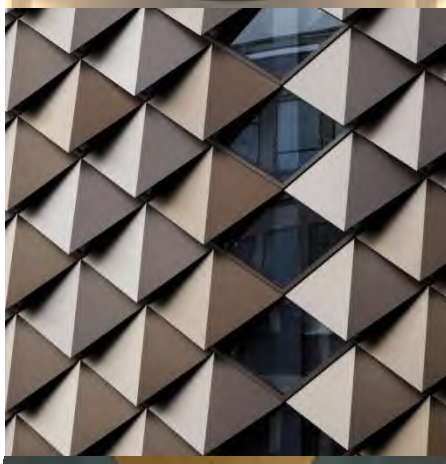
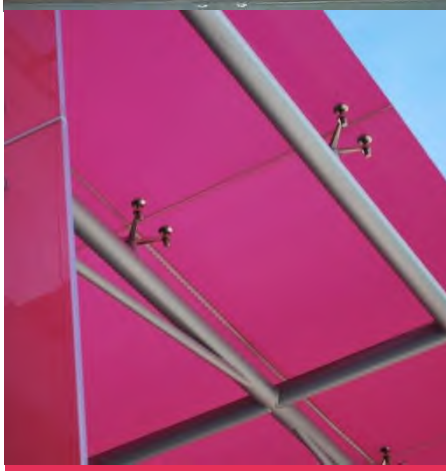








Great Northern
Framework Travel Plan

Curtins Ref: 80483-CUR-XX-XX-T-TP-00002
Revision: P06
Issue Date: 23 November 2022

Client Name: GNW Developments Limited

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Control Sheet

Rev	Description	Issued	Checked	Date
P01	First Issue	AV	AV	12 September 2022
P02	Planning version	AT	AV	21 October 2022
P03	Planning version	AV	AV	11 November 2022
P04	Planning version	AV	AV	16 November 2022
P05	Planning version	AV	AV	18 November 2022
P06	Planning version	AV	AV	23 November 2022

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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Introduction

1.1.1 Curtins has been appointed by GNW Developments Limited (the Applicant) to provide traffic and transport advice in relation to the Great Northern Redevelopment Application.

1.1.2 The proposals form part of a wider regeneration priority area. On 27 July 2016, Manchester's Executive Committee endorsed the 'Great Northern Complex, Manchester Central and Castlefield Quay Strategic Regeneration Framework' ('SRF'), which sets out a clear ambition to guide the redevelopment, re-modelling and refurbishment of the Site within SRF boundary.

1.1.3 The ambition for the Great Northern Warehouse, Deansgate Terrace and Leisure Box, as set out in the SRF, is to allow the Site to reach its full potential and reflect its strategic and historic importance within Manchester City Centre.

1.1.4 Following the endorsement of the initial SRF by Manchester City Council, an application was submitted in December 2017 (LPA Ref.: 118568/FO/2017). This application for planning permission and listed building consent related to only part of the current application Site and comprised conversion of the majority of the Great Northern Warehouse into residential uses, works to Great Northern Square, and remodelling of the northern end of Deansgate Terrace under the following description of development:

'Refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works'

1.1.5 This permission was granted on 14 March 2018 and subsequently partially implemented (confirmed via a Certificate of Lawfulness), with demolition, public realm and infrastructure works undertaken within Great Northern Square. The remainder of the permission has, to date, not been realised and refreshed proposals are now coming forward.

1.1.6 After the 2018 SRF, an alternative strategy was set out and endorsed in a partial update to the Great

1.1.7 Northern SRF (March 2019). This allowed for the Great Northern Warehouse upper floors be converted to offices instead of residential.

1.1.8 The latest proposals broadly consist of:

- Refurbishment and reuse of the Great Northern Warehouse to provide office space and ground floor retail and leisure uses, including retention of the existing casino, bowling alley and restaurant.
- Conversion and alterations to the Deansgate Terrace to provide further office accommodation with ground floor retail and leisure space.
- A series of new and enhanced public spaces alongside a remodelled and reworked Great Northern Square to provide an enhanced amenity and experience for all users.
- Creation of at-grade routes between Deansgate Terrace and the Warehouse (Dean Street) and between Deansgate and Watson Street (Allport Street).
- Rationalised car parking (Leisure Box only) and the removal of vehicular ramps to the warehouse.
- Demolition of the existing Odeon Cinema and the creation of new homes within three residential buildings on top of the retained car parking structures. The new homes will benefit from a significant amount of external private amenity space at roof top level.
- Rationalised and de-engineered junctions and access routes onto Watson Street, combined with public realm enhancements and active frontages will create a street that encourages pedestrian movement into the wider city centre northwards from the Deansgate Castlefield transport interchange, and via the new vertical circulation from deck level onto Great Bridgewater Street, being provided as part of Viadux.
- Enhancements to Deansgate Mews as a destination for local independent retailers and local communities. This will be achieved by improving accessibility and providing weather protection to enhance user comfort in external amenity spaces.

1.1.9 The development description is as follows:

"Phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

- *demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;*

- *the refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with*

associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;

- *partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including 753 cycle parking spaces, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and*

- *external alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works."*

1.1.10 The proposed quantum and floor areas are as follows:

	Residential	Use Class E (Office/Commercial)	Other
Great Northern Warehouse	N/A	10,979 m² (NIA) / 16,139 m² (GIA) office 1,756 m² (NIA) commercial 8,256 existing non refurbished commercial	156 cycle parking spaces
Deansgate Terrace	N/A	<u>North and Mid</u> 2,329 m² (NIA) / 3,787 m² (GIA) office 2,140 m² (GIA) commercial <u>South</u> 3,914 m² (GIA) commercial/community space <u>Total</u> 2,329 m² (NIA) office and 6,054 m² (GIA) commercial/community space	34 cycle parking spaces
Leisure Box	Building A: 330 dwellings Building B: 125 dwellings Building C: 291 dwellings Total: 746 dwellings	2,441 m² (GIA) commercial	929 car parking spaces 753 cycle parking spaces
Public Realm	There are several main components that make up the public realm, which combine to create a more accessible Site, described as follows:		

	• Great Northern Square; • Dean Street (north); • Deansgate Mews; • Watson Street and Great Bridgewater Street public realm improvements; • Allport Street; and • Podium areas for residents only.

Figure 1.1 – Quantum and Use

1.1.11 The proposed Site layout is provided in **Appendix A** to the rear of the report.

1.2 What is a Travel Plan?

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

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

Source: *National Planning Policy Framework*, MHCLG, 2021.

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

1.3 Purpose of the Report

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 80483-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.3.2 An FTP 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 statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014; and

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.

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

1.4.4 **Section 6** demonstrates that the office components of the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

1.4.5 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 8** outlines the strategy for Travel Plan targets.

1.4.6 **Section 9** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

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

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

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



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

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon

dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019.

2.2.2 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

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

2.2.1 The Greater Manchester Combined Authority (GMCA) is developing a co-ordinated Clean Air Plan to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

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

2.2.2 As of the time of writing, the CAZ has not been implemented. The CAZ was delayed in February 2022, with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester.

2.2.3 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.

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

2.2.5 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *"work with partners and key stakeholders to bring nitrogen dioxide (NO2) levels on local roads within legal limits, and to reduce levels of particulate matter, CO2and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible."*

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

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

Objective 1 – Staying within our carbon budgets
Objective 2 – Climate adaptation and resilience
Objective 3 – Health and wellbeing
Objective 4 – Inclusive, zero carbon and climate resilient economy

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

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

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

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the Site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

> *"In 2019, 28% of adults were obese, and a further 36% were overweight but not obese." Taking overweight and obesity together, the highest prevalence was in the West Midlands and South West (both 69%) and North West (68%).*

Source: *Health Survey for England 2019*, NHS Digital.

2.3.2 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week".* **Figure 2.1** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

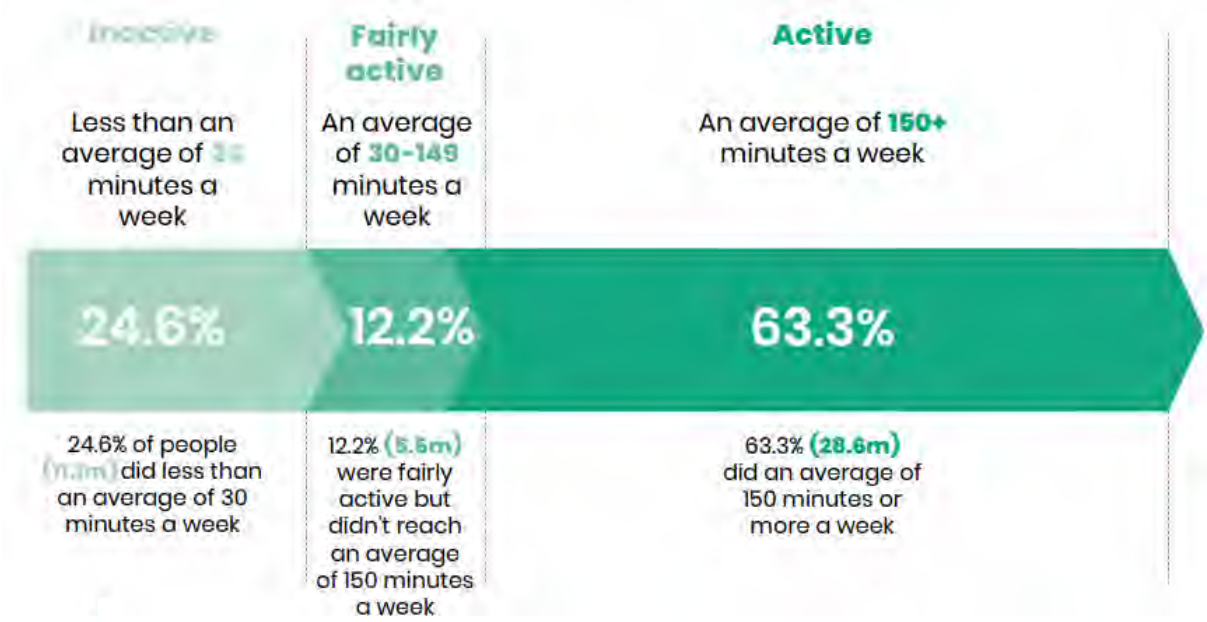


Figure 2.1 – Activity Levels for Adults
(Source: Active Lives Adult Survey: November 2018/19 Report)

2.3.3 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO2) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

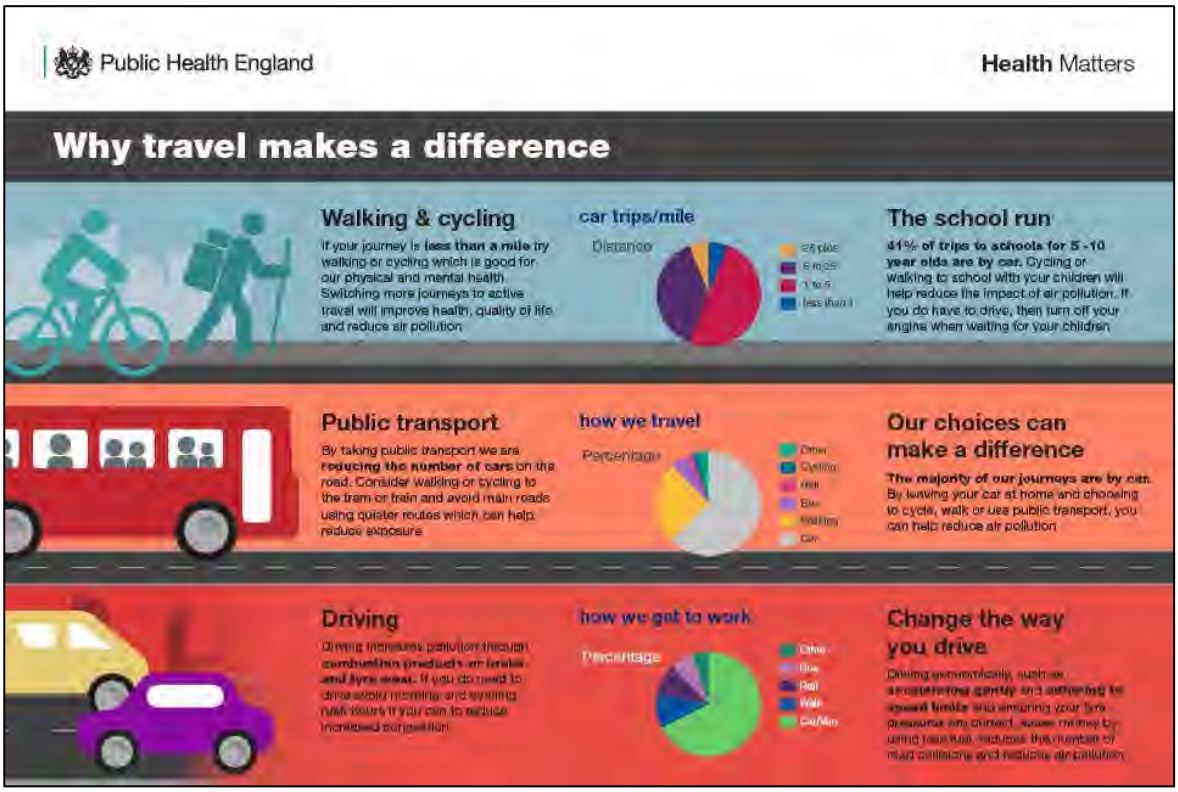


Figure 2.2 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. *(Source: Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.)*

2.4.2 Individuals can also benefit financially from travelling to and from a Site with a 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 staff, 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 Social Benefits

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

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

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

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this FTP will have a positive effect on the future staff, 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*, DfT, 2009.

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

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

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

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

2.6.5 As of September 2022, bus fares throughout Greater Manchester have been capped: £2 for an adult single and £1 for a child single with a £5 multi-operator daily cap.

2.6.6 Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this FTP aims to minimise the number of car trips generated by the development and encourage staff, residents, and visitors to use sustainable modes of transport.

2.7.2 The aims of this FTP will be supported with the following objectives:

- **Objective 1 –** To increase the level of walking to and from the Site;
- **Objective 2 –** To increase the level of cycling to and from the Site;
- **Objective 3 –** To increase the level of public transport use to and from the Site;
- **Objective 4 –** To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
- **Objective 5 –** To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site is located within Manchester City Centre adjacent to Deansgate. It is bound by Watson Street to the east, Peter Street (A34) to the north, Deansgate to the west and Great Bridgewater Street to the south.

3.1.2 **Figure 3.1** below shows the Site in a local context relating to the local highway network:

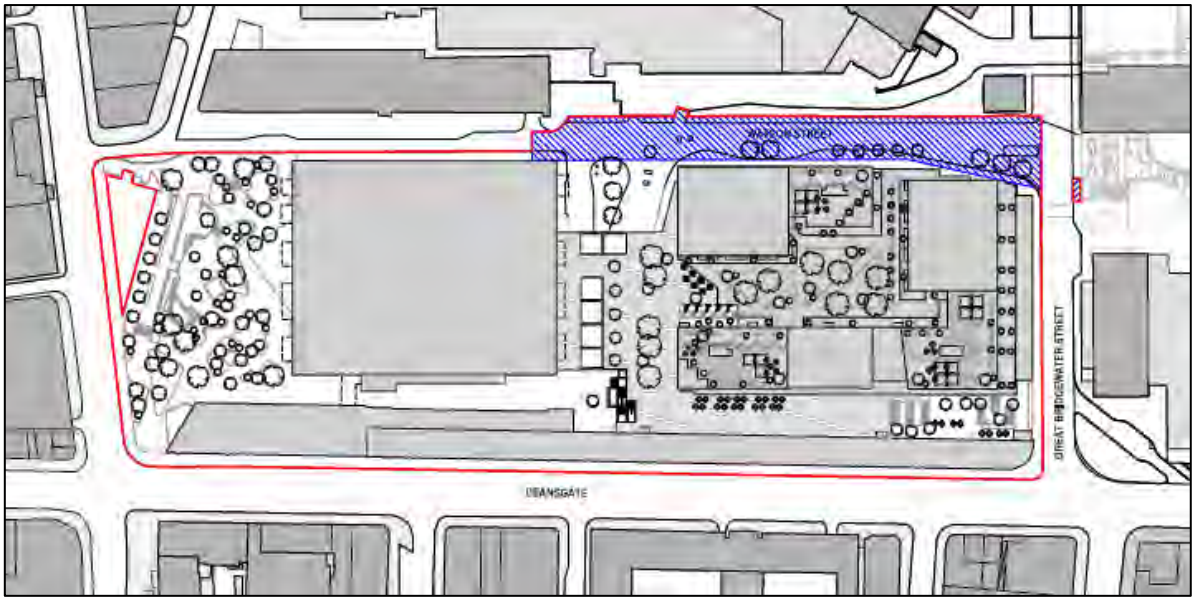


Figure 3.1 – Site Location

3.2 Existing Use

3.2.1 The Site can be broadly divided into four components comprising:

- Great Northern Square – located to the north of the application boundary, the square is an area of public realm with a mix of soft and hard landscaping with an amphitheatre-style seating arrangement in its centre, which currently acts as barrier to movement across the space;

- Great Northern Warehouse – a Graded II* Listed former railway goods warehouse built between 1896 and 1899, which was refurbished in 1999 to provide retail, commercial and car parking spaces (519 spaces);

- Leisure Box and the modern atrium – a modern addition to the Warehouse following the 1999 refurbishments. The Leisure Box contains an Odeon cinema, the Gym and car parking (721 spaces); and

Map data ©2017 Google

- Deansgate Terrace – covers the length of Deansgate from Peter Street to Great Bridgewater Street. The 3 to 4 storey length of terraces is Grade II Listed and currently comprises a mix of retail, food & drink and commercial uses. The Deansgate Terrance is currently occupied by a mix of tenures - a number of long-term term tenancies alongside a number of short term uses/ meanwhile uses to create activity and placemaking uses while planning for the overall development is concluded.

3.2.2 In total, 1,240 car parking spaces are provided across the Site, with 519 bays in the Great Northern Warehouse and 721 bays in the Leisure Box. Access is provided via a roundabout on Watson Street.

3.2.3 The space between the Great Northern Warehouse and Deansgate Terrace is currently occupied by a mixture of access and servicing arrangements, including the car park ramps providing vehicular access to the upper levels of Great Northern Warehouse.

3.3 Surrounding Highway Network

Watson Street

3.3.1 Watson Street currently provides access to the existing Warehouse car park, adjacent Leisure Box car park and two internal servicing areas via a roundabout accommodated on the carriageway.

3.3.2 To the north of the roundabout, Watson Street becomes a one-way only route which seeks to prohibit general through-traffic with the exception of servicing and access. There are bollards in place but these have been permanently down for a number of years and are not currently in use.

3.3.3 Watson Street also provides access to the Manchester Central service yard and the Manchester Central car park egress.

3.3.4 Watson Street links Great Bridgewater Street to the south and the A34 Peter Street to the north.

3.3.5 Pedestrian footways are provided along both sides of the carriageway. These are reasonably wide on the western side but are less than 2m on the eastern side. The condition of the footways is generally and there are no significant signs of damage or poor maintenance.

3.3.6 The carriageway width is unusually wide at over 7.5m in front of the Leisure Box, albeit this does narrow down as the road extends north.

Watson Street/Great Bridgewater Street Junction

3.3.7 The Watson Street/Great Bridgewater Street junction is currently a three arm signal controlled junction.

3.3.8 The Watson Street arm has an unusually wide junction mouth and as a result it accommodates a large central refuge island and two exit lanes. There is a staggered push button crossing facility for pedestrians.

3.3.9 The Great Bridgewater Street western arm consists of a single lane in each direction plus cycle lanes on both sides of the carriageway. There is a signal controlled pedestrian crossing with no push button facilities.

3.3.10 The eastern arm consists of a single eastbound lane but two westbound lanes, one for straight ahead movements and one for right turn movements. One of the lanes has been closed for several months to accommodate the construction of Viadux. There is no pedestrian crossing on this arm and no cycle lanes.

3.3.11 The junction, particularly the Watson Street arm, is considered to be overdesigned for the needs of cars and HGV's, at the expense of pedestrians.

3.3.12 Traffic surveys commissioned by Curtins on the 30th March 2022, demonstrate that the flows during the AM peak are as follows:

- Watson Street Outbound – 35
- Watson Street Inbound – 236
- Watson Street Total – 274
- Great Bridgewater Street West – 537
- Great Bridgewater Street East – 482

3.3.13 The flows during the PM peak are as follows:

- Watson Street Outbound – 211
- Watson Street Inbound – 105
- Watson Street Total – 316
- Great Bridgewater Street West – 486
- Great Bridgewater Street East – 475

3.3.14 These are relatively modest flows and traffic modelling combined with Site observations demonstrates that the junction operates well within capacity in both peak periods.

A34 Peter Street

3.3.15 The A34 Peter Street connects with Watson Street to the north of the Site via an egress-only priority junction. A34 Peter Street is a primary route in central Manchester, providing connectivity to the A6042 Trinity Way to the north-west and the A57(M) Mancunian Way to the south-east.

3.3.16 The route is a single lane, two-way carriageway in the vicinity of the Site, with on-street parking, disabled parking, loading bays and taxi ranks along the main carriageway. To the west, the A34 carriageway continues from Peter Street into Quay Street, through a signalised crossroad junction with Deansgate. To the east, the A34 also continues into Oxford Street.

A56 Deansgate

3.3.17 Deansgate connects with the A34 Peter Street via a signalised crossroad junction to the west of the Site. Deansgate is a major route connecting Manchester City Centre to the north and the A56-Chester Road and the A57(M) Mancunian Way to the south. The road has a number of active frontages in the vicinity of the Site with a selection of commercial uses including restaurants and cafes, estate agents amongst others.

3.3.18 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway, On-street parking is provided along much of Deansgate which reduces the operational width of the carriageway. Loading bays, disabled parking and taxi ranks are also provided.

3.3.19 A stepped pedestrian entrance is provided into the Site leading from the footway on the east side of the carriageway. Pedestrian accessibility is also provided onto Deansgate from Great Northern Square.

3.3.20 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. ‘Surface guard’ barriers were installed to block access to vehicles whilst providing space for bicycles to pass.

3.3.21 In December 2020, Manchester City Council installed new ‘Rhino’ barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain.

3.3.22 MCC then held a public consultation, ending in January 2021, on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads). In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.

3.3.23 MCC has now implemented many of the changes with the final design (published in June 2022) illustrated in **Figure 3.4**. Since the initial design, the proposed one-way restriction on Gartside Street has been removed and the traffic-free Deansgate between Blackfriars Street and King Street changed to a bus gate. Adjacent to Albert Bridge House, there will be a westbound bus gate along Bridge Street and a change of priorities at the King Street West/ St Mary’s Parsonage junction.

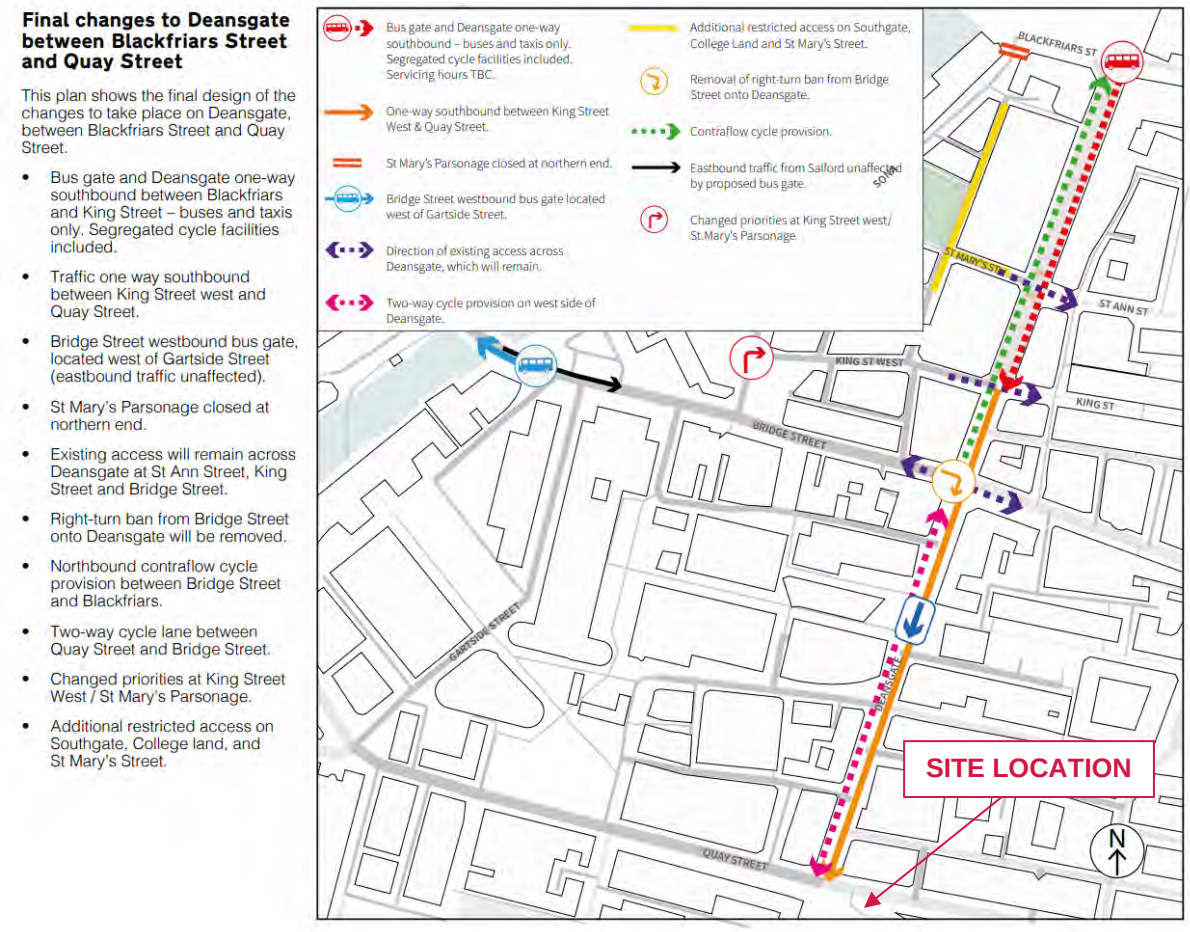


Figure 3.2 – Map of Changes to Deansgate and Surrounding Roads
(Source: Manchester City Council, 2022)

3.3.24 According to a July 2022 update on the MCC webSite, many of these changes have now been implemented or will be in the coming months.

3.3.25 It is not envisaged that the above plans would have a significant impact on the access arrangements for the proposed development.

3.3.26 However, it is understood that plans to alter the section of Deansgate directly outside the Deansgate Terraces are also under consideration and an extract form a consultation exercise launched by MCC Highways in 2022 is provided below:

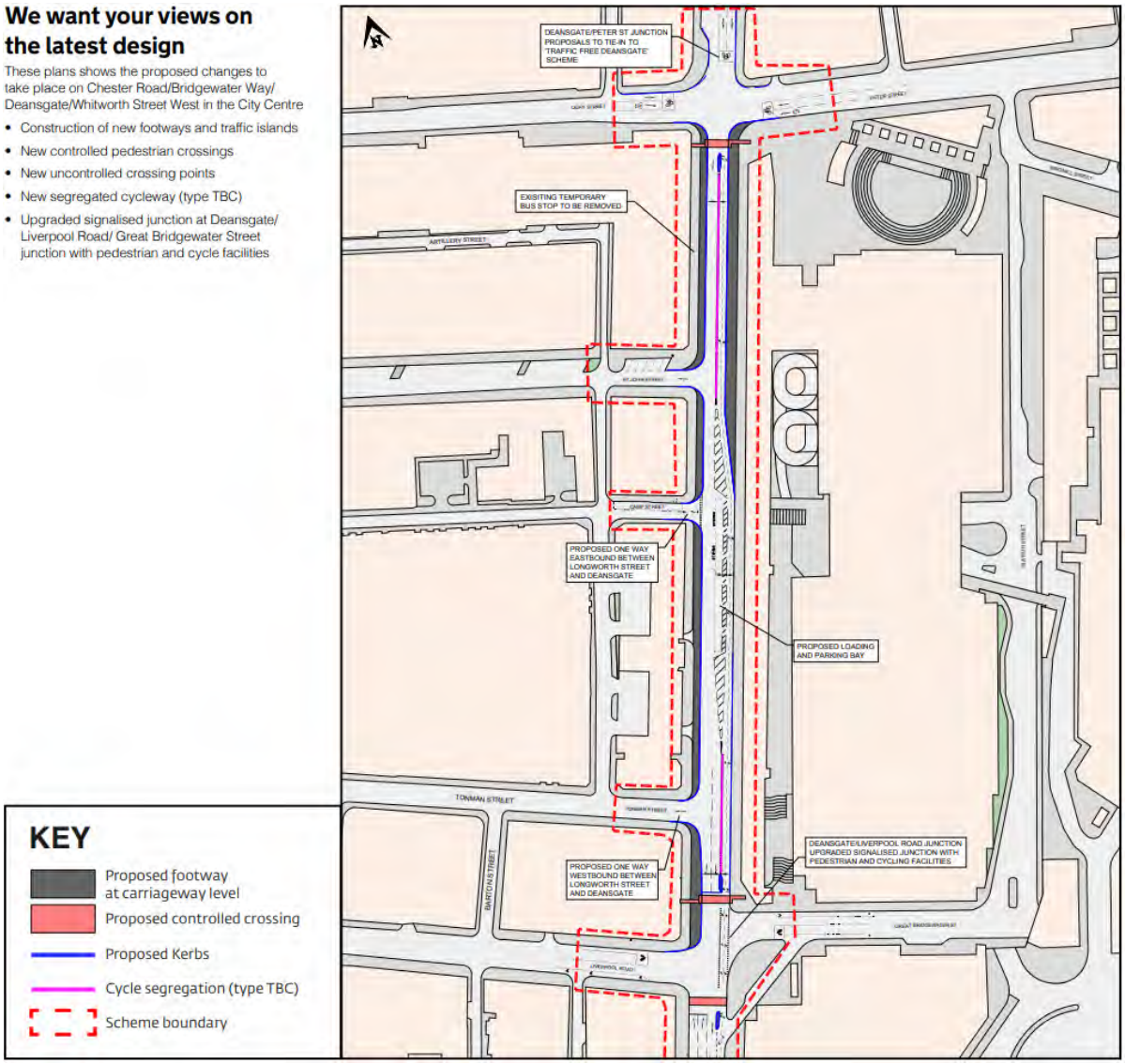


Figure 3.3 – MCC Deansgate Consultation, 2022

3.3.27 The above proposals will change the parking and servicing along the Deansgate frontage of the Site, albeit a loading bay in broadly the same area as the existing situation is proposed. The proposals will also prevent vehicles travelling north on Deansgate.

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The Site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those Site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.

3.4.2 There is tactile paving and dropped kerbs at most junctions in the vicinity of the Site.

3.4.3 There are high-quality continuous, colour-coded signalised pedestrian crossings with push-button controls on all arms of the Deansgate/ Quay Street/ Peter Street and Deansgate/ Liverpool Road/ Great Bridgewater Street junctions.

3.4.4 At the Great Bridgewater Street/ Watson Street junction, there is a signalised pedestrian crossing with push-button controls on the northern arm – although it is staggered across an island. There are traffic signals, dropped kerbs, and tactile paving on the western arm, but no push-button controls for pedestrians. There are no crossing facilities on the eastern arm.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 As set out in Section 1 the development proposals broadly consist of:

- Refurbishment and reuse of the Great Northern Warehouse to provide office space and ground floor retail and leisure uses, including retention of the existing casino, bowling alley and restaurant.
- Conversion and alterations to the Deansgate Terrace to provide further office accommodation with ground floor retail and leisure space.
- A series of new and enhanced public spaces alongside a remodelled and reworked Great Northern Square to provide an enhanced amenity and experience for all users.
- Creation of at-grade routes between Deansgate Terrace and the Warehouse (Dean Street) and between Deansgate and Watson Street (Allport Street).
- Rationalised car parking (Leisure Box only) and the removal of vehicular ramps to the warehouse.
- Demolition of the existing Odeon Cinema and the creation of new homes within three residential buildings on top of the retained car parking structures. The new homes will benefit from a significant amount of external private amenity space at roof top level.
- Rationalised and de-engineered junctions and access routes onto Watson Street, combined with public realm enhancements and active frontages will create a street that encourages pedestrian movement into the wider city centre northwards from the Deansgate Castlefield transport interchange, and via the new vertical circulation from deck level onto Great Bridgewater Street, being provided as part of Viadux.
- Enhancements to Deansgate Mews as a destination for local independent retailers and local communities. This will be achieved by improving accessibility and providing weather protection to enhance user comfort in external amenity spaces.

4.1.2 The proposed Site layout is provided in **Appendix A** to the rear of the report.

4.2 Proposed Access

Car Access

4.2.1 There is no allocated car parking proposed for the Deansgate Terrace office space, Great Northern Warehouse office space or Great Northern Square and therefore there is no requirement for car access directly into these areas.

4.2.2 As all parking is being removed from the Great Northern Warehouse, the current vehicular access arrangements for the Warehouse will be completely removed and this area will accommodate new areas of public realm.

4.2.3 Vehicular access to the Leisure Box car park will remain broadly similar to present with an access and egress onto Watson Street. All cars will therefore arrive and depart via Watson Street.

4.2.4 To enhance the Watson Street environment for pedestrians and cyclists, the width of the carriageway will be reduced from circa 7.5m to circa 5.5m. The footways will be increased in width on both sides of the carriageway to create new areas of public realm. The roundabout that provides access into the Warehouse and Leisure Box will be retained but the corner radii will all be tightened to significantly reduce the dominance of cars.

4.2.5 The proposed access arrangement is shown on **Drawing 80483-CUR-XX-00-D-TP-75001.**

4.2.6 Swept path analysis for a car, 10m rigid vehicle, 11.2m refuse vehicle and fire tender are shown on **Drawings 80483-CUR-XX-00-D-TP-5001, 5002, 5006, and 5007.**

Pedestrian and Cycle Access

4.2.7 As part of the proposals, the permeability of the Site will be significantly enhanced by removal of the amphitheatre and the creation of a new North/South route known as Dean Street which is a new pedestrian only route that will extend from Peter Street to Great Bridgwater Street. This in turn will connect to Watson Street via new areas of public realm to Deansgate via a gap in the Terraces. This will be known as Alport Street. The existing level difference between Deansgate and the Warehouse will be smoothed out to create a more accessible and level environment with the exception of where it meets Great Bridgewater Street.

4.2.8 The main pedestrian entrance to the Warehouse ground floor uses such as the Casino, Bowling Alley and restaurant will remain largely as per the existing situation with primary access from Great Northern Square and additional accesses from Watson Street.

4.2.9 The primary pedestrian entrance for the Warehouse office space is envisaged from Great Northern Square.

4.2.10 Pedestrian access for the residential components of the scheme will primarily be from the shared terrace area with access via Deansgate, with secondary entrance points via Watson Street.

4.2.11 Pedestrian access to the Terraces will be via Deansgate and Dean Street.

4.2.1 Cycle access for the Warehouse office components will be via the south west corner of the Warehouse via a new cycle ramp.

4.2.2 Cycle access for the residential components will be via Allport Street/Deansgate/Great Bridgewater Street/Watson Street.

4.2.3 Cycle access for the Deansgate Terraces will be via Deansgate or Dean Street.

4.3 Proposed Parking

Car Parking

4.3.1 As set out in Section 2, there are currently 721 parking spaces in the Leisure Box and 519 parking spaces in the Warehouse. This gives a total of 1,240 publicly available spaces.

4.3.2 As part of the development proposals the total parking across the Site will be reduced by 311 cars (a circa 25% reduction) to 929 spaces. All of these spaces will be located on the residential (former Leisure Box) side of the Site split across 5 levels.

4.3.3 Of the 929 spaces, none will be allocated to the office uses.

4.3.4 Circa 167 spaces will be allocated to the residential uses, representing a ratio of circa 18%.

4.3.5 The remaining 762 spaces will remain as publicly available spaces, as per the current situation. The reduction in publicly available parking is therefore actually 478 spaces or c.40%.

4.3.6 It is proposed that circa 17 (10%) of the residential spaces will be EV ready with the remaining 150 (90%) being future proofed with cable routing provided.

4.3.7 For the remainder of the car park it is proposed that 39 (5%) of spaces will be EV ready and 115 (15%) will be future proofed with cable routing provided.

4.3.8 Accessible spaces will be provided in genera accordance with MCC standards which suggest 5%.

Cycle Parking

4.3.9 Cycle parking for the residential element of the proposals will be provided at a ratio of 1 space per apartment as per standard MCC guidance. On this basis, there are 753 spaces proposed for cycles, all located in a large store at the south western corner of the Leisure Box Site (see below image).

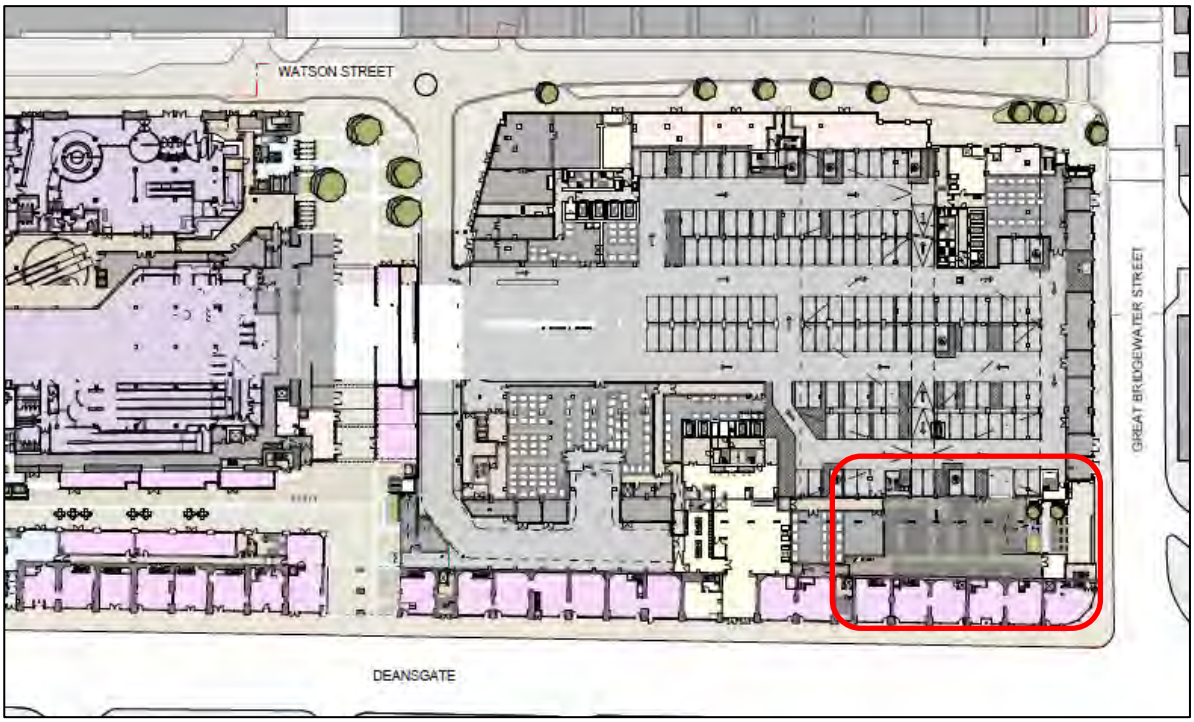


Figure 4.1 – Residential Cycle Parking

4.3.10 Secure cycle parking for the office elements will be provided in the Warehouse with 156 spaces. 34 additional parking spaces for the Terraces will also be provided, giving a total quantum of 190 internal spaces (see below image). There will also be 10 showers, 228 lockers and changing facilities.

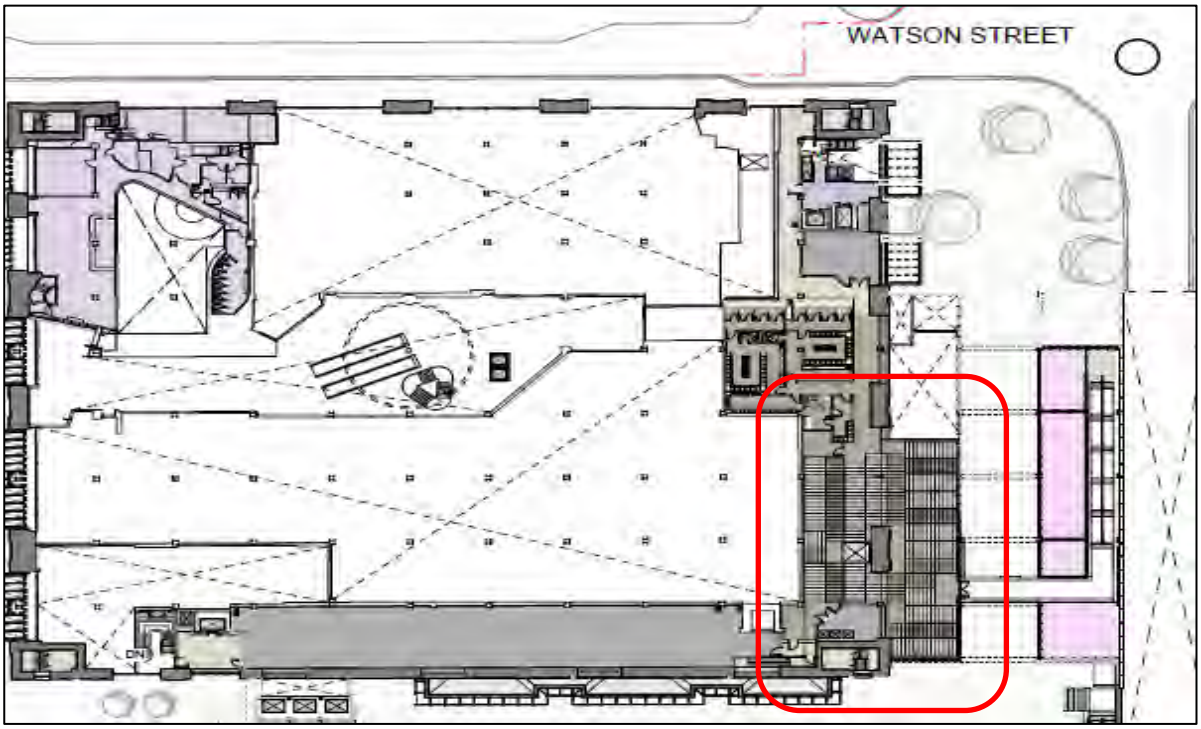


Figure 4.2 – Office Cycle Parking

4.3.11 The provision of 190 spaces is well in excess of the MCC cycle standards which suggest 1 space per 200 sqm for office uses. The MCC standards would require circa 100 spaces based on the proposed GFA and therefore the provision is almost double.

4.3.12 The cycle parking provision is BREEAM compliant and the CycleScore scheme will be pursued post completion.

4.3.13 In addition to the internal cycle parking, additional short stay parking is proposed in the public realm areas for the various commercial/retail units. This will consist of 56 short stay spaces to complement the provision of Beryl Bikes which have recently been installed on Watson Street.

4.4 Highway Improvements

4.4.1 As part of the Viadux development a new Metrolink entrance for the Deansgate/Castlefield stop is being constructed on the south side of Great Bridgewater Street, directly opposite Watson Street. This provides an opportunity to reconfigure the existing junction to significantly enhance the pedestrian environment and the desire line that is likely to be created along Watson Street.

4.4.2 The Viadux development has an obligation to deliver an enhanced junction in this location, but to ensure that the improvements are suitable for both developments, the Viadux team has worked extensively with the GNW team to prepare a layout that rebalances the junction in favour of pedestrians. This includes:

- Narrowing the Watson Street carriageway from over 7.5m to 5.5m;
- Reducing the two exit lanes on Watson Street to one exit lane;
- Removing the staggered crossing on Watson Street to create a continuous pedestrian crossing;
- The introduction of new continuous crossings on both arms of Great Bridgewater Street, including an all red stage for pedestrians;
- Large new area of public realm on the north western corner of the junction outside of the Leisure Box; and
- A widened footway on both sides of Watson Street.

4.4.3 The modified junction can still accommodate refuse vehicles, service vehicles and 16.5m HGV articulated vehicles due to setting the stop line back further than the existing situation.

4.4.4 It is proposed that the delivery of the improvements will be split between the Viadux team and the GNW team as construction requirements for GNW mean the junction improvement cannot be delivered until the residential component is complete.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

5.2 Pedestrian Accessibility

5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of 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 5.1**:

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

Table 5.1 – CIHT Recommended Walking Distances

5.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

5.2.3 Furthermore, Sustrans' Walking and Cycling Index 2021 reveals that the average distance of a walking or wheeling trip in the past year in Greater Manchester was 1.5km.

5.2.4 The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as "local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)".

5.2.5 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Figure 5.1** presents a walking catchment with 500m intervals up to 2,000m – with the darkest red being the 500m catchment through to the lightest orange being the 2,000m catchment.

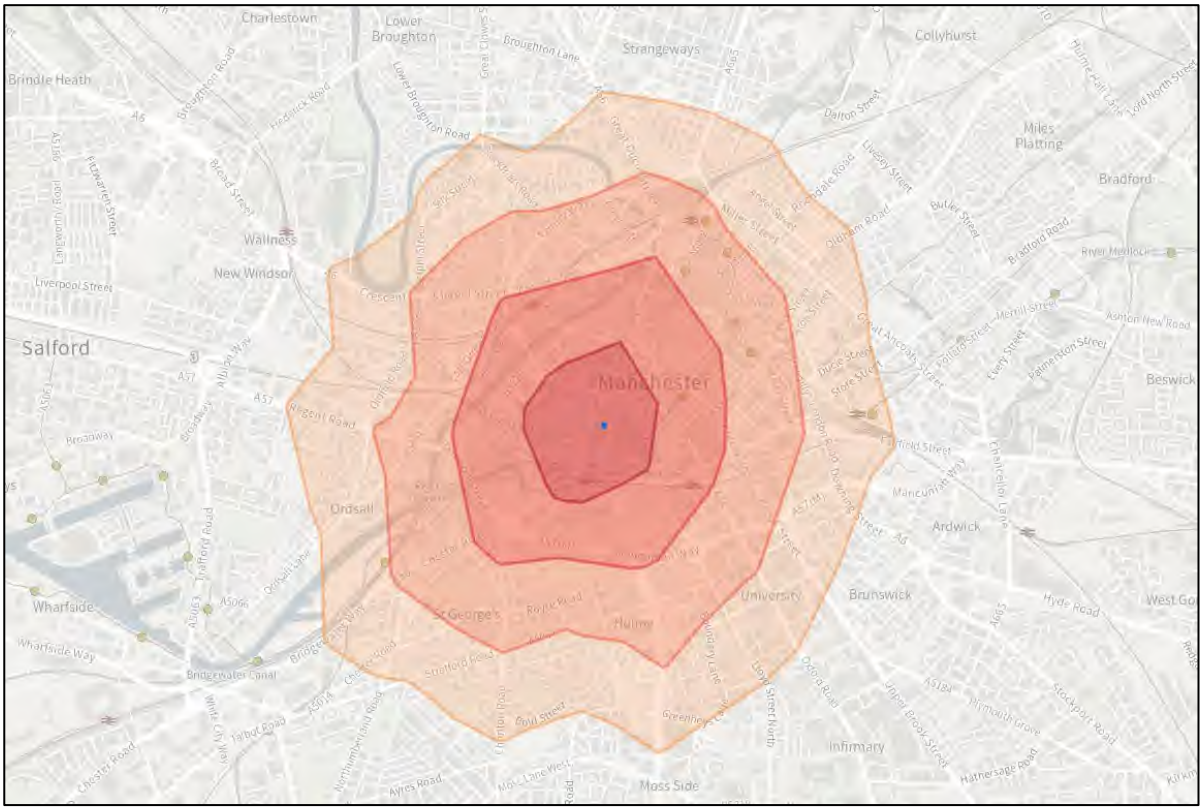


Figure 5.1 – Walking Catchment

5.2.6 Guidance from BREEAM UK New Construction 2018 states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the Site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the Site can be summarised in **Table 5.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site
1	Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	0m
2	Castlefield (comprising bars, restaurants, waterfront, green space, museum, hotels)	Appropriate food outlet Access to cash Access to an outdoor open space	250m
3	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	350m

Table 5.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

5.2.7 The pedestrian catchment plan confirms that the Site is well located in relation to local services and facilities within Manchester.

5.2.8 Between 500m and 1000m from the Site lies the Castlefield/Deansgate and St Peters Square Metrolink stations, Deansgate Corridor, Spinningfields, Piccadilly Gardens, Chinatown, Oxford Road, and Arndale Centre. The Arndale centre is one of the largest city-centre shopping centres in Europe and houses over 200 shops as well as several food and drink establishments.

5.2.9 Within the wider 1,000m – 2,000m catchments, there are a number of city centre residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, the Printworks, Northern Quarter, and Gay Village.

5.2.10 The vast majority of Manchester and Salford City Centres and the major public transport interchanges (Salford Central, Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Oxford Road corridor) are within a 2,000m (c. 25-minute) walk of the Site.

5.2.11 All of the key roads in the vicinity of the Site already have good levels of existing pedestrian infrastructure consisting of relatively wide footways, controlled crossings, dropped kerbs and areas of car free public realm.

5.2.12 The development proposals (detailed in **Section 4**) also include plans to improve pedestrian amenity and public realm in the vicinity of the Site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.

5.2.13 The Site is considered highly accessible by foot.

5.3 Accessibility by Cycle

5.3.1 Cycling is a cost effective, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

5.3.2 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. Furthermore, Sustrans' Walking and Cycling Index 2021 reveals that the average distance of a cycling trip in the past year in Greater Manchester was 6.9km.

5.3.3 8km (5-miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less."*

5.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km, 6.9km and 8km in approximately 17, 21 and 25 minutes, respectively.

5.3.5 In order to assist in assessing the accessibility of the Site by cycle, **Figure 5.2** presents a 15-minute and 25-minute cycling catchment from the Site, along with the National Cycle Network (NCN) Routes available within these ranges.

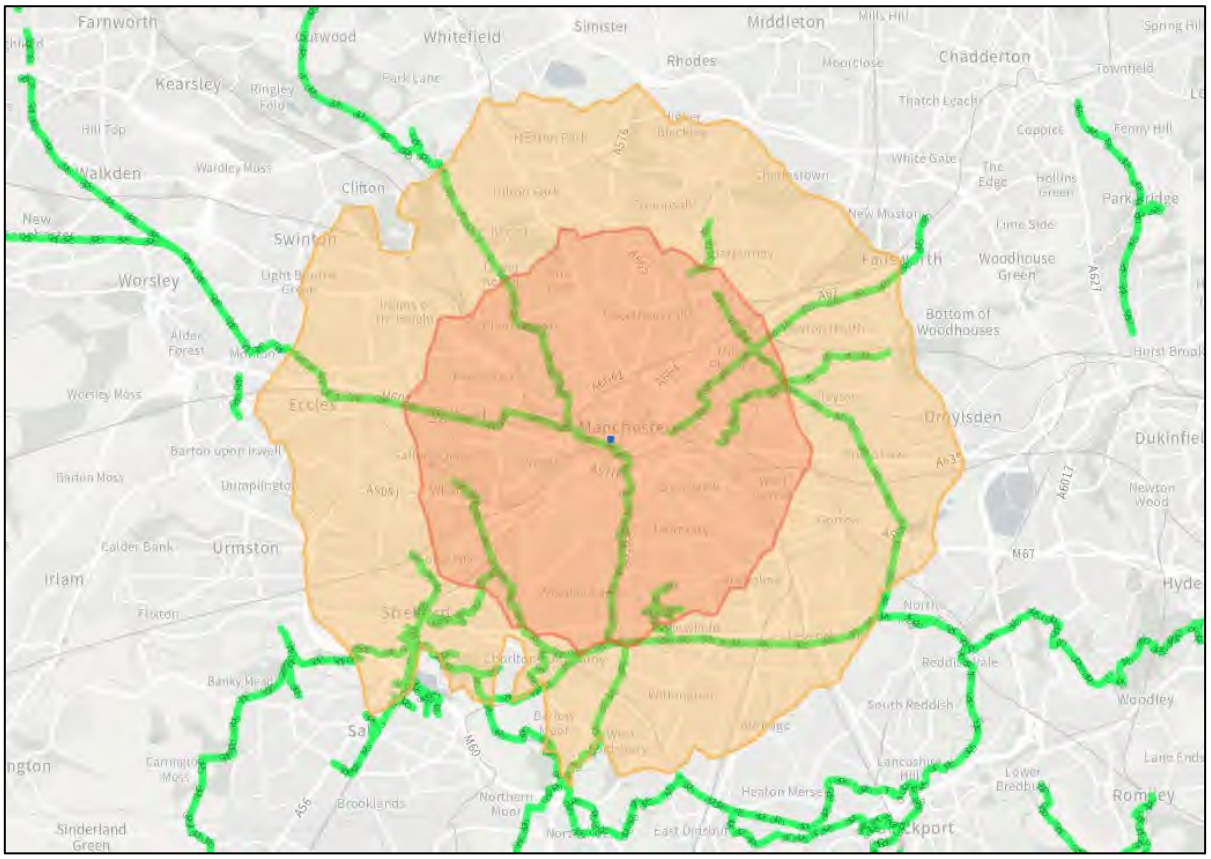


Figure 5.2 – Cycling Catchment

5.3.6 The 15-minute catchment encompasses Manchester and Salford City Centres including all key transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Higher Broughton to the north, Beswick to the east, Whalley Range to the south, and Weaste to the west. The 25-minute catchment extends further north to Heaton Park, east to Gorton, south to West Didsbury, and west to Eccles.

5.3.7 Cyclists can access Routes 6, 66, and 55 of the NCN from Manchester and Salford City Centres, in addition to Route 60 within the 5.5km cycle catchment.

5.3.8 Route 6 runs from Watford in London to Windermere in the Lake District (more locally, Route 6 connects Manchester City Centre to Chorlton); Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds,

York, and Kingston upon Hull; and Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.

5.3.9 Low 20mph speed limits throughout much of Manchester city centre, along with existing cycle infrastructure, including a National Cycle Network Route, allows easy cycle access to Great Northern Warehouse. The local cycle network in the vicinity of the Site is shown in **Figure 5.3** below:



Figure 5.3 – Local Cycle Network
(Source: TfGM, 2022)

5.3.1 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the Beeways network and proposed future improvements (i.e. the New Bailey connection to Salford Central station and the Victoria North/Eastern Gateway route through Ancoats.). The existing network is shown in **Figure 5.4** below.

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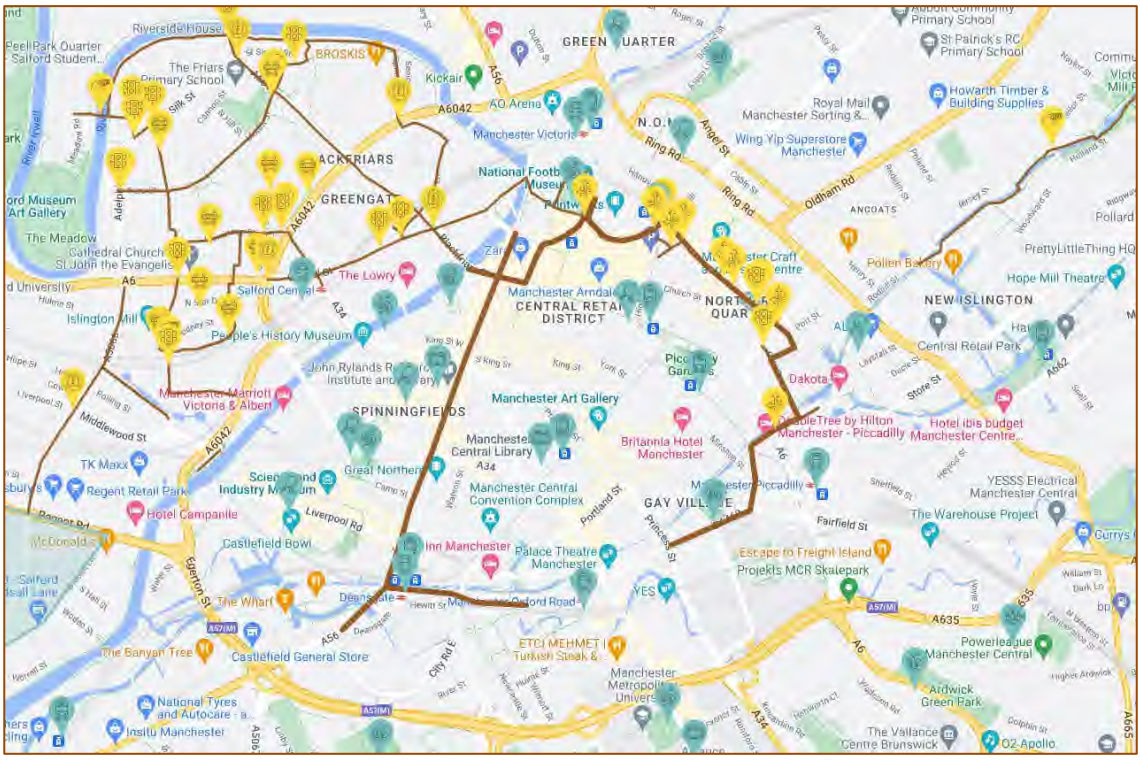


Figure 5.4 – Bee Network Map
(Source: TfGM, 2022)

5.3.2 Most notably, Manchester City Council is developing plans to improve the 'City Centre Triangle' with improved, physically segregated cycling facilities. TfGM describes it as: *"part of a key route linking various radial routes across and around the regional centre connecting to major trip attractors. This scheme aims to create an easier, safer and more attractive route for people to move between Piccadilly, Victoria and Deansgate stations, and to link into other walking and cycling routes. It focuses on areas not already covered by other walking and cycling improvement schemes (along Deansgate, and in the Northern Quarter)."*

5.3.3 Transport for Greater Manchester, working in partnership with Manchester City Council, Salford City Council and Trafford Council, has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. Hire bikes are now available from multiple stations across Oxford Road, the University of Salford and at MediaCity – making cycling a real option for commuters, cross city travellers and students. The scheme is being roll out in stages and will see 1,500 bikes - including e-bikes, available to the public from August 2022 – eventually expanding to cover the following area:

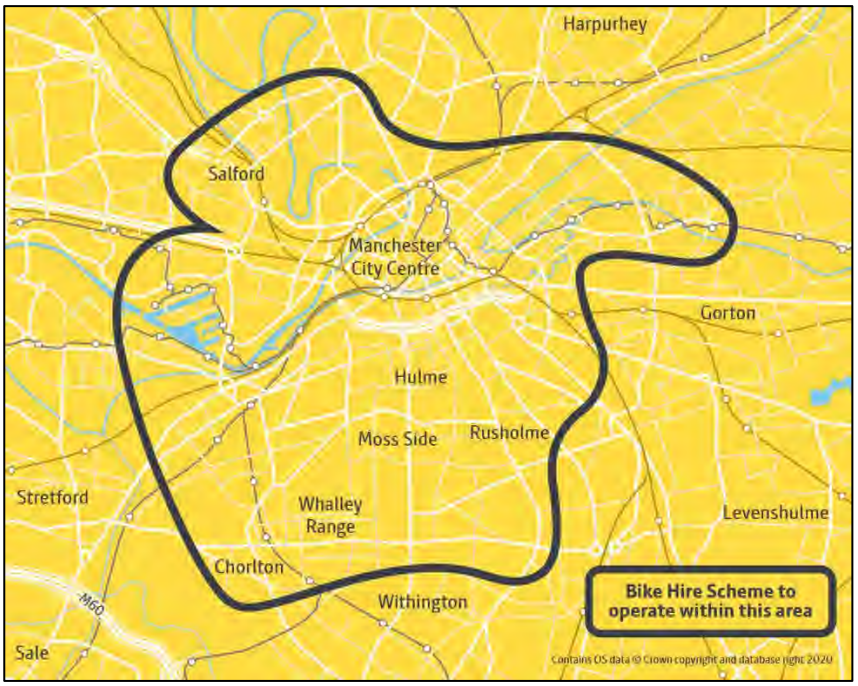


Figure 5.5 – TfGM Cycle Hire Future Boundary
(Source: TfGM, 2020)

5.3.4 The closest cycle hire stands are currently adjacent to the Site along Watson Street and Great Bridgewater Street.

5.3.5 In summary, there are excellent opportunities for future Site users to make bicycle trips to a variety of land uses across Manchester city centre and Greater Manchester.

5.4 Accessibility by Public Transport

5.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

5.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The Site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester city centre and Greater Manchester.

5.4.3 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document

'Planning for Walking' (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

5.4.4 Accessibility by bus, rail and Metrolink are considered further below:

Bus Accessibility

5.4.5 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 5.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

5.4.6 From the midpoint of the Site, via the Deansgate pedestrian entrance stairs, pedestrians can reach the Sovereign House bus stop on Deansgate within 250m and 'Mount Street' on Peter Street within 410m. All routes of the free bus, a service providing direct access across key city centre locations, stop at these locations. The free bus routes and frequencies are detailed in **Figure 5.6** below:

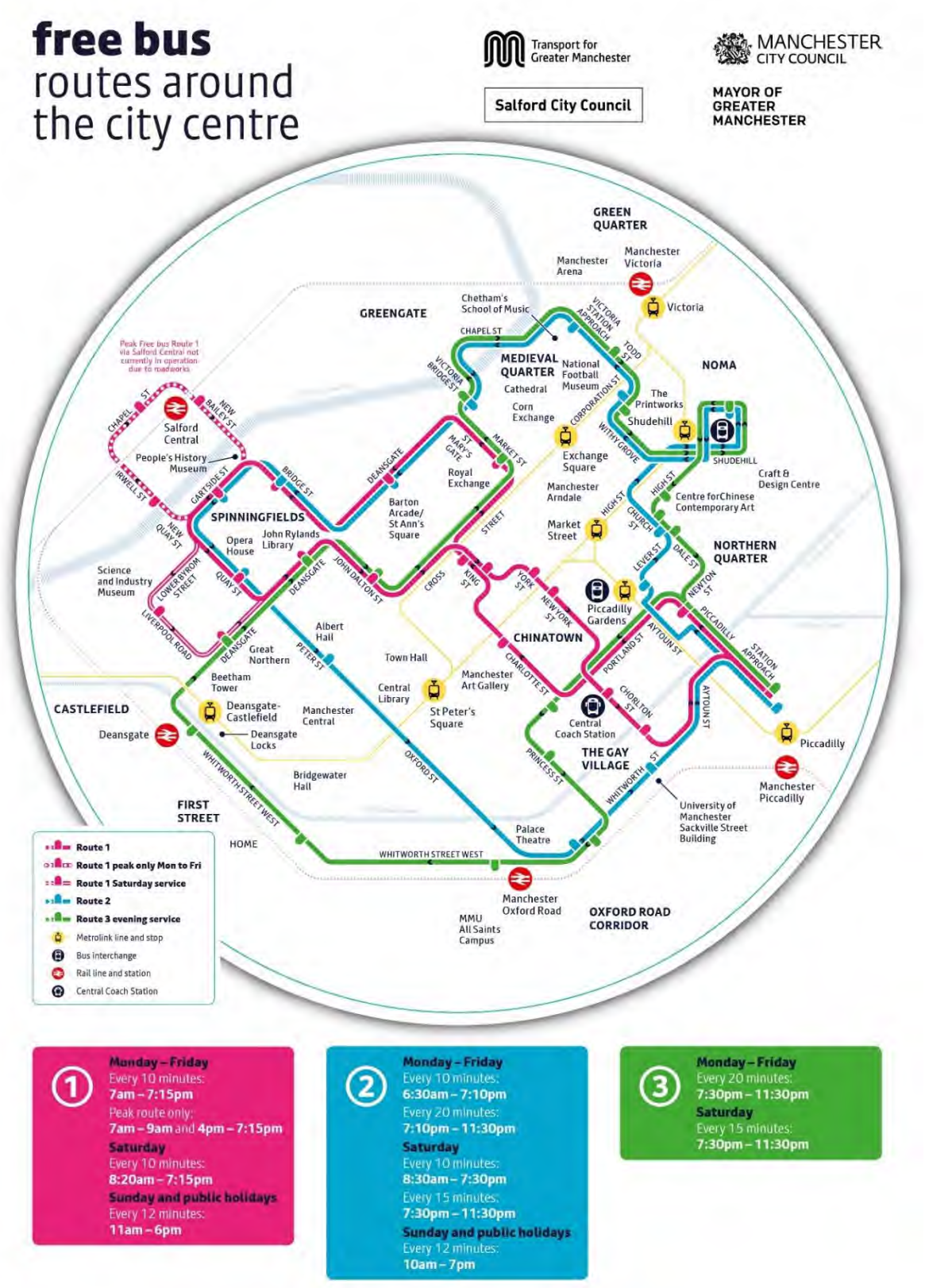


Figure 5.6 – Free Bus Route and Timetable
(Source: TfGM, 2021)

5.4.7 The 'Edwardian Hotel' stop on Peter Street and 'Watson Street' stop on Great Bridgewater Street are also available within 330m and 320m, respectively. These are outside the 250m walking distances for city centres.

5.4.8 The development will provide a pedestrian access onto Watson Street which will reduce the walking distance to 320m, 250m, and 210m for the 'Mount Street', 'Edwardian Hotel', and 'Watson Street' stops, respectively.

5.4.9 'Mount Street' would be the only bus stop outside the acceptable walking distance, as outlined by the CIHT for city centres, however this is within the DLUHC guidance, and it is considered that people will be willing to walk further for a free service.

5.4.10 **Table 5.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From 'Edwardian Hotel' (330m, reducing to 250m):				
191	Manchester – Stockport – Hazel Grove	4 services in PM to Hazel Grove c. 3 services per hour to Manchester 6am-9am and hourly in PM to Manchester	–	–
197	Manchester – Universities – Stockport	2	2	–
From 'Watson Street' (320m, reducing to 210m):				
33	Manchester – Eccles – Worsley	2	2	1

Table 5.4 – Summary of Bus Service Frequencies in the vicinity of the Site

5.4.11 Routes 191 and 197 terminate at Albert Square, which is currently under renovation. It is possible that increased services will be timetabled once this has been completed in 2024

5.4.12 Furthermore, at the Sovereign House bus stop on Deansgate and the Mount Street stop on Peter Street, all routes of the Free Bus stop.

5.4.13 It is noted that the provision of bus services will change over time in response to current circumstances.

Rail Accessibility

5.4.1 The nearest train station is Deansgate, located approximately 400m south of the Site, via the existing Deansgate pedestrian entrance stairs. A summary of rail services from the station is summarised in **Table 4.5:**

Destination	Hourly Frequency		
	Mon – Fri	Sat	Sun/Hols
Bolton to Alderley Edge via Stockport Bolton to Manchester Airport	1 1	1 1	– 1
Manchester to Southport via Bolton and Wigan – Southport	1 in PM to Southport 1 per hour to Manchester	1 in PM to Southport 1 per hour to Manchester	–
Liverpool to Manchester Piccadilly via Warrington Central	2	2	1
Blackpool North to Manchester Airport	1	1	1

Table 5.5 - Summary of Rail Services from Deansgate Train Station

5.4.2 In addition to the locations noted above, the routes also serve key local destinations such as Bolton, Wigan, Preston, Buxton, Birchwood, Widnes and Warrington.

5.4.3 In addition to Deansgate, Manchester Oxford Road, Manchester Victoria and Manchester Piccadilly facilitates for journeys to destinations further afield such as Leeds (1 hour), Liverpool (40 mins), London Euston (c.2hr 10min), Nottingham (c.1hr 45min), Norwich (c.4hr 30min), Hull (c.1hr 55min), and Sheffield (c.50min). All stations are connected to Deansgate via the Metrolink.

Metrolink (Light Rail)

5.4.4 The Deansgate-Castlefield and St Peter's Square Metrolink stops are a c. 400m and 600m walking distance, via the existing Deansgate pedestrian entrance stairs. These both lie within the 800m recommended distance.

5.4.5 Proposals for a new staircase and lift to access Deansgate-Castlefield from Great Bridgewater Street would reduce the walking distance from the Site.

5.4.6 The following services call at both these stops:

- East Didsbury – Shaw and Crompton;
- East Didsbury – Rochdale Town Centre;
- Manchester Airport – Victoria;
- Altrincham – Bury;
- Altrincham – Piccadilly; and

- Eccles – Ashton-under-Lyne.

5.4.7 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- Green Line (Altrincham to Bury): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines.
- Grey Line (East Didsbury to Shaw and Crompton): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink Line (East Didsbury to Rochdale Town Centre).

5.4.8 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink webSite at: https://tfgm.com/public-transport/tram/tram-schedule.

5.4.9 Users can change at Cornbrook to access services on the Trafford Park line, as shown in the Metrolink map in **Figure 4.7**.

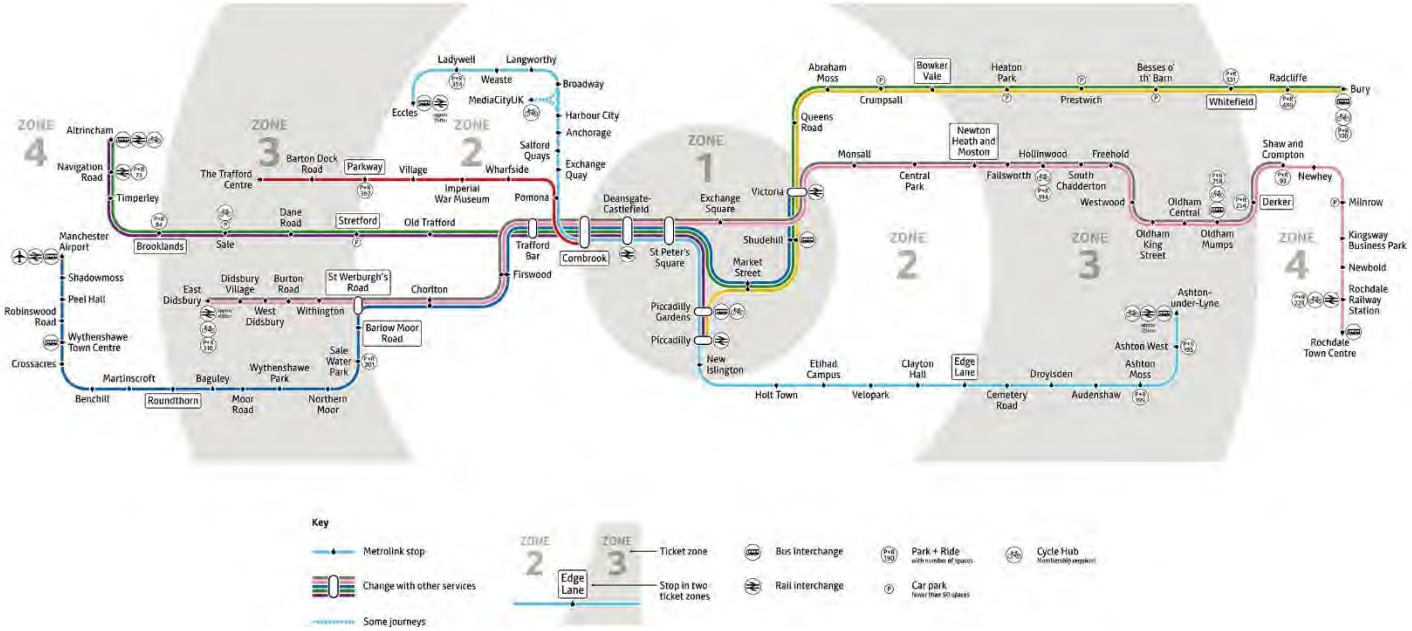


Figure 5.7 – TfGM Metrolink Network Map
(Source: TfGM, 2022)

5.4.10 In summary, it is considered the Site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

5.4.11 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01

– proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the Site.

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

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

5.4.14 The Site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 72.38. This is understood to be the AI of the Site.

5.4.15 It can be observed that the Site's AI of 72.38 demonstrates that the Site is highly accessible by public transport / suggests that the Site has a good level of public transport accessibility in relation to BREEAM. Notwithstanding, a range of measures will be implemented to encourage sustainable travel, as shown in **Section 7**.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

6.1 Introduction

6.1.1 The office component of the development has been assessed against BREEAM UK New Construction 2018 standards which seeks to demonstrate compliance by obtaining a suitable number of credits.

6.2 Results

6.2.1 The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	**Transport Assessment and Travel Plan:** 1. No later than Concept Design stage, undertake a Site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the Site layout and built form. 2. The Site-specific travel assessment (or statement) shall cover as a minimum: • If relevant, travel patterns and attitudes of existing building or Site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or Site users; • Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; • Reporting of the number and type of existing accessible amenities within 500m of the Site; • Disabled access accounting for varying levels and types of disability, including visual impairment; • Calculation of the existing public transport Accessibility Index (AI); and • Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a Site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Transport Statement (TS) (Document Reference: 80483-CUR-XX-XX-T-TP-00001) Section 6 of TS Section 6 of TS Section 3 of FTP Section 5 of FTP Section 3 of FTP Section 5 of FTP Section 3 of FTP This document	**2**

BREEAM Category	Description	Signposts	No. of Credits
	4. If the occupier is known, involve them in the development of the travel plan.	TBC	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of FTP	
Tra 02	**Sustainable Transport Measures:**		
	1. PrerequiSite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		*Points:*
	• The existing AI calculated in Tra 01 ≥ 8;	Section 5 of FTP	*1*
	• Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR • Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR • Provide a dedicated service, such as a bus route or service.	Not achieved, not required considering existing Site's excellent accessibility	*0*
	• Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 7 of FTP	*1*
	• Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Section 4 of FTP	*1*
	• Set up a car sharing group or facility to facilitate and encourage building users to car share; AND • Raise awareness of the sharing scheme with marketing and communication materials; AND • Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND • Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	Not achieved, development is located close to existing car club spaces	*0*
	• During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND • Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Not achieved, development is located centrally	*0*
	• Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 200 users);	Section 4 of FTP	*1*

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BREEAM Category	Description	Signposts	No. of Credits
	• The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 4 of FTP	*1*
	Existing amenities: • At least three existing accessible amenities are present;	Section 5 of FTP	*1*
	Enhanced amenities: • Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR • Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Section 4 of FTP; retail units	*2*
	• Implement one Site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 7 of FTP, pending BRE review (see para 6.2.4)	
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 72.38 Points achieved under criteria 2: 8	**10**
Total Transport Credits Obtained			**12**

Table 6.1 – BREEAM Credits Targeted

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

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the Site as part of proposed development, public transport waiting areas will not be delivered within the Site due to existing infrastructure that is already available in the vicinity of Deansgate;
- **Restrictions or charging for car parking** – Vehicles will be charged for parking;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-Site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the Site as part of proposed development. Safe crossing points and cycle lanes out of the Site will not be delivered due to the presence of existing and proposed infrastructure in the vicinity of Deansgate; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

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

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

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7.0 Travel Plan Initiatives

7.1 Introduction

7.1.1 Taking into account the location of the proposed development and the accessibility of the Site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the Site.

7.1.2 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan at the Site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

7.2 Appointment of Travel Plan Coordinator (TPC)

7.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

7.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff / residents incorporating a survey, events and then advice to staff / residents on sustainable travel choices.

7.2.3 Additional responsibilities of a TPC are further detailed in **Section 8** of this report.

7.3 Production of Welcome Packs

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

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
- The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking / cycling routes and places of interest;
- Links to up-to-date public transport services, i.e. public transport operator webSites with timetables and routes;
- Details of the Travel Plan Co-ordinator (TPC);
- Details of local taxi companies;
- Details and links to Liftshare or internal car share registration;
- Details of local Car Club schemes;

- Location of nearby Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week, Walk to Work Week); and
- Information on rail cards and other incentive schemes available to rail travellers.

7.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to employees / staff / residents, or on notice boards to be placed in communal areas.

7.4 Measures to Encourage Walking

7.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

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

7.4.3 Additionally, the built environment will be significantly enhanced for pedestrians through the widening of footways on Watson Street, the new pedestrian-only North/South route known as Dean Street

7.4.4 The following measures will be provided in order to encourage staff, residents, and visitors to walk:

- During construction:
  - Clear signing of pedestrian routes within and adjacent to the Site;
  - Providing new pedestrian signage from the Site to the main destinations and bus stops;
  - Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
  - The Greater Manchester Walking webSite at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups; and
  - The www.plotaroute.com webSite for journey planning on foot; and
  - National events such as “National Walking Month”.

7.4.5 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a “walking buddy” scheme could also be considered.

7.5 Measures to Encourage Cycling

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

7.5.2 There will also be cycle parking provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

7.5.3 Secure cycle parking for 753, 156, 34 spaces for the residential element, offices and Terraces, respectively.

7.5.4 To encourage staff, residents, and visitors to cycle, the following measures will be provided:

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Register staff and employees to the Cycle2Work scheme, which Halfords' webSite claims can save employees up to 42% on a new cycle and safety accessories;
- Offering bicycle loans or bicycle rental schemes where staff who give up their parking permits could use any of the bikes available to rent free of charge.
- Ensure that there is sufficient cycling infrastructure and facilities on-Site, such as:
  - Provision of signage in and around the Site;
  - Engage with MCC to ensure appropriate standards of cycleways adjacent to the Site;
  - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) infrastructure with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-Site pedestrian and cycle routes;
  - Sufficient security at proposed cycle parking facilities;
  - Shower and changing room facilities to be provided in the building; and
  - Provide an on-Site puncture repair kit;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
  - Local cycle network routes;
  - Cycle information, including route maps and useful tips and guidance, on the Sustrans webSite www.sustrans.org.uk;
  - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM webSite https://beeactive.tfgm.com/;
  - Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app;
  - Details of local cycle shops; and
  - Marketing campaigns such as "National Bike Week".

7.5.5 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG), making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the

individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

7.6 Measures to Encourage Public Transport

7.6.1 It has been demonstrated throughout **Section 5** of this FTP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester.

7.6.2 The following measures will be provided in order to encourage staff, residents, and visitors to travel by public transport:

- Implement a staff business policy of using public transport for travel in the course of work wherever feasible.
- Provide a guaranteed lift home for staff who travel by public transport in the event of an emergency;
- Liaise with bus companies on any future improvements and/or extensions to local services;
- Negotiation with local bus companies for an increase in the local service provision to the Site;
- Negotiation with local bus companies for discounted travel passes;
- Arrange for season ticket loans for staff where a monthly deduction is made from their pay;
- Provision of new and improved inter-connecting footways and cycle links crossings to surrounding public transport infrastructure as part of the development;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
    - Details of Traveline's online journey planning resources: https://www.traveline.info/;
    - Advertise any promotions/discounts offered by public transport operators;
    - A map showing local bus and rail stations in the vicinity of the Site; and
    - Links to up-to-date bus and rail details including timetables / route maps.

7.6.3 Additional measures such as offering limited time discount tickets, the TPC assisting staff and residents with their journey planning to the Site, and linking public transport usage to parking permits (for example, if car commuters travel by train/Metrolink 2-3 days a week as opposed to the private car, then the driver could be issued with a parking permit for the remainder of the week as a 'perk') could also be considered.

7.7 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

7.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

7.7.2 To aid the coordination of car sharing, it is suggested that staff and residents who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Staff and residents will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the Site, with common needs, timetables or destinations.

7.7.3 It is envisaged that this would need to be regularly maintained / revised.

7.7.4 Alternatively, www.liftshare.com/uk is a public webSite where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff and residents who do not own a car but require occasional use.

7.7.5 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

7.7.6 It is acknowledged that many staff and residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

7.7.7 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6.10 an hour.

7.7.8 At the time of writing, the nearest Car Club bay is located at Bridgewater Street, a c. 400m from the midpoint of the Site.

7.7.9 It is considered that the Car Club could therefore be a highly attractive facility for staff, residents, and visitors who require occasional private car use.

7.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

7.8.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.

7.8.2 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.

7.8.3 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

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

7.8.4 Demand for EVC will be monitored as part of the FTP with additional charge points installed, as necessary, to meet demand.

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

Off-Site

7.8.6 In addition to the proposed EV charging facilities onSite, there are many EV charging points nearby in East Manchester and throughout Greater Manchester.

7.8.7 There are over 140 chargers in the Be.EV network with more due to be installed. EV owners can sign up for an account online, after which they can operate charging points using a card or a smartphone application. Be.EV members benefit from slightly reduced rates.

7.8.8 The ZapMap webSite and app can be used be EV drivers to view publicly accessible chargers on all networks in the vicinity of their home, place of work, and other destinations and assist with journey planning to ensure residents and staff are never far from a charging point.

7.9 Reducing the Need to Travel

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

- Compressed working weeks;
- Provide video and audio teleconferencing facilities;
- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the Site (e.g. during lunchtimes));
- Provision of equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work from home; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

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8.0 Targets

8.1 Introduction

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

8.2 Data Collection and Analysis

8.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future staff and residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

8.2.2 In order to understand travel habits, a representative sample survey will be undertaken within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of work / residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage staff and residents to travel more sustainably.

8.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

8.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Staff and residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.

8.2.5 Paper surveys will also made available across communal areas of the Site. These results can be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.

8.2.6 The information obtained will be used to undertake modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of staff and residents. Staff and residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

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8.3 SMART Targets

8.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

8.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (**Site**-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

8.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

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

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

8.3.1 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	+1%	+1%	**+2%**
Foot		-	+1%	+1%	**+2%**
Other		-	-	-	**-**

Table 8.1 – Example of Potential Targets

8.3.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

8.3.3 The 10% reduction in car drivers has been informed by a major synthesis report – *'A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management'* (Nicholas and Kuss, 2022) – which found that workplace and personalised (residential) travel planning can induce a 3-18% and 6-12% drop in car use by commuters and among residents, respectively.

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8.3.4 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 7** of this TP and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

8.3.5 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.

8.3.6 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the proposed management arrangements associated with the FTP.

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

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

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

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

9.2 Responsibility and Management

9.2.1 Overall responsibility for the TP will lie with GNW Developments Limited or any future owner of the buildings if transacted prior to completion. Following full operation, the FTP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

9.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

9.2.3 At this point, the day to day responsibility will shift from the occupier to the appropriately appointed TPC.

9.2.4 Notwithstanding, adequate consultation and support from the scheme developer / management is required to ensure the smooth implementation of the TP.

9.3 Travel Plan Coordinator (TPC)

9.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the Site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

9.3.2 A TPC will be nominated in due course, at least one month before operation. The TPC will remain in-post for the duration of the monitoring period, after which the responsibility for the Travel Plan will transfer to a local residents group.

9.4 Monitoring and Evaluation

9.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff, residents, and visitors and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

9.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

9.4.3 The figures calculated will additionally take account of known parameters (such as car parking / ownership) which will be calculable independently to ensure the robustness of the information provided.

9.4.4 Monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all staff and residents upon the completion of surveys.

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9.4.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

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10.0 Action Plan

10.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	GNW Developments Limited or any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with Manchester City Council	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 10.1 – Action Plan

10.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

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

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Plans

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Cycle Catchment (metres)
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2000
3000
4000
5000

N

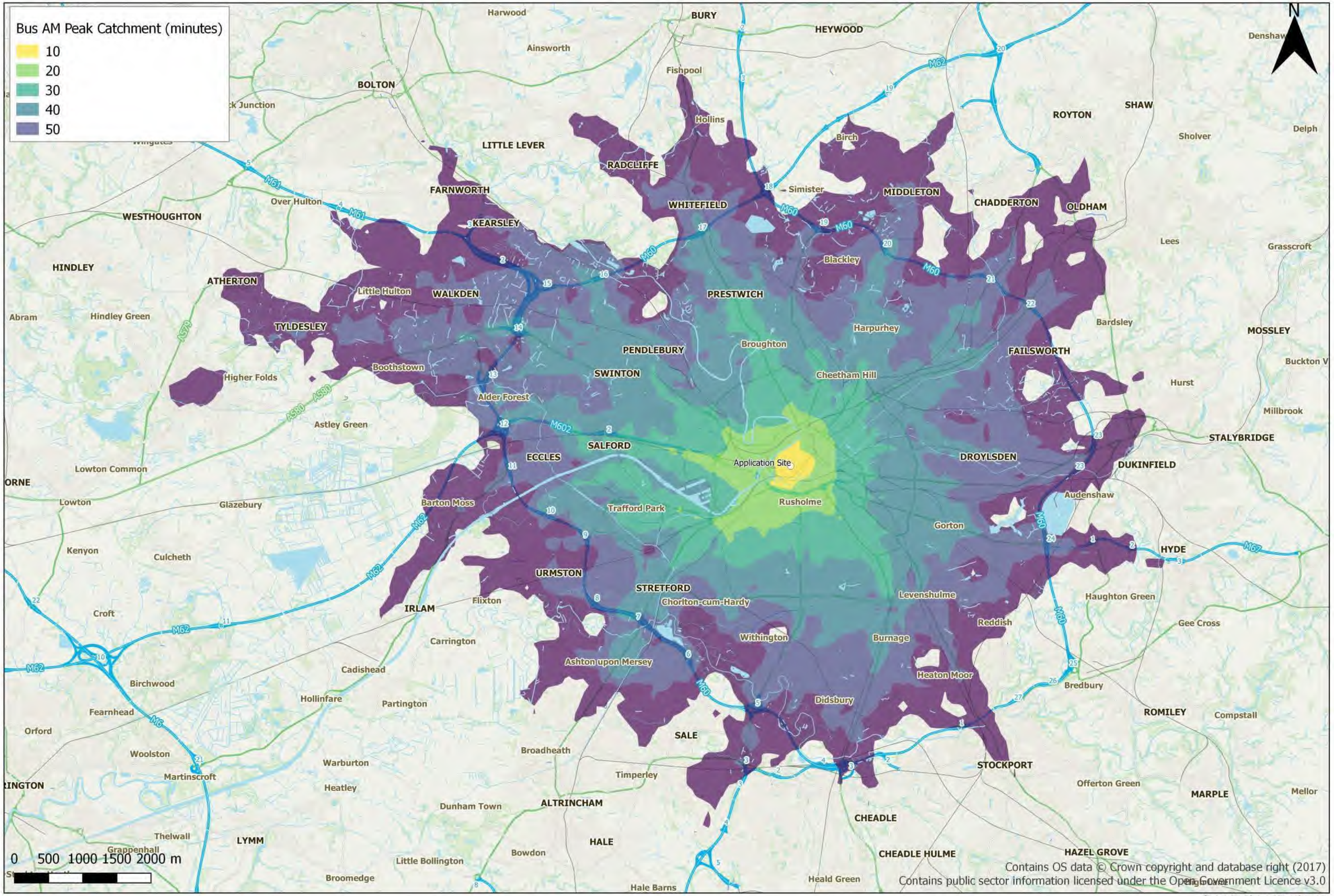
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New Moston
Rainsough
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Pendlebury
Moston
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Failsworth
Holt Lane End
Lower Kersal
The Cliff
HIgher Broughton
Harpurhey
Light Bourne Green
Swinton Park
Dales Brow
A580
Cheetham Hill
Irlams o' th' Height
Charlestown
Newton Heath
Collyhurst
Lower Broughton
Brindle Heath
Strangeways
Monton
Ellesmere Park
Miles Platting
Seedley
Pendleton
Wallness
Clayton
Greenside
Bradford
M602
Little Bolton
Eccles
Patricroft
New Windsor
Ancoats
Droylsden
Weaste
SALFORD
City Centre
MANCHESTER
Application Site
Beswick
Openshaw
Dumplington
Salford Quays
Ordsall
St George's
Ardwick
Brunswick
West Gorton
Wharfside
Hulme
University
The Trafford Centre
Trafford Park
Belle Vue
Gorton
Old Trafford
Infirmary
Longsight
Urmston
Moss Side
Gorse Hill
Rusholme
Whalley Range
Stretford
North Reddish
Fallowfield
Levenshulme
Chorlton-cum-hardy
Reddish
Reddish Green
Reddish Vale
Mid Reddish
Withington
Heaton Chapel

0 250 500 750 1000 m

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Great Northern Warehouse
Cycling Catchment
21/07/2017



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Great Northern Warehouse
Bus AM Peak Catchment
21/07/2017

Bus PM Peak Catchment (minutes)
10
20
30
40
50
60

N

0 1000 2000 3000 4000 m

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Great Northern Warehouse
Bus PM Peak Catchment
21/07/2017

Manchester Metrolink AM Peak Catchment (minutes)

- 10
- 20
- 30
- 40
- 50
- 60

N

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Great Northern Warehouse
Manchester Metrolink AM Peak Catchment
21/07/2017

Manchester Metrolink PM Peak Catchment (minutes)

- 10
- 20
- 30
- 40
- 50
- 60

N

Application Site

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Great Northern Warehouse
Manchester Metrolink PM Peak Catchment
21/07/2017

Appendix A – Proposed Site Layout

KEY:

Residential (Use Class C3)

- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment

Office (Use Class E(c))

- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

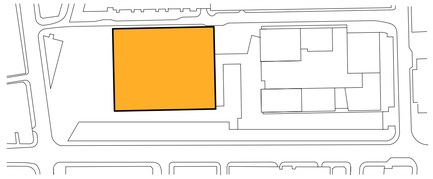
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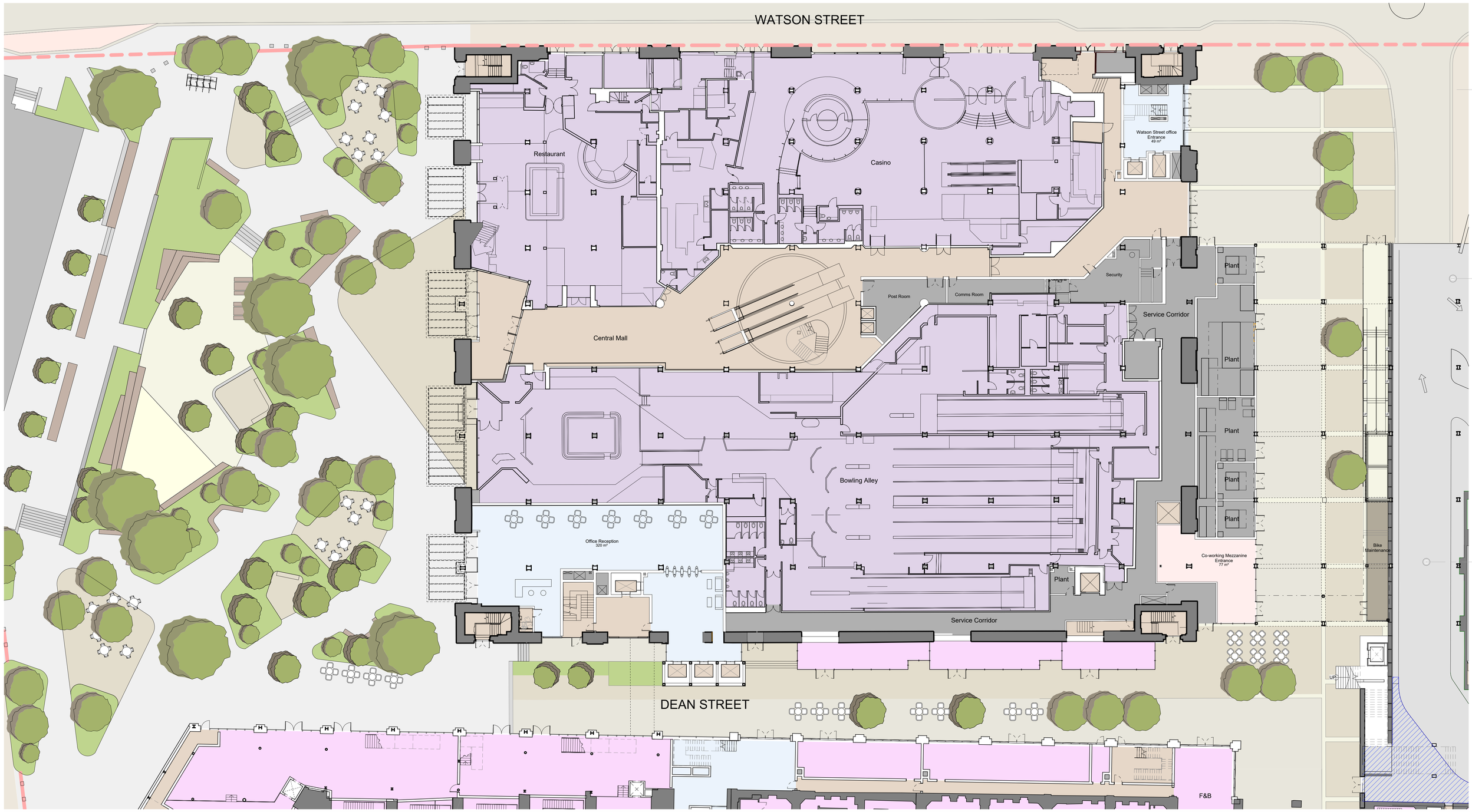
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- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)

- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY PLAN:





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Rev	Date	Description
P01	2022-03-09	First Issue
P02	2022-06-10	Interim Issue
P03	2022-07-25	Scheme Update
P04	2022-08-12	Developed Scheme Issue
P05	2022-09-02	Stage 2 Issue
P06	2022-10-10	Planning Design Freeze
P07	2022-10-13	Room Tags Added for Client Issue

Project Title: Great Northern

Drawing Title: General Arrangement Warehouse Proposed Ground Floor Plan

Project No: 10422

Scale: 1 : 200@ A1

Status: FOR INFORMATION

PROJ - ORIG - ZONE - HOLE - CLASS - TYPE - LOC - SEQ: 10422-SHP-Z2-A-G200-PL-00-001

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KEY:

Residential (Use Class C3)

- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Three bed apartment
- Two Bed Apartment

Office (Use Class E(c))

- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

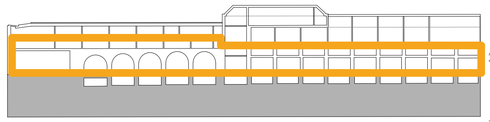
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- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

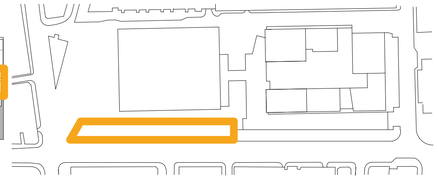
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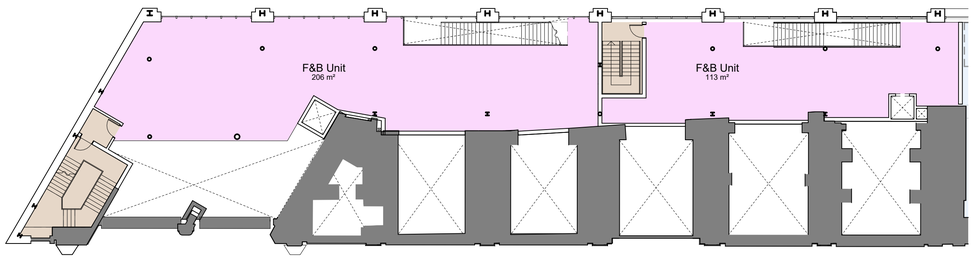
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- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

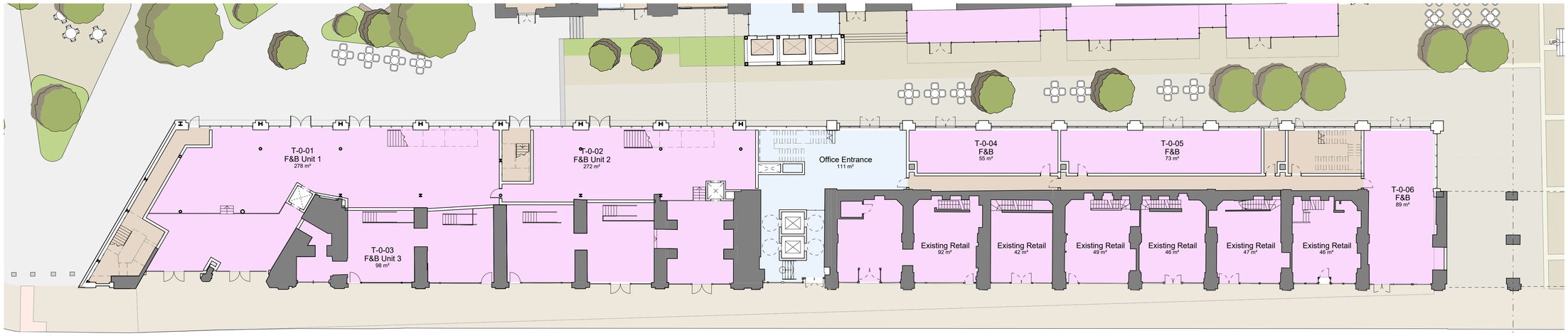
Z3A KEY SECTION:



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P02	2022-06-10	Interim Issue
P03	2022-07-22	Scheme Update
P04	2022-08-12	Developed Scheme Issue
P05	2022-09-02	Stage 2 Issue
P06	2022-10-10	Planning Design Freeze
P07	2022-10-13	Room Tags Added for Client Issue

Project Title: Great Northern

Status: FOR INFORMATION

Drawing Title: General Arrangement
Terraces A - Proposed Ground Floor Plan

Project No: 10422

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- Three bed apartment
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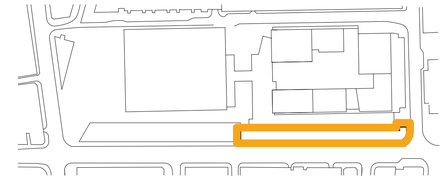
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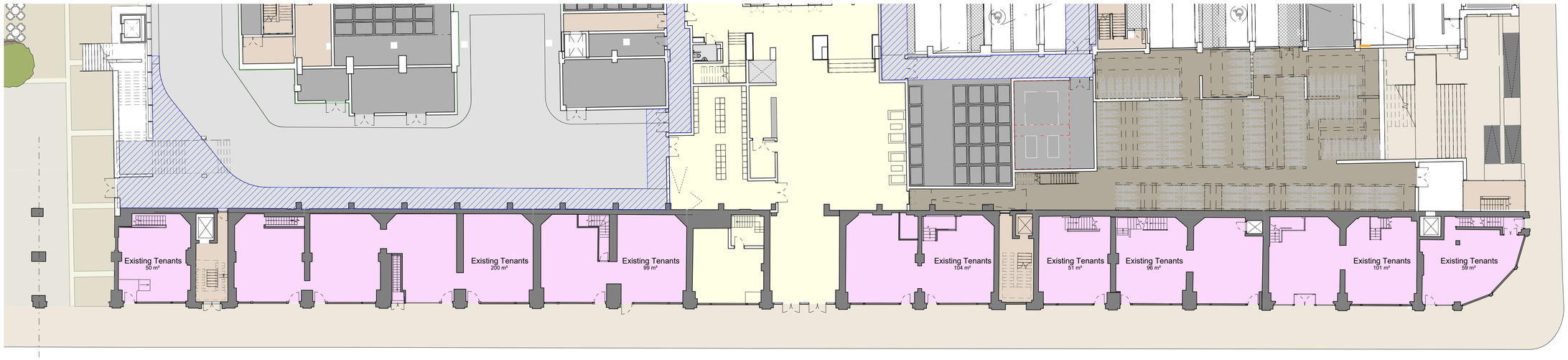
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- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)

- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

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Rev	Date	Description
P01	2022-03-09	First Issue
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P03	2022-07-22	Scheme Update
P04	2022-08-12	Developed Scheme Issue
P05	2022-09-02	Stage 2 Issue
P06	2022-10-10	Planning Design Freeze
P07	2022-10-13	Room Tags Added for Client Issue

Project Title
Great Northern

Drawing Title
General Arrangement
Terraces B - Proposed Ground Floor Plan

Project No
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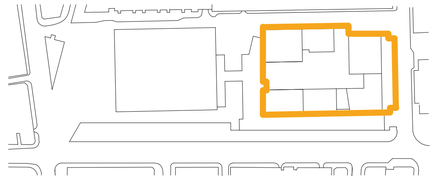
Commercial, Business & Service Community (Use Class Varies)

- Use Class E
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- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
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Other (Use Class Varies)

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P04	12-08-2022	Developed Scheme Issue
P05	02-09-2022	Stage 2 Issue
P06	10-10-2022	Planning Design Freeze
P07	13-10-2022	Room Tags Added for Client Issue

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Manchester

Status
FOR INFORMATION

Drawing Title
General Arrangement
Leisure Box - Proposed Ground Floor Plan

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