

FRAMEWORK TRAVEL PLAN

1NQ, Tariff Street

Build to Rent Residential Tower Block, Tariff Street

November 2022

Report control

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Project: 1NQ, Tariff Street

Client: Marco Living 2 Ltd & Axis-RE Ltd

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Contents

1	Introduction.....	1
	Background	1
	Site Location.....	2
	Proposed Development	2
	Cycle Parking	4
	The Travel Plan	5
	Scope.....	5
2	Travel Planning Policy and Best Practice.....	6
	A Background to Travel Planning Policy	6
	National Policy.....	6
	Local Policy.....	7
3	Accessibility by Sustainable Modes of Travel.....	8
	Introduction.....	8
	Accessibility on Foot	8
	Accessibility by Cycling	8
	Accessibility by Public Transport	10
	Car Clubs	12
	Summary	12
4	Objectives and Targets.....	13
	Objectives	13
5	Management Strategy	14
	Introduction.....	14

Travel Plan Coordinator	14
Resident Travel Information Pack.....	15
Journey Planning	15
Raising Travel Awareness	16
Future Travel Surveys.....	16
Walking and Cycling Opportunities.....	16
Casual Car Use	17
6 Action Plan.....	18

1 Introduction

Background

- 1.1 Vectos has been commissioned by Marco Living 2 Ltd & Axis-RE Ltd to provide highways and transportation advice in support of a planning application for a residential led development on land located between Tariff Street and Port Street in Manchester's Northern Quarter district.
- 1.2 The site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority. MCC are supported by Transport for Greater Manchester (TfGM) in their capacity as regional transport authority.
- 1.3 The planning application is for the development of two Build to Rent (BTR) residential tower blocks comprising:
 - Block 1– 211 units
 - Block 2 - 56 units

Total: 267

- 1.4 The proposed development will also include small scale ancillary retail floorspace.
- 1.5 The development will not provide any dedicated car parking facilities and will be 'car-free'. However, the development aims to assist accessibility for all users through the provision of two disabled bays on Tariff Street. An on-street loading bay is also proposed to be located adjacent to these accessible bays.
- 1.6 The site will be supported by extensive cycle parking provision and pedestrian access will be achieved from both Port Street and Tariff Street.
- 1.7 This document provides a Framework Travel Plan (TP) and should be read in conjunction with the Transport Statement also prepared by Vectos. This Framework has been prepared to build upon the site's sustainable travel credentials in order to further enhance the management of travel and provide a clear strategy towards the use of sustainable modes amongst future residents and other site users.
- 1.8 This Framework therefore provides the basis for future full Implementation TP to be developed to influence peoples travel behaviours and will ensure that the Plan remains flexible that can adapt to suit changes over time.

Site Location

- 1.9 The proposed development is located within the Northern Quarter district of Manchester City Centre and is currently configured as surface level car park providing for approximately 115 vehicles. Existing access points are in place on both Port Street and Tariff Street.
- 1.10 Port Street forms the north boundary of the site while Tariff Street forms the southern boundary. Currently the site is surrounded by private car parks to the west and east.
- 1.11 The site's location is presented in **Figure 1.1**.

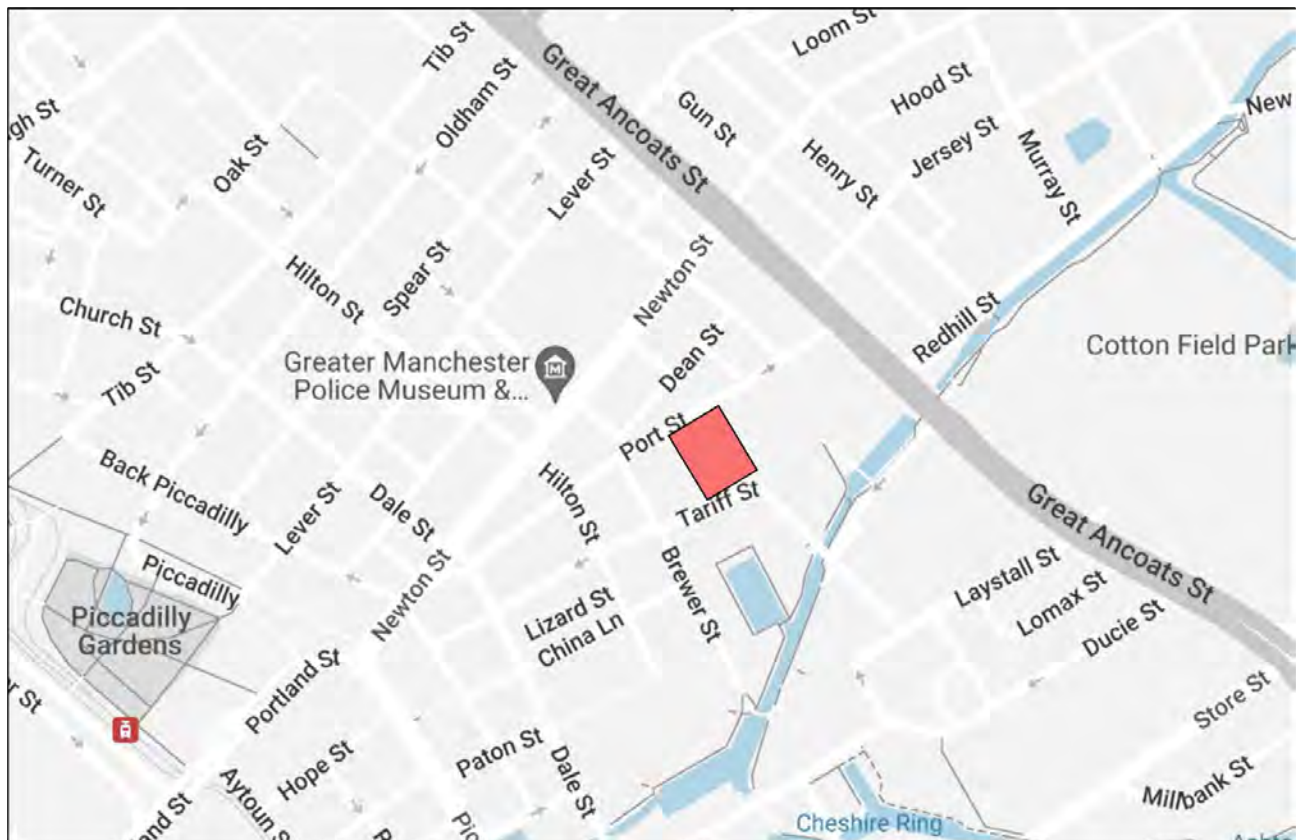


Figure 1.1: Site Location

Proposed Development

- 1.12 The planning application to which this document relates proposes the redevelopment of the site provide a total of 267 residential apartments across two blocks:
- Block 1 - 211 units
 - Block 2 - 56 units
- 1.13 The proposed site will include ancillary retail units with a total floor area of 187 sqm.
- 1.14 A ground floor plan of the proposed development has been provided as **Appendix A** of this report.

- 1.15 The main entrance to the proposed site will be from Tariff Street with a secondary access point located on Port Street. This proposed arrangement is shown in **Figure 1.2**.

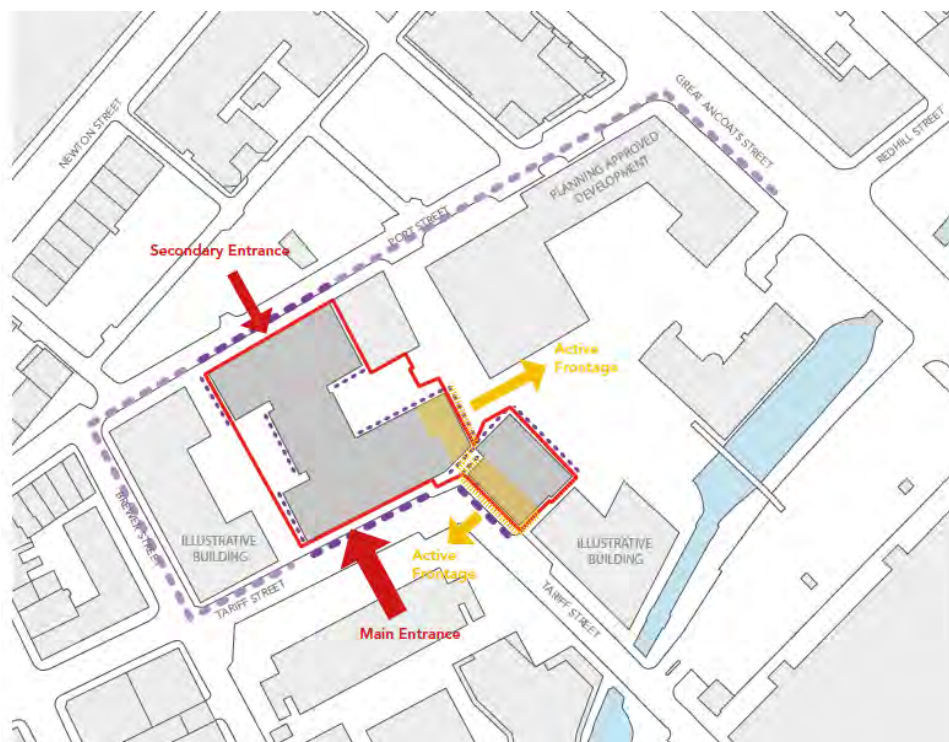


Figure 1.2: Entrance Points and Active Frontages

- 1.16 The layout of the site is such that it will ensure permeability through to communal spaces shared with adjacent committed and future developments as well as a direct connection to Great Ancoats Street. This is illustrated in **Figure 1.2**.



Figure 1.3: Site Permeability

Cycle Parking

- 1.17 Extensive cycle parking is proposed in order to support future residents to pursue a car-free lifestyle. The following cycle parking is to be provided on the lower ground floor of each proposed block:
- Block 1 – 211 secure cycle spaces
 - Block 2 – 56 secure cycle spaces
- 1.18 The above equates to 1:1 ratio between apartments and cycle spaces.

The Travel Plan

- 1.19 A Travel Plan can be thought of as a pyramid of measures. The Plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this approach is provided in **Figure 1.4**.

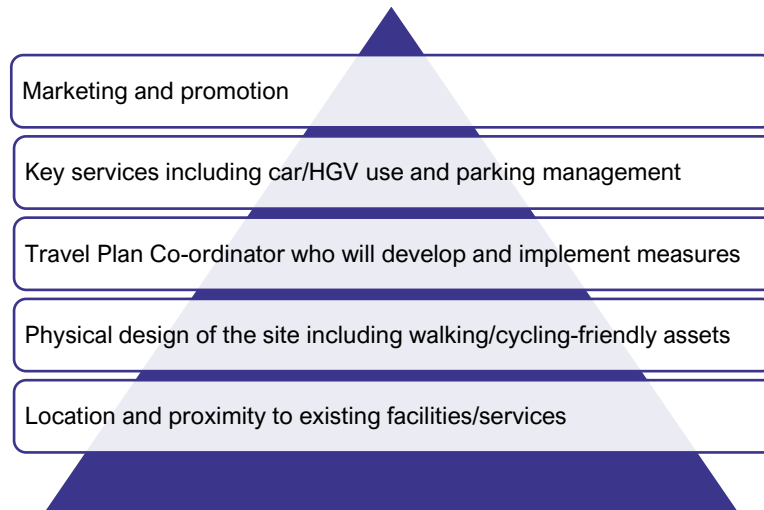


Figure 1.4: Travel Plan Pyramid

- 1.20 The Travel Plan will also set out the implementation, marketing, monitoring and a variety of travel measures and will thereafter be reviewed on a regular basis.

Scope

- 1.21 Following this introduction, the content of the Travel Plan is set out as follows:
- Section 2 outlines travel planning policy considerations;
 - Section 3 provides a review of the site's accessibility by sustainable modes of travel;
 - Section 4 provides an overview of the main objectives of the Plan;
 - Section 5 outlines the Travel Plan's management strategy;
 - Section 6 outlines an Action Plan which will set a timetable in implementing the Travel Plan's measures.

2 Travel Planning Policy and Best Practice

A Background to Travel Planning Policy

- 2.1 The In 1998 the Government produced the White Paper 'A New Deal for Transport'. This paper called for a sustainable transport system for the UK. It recognised that solving congestion and pollution issues would require action by individuals in changing their behaviour. A New Deal for Transport therefore promoted the use of Travel Plans as a way to reduce car journeys.
- 2.2 Travel Plans were further embedded in national policy in the 2004 White Paper entitled 'The Future of Transport'. This paper set out the Government's 30-year vision, which included enhancing local travel through promoting the use of Travel Plans and encouraging sustainable modes such as walking, cycling and public transport.
- 2.3 Three years later in 2007 'Towards a Sustainable Transport System' was published by the Government. This document established the Government's goals in regard to sustainable travel and what the Government was currently doing and what it planned to do for the period 2014 to 2019 and beyond.
- 2.4 At this point it was accepted that managing demand, reducing the need to travel and enabling people to make informed travel choices would play a part in improving local travel. The following year, the paper 'Delivering a Sustainable Transport System' built on this foundation and set out five goals for the transport system which included contributing to "better safety, security and health... and by promoting travel modes that are beneficial to health".

National Policy

National Planning Policy Framework (NPPF)

- 2.5 The National Planning Policy Framework (July 2021) surrounds the notion of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 113 of the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan"
- 2.6 A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Local Policy

Places for Everyone (Greater Manchester Combined Authority)

- 2.7 The First, Places for Everyone Publication Plan is currently emerging in relation to adopted policy. This Plan represents a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been prepared by the Greater Manchester Combined Authority on behalf of the nine districts.
- 2.8 Policy JP-C 7 relates to the transport requirements at new developments and states that planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate. This policy also details that there will be a requirement for new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Guide to Development in Manchester Supplementary Planning Document (SPD)

- 2.9 The Guide to Development in Manchester SPD was adopted in April 2002. Within the document's 'Ease of Movement' section it is stated that at an early stage before submitting a planning application Developers should consult with the Council to determine whether a Travel Plan is required.
- 2.10 It is also stated in Section 11 of this document that in both existing and new commercial and industrial areas, Developers will be expected to contribute to the provision and improvement of environmental features such as Green Travel Plans.

Core Strategy

- 2.11 The Core Strategy was adopted by Manchester City Council on July 2012. It forms the key document in Manchester's Local Development Framework and covers the period of 2012 to 2027.
- 2.12 It is stated in Policy T2 that Traffic Impact Assessments and Travel Plans are needed for all major applications and for any proposals where there are likely to be access or transport issues.

Good Practice Guidelines

- 2.13 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process". This Framework Travel Plan has been prepared with due regard to such guidelines.

3 Accessibility by Sustainable Modes of Travel

Introduction

- 3.1 This Section outlines the accessibility of the proposed development site by a range of sustainable modes.

Accessibility on Foot

- 3.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 1km, with a preferred maximum distance of 2km.
- 3.3 **Plan VN222450-G102** highlights areas within a 1km and 2km walking catchments which equates to a 12 and 24 minute walk respectively.
- 3.4 As shown, almost the entirety of Manchester City Centre is within a short walking distance of the proposed site. Future residents will benefit from wide-ranging leisure, employment and retail opportunities without the need to resort to car travel.
- 3.5 As previously described, the site is situated a highly urban and highly developed pedestrian network which will ensure that residents make a significant proportion of trips on foot.

Accessibility by Cycling

- 3.6 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that "many utility cycle journeys are under 3 miles (approximately 5km) although for commuters a trip distance of over 5 miles is not uncommon". Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 3.7 **Plan VN222450-G103** shows designate cycle routes and the extent of the cycling catchment of the proposed site. The catchment covers the entirety of Manchester City Centre with addition to the parts of Salford, Trafford, Longsight, Failsworth and Higher Blackley. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 3.8 TfGM's online mapping facility shows that the site is located in close proximity to a range of cycle routes and low traffic speed zones. An extract from this tool is provided in **Figure 3.1**.

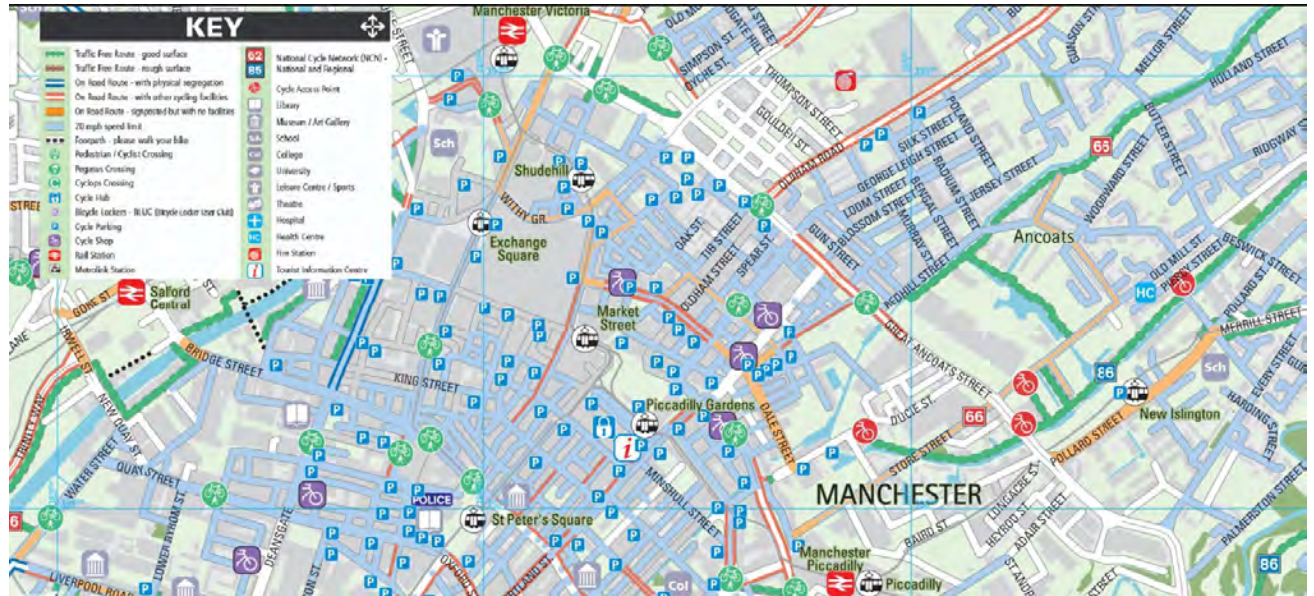


Figure 3.1: TfGM Online-Mapping Extract

- 3.9 As shown in **Figure 3.1**, the proposed development site is surrounded by roads subject to 20mph speed restrictions which ensures that these are highly conducive to trips by bicycle. Pegasus crossings are provided at key desire line points to ensure that cyclists can safely cross links such as Great Ancoats Street and Lever Street.
- 3.10 National Cycle Route 66 passes close to the site through Store Street which is approximately 500m to the south-east of the proposed site. Much of Route 66 comprises of traffic free canal-side cycleways and connects Manchester with Kingston upon Hull. More locally it would afford future residents access to areas such as Failsforth and Rochdale.
- 3.11 As is also shown, the proposed site is located in close proximity to a range of bike shops ensuring that residents will be able to maintain and repair their bicycles with ease.
- 3.12 On this basis of this review, it is concluded that the proposed development site is well located to encourage journeys by bicycle amongst future residents and other site users.

Accessibility by Public Transport

- 3.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site.
- 3.14 The tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 3.15 The proposed development site has a GMAL of 8, indicating that the site benefits from the highest level of accessibility for public transport.

By Bus

- 3.16 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 3.17 The nearest bus stop accessible by the proposed development is located approximately 150m to the north-east of the site on Great Ancoats Street. Bus services available from this location include the 15, 34, 34A, 36 and 37 connecting to a range of destinations including Stalybridge, Ashton-under-Lyne and Droylsden.
- 3.18 As would be expected within Manchester City Centre, there are a number of other bus stops that fall within a short 400m walking distance. Of particular note are stops located at Piccadilly Gardens bus station around 400m to the south west of the proposed site. From this central public transport node, highly frequent services are available to many destinations within Greater Manchester. Key destinations include Chorlton, East Didsbury, Manchester Airport, Flixton, Bolton, the Trafford Centre, Partington and Stockport.
- 3.19 Future residents will also be able to use the Manchester free bus service which connects key areas of the City Centre. **Figure 3.2** shows the location of the site with respect to the free bus service routes. The service runs on a 10 minute frequency and can be accessed from Lever Street.

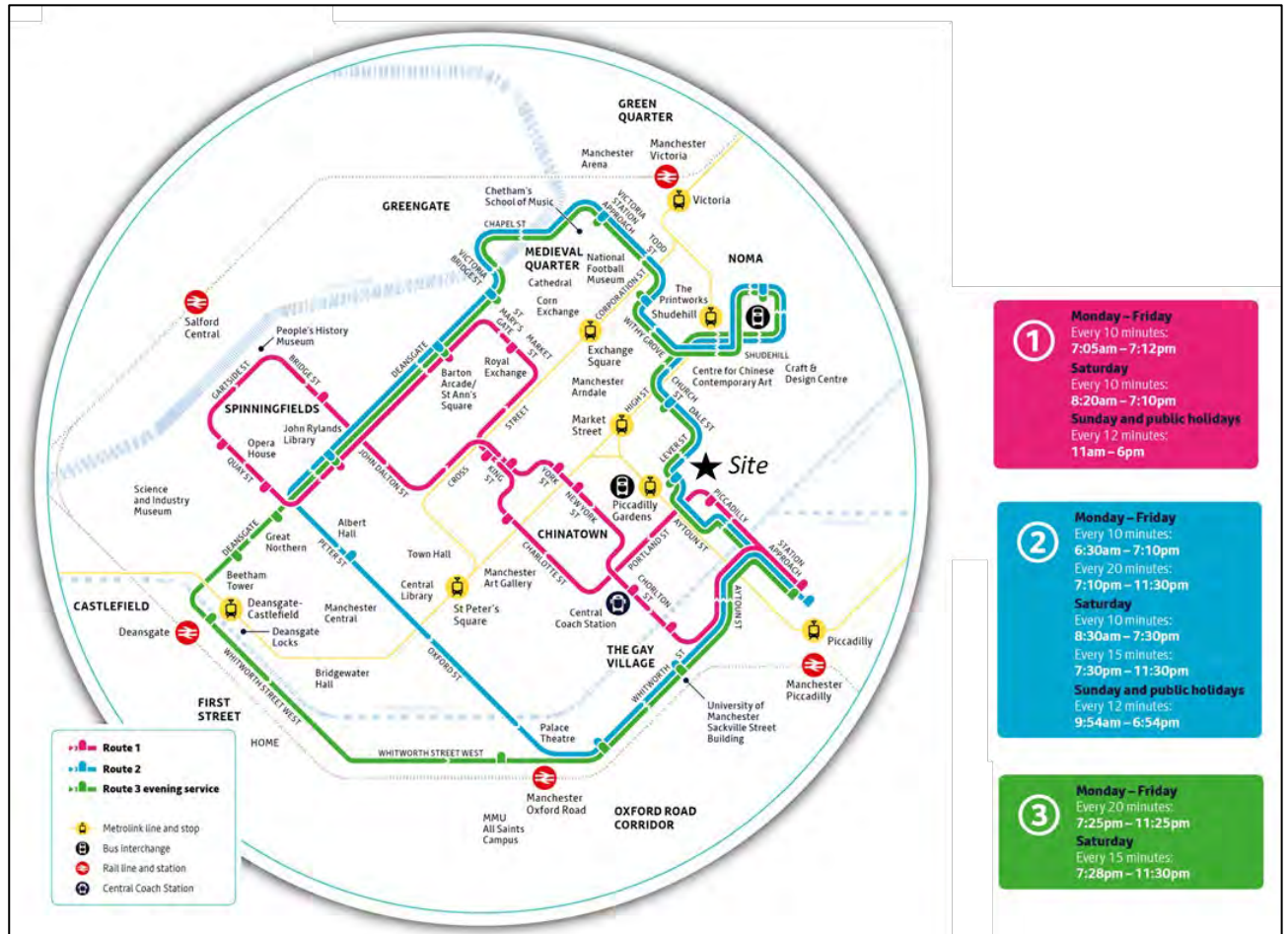


Figure 3.2: Free Bus Route Map

By Metrolink

- 3.20 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip, particularly to areas such as Media City or the Trafford Centre.
- 3.21 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 3.22 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. Piccadilly Gardens is the closest Metrolink stop for the residents around 400m to the south west of the site. Metrolink service currently cover a broad area of Manchester and its outlying residential districts. **Figure 3.3** illustrates the Metrolink network and demonstrates the wide range of destinations available across Greater Manchester.

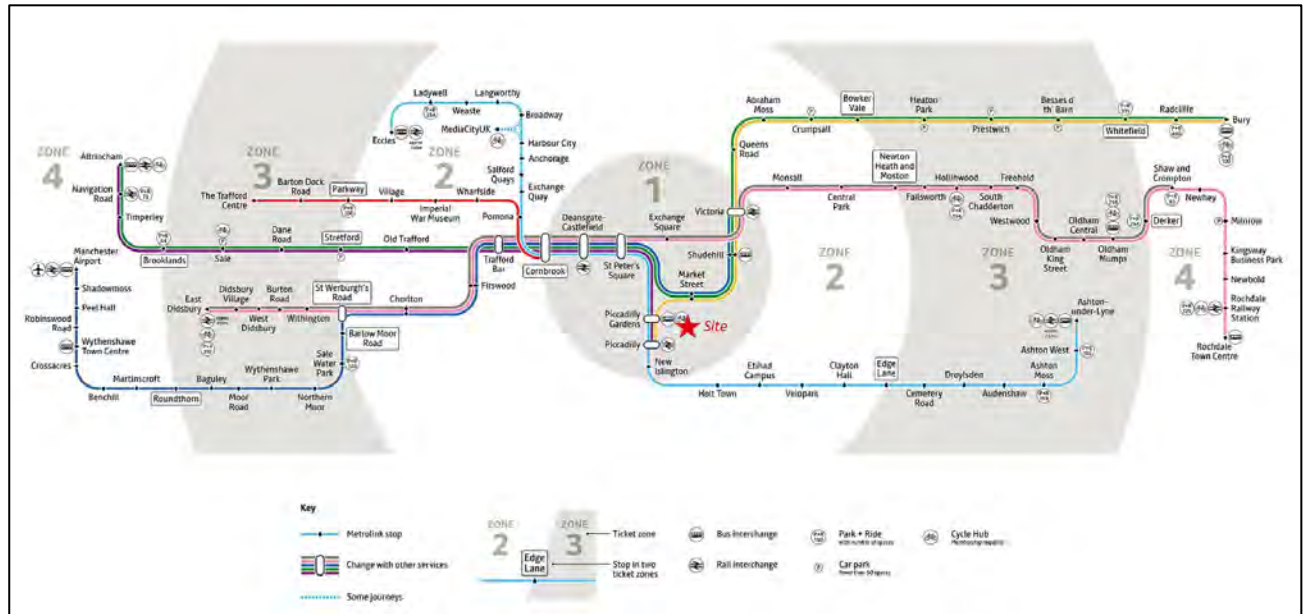


Figure 3.3: Metrolink Network Map

By Rail

- 3.23 The closest train station to the proposed development is Piccadilly rail station which is 10 minutes' walk to the south. Station provides frequent services to major destinations such as Nottingham, Cardiff, Holyhead, Glasgow, Edinburgh and Newcastle.
- 3.24 Victoria rail station is located to the north, a 15-minute walk away. The station offers access to frequent services to Leeds, Liverpool, Huddersfield, and Blackpool.
- 3.25 While Deansgate and Oxford Road Stations accessible by a longer walk but both are readily accessible by Free Bus and Metrolink services. Some of the major destinations connected through Deansgate and Oxford Road are Manchester Airport, Blackpool, Norwich, Scarborough, Southport, Buxton and, Stoke-on-Trent.

Car Clubs

- 3.26 Enterprise Car Club operate two bays approximately 30m to the south west of the proposed development. Enterprise Car Club which offers a low-cost alternative to owning a car. Users pay a modest up front annual fee then an hourly charge from as low as £4.60 per hour.

Summary

- 3.27 The site occupies a highly sustainable location and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for both residents and visitors.

4 Objectives and Targets

Objectives

- 4.1 The Framework TP has two main objectives. These should not change throughout the life of the plan and are as follows:
- Objective 1: Promote healthy lifestyles amongst future residents and other site users; and
 - Objective 2: Promote / Increase the take-up of sustainable travel modes where possible.
- 4.2 The main objectives of the TP strategy will be delivered through the following intended to achieve current Government policy:
- Inform residents and visitors of travel options available, and encourage the use of these;
 - Increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
 - Introduce a package of management measures that will facilitate travel by modes of transport other than the private car.
- 4.3 There are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport; these include:
- Improved air quality and less noise, dirt and fumes;
 - Walking and cycling can provide daily exercise and thus improve/ maintain health; and
 - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.
- 4.4 Developing and implementing a Travel Plan should be a dynamic process, subject to a continuous cycle of action, monitoring and review.
- 4.5 The Travel Plan will respond to the fact that the development is located within a highly sustainable location where journeys on foot, by cycle and by public transport can be actively promoted.
- 4.6 The main thrust of the Travel Plan will therefore be to provide an action plan for the hotel operator to implement, concentrating on raising the awareness of residents and other site uses to the sustainable travel options that are available.
- 4.7 The targets of the plan should be Specific, Measurable, Achievable, Realistic and Time-bound (“SMART”). A timescale for reviewing the progress of the Travel Plan against specific milestones will be set and agreed.

5 Management Strategy

Introduction

- 5.1 The Framework TP now includes a package of measures contained within a Management Strategy to encourage the use of sustainable modes of transport.
- 5.2 As far as possible, the measures set out are designed to be suitable for review and monitoring. The selection of measures provided are deemed appropriate to the nature of the proposed development and additional measures are likely to be added to the list in the future as the Travel Plan develops.
- 5.3 The focus of these measures are aimed at residents as they make regular trips and are more able to influence their travel behaviour however many measures are also applicable to visitors and other site users.

Travel Plan Coordinator

- 5.4 In order to review and monitor the TP objectives, it is expected that a suitable member of the overall building management team at the development will be appointed to the role of a Travel Plan Coordinator (TPC).
- 5.5 The day-to-day management of the TP is expected to be carried out by the TPC who will promote, maintain, monitor and review it as it progresses. The TPC will be the focal point and point of contact for all travel-related issues amongst residents at the development and will be on hand should travel-related queries arise from visitors.
- 5.6 The role of the TPC will include, but will not be limited to, the following:
- The preparation and distribution of travel information and marketing material;
 - Engaging with residents on site on travel and transport related issues; and
 - Responding to any travel issues that arise during the operation of the development.
- 5.7 The TPC will encourage walking and cycling as part of a multi-modal journey and will liaise with TfGM to ensure that potential pedestrian walking routes are appropriately maintained. The TPC will therefore inform residents of the most appropriate walking routes to and from the city centre.
- 5.8 There will be information provided on active travel through the use of information sheets displayed on posters on a bulletin board communal areas.

Resident Travel Information Pack

5.9 A Travel Information Pack will be provided to all residents when the development becomes operational. The pack will include information on the sustainable transport facilities such as:

- Bus services within 400m of the proposed site.
- Routes 1, 2 and 3 of the Manchester free bus service operating across the city centre;
- The Metrolink services available at Piccadilly Gardens; and
- The rail services available at Manchester stations.

5.10 The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced. The pack will also include current information on walking and cycling routes throughout the City Centre.

Journey Planning

5.11 Residents will be informed of the excellent local and national journey planning applications. TfGM offer a free journey planning application that will be promoted using notice boards and a link will also be available in the Welcome Packs. This application enables a start and end location to be submitted and will provide a series of transport options. This application also provides a route finder option for mobility impaired users

5.12 The application can be accessed following this link: <https://tfgm.com/plan-a-journey#/planner/>, with an example of the route finder is provided in **Figure 5.1**:

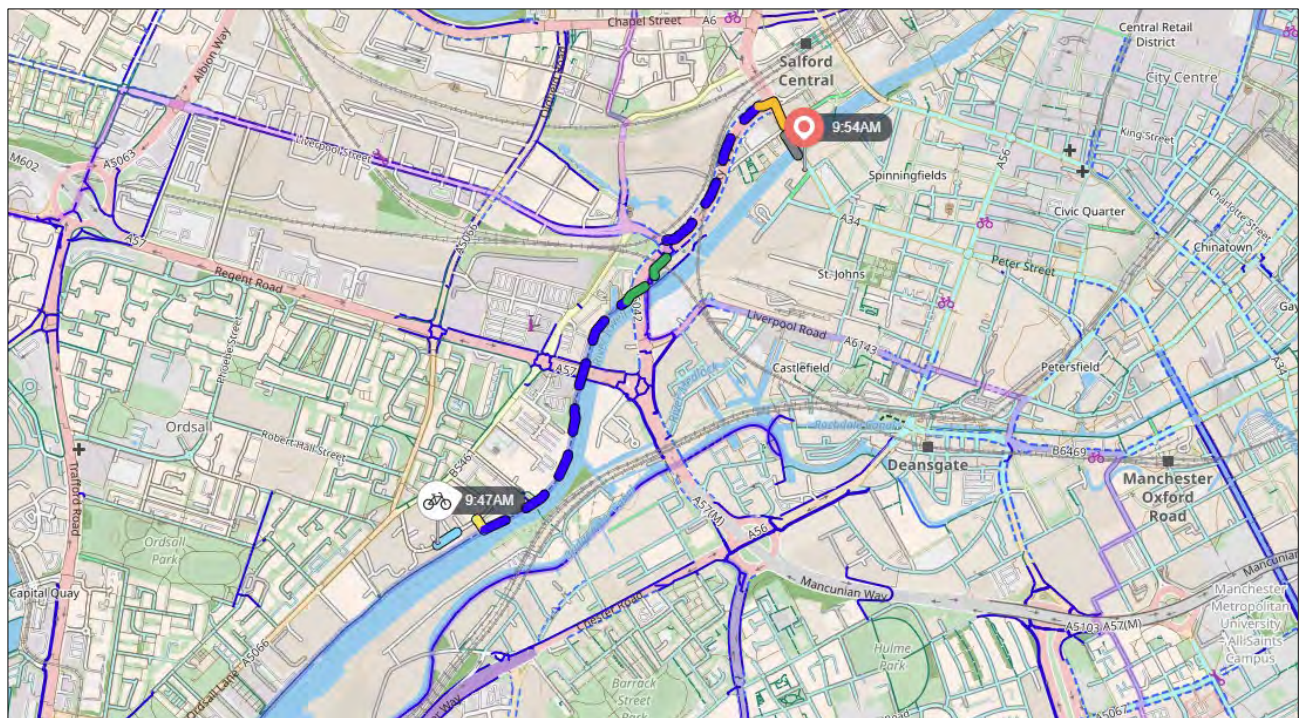


Figure 5.1: TfGM Journey Planner Tool

Raising Travel Awareness

- 5.13 Residents will be kept informed of updates in public transport information or promotions typically online via a social media platform, emails, website etc. Additionally, information on sustainable travel will be displayed on communal notice boards.
- 5.14 The accessibility of the development will be actively promoted to prospective residents, alongside encouragement of public transport, walking and cycling use. It will be the responsibility of the TPC will ensure that all residents on site are aware of the existence of the Travel Plan.

Future Travel Surveys

- 5.15 Travel surveys are the best way of establishing travel patterns and behaviours and allow a tailored series of measures to be developed. In order to establish the travel patterns of residents, a travel survey will be carried out within 6 months of occupation.
- 5.16 The survey will be distributed to residents either electronically or by hand. Should this be done electronically, the survey can be designed via SurveyMonkey or Bristol Online Surveys.
- 5.17 The survey will be live for 2 to 3 weeks in order to obtain a reliable data sample.

Walking and Cycling Opportunities

- 5.18 The Welcome Pack will promote the cycle facilities available in the site's surrounding area.
- 5.19 Information on cycling in Manchester is available through the links below and would be made available through the website:
- www.cyclingmapsonline.co.uk
 - <http://cycling.tfgm.com/>
 - <http://www.ctc.org.uk/>
 - <http://www.sustrans.org.uk/>
- 5.20 TfGM offer cycle support for businesses including bike and equipment loans, grants, cycle training and guided cycle rides. The TPC will promote this to residents
- 5.21 The Travel Plan 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services.
- 5.22 The health benefits of walking will be particularly promoted to residents. Information on numerous walking groups in Manchester and suggested walking routes is available through the gmwalking.co.uk link. The Travel Plan Coordinator will promote these websites and the benefits of walking to residents.
- 5.23 The TPC will ensure that National Walking to Work Week will be promoted to residents. This event takes place every spring/summer, allowing participants to sign up for a workplace walking challenge and encouraging more people to walk to work.

Casual Car Use

- 5.24 As previously described, there are existing car club bays located on Tariff Street approximately 30m to the west of the proposed development site.
- 5.25 These bays are managed by Enterprise Car Club and provides an MCC/ TfGM supported solution to meet the occasional and casual vehicle needs of future residents.
- 5.26 The car club enables members to benefit from low cost, convenient and greener motoring. Membership of the car club will help facilitate residents in undertaking a more sustainable pattern of living by negating the requirement to own and store a car.
- 5.27 Longer term car hire solutions are also offered by Enterprise at the Grand approximately 270m to the south west of the proposed site. Enterprise also provides a drop off service to residents doors ensuring safe and convenient access to their hire vehicles.
- 5.28 On the basis of the above, it is considered that both the short and long term occasional vehicle hire needs of future residents can be met without the need to own and operate a private vehicle.

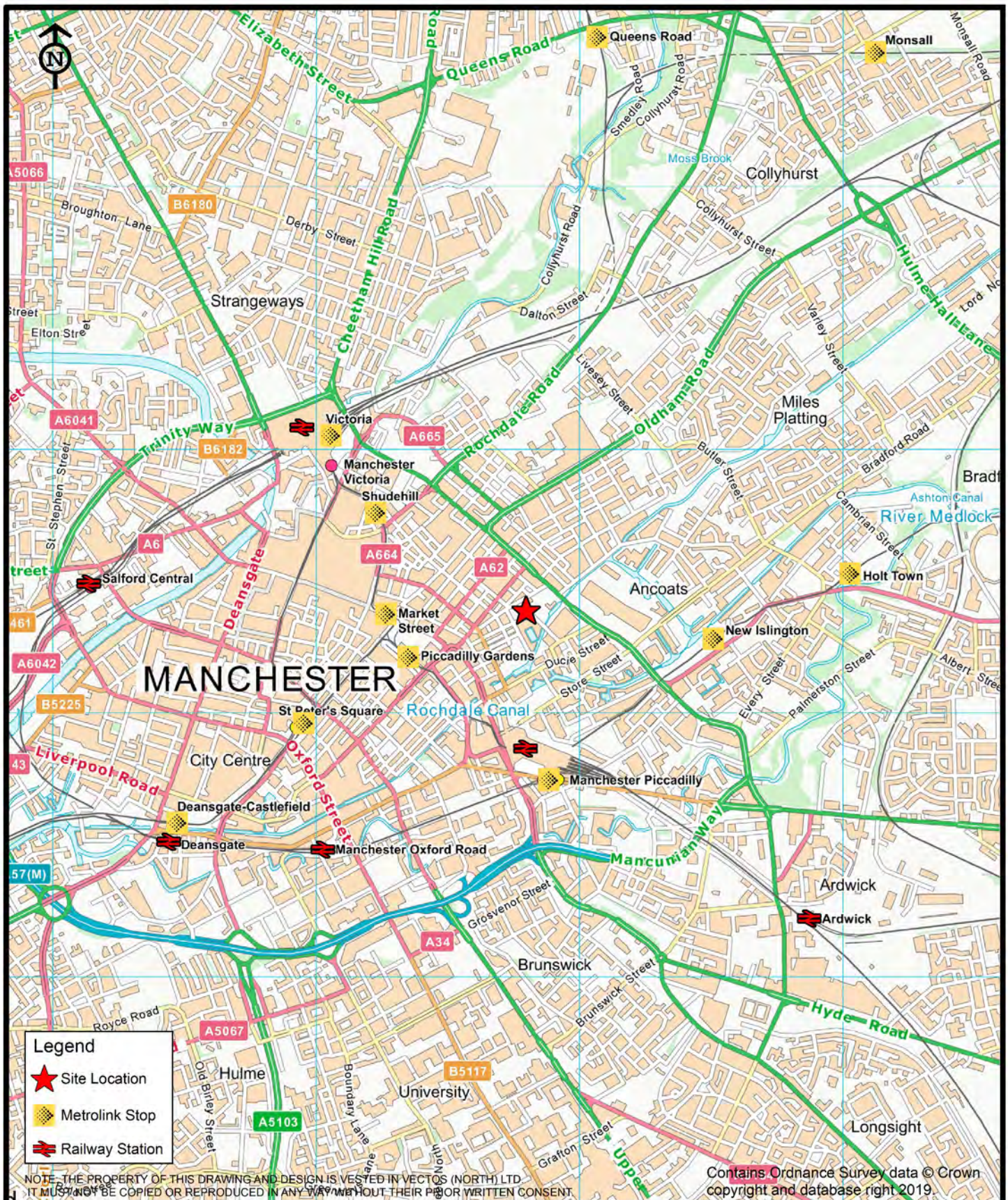
6 Action Plan

- 6.1 Based on the information provided in this Travel Plan, a schedule of actions is outlined in **Table 7.1**. This Action Plan may be amended as the site is occupied and the Travel Plan develops once the site is operational.
- 6.2 These actions will be designed to maximise the update of sustainable transport and to build on the site's existing sustainable travel credentials.

Table 7.1: Action Plan

Action		Owner
Assign a Travel Plan Coordinator	When the site becomes operational	Developer
Provide details of TPC to MCC / TfGM		Developer
Provide copy of travel information brochure to all residents		Travel Plan Coordinator
Prove a copy of the Travel Plan to commercial operators of the retail units		
Promote the use of the pedestrian environment between the site and the city centre.		
Establish travel notice boards for providing cycle / walk / public transport information		
Design and distribute a short travel survey to residents (via SurveyMonkey or hard copy)	6 months after first occupation	
Ensure travel awareness measures are promoted to all residents	Within 6-9 months of operation	
Provide posters or flyers in communal areas		
Provide travel awareness application details to help plan journeys on foot, cycle and public transport		
Investigate any demand for personalised journey planning amongst residents and provide details		
Provide details on the local car club opportunities should they need to drive to and from the site		
Promote the TfGM Journey Planner to residents		

Plans



CLIENT:

Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:

1NQ Tariff Street

DRAWING TITLE:

Site Location (Wider Context)

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

CJ

CHECKED:

OM

DATE

October 2022

SCALE:

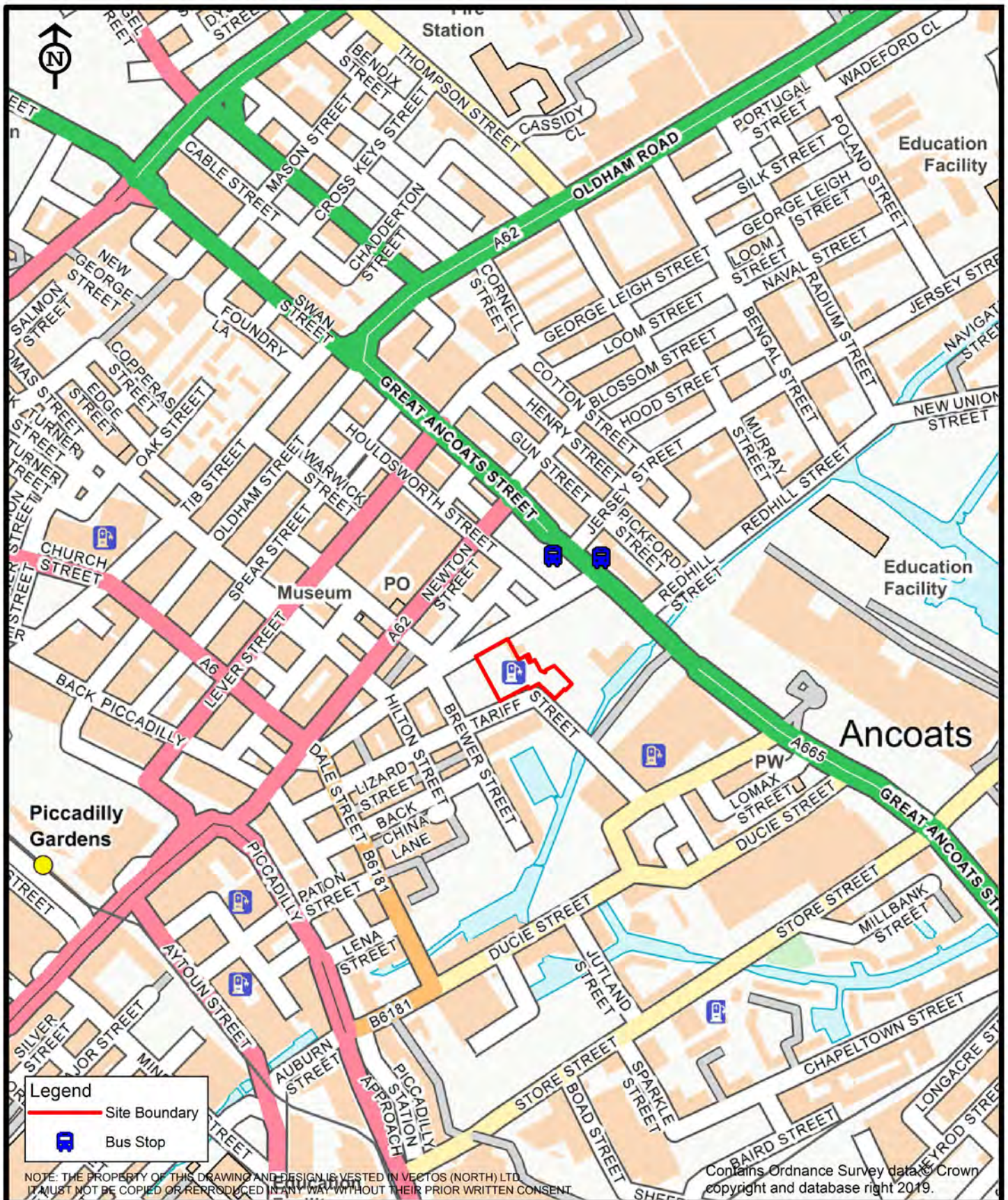
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DRAWING NO:

VN222450-G100

REVISION:

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CLIENT:

Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:

1NQ Tariff Street

DRAWING TITLE:

Site Location (Local Context)

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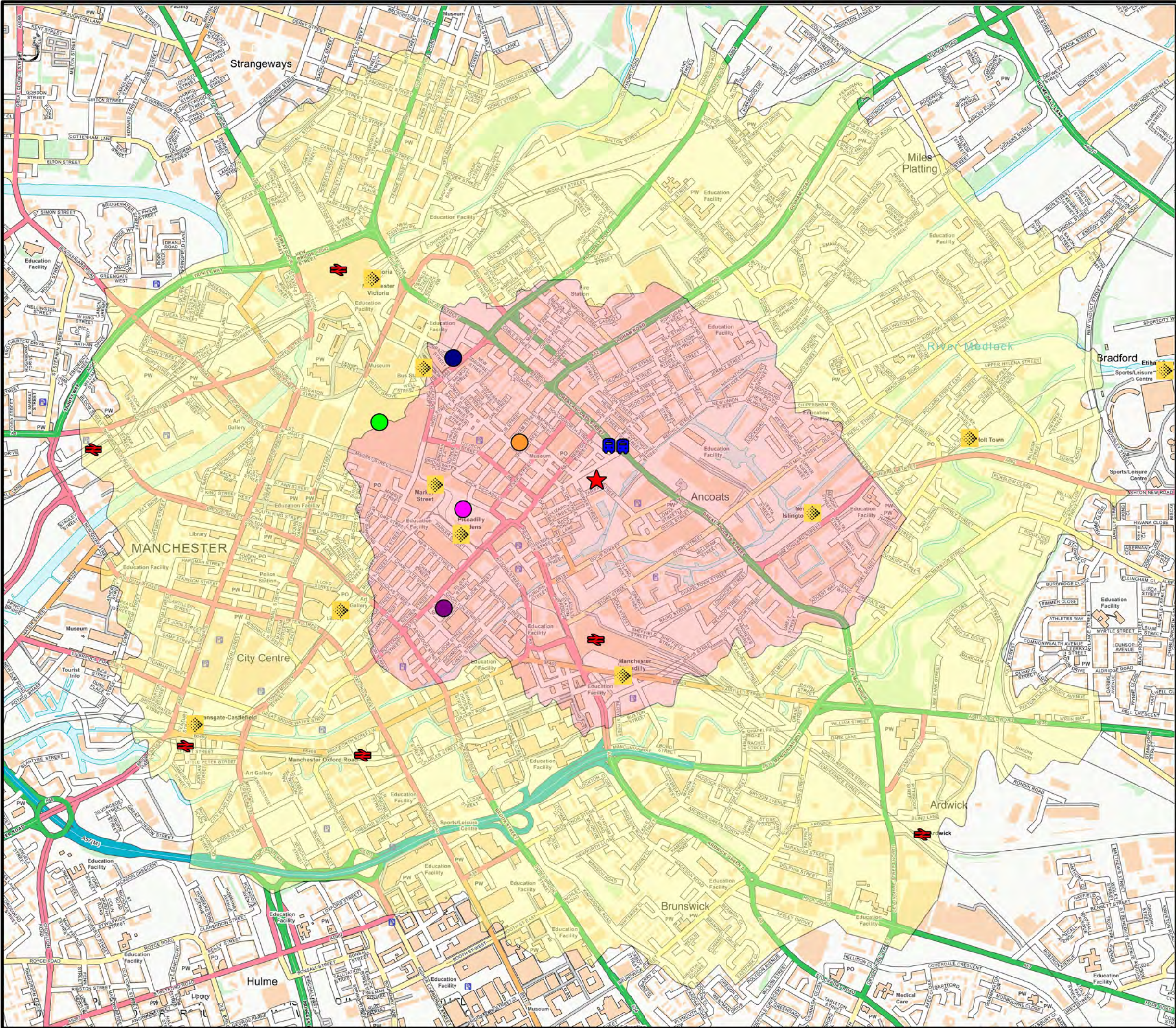
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t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN: CJ
CHECKED: OM
DATE: October 2022

SCALE: 1:5,000 at A4

DRAWING NO: VN222450-G101

REVISION:



Legend

★

Site Location

🚌

Bus Stop

🚶

Metrolink Stop

🚆

Railway Station

🟪

Manchester Central Coach Station

🟦

Shudehill Bus Station

🟢

Manchester Arndale

🟠

Northern Quarter

🟡

Piccadilly Gardens

Walking Catchment

0 - 1km

1 - 2km

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CLIENT:
Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:
1NQ Tariff Street

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: OM	DATE: Oct 2022
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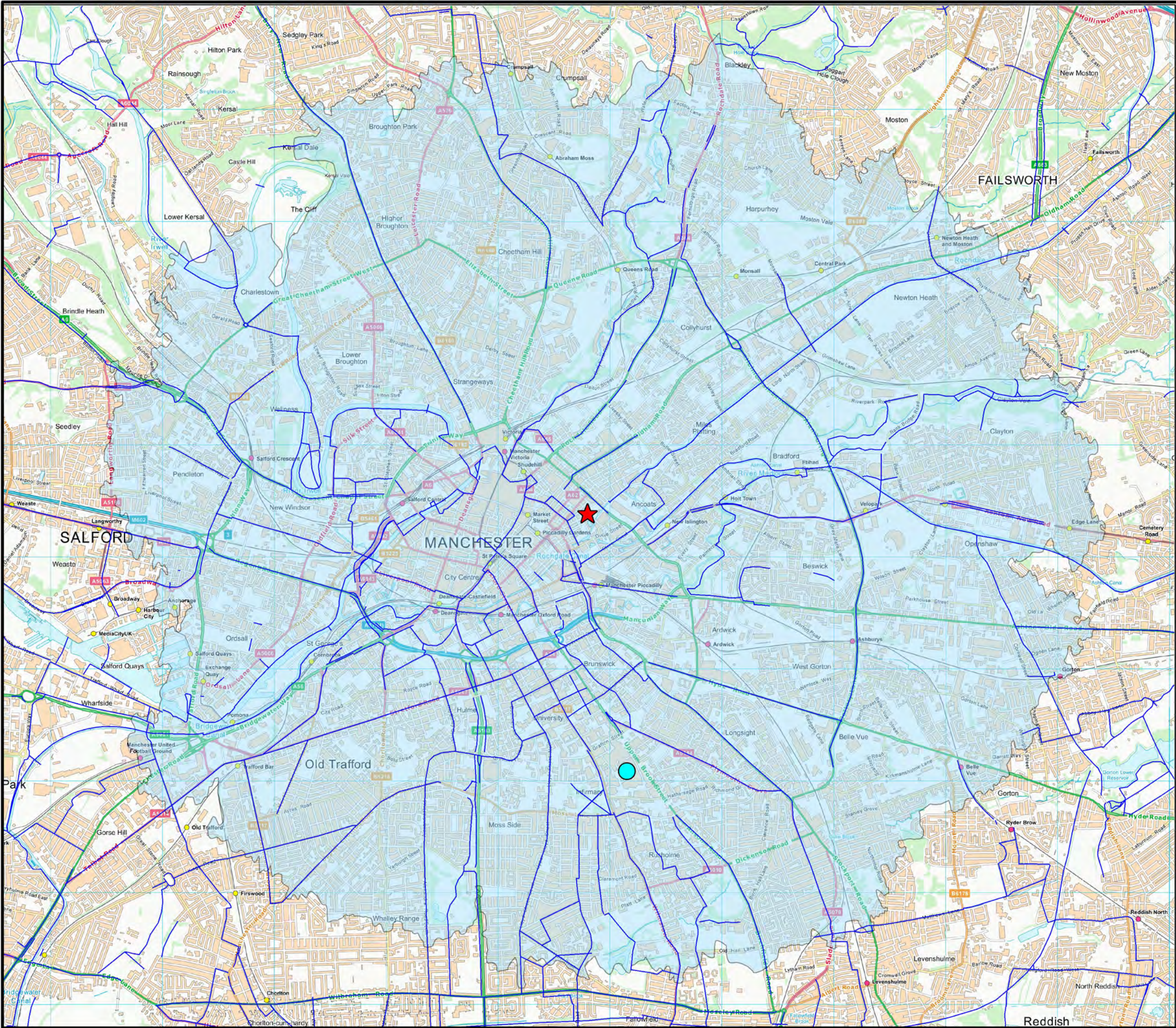
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DRAWING NO:
VN222450-G102

REVISION:



Legend

★ Site Location

— Designated Cycle Route

● Manchester Royal Infirmary

Cycling Catchment

0 - 5km

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CLIENT:

Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:

1NQ Tariff Street

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

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CHECKED: OM

DATE: Oct 2022

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DRAWING NO:

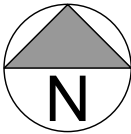
VN222450-G103

REVISION:

Appendices

Appendix A

Proposed Site Layout



P03	PLANNING	KM	CJG	28.11.22
rev	description	drwn	auth	date
DO NOT SCALE OFF THIS DRAWING				

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CLIENT AXIS-RE / MARCO LIVING			
PROJECT 1NQ MANCHESTER			
DOCUMENT NAME 8198-LRW-ZZ-00-DR-A-00-011			
DESCRIPTION PROPOSED SITE PLAN			
REVISION P03		SCALE 1:500@ A3	
LRW PROJECT No. 8198	DATE CREATED 03.11.22	CREATED BY KM	AUTHORISED BY CJG
PURPOSE OF ISSUE PLANNING ☒ BUILDING REGS ☐ TENDER ☐ PRELIM/COMMENT ☐ APPROVAL ☐ CONSTRUCTION ☐			

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