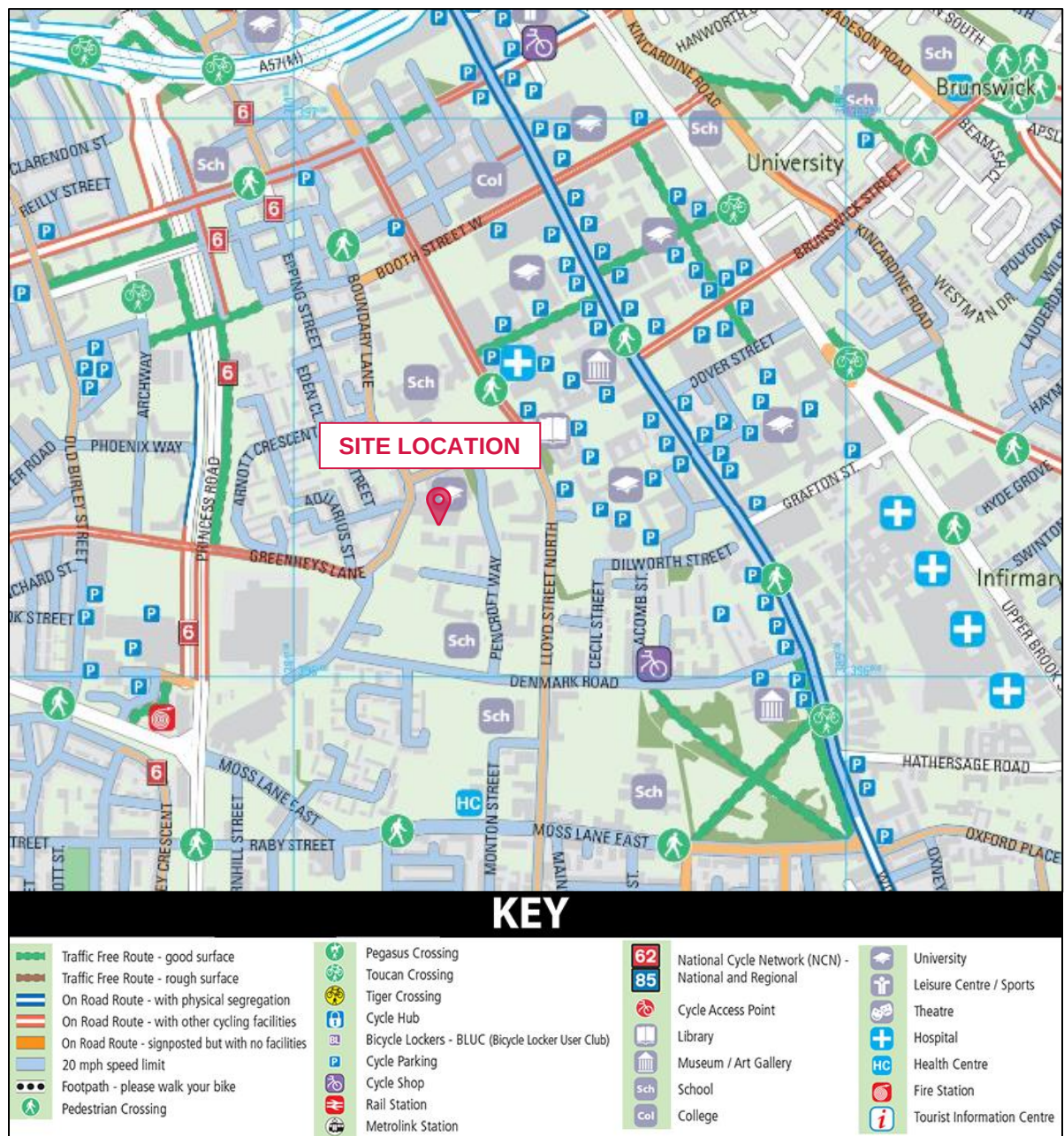


Figure 4.2 – Local Cycle Network

(Source: TfGM, 2022)

- 4.3.7 Additionally, a Bike Hire Scheme has recently been rolled out in Manchester. There is currently a docking station to the north of the site along Pencroft Way, with a capacity of 9 bikes for hire. These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme operates within the following zone:

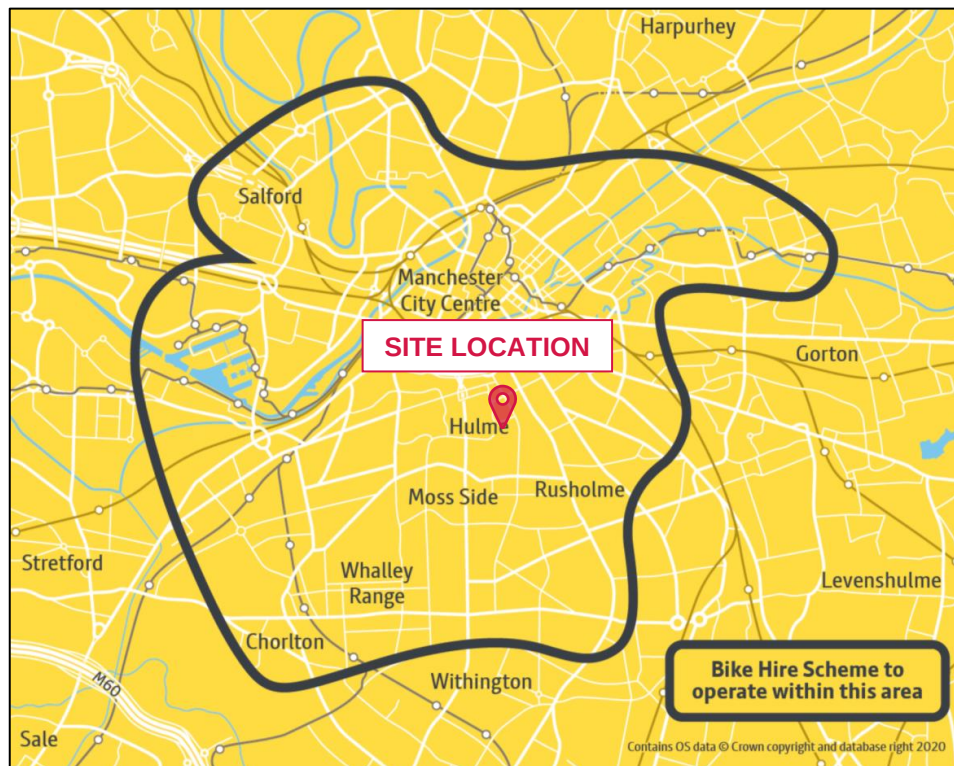


Figure 4.3 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

- 4.3.8 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 will provide secure cycle parking spaces to encourage cycling.
- 4.3.9 This accessibility review demonstrates that key destinations and local amenities are within cycling distance of the site, including residential, retail, leisure, and employment facilities and services, together with major public transport interchanges within Manchester City Centre.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e., bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately

The map shows the Manchester city centre with the new site location marked by a red pin on the Oxford Road, near the University of Manchester. The map includes various landmarks, roads, and public transport routes. A legend on the right side of the map provides a key for the symbols used, including bus stations, Metrolink stops, train lines, and points of interest.

Legend:

- Bus station
- Metrolink line and stop
- Train line and station/level crossing
- Travelshop
- Park and Ride
- Train station or Metrolink stop car park with a capacity of 25+
- Cycle Hub (Membership required)
- Local Link public transport operates in this area
- Place of interest
- Landmark building
- Leisure centre
- Cinema
- Market
- Library
- Hospital
- NHS walk-in centre
- Country Park

Bus Accessibility

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- 4.4.5 The nearest southbound bus stop is located along Greenheys Lane directly along the western boundary of the site; however this bus stop would be relocated as part of the proposed development to accommodate the new service vehicle access points. There is a northbound bus stop approximately 50m to the south along Greenheys Lane, hosting the same bus services.
- 4.4.6 There are also more bus stops along Higher Cambridge Street and Oxford Road at an approximate 350m and 550m walk to the east of the site respectively. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
From Greenheys Lane:				
85	Piccadilly Gardens – Hulme – Whalley Range – Chorlton	15 mins	15 mins	20 mins
85A	Piccadilly Gardens – Hulme – Chorlton – Arrowfield Estate	Hourly	Hourly	No Service
101	Piccadilly Gardens – Moss Side – Baguley – Wythenshawe	15 mins	15 mins	20 mins
102	Piccadilly Gardens – Moss Side – Fallowfield – Chorlton	No Service	No Service	Hourly
103	Piccadilly Gardens – Wythenshawe – Manchester Airport	30 mins	30 mins	Hourly
From Higher Cambridge Street: Services 101, 102, and 103 as above.				
From Oxford Road:				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	10 mins	12 mins	15 mins
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	20 mins	20 mins	30 mins
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	30 mins	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	No Service
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	10 mins	10 mins	30 mins
44	Piccadilly Gardens – Withington – Wythenshawe Hospital	Hourly	Hourly	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
53	Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill	30 mins	30 mins	Hourly
111	Piccadilly Gardens – Moss Side – Withington – Chorlton	12 mins	12 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	10 mins	10 mins
147	Ancoats – Rusholme – Fallowfield – West Didsbury	10 mins	No Service	No Service
191	Albert Square – Heaton Chapel – Stockport – Hazel Grove	3 per hour in the AM peak 4 in the PM peak	No Service	No Service
197	Albert Square – Heaton Moor – Heaton Mersey – Stockport	20 mins	30 mins	Hourly
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 4.4.7 The above table demonstrates that there are a number of bus services that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends.
- 4.4.8 It is noted that the provision of bus services will change over time in response to current circumstances. The bus frequencies are accurate at the time of writing, whereas up-to-date bus times can be found on the TfGM website: tfgm.com/public-transport/bus.

Rail Accessibility

- 4.4.9 The Chartered Institution of Highways and Transportation (CIHT) document, *‘Planning for Public Transport in Developments’* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.10 The closest rail station to the development is Manchester Oxford Road, located c. 1.7km to the west of the site. This distance is located just within the acceptable walking catchment; however, future customers can board the 101 or 103 bus service on Greenheys Lane which would call at the station, thus forming a multi-modal journey.

81888 Greenheys, Manchester Science Park (MSP)

Framework Travel Plan



4.4.11 Manchester Oxford Road serves the southern part of Manchester City Centre, the University of Manchester, and Manchester Metropolitan University, on the line from Manchester Piccadilly westwards towards Warrington, Chester, Llandudno, Liverpool, Preston, and Blackpool. Eastbound trains go beyond Piccadilly to Crewe, Leeds, Sheffield, Nottingham, Peterborough, and Norwich. A detailed map of the train network served by Manchester Oxford Road is shown in **Figure 4.5** below:

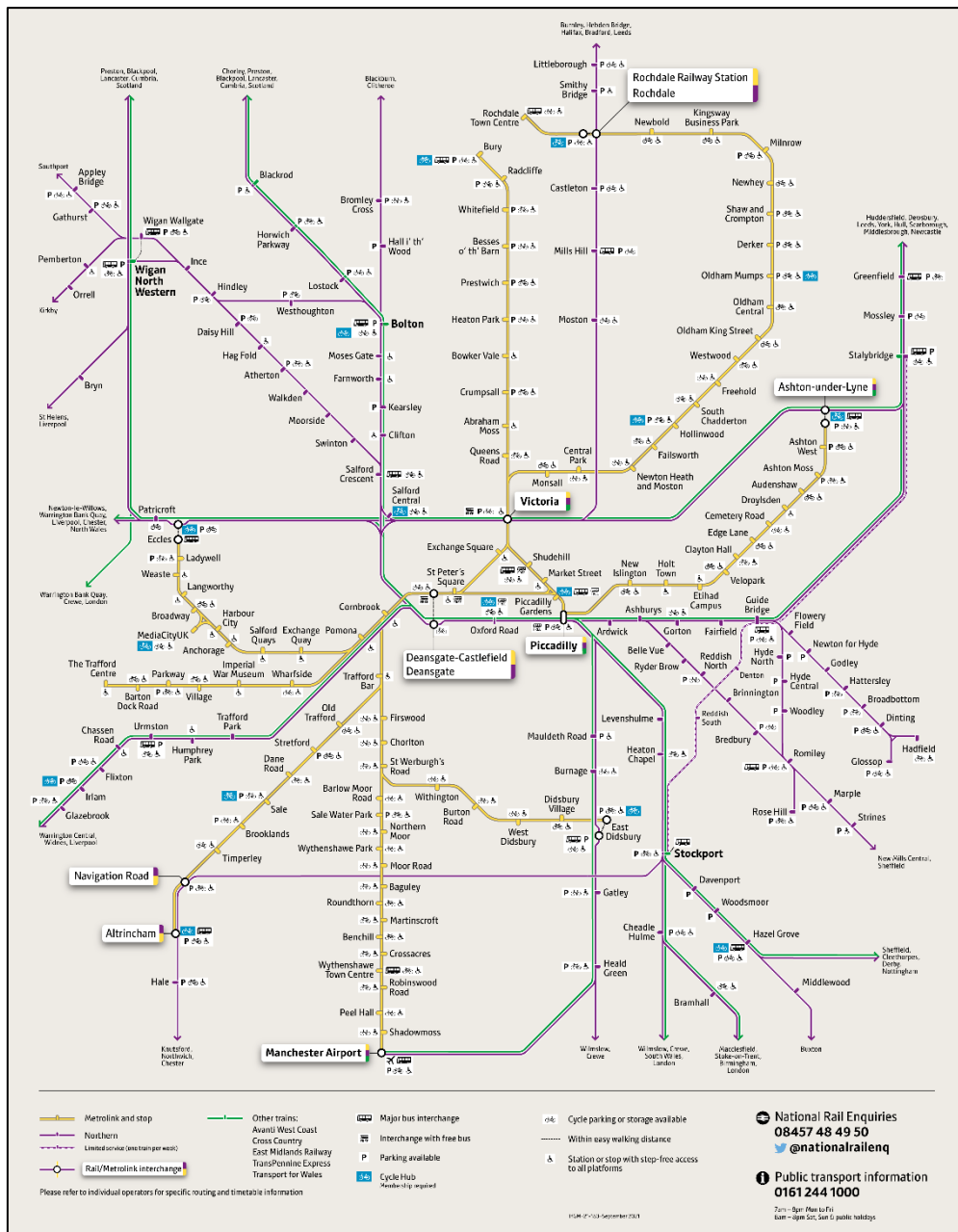


Figure 4.5 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2021)

4.4.12 The trains that service Manchester Oxford Road run regularly for 7 days a week from different locations across the whole of the United Kingdom; this provides frequent access for customers and visitors to the

site and is a viable alternative to private car use. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
- East Midlands Railway: <https://www.eastmidlandsrailway.co.uk/timetables>;
- Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>; and
- Transport for Wales: <https://tfw.wales/service-status/timetables>.

4.4.13 Alternatively, Manchester Piccadilly station to the north-east of the site is a major transport interchange, being the main rail hub of the northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes. Many of the buses that call along the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.14 Overall, the site is highly accessible via rail.

BREEAM Public Transport Accessibility Index (AI)

4.4.15 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e., Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.16 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.17 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.

4.4.18 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 39.31. This is understood to be the AI of the site.

4.4.19 It can be observed that the site's AI of 39.31 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. Notwithstanding, as illustrated in **Table 6.1**, a range of measures will be implemented to encourage sustainable travel.

4.5 Summary

- 4.5.1 It is considered 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 number of public transport opportunities within acceptable walking distance of the site.

5.0 Development Proposals

5.1 Overview of Proposals

5.1.1 The proposals seek to deliver approximately 135,000 sq. ft of purpose-built laboratory and office workspace to accommodate specialist life science and healthcare businesses, such as those working in diagnostics, genomics, biotech and digital health.

5.1.2 The description of development is as follows:

“Construction of a 7-storey building comprising up to 186,000 sq. ft. commercial floorspace across 6 occupiable floors (Use Class E), plus plant level above; in addition to associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

5.1.3 The site would comprise 130,413 sq. ft. net internal area (NIA) and 195,227 sq. ft. gross external area (GEA).

5.1.4 The proposed site plan is included in **Appendix A**.

5.1.5 The existing vehicular access into the site off Pencroft Way would be redeveloped into public realm with pedestrian and cycle access to the building and the wider MSP campus. As the existing car parking spaces would be removed as part of the proposals and there will be no car parking onsite for general vehicles, the majority of vehicles would not turn into the site from Pencroft Way. The only vehicular access from Pencroft Way into the site would be for fire tender access and building maintenance needs where appropriate.

5.1.6 The primary vehicular access to the site would be relocated to Greenheys Lane along the western boundary of the site and would predominantly be used for servicing and delivery drop-offs. There would also be a liquid nitrogen storage tank area to the western side of the building for use by the pre-let tenant. A service yard would be created, which would comprise entry and exit points between two new access junctions. To accommodate this vehicular access, the existing southbound bus stop along Greenheys Lane would need to be relocated. The proposed new location of this bus stop has been identified within the Transport Statement.

5.1.7 The ground floor would be designed to provide a combined pedestrian entrance space for both MSP lab and the pre-let tenant's customers. This is located to be in close proximity to the entrances of Bright and the recently completed BASE building, off Pencroft Way.

5.1.8 As requested by local councillors and as previously suggested as part of the neighbouring BASE building consultation, there will also be a new pedestrian crossing located to the south of the east-west route between Greenheys and BASE, which ties in with the pedestrian desire line. The configuration of

the pedestrian crossing will be developed during the detailed design stage / secured as part of a planning condition.

- 5.1.9 Cyclists can also access the site from Pencroft Way, where a secure cycle store within the building can be accessed from the north-east of the site. Additionally, cyclists accessing the site from the west can utilise the new west-to-east shared footway / cycleway to the south of the site that was delivered as part of the BASE building to arrive at the cycle store.
- 5.1.10 The existing 100 cycle parking spaces within the curtilage of the existing Greenheys site would be relocated into a permanent cycle hub situated next to the Bright building (to the east of the site), which will have capacity for c. 200 cycle parking spaces. This cycle hub will be delivered before the Greenheys cycle shelter is demolished as part of the proposed development, as such there will be no disruption existing customers of MSP who currently park at the Greenheys cycle shelter.
- 5.1.11 Level access will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There are also accessible toilets and showers.
- 5.1.12 Access for fire tender and maintenance operations would be undertaken from the north of the Greenheys building, that is currently occupied by built development within the McDougall centre's site boundary. Bruntwood and the University of Manchester (UoM), who own the land occupied by the McDougall centre, have agreed to a land swap, where the proposed fire tender route would be located within Bruntwood's land ownership.
- 5.1.13 The emergency vehicle route would be accessed off Burlington Street and link onto Pencroft Way. Physical measures such as bollards as suggested by MCC Highways will be installed to prevent the use of the emergency route as a rat run.
- 5.1.14 Two car parking spaces are proposed within the service yard off Greenheys Lane; however these would be for occasional use exclusively by service vehicles, and would not be available for customers and visitors.
- 5.1.15 Bruntwood has advised that there are currently 814 car parking spaces across the MSP campus. This includes the 60 visitor parking spaces at the existing Greenheys Building, and also includes the temporary surface car park at Denmark Road (formerly Ripon Street), comprising 157 spaces. This car park holds temporary consent which expires in 2024 (MCC planning reference: 124795/FO/2019). As part of the Greenheys application, there is an application to extend the consent for the temporary car park to facilitate the delivery of Greenheys.

- 5.1.16 At the time of writing, there are 557 spaces as existing which are occupied (163 on license and 394 on lease), 192 spaces which are vacant, and 5 spaces that are temporarily out of use.
- 5.1.17 It is noted that the redevelopment of the site would result in a loss of the 60 visitor parking spaces. This leaves a total of 754 spaces throughout the MSP campus. Bruntwood intend to cancel all license offerings and change over to a 1:1,000 sq. ft. parking ratio on a leased basis to customers. Additionally, the Denmark Road car park would continue to be used. Notwithstanding, all 157 spaces at the Denmark Road car park are to be changed to a pay-and-display (P&D) for use by all visitors and MSP customers who only require occasional use.
- 5.1.18 At the time of writing, there are 13 disabled bays across the MSP campus, 5 of which are located in close proximity to Greenheys, at the Bright building. All of these disabled spaces would be available to Greenheys customers.
- 5.1.19 This change represents an optimised parking strategy that provides sufficient capacity to meet on-site demand whilst also minimising the amount of surplus unused parking spaces, and provides flexibility for customers who adopt a hybrid working pattern and do not need leased car parking spaces.
- 5.1.20 On this basis, it is not proposed that any car parking for visitors or customers would be provided within the site boundary. Notwithstanding, of the remaining 597 spaces (excluding the P&D spaces), 373 would be offered for lease to other buildings within MSP, whereas 224 would be offered to Greenheys and the neighbouring BASE Building (which has been included as part of considerations, as BASE is not fully occupied yet). As such, it is noted that car parking demand for Greenheys and BASE can be accommodated within the MSP Campus.
- 5.1.21 Cycle parking for 60 bicycles would be provided for customers, in the form of two-tier cycle racks (56 spaces) and 2 no. Sheffield cycle hoops (4 spaces) in the secure cycle store within the building. Additionally, Bruntwood has advised that visitors will be directed to use the Sheffield hoops that are located across the site.
- 5.1.22 Bruntwood predict that the development could house between 356 – 716 customers, depending on how much of the space is let and how the floor plate is split. It is therefore assumed that there could be 716 customers at the site at any one time as a 'worst case' scenario.
- 5.1.23 Cycle parking provision of at least 45 spaces total should be provided to meet the BREEAM requirements as follows:
- **Other building transport type A** – Using the sliding scale of compliance to determine the number of cycle spaces as there are more than 200 building users:
 - 1 – 200 users @ 1 space per 10 users = 20 spaces;

- 201 – 300 users @ 1 space per 15 users = 7 spaces;
- 301 – 400 users @ 1 space per 20 users = 5 spaces; and
- 401+ users @ 1 space per 25 users = 13 spaces.

5.1.24 As the development comprises 60 cycle parking spaces, it is considered that this criteria of the BREEAM assessment has been exceeded.

5.1.25 In general, customers and visitors would be encouraged to travel by sustainable modes of transport where possible, and that any users requiring a parking space would either have to obtain a lease or use the P&D car park on Denmark Road.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

6.1 Introduction

6.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	Transport Statement (TS) provided in 81888-CUR-XX-XX-T-TP-00001	
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A	
	Predicted travel patterns and transport impact of future building or site users;	Section 8 of FTP	
	Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of FTP	
	Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of FTP	
	Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of FTP	
	Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of FTP	
	Current facilities for cyclists.	Section 3 of FTP	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	This document	
			2

BREEAM Category	Description	Signposts	No. of Credits
	4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	MSP engaged Section 9 of FTP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. - The existing AI calculated in Tra 01 ≥ 8; - Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service. - Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities; - Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development; - Set up a car sharing group or facility to facilitate and encourage building users to car share; AND - Raise awareness of the sharing scheme with marketing and communication materials; AND - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants. - During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	This document Section 4 of FTP Not achieved, not required considering existing site's high accessibility Section 7 of FTP Not applicable, no parking provided Not achieved as no parking provided Not achieved, development is located centrally	<i>Points:</i> 1 0 1 0 0

BREEAM Category	Description	Signposts	No. of Credits
	- Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 200 users); - The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 5 of FTP	1
		Section 5 of FTP	1
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of FTP	1
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Not achieved	0
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 7 of FTP	Pending BRE review
		Site AI: 39.31 Points achieved under criteria 2: 5	7
Total Transport Credits Obtained			9

Table 6.1 – BREEAM Credits Targeted

6.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available in the vicinity of the MSP campus;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided onsite, however license / lease parking is already in place across the MSP campus;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site, and a safe crossing point across Greenheys Lane will be delivered as part of the proposed development. Cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of the MSP campus;

- **Provision of suitable taxi drop-off or waiting areas** – Not applicable for the proposed development due to nature of site and end users; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g., community centre)** – Not applicable as development is located in close proximity to the city centre.

6.1.3 A key part of the Travel Plan (TP) will be monitoring, whereby travel surveys will be distributed to customers and visitors in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage customers to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

6.1.4 The Framework Travel Plan includes Travel Information Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives, and recommendations of the Travel Plan. This measure is submitted for review by BRE.

7.0 Travel Plan Initiatives

7.1 Introduction

- 7.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, it is considered the vast majority of customers will travel to / from the site via sustainable modes of travel. Notwithstanding, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 7.1.2 This section of the Framework Travel Plan 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.

7.2 Appointment of Travel Plan Coordinator (TPC)

- 7.2.1 At least one month before operation 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. The responsibilities of a TPC are further detailed in **Section 9** of this report.

7.3 Production of Travel Information Packs

- 7.3.1 Travel information packs can be important in influencing travel patterns and therefore it is envisaged that travel information packs will be supplied to all customers at the development. The contents of the travel information packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e., public transport operator websites with timetables and routes;
 - Details of the Travel Plan Co-ordinator (TPC);
 - Details of local taxi companies; and
 - Details and links to Liftshare registration.

7.3.2 As well as providing such information throughout the travel information packs, information could be provided via notice boards in communal areas to ensure that information relating to travel options is available in a quick and convenient manner.

7.3.3 Information provided via each mode would be updated by the TPC on a regular basis.

7.4 Measures to Encourage Walking

7.4.1 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.

7.4.2 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage customers to walk:

- During construction:
 - Clear signing of pedestrian routes adjacent to the site;
 - Providing new pedestrian signage from the site to the main destinations and bus stops;
 - Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the travel information pack, such as:
 - The Greater Manchester Walking websites at gmwalking.co.uk/ and <https://beeactive.tfgm.com/walking/> which provides resources on routes, tips, local walking groups; and
 - The www.plotaroute.com website for journey planning on foot.

7.4.3 The information contained with the travel information pack will be updated annually by the TPC.

7.5 Measures to Encourage Cycling

7.5.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within the building as part of the development proposals.

7.5.2 To encourage customers to cycle, the following measures will be provided:

- During construction:
 - Provision of signage in and around the site;

- Shower and changing room facilities to be provided in the building;
- Provide a bicycle / puncture repair kit onsite;
- Promote / raise awareness of the health and wellbeing benefits of cycling;
- Businesses at the site to get involved in the Cycle2Work scheme (an employee benefit scheme where customers do not need to pay upfront and payments are taken tax efficiently from their salary, can be used for bicycles and / or cycle accessories) that customers can benefit from; and
- Regularly review and update information (if necessary) provided within the travel information pack, such as:
 - The TfGM website at <https://beeactive.tfgm.com/> which comprises details of walking and cycling routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - The TfGM website at tfgm.com/cycling-and-walking comprising local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport;
 - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
 - The Bike Hire Scheme website <https://beeactive.tfgm.com/cycle-hire/>;
 - Details of local cycle shops;
 - Marketing campaigns such as “National Bike Week”; and
 - The www.cyclestreets.net website for journey planning by bike.

7.5.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), and considering paying expenses for cycling mileage to customers (if appropriate with respect to any of the roles onsite) could also be considered.

7.5.4 The information contained with the travel information pack will be updated annually by the TPC.

7.6 Measures to Encourage Public Transport Use

7.6.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester. The following measures will be provided in order to encourage customers to travel by public transport:

- Regularly review and update information (if necessary) provided within the travel information pack / notice boards, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;

- A map showing local bus and rail stations in the vicinity of the site; and
- Links to up-to-date bus and rail details including timetables / route maps.
- Implement a business policy of using public transport for travel in the course of work wherever feasible.

7.6.2 Additional measures such as the TPC assisting customers with their journey planning to the site could be considered. The information contained with the travel information pack will be updated annually by the TPC.

7.7 Measures to Encourage Use of Car Sharing and Electric Vehicles (EV)

Car Sharing

- 7.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 7.7.2 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. It is considered that car sharing would be an attractive facility for customers who do not own a car but require occasional use.
- 7.7.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Electric Vehicles (EV)

- 7.7.4 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 7.7.5 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.
- 7.7.6 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

“Demand for EV charging is growing. But the number of public EV charging points isn’t keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers”

7.7.7 Additional car parking requirements for the building would be redirected to the proposed pay and display surface car park at Denmark Road or elsewhere on the MSP site via leases. There are no electric vehicle parking spaces at these locations at the time of writing, however Bruntwood have confirmed that they would provide EV charging facilities at these locations in the future, of which the amount of provision would be confirmed at a later stage. This is considered an appropriate commitment to accommodate future customers who wish to travel by electric vehicles.

7.7.8 Further to this, the TPC will promote the benefits of purchasing electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

7.8 Reducing the Need to Travel

7.8.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Compressed working weeks;
- Provide video and audio teleconferencing facilities;
- Promoting nearby services (i.e., facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g., during lunchtimes)); and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

8.0 Targets

8.1 Introduction

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

8.2 Data Collection

- 8.2.1 In the absence of detailed surveys on the existing situation at the time of writing (as the development has not yet been constructed), it is possible to understand existing travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.
- 8.2.2 The middle super output area (MSOA) of Manchester 019 has been used as the place of work. The mode of travel to work data extracted from the output areas is summarised in **Table 8.1**:

Mode of Travel to Work	Manchester 019	Total
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	116	1%
Train	593	7%
Bus, minibus, or coach	1,504	18%
Taxi	21	0%
Motorcycle, scooter or moped	39	0%
Driving a car or van	4,240	52%
Passenger in a car or van	293	4%
Bicycle	436	5%
On foot	880	11%
Other method of travel to work	15	0%
Total	<u>8,137</u>	<u>100%</u>

Table 8.1 – Method of Travel to Work

- 8.2.3 **Table 8.1** shows that the mode share for car drivers in the area is c. 52%, followed by 18% by bus, 11% on foot, 7% by train, 5% by bicycle, 4% by car sharing, and 1% by tram.

8.2.4 In order to obtain more accurate travel information, travel surveys will be distributed to all customers within six months of first operation of the site, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys will extract the following key information:

- Place of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage customers to travel more sustainably.

8.2.5 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.

8.2.6 Questions will be transferred onto an online survey service, and customers would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey.

8.2.7 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be attended to. Customers would then be surveyed annually from the initial survey to review progress against current and targeted modal splits.

8.3 Data Analysis and Modal Split Targets

8.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to customers. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

8.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

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

8.3.3 The following **Table 8.2** summarises the current modal split (based on the 2011 Census data) and preliminary targets:

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	52%	- 2.0 %	- 3.0 %	- 5.0 %	- 10.0 %

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, Lift Sharing	4%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	11%	+ 0.5 %	+ 1.0 %	+ 1.5 %	+ 3.0 %
Cycle	5%	+ 0.5 %	+ 0.5 %	+ 1.5 %	+ 2.5 %
Bus	18%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %
Train	7%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Tram	1%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %

Table 8.2 – Example Targets Linked to Objectives

- 8.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 8.3.5 For example, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.
- 8.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within six months of occupation at the site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.
- 8.3.7 The targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 7** of this Framework Travel Plan.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the proposed management arrangements associated with the Framework Travel Plan. It also sets out the next steps with regards to converting this Framework Travel Plan into a full Travel Plan.

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

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

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

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

9.2 Responsibility and Management

9.2.1 Overall responsibility for the Travel Plan will lie with Bruntwood Sci-Tech Ltd. Following full operation, the Framework Travel Plan will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

9.2.2 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.

9.2.3 At this point, the day-to-day responsibility will shift from Bruntwood Sci-Tech Ltd to the appropriately appointed TPC. A number of measures to be undertaken comprise:

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

9.3 Travel Plan Coordinator (TPC)

9.3.1 It is likely that the TPC role will be fulfilled by a member of Bruntwood Sci-Tech Ltd, and businesses / tenants within the proposed development would be encouraged to appoint a Travel Plan Representative to collaborate with the main TPC and promote the goals of the Travel Plan.

9.3.2 The TPC, with assistance from the Travel Plan Representatives, 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 Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

9.3.3 A TPC will be nominated for the development approximately a month before occupation of the development; whereas businesses / tenants at the proposed development would be requested to name a Travel Plan Representative upon occupying the development.

9.4 Monitoring and Evaluation

9.4.1 Monitoring and review are of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."

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

- 9.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from customers, Travel Plan Representatives, and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 8** above.
- 9.4.3 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.
- 9.4.4 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include three surveys: the baseline monitoring survey and five follow-up surveys.
- 9.4.5 Monitoring reports will also be provided to officers at Manchester City Council, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to customers by the TPC or their respective Travel Plan Representatives.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

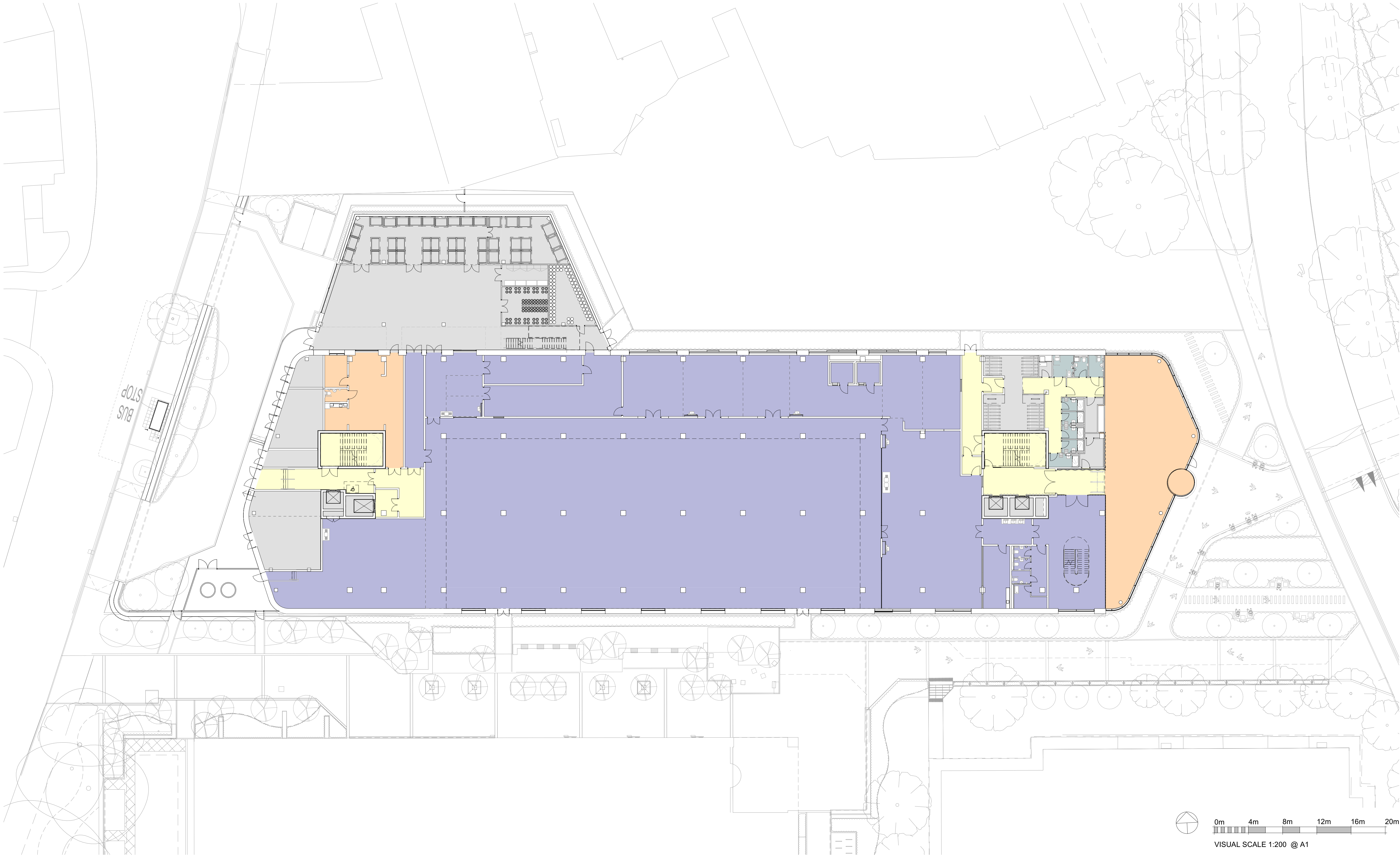
No.	Action	Target Date	Responsibility
1	Implementation of Site Infrastructure	During construction phase	Bruntwood Sci-Tech Ltd
2	Appoint TPC	One months before operation	Bruntwood Sci-Tech Ltd
3	Produce Travel Plan Marketing Material (i.e., Travel Information Pack)	Upon occupation of the development, update contents annually	TPC
4	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development occupation	TPC
5	Appoint Travel Plan Representatives	Upon occupation of the development	Respective businesses / tenants within the development
6	Undertake Baseline Travel Survey	Within six months of first operation	TPC
7	Decide Modal Split Targets	Within one month of undertaking the baseline travel survey	TPC
8	Update Framework Travel Plan to a full Travel Plan	Within two months of setting modal split targets	TPC
9	Undertake Follow-Up Travel Surveys	Annually as part of a five-year monitoring schedule	TPC
10	Present Monitoring Reports	Annually during the five-year monitoring schedule	TPC

Table 10.1 – Action Plan

10.1.2 As a Travel Plan 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 Bruntwood Sci-Tech Ltd.

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

Appendix A – Proposed Site Layout



BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

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DO NOT SCALE FROM THIS DRAWING.

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DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES.

- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

Subject to design development, survey, consultant input & statutory approval.

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P02	General Update	KK	GW	18.04.23
P01	First Issue	KK	GW	06.04.23

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P02	General Update	KK	GW	18.04.23
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