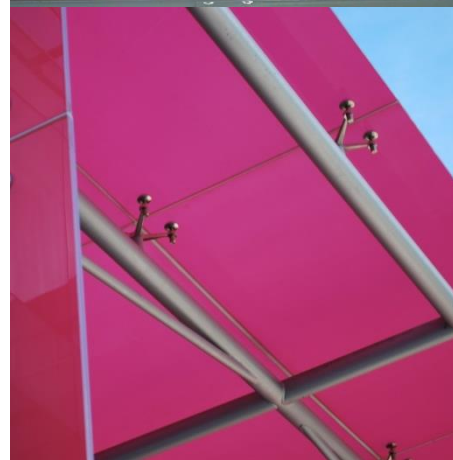
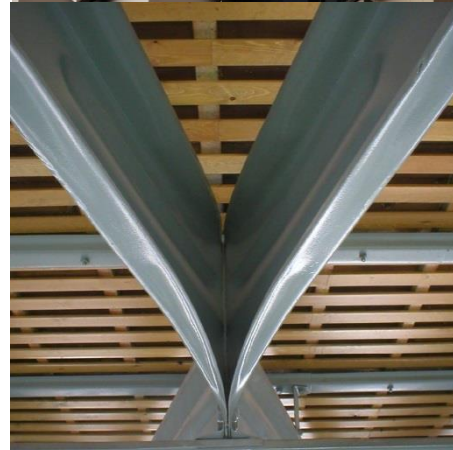
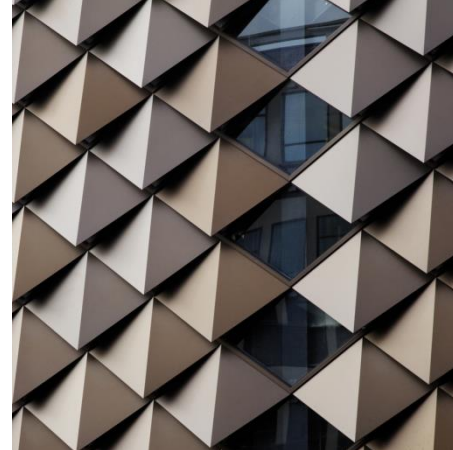


Base Building, Manchester Science Park

Interim Travel Plan

Curtins Ref: 72257-CUR-00-XX-RP-TP-002
Revision: V02
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Client Name: Bruntwood Sci-Tech Ltd



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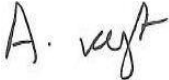
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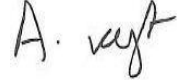
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Plans

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Plan 72257-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment
Plan 72257-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Proposed Ground Floor 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 development of the existing Base Building within Manchester Science Park (MSP).
- 1.1.2 The proposed development includes the “erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highway’s works, and other associated works”.
- 1.1.3 A separate application for Prior Approval of the Proposed Demolition of the existing Base building (MCC reference no: **124417/DEM/2019**) was submitted and approved in August 2019 in advance of the full planning application for the Site.
- 1.1.4 The proposed ground floor layout plan is included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) 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*, DCLG, 2019.

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

1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS), Ref: **72257-CUR-00-XX-RP-TP-001-V02_TS**, prepared to consider the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

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

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

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

- 1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, DCLG, 2019; and,
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

- 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 keys 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; and **Section 4** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

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

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

2.2 Health Benefits

2.2.1 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.

2.2.2 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.

2.3 Environmental Benefits

2.3.1 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 80% lower than the 1990 baseline.”

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.

2.3.2 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development makes on the environment.

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:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a Site with a TP 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, TP 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 TP can help encourage residents (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 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future residents (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*, DfH, 2009.

2.6 Travel Plan Objectives

- 2.6.1 Considering the above benefits, this ITP aims to achieve the following objectives:

- **Objective 1** – To increase the level of cycling to and from the Site;
- **Objective 2** – To increase the level of walking to and from the Site;
- **Objective 3** – To increase the level of public transport use to and from the Site;
- **Objective 4** – To increase the number of people car sharing to and from the Site; and in turn,
- **Objective 5** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site covers an area of approximately 0.5ha. in total and is accessed off and bounded by Greenheys Lane to the west of the Site. In the wider area, to the west and beyond Greenheys Lane, there are existing residential properties located within the Hulme Ward. Greenheys Business Centre occupies the land immediately to the north of the Site, and the Ahmadiyya Mosque is located to the south and separated from the Site by a large surface car park. Rutherford House, a four-storey office building is positioned directly to the east of the Site.

3.1.2 Manchester Science Park (MSP) is located within the defined Manchester City Centre Fringe area and is considered part of the Oxford Road Corridor, 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.

3.1.3 **Figure 3.1** below illustrates the location of the Site in relation to the regional highway network.

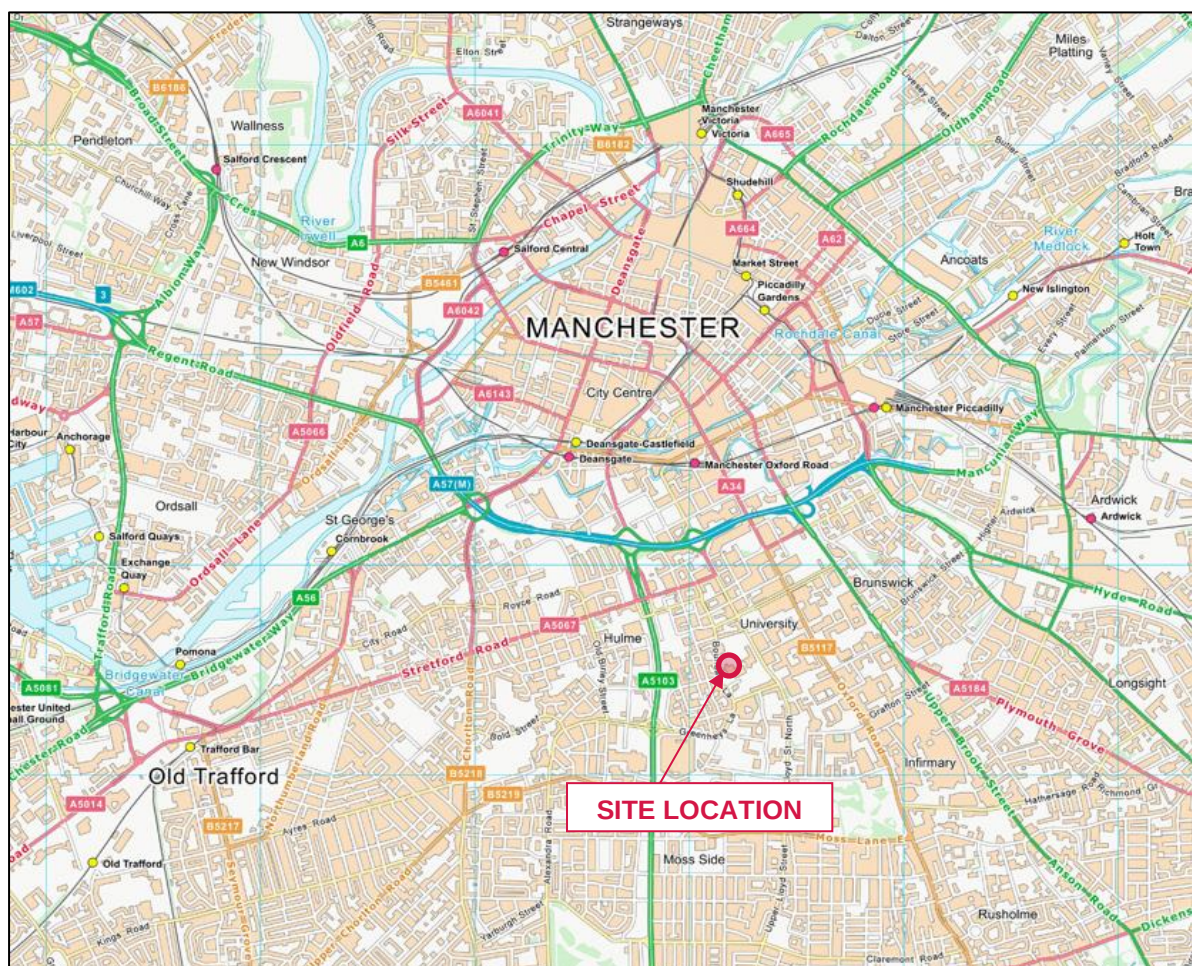


Figure 3.1 – Site Location in relation to the regional highway network

3.1.4 **Figure 3.2** illustrates the Site in a more local context relating to the local highway network.

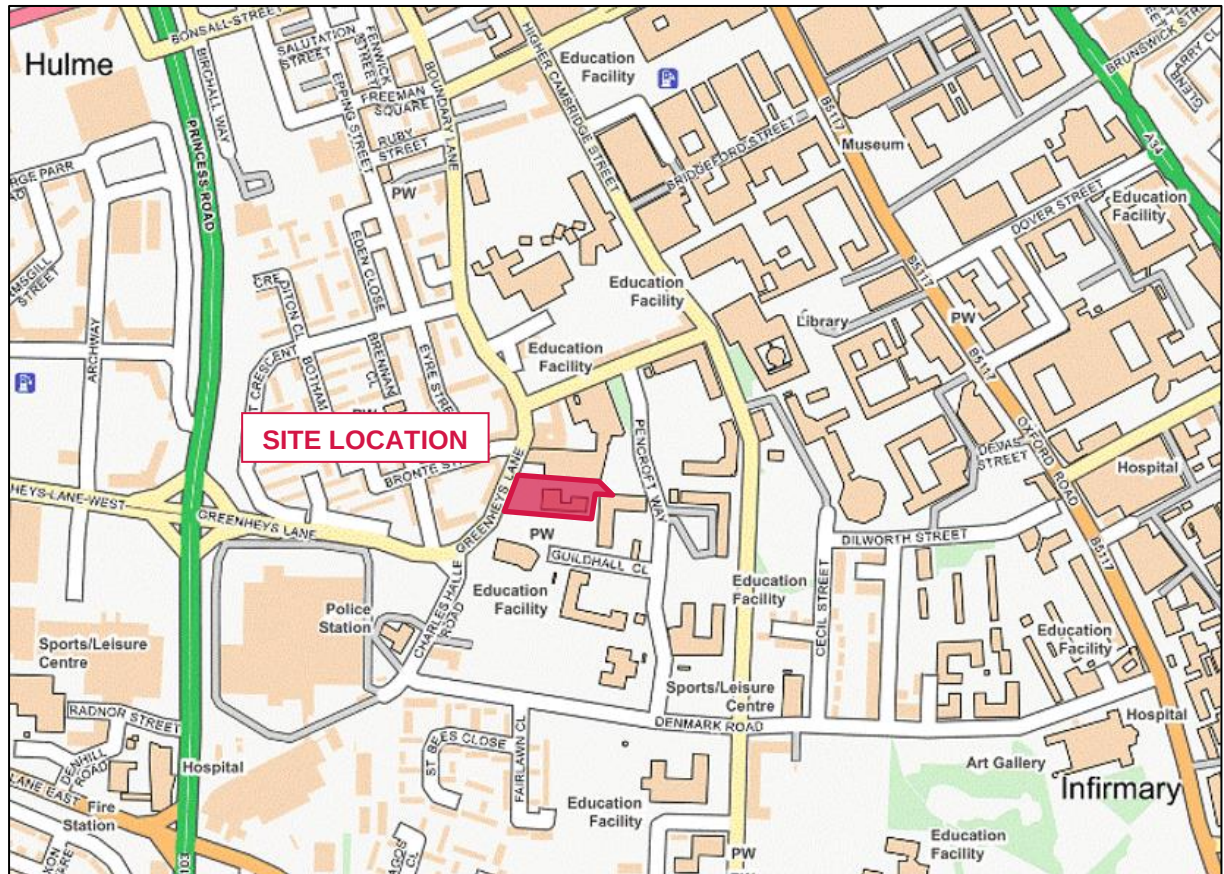


Figure 3.2 – Site Location in relation to the local highway network

3.1.5 **Plan 72257-CUR-00-XX-DR-TP-06001-P01** to the rear of the report illustrates the location of the Site in relation to the surrounding areas, whereas **Plan 72257-CUR-00-XX-DR-TP-06002-P01** shows the Site in a local context relating to the local highway network.

3.2 Existing Use

3.2.1 The Site is currently occupied by the Base building (formerly known as Hillel House), which was refurbished in 2015 to provide small flexible office spaces for a range of creative science and technology companies, which are predominantly small and medium-sized enterprises (SMEs). The existing building comprises a single storey building to the centre of the Site, connected by a link section to an irregularly shaped 3-storey building to the east of the Site.

3.2.2 The refurbished building has provided accommodation on a short-term basis but is nearing the end of its useful life and is not fit for purpose in terms of longer-term use and being attractive to occupiers seeking to locate at MSP.

3.2.3 As such, in accordance with the Manchester Core Strategy and MSP Strategic Regeneration Framework (SRF), an application for Prior Approval of Demolition has been submitted for the demolition

of the existing buildings in advance of the comprehensive redevelopment of the Site for a new commercial building.

- 3.2.4 The Base site also includes an area of existing surface car parking, with 53 parking spaces, and areas of informal green space and tree planting.

3.3 Existing Access Arrangements

Vehicular Access

- 3.3.1 Vehicular access into the Site is currently provided along the western boundary of the Site off Greenheys Lane. This access serves the 53 on-site parking spaces. There is also a small delivery area to the west of the existing building, adjacent to the parking spaces.

Pedestrian and Cycle Access

- 3.3.2 Pedestrian and cycle access to the building can be taken from the vehicular access. Additionally, due to the permeability of the MSP campus, there are many footpaths of c. 2m in width in between the Greenheys Building and Rutherford House, where pedestrians and cyclists can also access the Site directly from Pencroft Way in the east.

3.4 Surrounding Highway Network

Greenheys Lane

- 3.4.1 Forming the western boundary of the Site, Greenheys Lane commences at a major signalised junction with the A5103 Princess Road west of the Site 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.
- 3.4.2 Princess Road is one of the key arterial routes into Manchester's 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.
- 3.4.3 In the vicinity of the Site, the road is a single carriageway with one lane in either direction and is approximately 8.5m in width. There are wide footways of circa 2m on both sides of the road, which are complete with dropped kerbs and tactile paving. Pedestrian infrastructure is in good condition along the road, as the footways are well-maintained, and there is also a pedestrian refuge island further from 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.
- 3.4.4 Greenheys Lane is well-lit with streetlights at regular intervals and is subject to a speed limit of 30mph. 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.

- 3.4.5 Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions are also present on both sides of the road for the entirety of its length, except in permitted areas 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 in the form of pay and display for up to 1 hour, no return within 1 hour, from Mondays to Fridays (08:00 – 18:00).
- 3.4.6 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.
- 3.4.7 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 pole, shelter, seating, and timetable information, whereas one only has a pole.

Pencroft Way

- 3.4.8 To the east of the Site, Pencroft Way extends on a north to south alignment through the MSP for an approximate length of 420m. The road commences at a priority junction off Burlington Street to the north-east of the Site and terminates at a priority junction with Denmark Road in the south. There are some parking restrictions in place in the form of single yellow lines, but there are also areas where on-street parking is observed.
- 3.4.9 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. In the vicinity of the MSP, the road is well-lit with street lighting at regular intervals.
- 3.4.10 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.
- 3.4.11 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 employees/visitors and MSP servicing operations.

Denmark Road

- 3.4.12 Denmark Road runs further south of the Site on an east-west alignment. The road originates at an uncontrolled priority junction with Charles Halle Road south of the Site and for approximately 400m, up to a signalised junction with Lloyd Street North. Denmark Road terminates 500m to the east of this junction at an uncontrolled priority T-junction with Oxford Road. The road also provides access to Pencroft Way, which is one of the main entrances into MSP.

- 3.4.13 The road has an average width of 8.5m and consists of a single lane in each direction with wide footways up to 2.5m on both sides. The road is well-lit with streetlights provided at regular intervals, and good pedestrian infrastructure in the form of designated crossing points at busy junctions, dropped kerbs and tactile paving. There are also advanced cycle stop lanes at every arm of the junction with Lloyd Street North.
- 3.4.14 The road is subject to a speed limit of 20mph, which is enforced using traffic cameras and physical measures such as speed humps and painted road markings.
- 3.4.15 There are a number of different on-street parking restrictions on Denmark Road which include no limitations, 30-minute restrictions and 3-hour restrictions. These are clearly signed, however along other parts of the road, there are TROs in the form of single and double yellow parking restrictions, along with "School – Keep Clear" markings in the school zones.

Burlington Street

- 3.4.16 Burlington Street lies further north of the Site and commences at a priority junction with Higher Cambridge Street and Lloyd Street North to the east, 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 Manchester Science Park (MSP).
- 3.4.17 The road comprises a two-way, single carriageway with a width of circa 7m with wide footways of 1.5m 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.
- 3.4.18 Burlington Street is bordered by a several MSP buildings, a residential block, and an upcoming apartment building that is currently undergoing construction. The road is subject to a speed limit of 20mph and has TROs in the form of double yellow parking restrictions on both sides of the road. In permitted areas, there are some on-street parking bays. Parking in this area is in the form of pay and display for up to 3 hours, no return within 1 hour, from Mondays to Fridays (08:00 – 18:00).

Higher Cambridge Street / Lloyd Street North corridor

- 3.4.19 Further east of the Site, the Higher Cambridge Street / Lloyd Street North corridor is an important local distributor route that connects to the Mancunian Way in the north and surrounding residential areas up until Moss Side. It extends on a north/south alignment, of which Higher Cambridge Street commences off the Cambridge Street four-arm roundabout in the north, extending for circa 750m towards the south, and continues as Lloyd Street North at the priority junction with Burlington Street. Lloyd Street North then continues further south for circa 720m and terminates at a signalised junction with Upper Lloyd Street and the B5219 Moss Lane East.

- 3.4.20 The roads consist of a single carriageway with an approximate width of 6.5m and footways of up to 3m wide on both sides of the road. The roads are subject to a speed limit of 20mph near the school zone and have TROs in the form of single and double yellow parking restrictions on both sides of the road, along with “School – Keep Clear” markings in the school zone.
- 3.4.21 The pedestrian infrastructure on both roads are in good condition, with dropped kerbs, tactile paving, and signalised pedestrian/cyclist crossings in the vicinity of the university campus, allowing for easy access for future students. There are also cycle lanes along some parts of the road, along with a bus lane which is restricted to buses, cyclists, and taxis from Mondays to Saturdays between 07:00 and 19:00.
- 3.4.22 There are also bus stops comprising good infrastructure such as shelter, pole, seating, and timetable information. These buses provide services to Piccadilly Gardens, Albert Square, Wythenshawe, Stockport, Newall Green, and Manchester Airport.

B5117 Oxford Road (“Oxford Road Corridor”)

- 3.4.23 Further east of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road.
- 3.4.24 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 3.4.25 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 3.4.26 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.4.27 Oxford Road is subject to a speed limit of 20mph throughout, which is enforced using traffic cameras. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.

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

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. 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;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

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

	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, an indicative pedestrian catchment plan has been produced. **Plan 72257-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

- 4.2.3 In addition to the entirety of the MSP campus, within the 500m desirable walking distance catchment area there are a wide range of uses including education, health and commercial uses that sit well with MSP. They also contain a variety of retail and leisure uses that offer key amenities to staff at MSP.
- 4.2.4 Further services and facilities are also accessible within the 1,000m catchment - in addition to those already discussed, these include various amenities on Oxford Road such as Manchester Aquatics Centre, pharmacies and healthcare centres, the University of Manchester (UoM), and Manchester Metropolitan University (MMU). There is a close working relationship between, MSP, UoM, MMU and the Central Manchester University Hospitals and given the distances involved, walking is likely to be the primary mode of travel between these facilities.
- 4.2.5 The Site is also in close proximity to the residential neighbourhood of Hulme to the west of the Site, providing easy access to employment opportunities for residents by foot.
- 4.2.6 Along and adjacent to Oxford Road there are a number of additional facilities and services available including cafés, restaurants, bars, take-aways, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. It is considered that the majority of everyday facilities and goods can be accessed within a 1,000m walk of the Site.
- 4.2.7 Manchester City Centre is accessible within 2,000m walk from the Site, ensuring that walking is a realistic mode of travel for business meetings and commuting. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.
- 4.2.8 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 and footways on Pencroft Way which provide direct access to the individual MSP buildings. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 72257-CUR-00-XX-DR-TP-06004-P01** presents an 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 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.

- 4.3.3 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.
- 4.3.4 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.
- 4.3.1 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. It has recently been through a major renovation as part of the Bus Priority Package where a safe, segregated cycle route has been implemented on both sides of the carriageway. It is considered that Oxford Road could be utilised by staff and visitors to the MSP due to its proximity, convenience and attractiveness of the route. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** below:

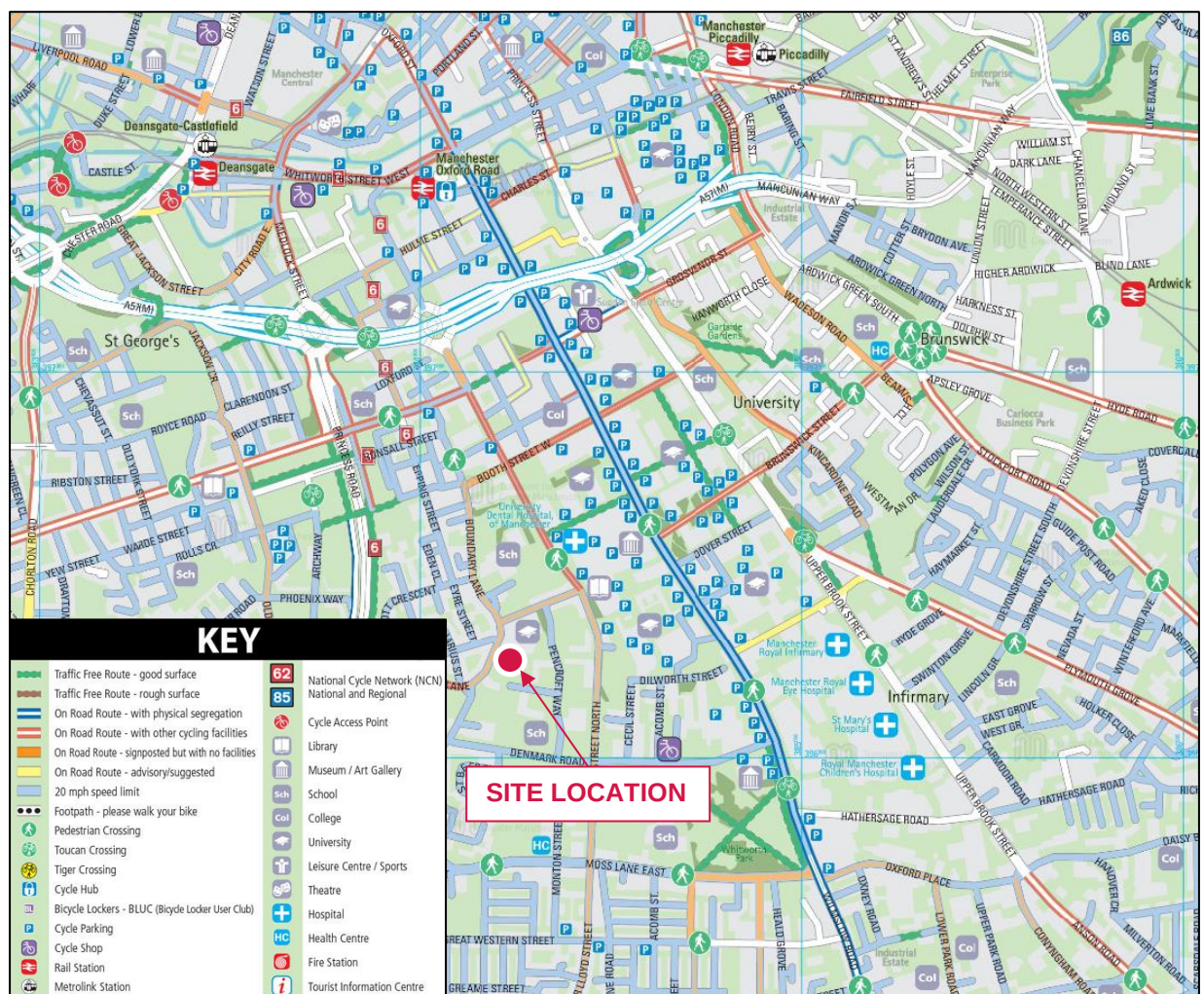


Figure 4.1 – Local Cycle Network

- 4.3.2 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Beelines". Beelines are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the confirmed Beelines network in Manchester City Centre as illustrated in **Figure 4.2** below, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.

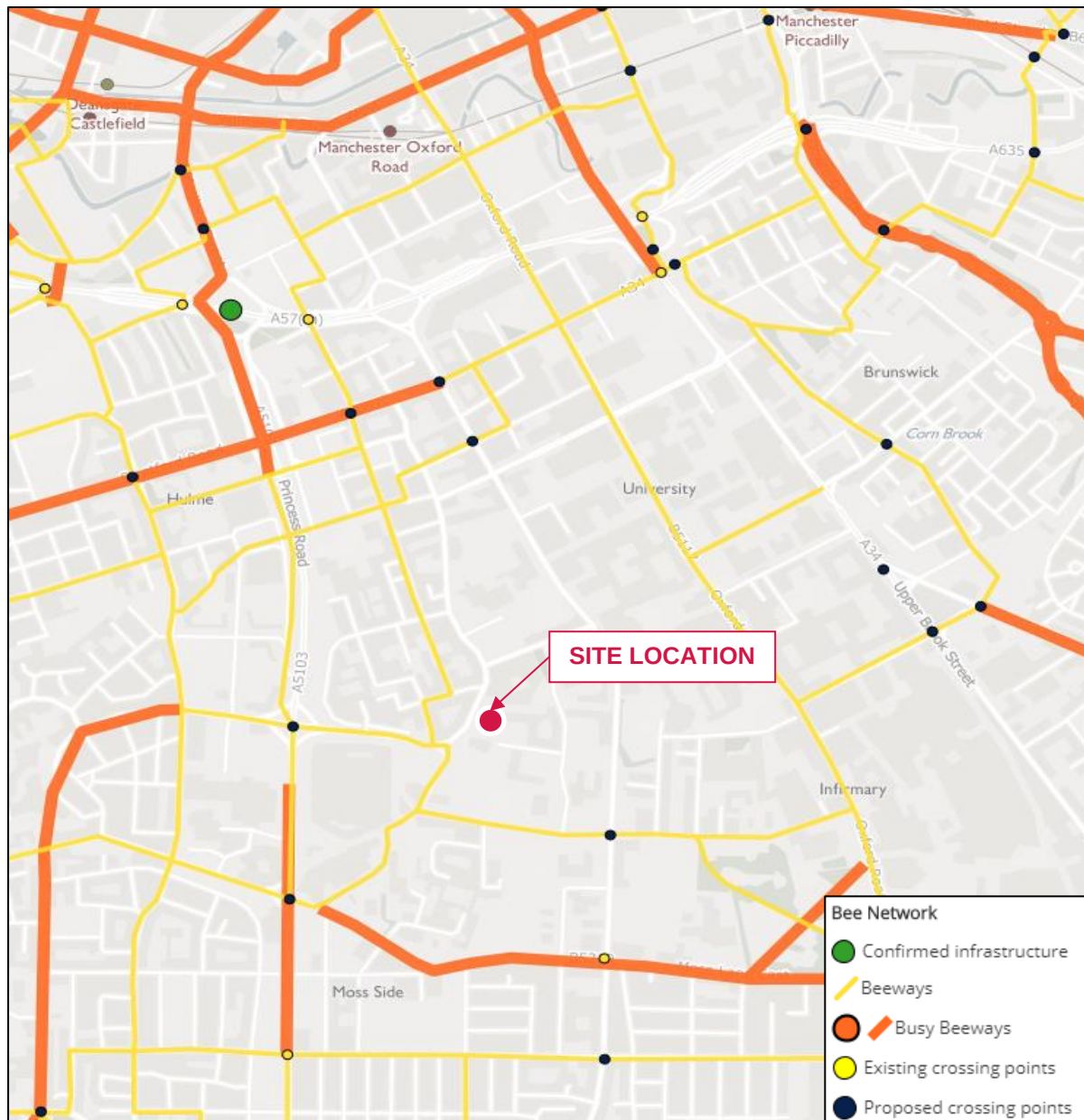


Figure 4.2 – Beelines in the vicinity of the Site

- 4.3.3 National Cycle Route 6 to the west of the Site can be accessed directly off Greenheys Lane. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.

- 4.3.5 Based on previous experience and surveys in this area, it is noted that circa 30% of MSP staff lives within a 5km radius of the Site, it is considered that there is a real opportunity for cycling as a sustainable mode of travel.

4.4 Public Transport Accessibility

- 4.4.1 The Site is well situated to take advantage of existing public transport infrastructure within Manchester city centre. **Plan 72257-CUR-00-XX-DR-TP-06005-P01** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the Site. Accessibility by bus and rail are considered further below.

Bus Accessibility

- 4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.3 The nearest northbound bus stop is located directly across the road from the Site along Greenheys Lane. There is a southbound bus stop approximately 30m to the north of the existing Site access hosting the same bus services. There are also more bus stops along Oxford Road at an approximate 650m walk to the east of the Site. **Table 4.2** 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	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	10 mins	10 mins	20 mins
101	Manchester – Hulme – Moss Side – Northenden – Baguley – Wythenshawe	15 mins	15 mins	30 mins
102	Manchester – Moss Side – Wythenshawe – Wythenshawe Hospital	40 mins	40 mins	Hourly
103	Manchester – Moss Side – Wythenshawe – Peel Hall – Manchester Airport	40 mins	30 mins	Hourly
108	Timperley – Brooklands – Northern Moor – Northenden – Moss Side – Manchester	3 in the AM	-	-
733	Cheetham Hill – Whalley Range High School	1 in the AM 1 in the PM (school bus)	-	-
746	Ashton – Droylsden – Openshaw – Loreto College			
From Oxford Road:				

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
15	Manchester – Rusholme – Firswood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	10 mins	10 mins	15 mins
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	10 mins	20 mins	20 mins
42	Manchester – MRI – Withington – Didsbury – Stockport	40 mins	30 mins	Hourly
42A	Manchester – Rusholme – East Didsbury – Reddish	40 mins	30 mins	Hourly
42B	Manchester – East Didsbury – Bramhall – Woodford	30 mins	30 mins	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	10 mins	30 mins	30 mins
53	Cheetham Hill – Gorton – Rusholme – Old Trafford – Salford Quays – Pendleton	30 mins	30 mins	Hourly
111	Manchester – MRI – Moss Side – Withington Community Hospital – Southern Cemetery	10 mins	15 mins	30 mins
142	Manchester – MRI – Fallowfield – The Christie – East Didsbury	10 mins	10 mins	10 mins
143	Manchester – University of Manchester – West Didsbury – Sale	10 mins	10 mins	15 mins
147	Piccadilly Rail Station – University of Manchester – MRI – Fallowfield – Withington – West Didsbury	10 mins	-	-
191	Manchester – Longsight – Levenshulme – Stockport – Stepping Hill – Hazel Grove	20 mins	-	-
197	Manchester – Longsight – Levenshulme – Green End – Stockport	20 mins	20 mins	Hourly
797	Burnage High School – Manchester (school bus)	1 in the PM	-	-
V1 Vantage	Leigh – Tyldesley – Manchester – MRI	15 mins	15 mins	30 mins
V2 Vantage	Atherton – Tyldesley – Manchester – MRI	20 mins	20 mins	30 mins

Table 4.2 – Summary of Bus Service Frequencies from Charles Street and Oxford Road

- 4.4.4 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.
- 4.4.5 Oxford Road, a 10 minutes' walk from the Site, is a strategic bus corridor and one of the most heavily used bus routes in Europe. Oxford Road has been through a major renovation recently with the goal of improving the environment whilst promoting the use of public transport.

4.4.6 Transport for Greater Manchester (TfGM) continues working on the development of the Bus Priority Package. The scheme aim is to enable more people to enjoy faster, more punctual and more reliable bus services from a wider area across Greater Manchester. It is considered this scheme will have a positive impact on the MSP and its benefits will include:

- Enable faster, more punctual and reliable bus services;
- Improve routes to key employment, education, health, leisure and retail destinations;
- Enable more passengers to get to their destination in a single bus journey;
- Improve links to other locations by making the public transport network more accessible through better access to other bus services, and the rail and Metrolink networks;
- Stimulate increased investment along the routes and support current and emerging business and commercial centres; and
- Improve local links for pedestrians and cyclists.

Rail Accessibility

4.4.7 The nearest train station is Manchester Oxford Road, located at approximately 1.6km to the north of the Site. This distance is out of the walking catchment; however, future employees can board the 85, 85A, 101, 102, or 103 bus service on Greenheys Lane which would call at the station, thus forming a multi-modal journey. A summary of rail services from the station is summarised in **Table 4.3**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	4	Every 2 hours	1
Blackpool North	3	1	1
Chester	2	2	3
Crewe	4	2	3
Liverpool Lime Street	6	4	3
Manchester Airport	6	2	3
Middlesbrough	2	2	1
Newcastle	2	2	1 in the AM & PM
Nottingham	1	1	2
Preston	3	2	2
Southport	2	2	1

Table 4.3 – Summary of Rail Services from Manchester Oxford Road

4.4.1 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for students of the Site and is a viable alternative to private car use.

4.4.8 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.

4.4.9 The High Speed Rail 2 (HS2) is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.

4.4.10 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole north of England which could be hugely beneficial for the MSP. These include:

- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
- The ability to double into the Trafford Park freight terminals;
- Two new fast trains per hour between Manchester Victoria and Liverpool;
- More frequent services between Manchester and Leeds (six per hour);
- Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
- Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
- New direct services from across the north to Manchester Airport; and
- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.11 It is considered the Site is accessible via rail.

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 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility and as there is no parking provision (besides 3 disabled parking bays), it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel. The low levels of car parking at the proposed development is, in itself, a powerful initiative to encourage sustainable travel.
- 5.1.2 One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately/as effectively as possible. For example, if the vast majority of prospective employees already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and/or cycling.
- 5.1.3 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the commercial and ancillary elements of the proposals.
- 5.1.4 The initiatives are designed to reduce employee dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all employees associated with the development. The contents of the welcome packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and,
 - Details of the Travel Plan Co-ordinator (TPC).
- 5.2.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.3 Measures to Encourage Walking

- 5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.3.2 It has been demonstrated within **Section 4** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage employees to walk:
- Promote/ raise awareness of the health benefits of walking;
 - Clear signing of pedestrian routes within and adjacent to the Site;
 - Information on the local pedestrian routes, including public footpaths; and
 - Promote the www.walkit.com website for journey planning on foot.
- 5.3.3 Additional measures such as providing a pool of umbrellas for staff/visitors will also be considered.

5.4 Measures to Encourage Cycling

- 5.4.1 It has been demonstrated throughout **Section 4** of this ITP that the Site is conducive to cycling. There will also be cycle parking provided at the development as part of the development proposals, with space for a total of 62 bicycles, in the form of 42 secure storage spaces inside the building and 10 Sheffield cycle hoops outside the building (equivalent to 20 spaces) respectively.
- 5.4.2 To encourage employees to cycle, the following measures will be provided:
- Information on the local cycle network routes made available through the previously discussed welcome packs;
 - Promoting the Cycle2Work scheme;
 - Shower and changing room facilities to be provided in the building; and
 - Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk
- 5.4.3 Additional measures such as providing a bicycle/puncture repair kit onsite, encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness, initiating a “cycle buddy scheme”, promotion of events such as “National Bike Week”, and the setting up of a development-wide Bicycle User Group (BUG) will also be considered.

5.5 Measures to Encourage Public Transport

- 5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.
- 5.5.2 The following measures will be provided in order to encourage users to travel by public transport:
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
 - Provide a guaranteed lift home for employees who travel to the Site by public transport in the event of an emergency;
 - Advertise any promotions/discounts offered by public transport operators; and
 - Distribute details of the TfGM website and real-time mobile app;
 - Provide up to date bus details including timetables/contact information in the welcome packs;
- 5.5.3 Additional measures such as providing staff discounts and special offers for bus/rail/Metrolink day and season tickets, liaising with bus companies, TfGM and Manchester City Council on any future improvements and/or extensions to local services and offering limited time discount tickets will also be considered.

5.6 Car Sharing and Car Clubs

- 5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.
- 5.6.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.
- 5.6.3 There are car sharing organisations which offer a matching service. Employees would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. They would have to register themselves with the Site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).
- 5.6.4 Alternatively, Enterprise Car Club has a vehicle location at Phoenix Way, Hulme M15 5RL (700m west of the Site, within a 10-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.

- 5.6.5 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 through advertising around the Site.

5.7 Reducing the Need to Travel

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

- Providing the option for staff to work from home where possible;
- Provide video and audio teleconferencing facilities; and
- Promoting nearby or on-site services.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the 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.

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, a representative sample survey will be undertaken at three months following first occupation. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) 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 employees to travel more sustainably.
- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 6.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Employees would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis by Curtins.
- 6.2.5 Paper surveys could also be made available to employees across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis by Curtins alongside the electronic surveys.
- 6.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of employees at the building. These can be used to set SMART targets for the Site, with an example provided in **Table 6.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

6.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage;
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

6.2.8 As the development proposes no parking provision (besides 3 disabled parking bays), it is not considered appropriate to set modal split targets for a reduction in private car use offset by an increase in sustainable modes.

6.2.9 However, future Site users who still choose to travel to the Site by car may choose to park in the wider MSP site such as at the Denmark Road surface car park or the proposed Multi-Storey Car Park (MSCP). Alternative car parking arrangements have been discussed in detail in the accompanying Transport Statement (TS), Ref: **72257-CUR-00-XX-RP-TP-001-V02_TS**. It would then be appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.10 Another example would be if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this site could be as outlined in **Table 6.1**:

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling employees to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers* C. To increase those using the car club*	By 1% By 0.5%	By 2% By 1%	By 3% By 1.5%	Parking survey Adoption rates of car club
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling F. Increase those walking	By 0.5% By 1%	By 1% By 2%	By 1.5% By 3%	Use of cycle parking

Table 6.1 – Example Targets Linked to Objectives

* subject to baseline survey

6.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of occupation.

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan, which will be carried out for the life of the development.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with the operator, whereas each of the elements will be split between the operator and any other parties occupying the ancillary uses. Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 7.2.3 At this point, the day to day responsibility will shift from the operator to the appropriately appointed TPC.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Promoting individual measures/initiatives in the TP;
 - Liaising with public transport operators;
 - Monitoring the TP; and
 - Taking a key role in reviewing the TP.
- 7.3.2 A TPC will be nominated for the development in due course.

7.4 Monitoring and Evaluation

- 7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.
- 7.4.2 Monitoring reports will be provided to officers at MCC/TfGM every two years following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	One month before operation	Bruntwood Sci-Tech Ltd
Produce Welcome Pack	First operation of each element of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Monitoring Report (every 2 years)	Every two years for at least three years following the agreement of targets with MCC/TfGM	TPC

Table 8.1 – Action Plan

Plans



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Leeds • Liverpool • London • Manchester • Nottingham

Project:

MSP - BASE BUILDING

Status:

PRELIMINARY

Drg Title:

LOCATION PLAN
REGIONAL LEVEL

Drawn By: JM

Checked By: AT

Designed By: JM

Date: 09/08/19

Scale: NTS

Project No:

Originator:

Zone:

Level:

Type:

Discipline: Category / Number: Rev:

72257 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY:  Site

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Leeds • Liverpool • London • Manchester • Nottingham

Project:

MSP - BASE BUILDING

Status:

PRELIMINARY

Drg Title:

LOCATION PLAN
LOCAL LEVEL

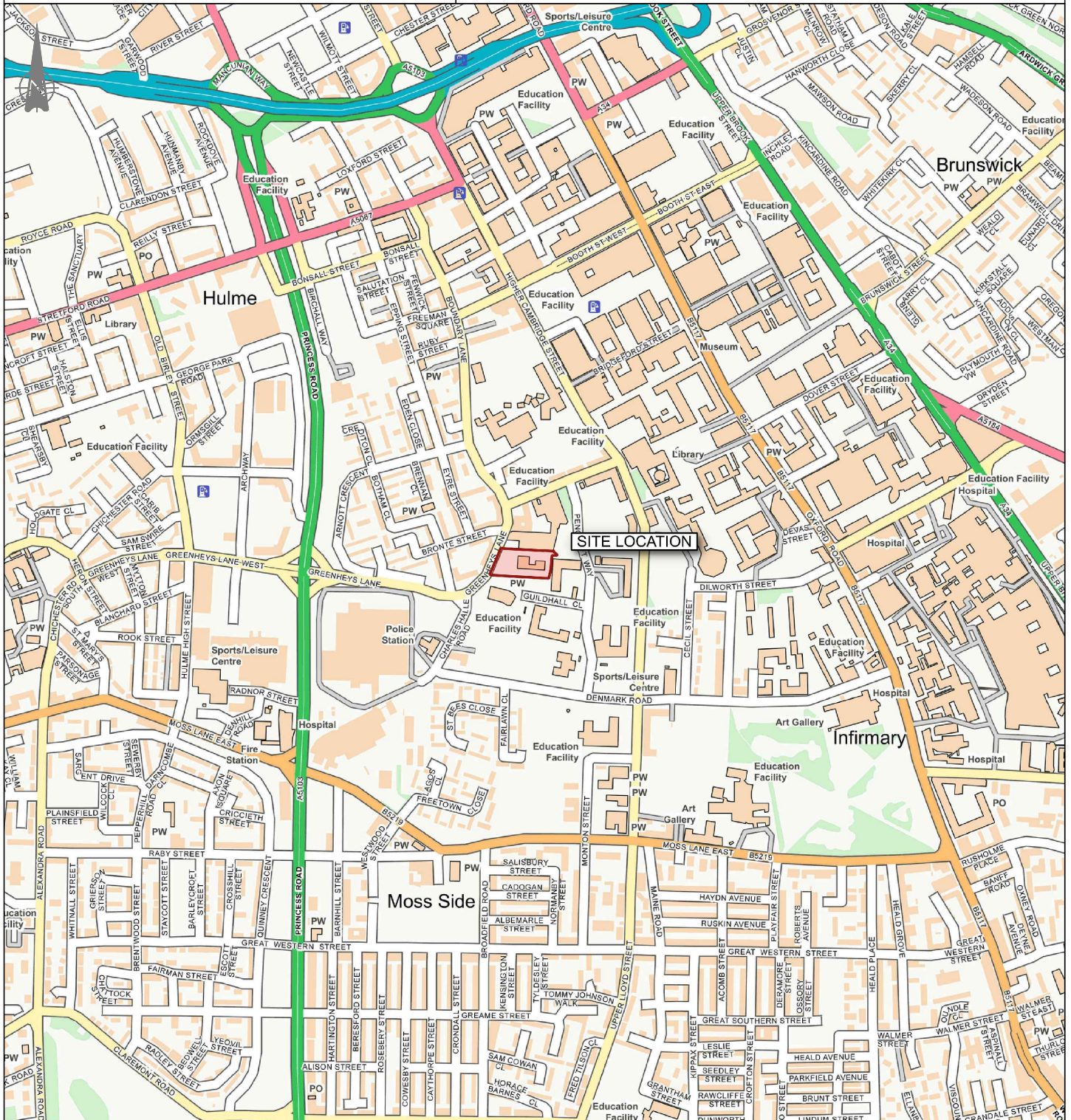
Drawn By: JM Checked By: AT

Designed By: JM Date: 09/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:



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Leeds • Liverpool • London • Manchester • Nottingham

Project:

MSP - BASE BUILDING

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM

Checked By: AT

Designed By: JM

Date: 09/08/19

Scale: NTS

Project No:

Originator:

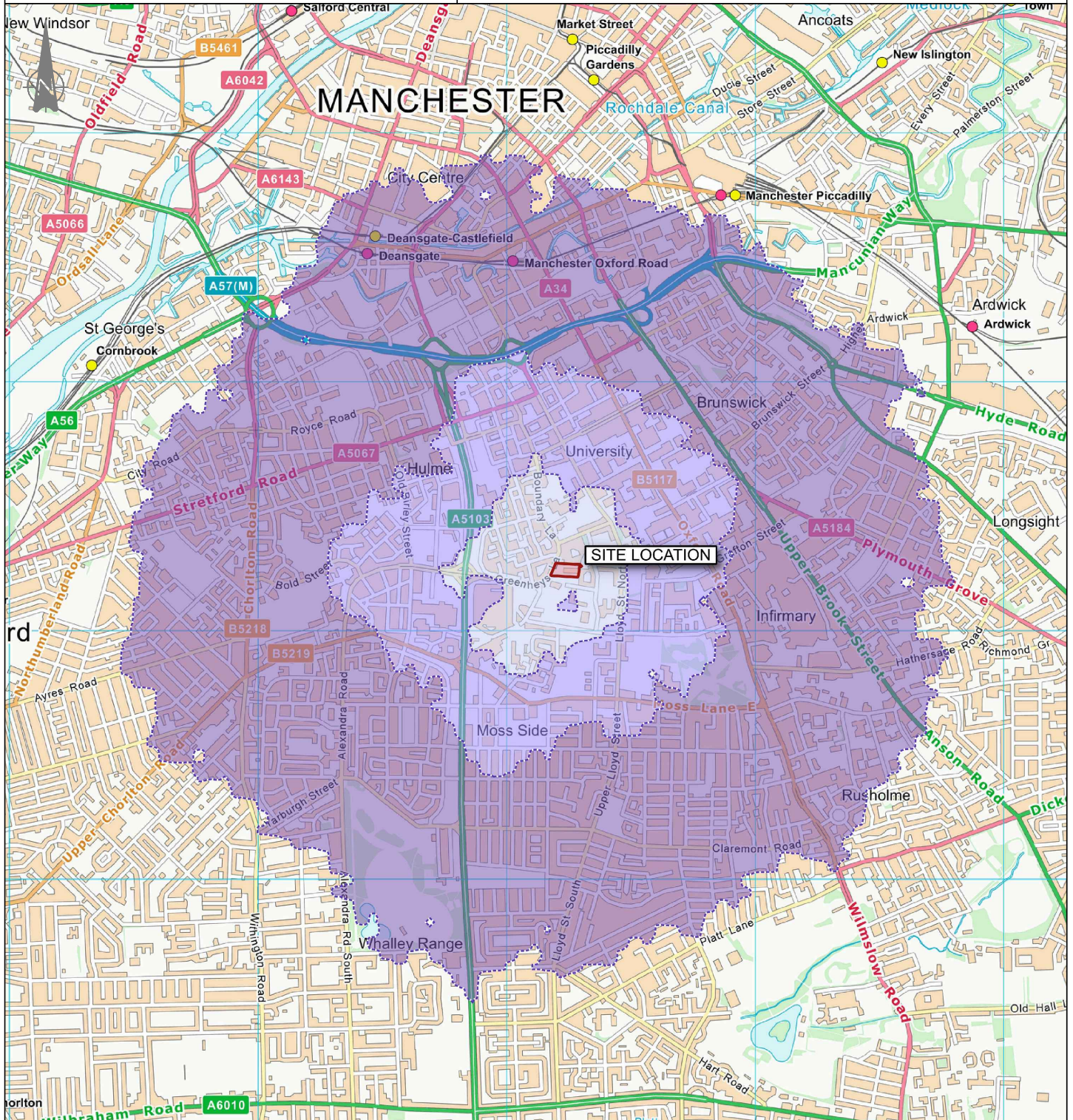
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Level:

Type:

Discipline: Category / Number: Rev:

72257 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:



Site

Walking Catchment:



500m

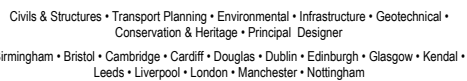


1000m

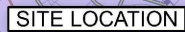


2000m

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KEY:  Site  Cycle Catchment:
8000m

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Leeds • Liverpool • London • Manchester • Nottingham

Project:

MSP - BASE BUILDING

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Drawn By: JM

Checked By: AT

Designed By: JM

Date: 09/08/19

Scale: NTS

Project No:

Originator:

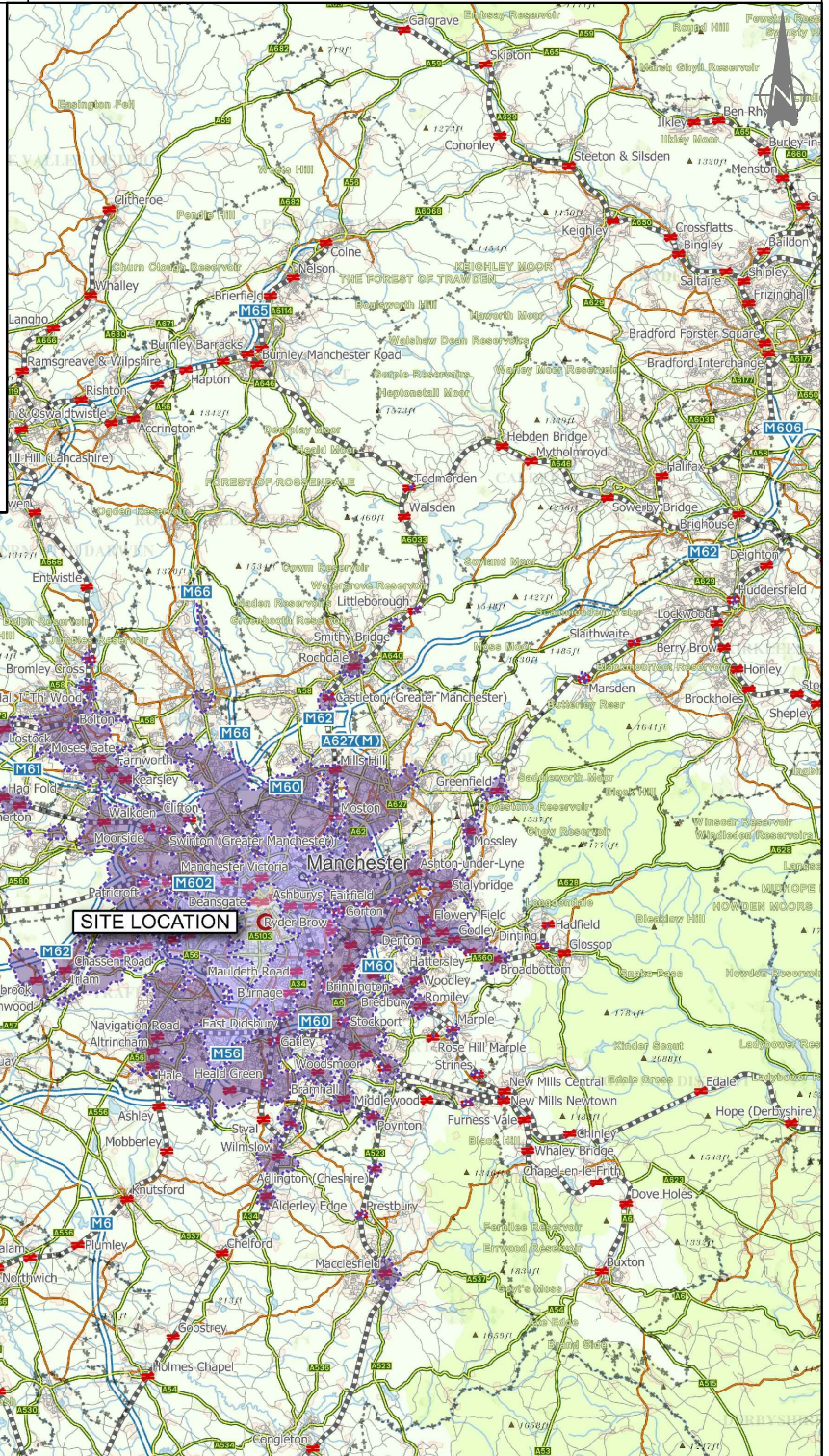
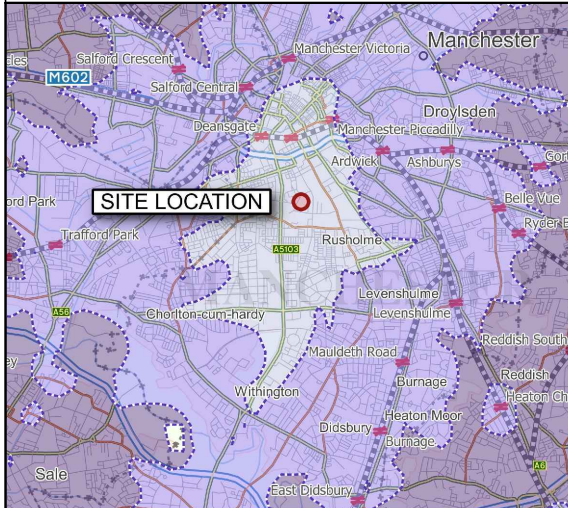
Zone:

Level:

Type:

Discipline: Category / Number: Rev:

72257 - CUR - 00 - XX - DR - TP - 06005 - P01



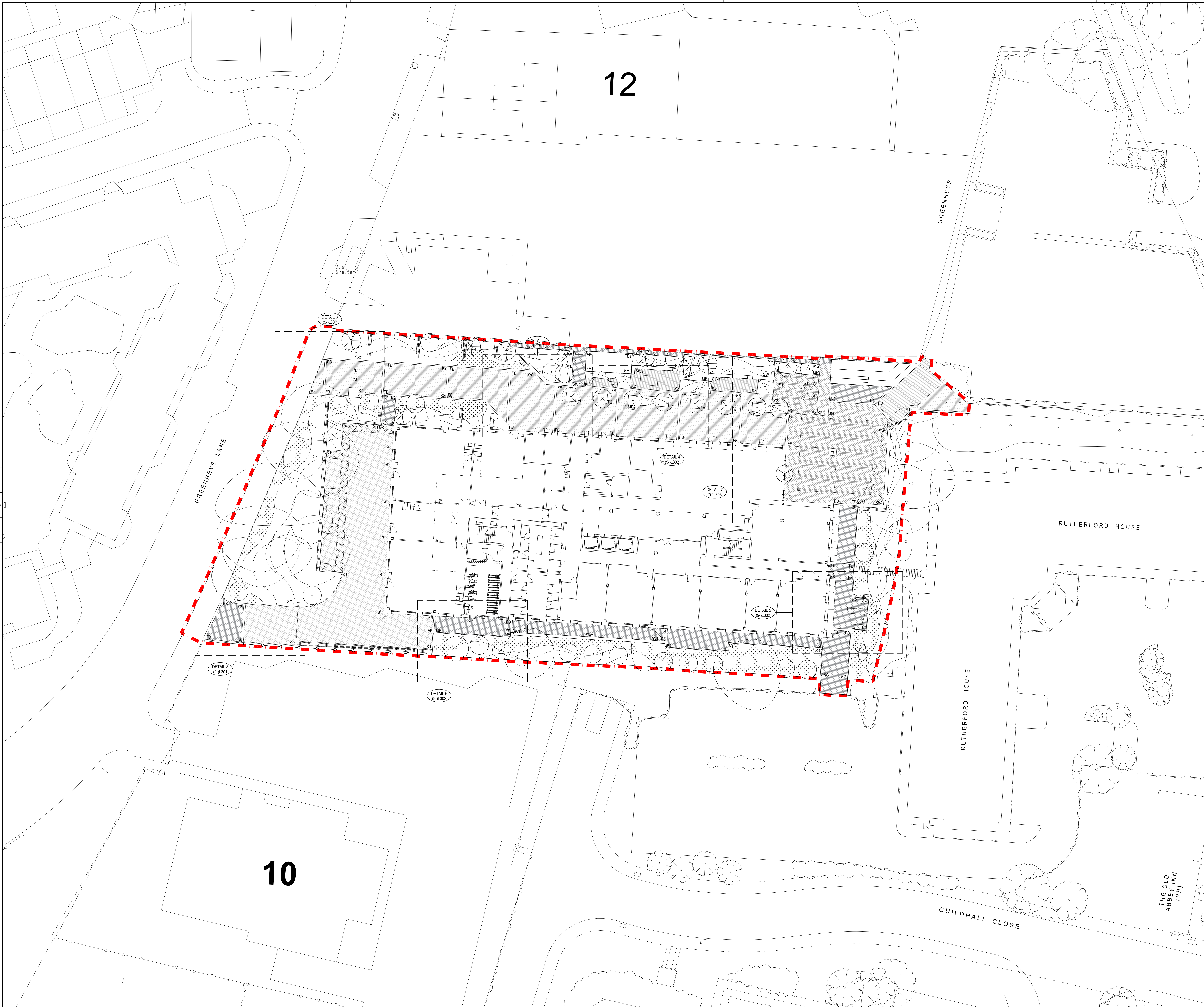
KEY: Site

Public Transport Catchment:

- 20 minutes
- 40 minutes
- 60 minutes

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Appendix A – Proposed Ground Floor Layout



- KEY**
- SITE BOUNDARY
 - *K1* UPSTAND KERB
 - *K2* FLUSH KERB
 - *K3* ANGLED KERB
 - *DK* DROP KERB
 - KELLEN PAVING MIX 1 (LIGHT COLOUR BLEND)
 - KELLEN PAVING MIX 2 (MID GREY BLEND)
 - KELLEN PAVING MIX 3 (LIGHT GREY BLEND)
 - SERVICE AREA CONCRETE BLOCK PAVING
 - MAIN ENTRANCE NATURAL STONE FEATURE PAVING
 - 'OUTDOOR ROOMS' NATURAL STONE FEATURE PAVING
 - 'SUN TERRACE' FEATURE PAVING
 - GRANITE STEPPING STONES
 - FB FEATURE WHITE GRANITE PAVING BAND
 - ME' RAISED METAL EDGE
 - ME2' FLUSH METAL EDGE
 - MESH PANEL SYSTEM
 - 'TIMBER SUN TERRACE' BLEACHER SEATING
 - 'S1' GRANITE SEAT CUBES 500MM X 500MM
 - 'S2' CORTEN STEEL/TIMBER BENCH
 - 'S3' MSP FEATURED BENCH
 - SW1' SEATING WALL WITH TIMBER SEATS
 - ORNAMENTAL PLANTING
 - HEDGE
 - PROPOSED TREE
 - PROPOSED MULTISTEMMED TREE
 - TREE GRILLE
 - PROPOSED TREE IN RAISED PLANTER
 - 'CS' CYCLE STANDS
 - 'B' BOLLARDS
 - 'SG' SIGNAGE AND WAYFINDING
 - FE1 FENCING PANEL SCREEN

NOTES

TO BE READ IN CONJUNCTION WITH:
(S-L001) - STRATEGY PLAN
(S-L003) - LANDSCAPE COLOUR MASTERPLAN
(S-L004) - PLANTING STRATEGY PLAN
(S-L005) - LEVELS PLAN
(S-L006) - TREE CONSTRAINTS PLAN
(S-L301) - DETAIL AREAS SHEET 1 OF 3
(S-L302) - DETAIL AREAS SHEET 2 OF 3
(S-L303) - DETAIL AREAS SHEET 3 OF 3
(S-L401) - TYPICAL CONSTRUCTION DETAILS
(S-L402) - TYPICAL CONSTRUCTION DETAILS
(S-L601) - LANDSCAPE SECTIONS SHEET 1 OF 2
(S-L602) - LANDSCAPE SECTIONS SHEET 2 OF 2
(S-L701) - TREE FIT DETAILS

STAGE 3 COMMENTS AND CHANGES INCLUDING:
REWORKING MATERIALS, NEW SERVICE AREA ACCESS, REDUCED BOUNDARY, TESSA COMPANION AREA, ADJUSTMENT TO ENTRANCE PLAZA

DAW 03.08.19
CZ 01.08.19

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MANCHESTER SCIENCE PARKS

LANDSCAPE GENERAL
ARRANGEMENT

DATE: 03.08.19
SCALE: 1:200
DRAWN: AUG '19
CHECKED: A

P3000597 BA-BDP-01-XX-DR-L-09-L-101

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