



Welcomb Street, Manchester

Framework Travel Plan

On behalf of **NSJV Ltd**

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1 Introduction

1.1 Background

- 1.1.1 Stantec have been instructed by NSJV Ltd to prepare a Framework Travel Plan [FTP] in support of a planning application for a proposed commercial development comprising a Gross Internal Area [GIA] of circa 6,984sqm across 4 units situated at Welcomb Street in Openshaw, Manchester.
- 1.1.2 The full development description is as follows;
- “Full application for the erection of four new industrial buildings, with the demolition of existing buildings, to create employment floor space within Use Classes E(g)(ii)(iii), B2 and B8 across the site and ancillary office space, with associated service yards, car parking including electric vehicle charging points, amended site access, refuse storage facilities, substations, boundary treatments, landscaping, and associated works and infrastructure”.
- 1.1.3 The site is currently occupied by several commercial units of varying sizes with access provided off Welcomb Street to these units. The existing access to the site from Welcomb Street will be retained as part of the development proposals however the access road will be redesigned to improve access to the site and reduce areas of conflict at the entrance to the site.
- 1.1.4 There will be no alterations to the Welcomb Street / Ashton Old Road junction as part of the application.

1.2 Site Location

- 1.2.1 The site is located within Openshaw Business Park with existing commercial buildings located to the north and east of the site and Manchester College located to the west. Residential dwellings are located to the north of the site off Ashton Old Road. Manchester City Centre lies approximately 5 kilometres to the west of the site.
- 1.2.2 The site location is illustrated in **Figure 1.1**.

Figure 1.1: Site Location



Source: GoogleMaps ©

1.3 Travel Plan Status

- 1.3.1 This Travel Plan has been provided as a Framework Travel Plan. A full Travel Plan will be prepared at a later stage. Although the scale and purpose of the proposed development is known, the travel behaviour of employees cannot be identified at this stage.
- 1.3.2 A full Travel Plan will be developed for the development following occupation once an initial travel survey has been undertaken and the travel behaviour of employees has been established. This FTP will form the basis of the full Travel Plan for the development. This FTP will be provided to Manchester City Council following completion.

1.4 Travel Plan Objectives

- 1.4.1 The Travel Plan is a long-term strategy for a site to reduce the dependence of employees on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the development;
 - Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health, etc.); and
 - Contain car parking demand.

1.5 Scope

1.5.1 Following this introductory section:

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

2 Transport Policy Context

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework [NPPF]

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This FTP considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

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

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.
- 2.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses

on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets [MfS]

- 2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:
- Place;
 - Movement;
 - Access;
 - Parking; and
 - Drainage and utilities.
- 2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 2.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 2.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**.

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

2.5 Guidelines for Providing for Journeys on Foot

- 2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts.

Table 2:2: Acceptable Walking Distances

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

2.6 Greater Manchester Local Transport Plan

- 2.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:
- Reducing the need to travel by car, and the distance travelled.
 - Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
 - Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g., the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
 - Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

2.7 Places for Everyone Document [PfE] (Draft 2021)

- 2.7.1 The PfE plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Councils decision to withdraw from this plan.
- 2.7.2 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Trafford. However, the Plan will not cover everything and Trafford will still need to produce a Local Plan which will provide further detail to cover local issues and demonstrate how the framework will be delivered on the ground.
- 2.7.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;
- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
 - Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,

- Align with wider Greater Manchester strategies for transport and other infrastructure investment.
- 2.7.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.
- 2.7.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.8 Manchester Core Strategy 2012

- 2.8.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Plan. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.
- 2.8.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'. The transport related policies are summarised below.

Policy T1 - Sustainable Transport

- 2.8.3 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:
- "Improve choice by developing alternatives to the car.
 - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
 - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
 - Improve pedestrian routes and the pedestrian environment.
 - Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
 - Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
 - Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 - 1. Pedestrians and disabled people
 - 2. Cyclists, public transport
 - 3. Commercial access
 - 4. General off-peak traffic
 - 5. General peak time traffic

Policy T2 - Accessible Areas of Opportunity and Need

2.8.4 The Council will actively manage the pattern of development to ensure that new development:

- "Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

2.9 Manchester City Council Parking Standards

2.9.1 Manchester parking standards are contained within Appendix B of the Manchester Core Strategy Development Plan Document.

2.9.2 With regards to land use classification B2 / B8, **Table 2.3** suggests the maximum parking provision for cars and minimum provisions for cycles and disabled car parking.

Table 2.3 Manchester City Council Parking Standards

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for: -		
	District Centres	Areas not within the City Centre or District Centre	Disabled People's parking as a percentage of total		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
General Industry	1 space per 60sqm	1 space per 45sqm	individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces
Storage and Distribution	1 space per 100sqm		Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 850sqm minimum of 2 spaces

2.10 Summary

2.10.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

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

3 Sustainable Accessibility

3.1 Choice of Transport Modes

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the development by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.
- 3.1.2 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for the Manchester (E02001059) area has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1**.

Table 3.1: Manchester 015 (E02001059) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a car or van	39%
Bus, minibus, or coach	30%
On foot	13%
Working mainly at or from home	6%
Passenger in a car or van	5%
Bicycle	3%
Train	1%
Taxi	1%
Underground, metro, light rail, tram	1%
Motorcycle, scooter or moped	0%
Other method of travel to work	0%
TOTAL	100%

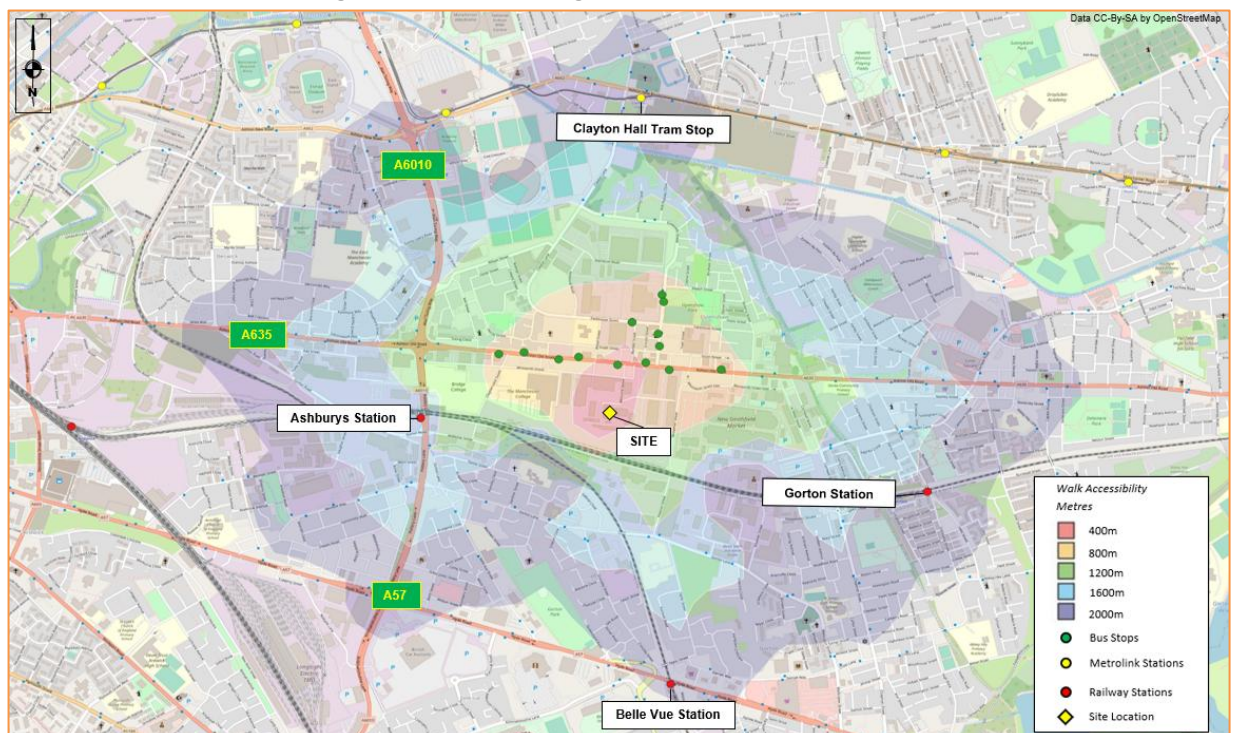
**Note: Results subject to rounding*

3.2 Access on Foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

- 3.2.3 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 3.2.4 The location of development is within reach of the public transport network, this is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.
- 3.2.5 The local highway network facilitates pedestrian movements through 1m wide pedestrian footways on both side of the carriageway on Welcomb Street, as well as 2m wide pedestrian footways both side of the carriageway on the A635 Ashton Old Road.
- 3.2.6 The A635 Ashton Old Road includes regularly spaced street lighting, dropped kerbs and tactile paving at crossing points. There are also signalised pedestrian crossings on the A635 Ashton Old Road to allow for pedestrians to cross the carriageway safely.
- 3.2.7 Figure 3.1 shows the 2km catchment from the development, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided at Figure 1 of **Appendix A**.

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap©

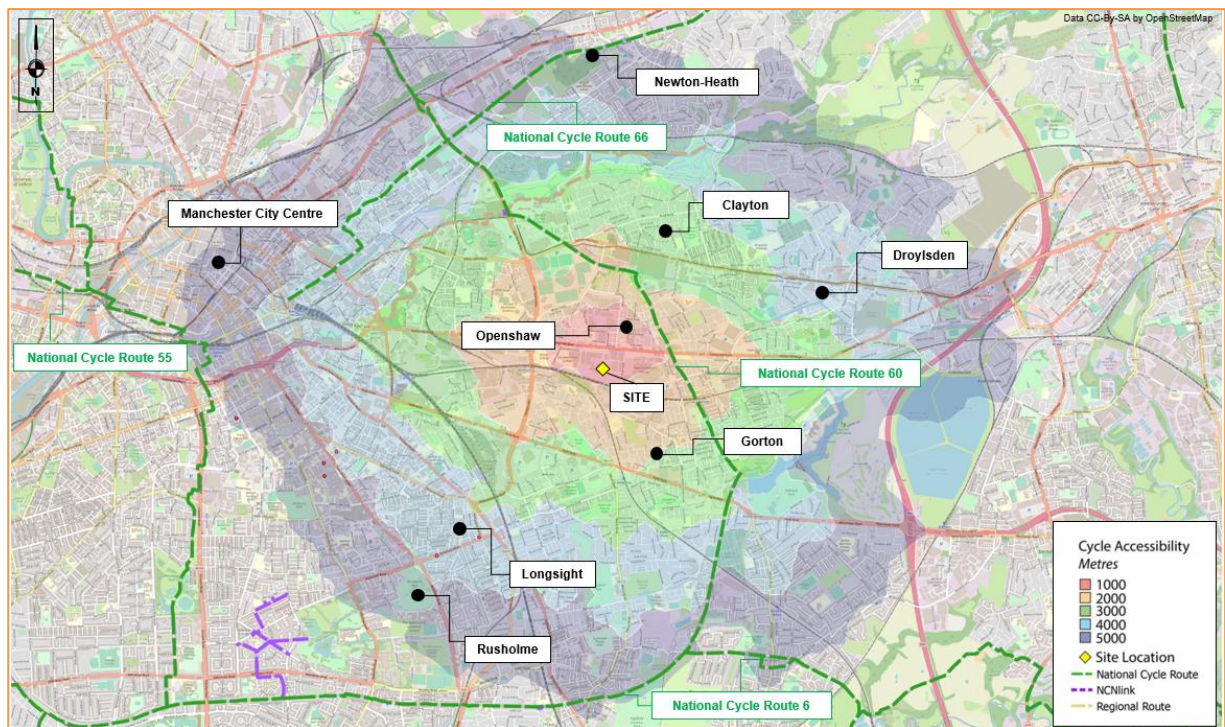
- 3.2.8 As demonstrated in **Figure 3.1**, the site benefits from a number of bus stops located within 800m, with the closest pair located on the A635 Ashton Old Road, approximately 85m and 234m to the north of the site. The proximity of the site to the local bus network provides significant opportunities for pedestrians to access a variety of local destinations.
- 3.2.9 In addition to the bus stops located on Ashton Old Road there are a number of local services and amenities located within a short distance from the site including a supermarket, primary schools, cafes, restaurants, and shops.

- 3.2.10 In summary, the site is extremely accessible on foot and within proximity to local amenities, which will reduce the requirement for employees to make short car journeys.

3.3 Access by Bicycle

- 3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:
- "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.3.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.
- 3.3.3 There are a number of national, regional and local cycling routes in close proximity to the site. The main national cycle routes are briefly described below:
- National Cycle Route 6 is a long-distance route extending from London to the Lake District, alongside historic canals and through some of the UK's most interesting towns and cities.
 - National Cycle Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south stretch forming part of the Fallowfield Loop.
 - National Cycle Network Route 66 is a National Route that runs from Kingston upon Hull to Manchester via Beverley, York and Leeds.
- 3.3.4 In addition, Greater Manchester will benefit from the Bee Network which is a proposed cycling network currently being delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles.
- 3.3.5 **Figure 3.2** below provides an extract of the indicative 5km cycling catchment plan, again using GIS software - Basemap's Visography (TRACC) program, and is equivalent to a typical cycle time of 15-20 minutes. A copy of the full walking catchment is provided within Figure 2 of **Appendix A**.

Figure 3.2: 5km Cycling Catchment



Source: CC-BY-SA by OpenStreetMap©

- 3.3.6 A number of local areas including Manchester City Centre, Gorton, Droylsden, Rusholme, and Longsight are accessible via cycle, whilst key public transport infrastructure such as Manchester Piccadilly and Manchester Oxford Road Station are all accessible via cycle.
- 3.3.7 Additionally, the availability of a national cycling route and the proposed Bee Network expansion, extending to neighbouring boroughs and outside the city's boundaries provides opportunities for travel further afield using linked trips.
- 3.3.8 Cycling would therefore be a viable mode of transport for staff travelling to/from the site commuting to work.
- 3.3.9 To encourage the uptake of cycling amongst staff, the development will provide covered and secure cycle parking for all staff working at the site. Lockers and showers will also be provided within each unit.

3.4 Access by Bus

- 3.4.1 The site benefits from excellent access to the local bus network, with a high number of bus stops located within 800m walking distance.
- 3.4.2 The closest pair of bus stops is located on the A635 Ashton Old Road, approximately 85m and 234m to the north of the site. These stops serve Bus Service No.119 (Manchester City Centre to Stalybridge), Bus Service No.34 (Broadbent Fold to Manchester City Centre), Bus Service No.710 (Belle Vue to Openshaw via Beswick), and Bus Service No.725 (Belle Vue to Chorlton upon Medlock). These buses are conducive for employees of the site with services serving morning and evening peak hours.
- 3.4.3 Further bus stops are available along the A635 Ashton Old Road to the east and west.

- 3.4.4 **Table 3.2** summarises the frequency of the No. 119, 34, 710, and 725 bus services. For the purpose of Table 3.2 the AM peak times for Monday-Friday are 8:00-9:00am and the PM peak times are from 17:00-18:00pm. For Saturday the peak time is 12:00-13:00pm.

Table 3.2: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Av. Freq.	First	Peak	Last	Av. Freq.
219	Manchester City Centre - Stalybridge	05:11	5	5	23:35	12 mins	05:14	5	23:33	12 mins
	Stalybridge - Manchester City Centre	04:43	6	5	23:51	12 mins	05:04	5	23:50	12 mins
221	Broadbent Fold - Manchester City Centre	06:12	-	-	07:28	4 services only	-	-	-	-
	Manchester City Centre - Broadbent Fold	17:15	-	2	18:13	3 services only	-	-	-	-

Source: TFGM

- 3.4.5 Table 3.2 demonstrates that the site is accessible by bus for commuters, with the early start and later finish times conducive to employees and visitors.
- 3.4.6 It is also evident that these services link the site to a number of residential areas. There is the potential for these residential areas to provide a percentage of the development's workforce and, as such, be a strong factor in encouraging bus to travel to and from work.
- 3.4.7 Based on the above, it is therefore concluded that the site benefits from good access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

3.5 Access by Metrolink

- 3.5.1 The site benefits from access to the Metrolink network with the nearest tram stop to the site being Clayton Hall, approximately 1.7km away. This equates to a 21-minute walk which is considered an acceptable walking distance for both commuting purposes.
- 3.5.2 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site should further encourage its use and make it a viable alternative.
- 3.5.3 The Clayton Hall Stop is located within Zone 2 on the Ashton-under-Lyne line (Blue Line), offering frequent services (every 6 minutes during peak times) to Ashton-under-Lyne, Media City UK and Eccles in the east and westbound directions respectively. Further interchange opportunities are available to a wide range of destinations on all lines of the network as well as to other modes of sustainable transport.

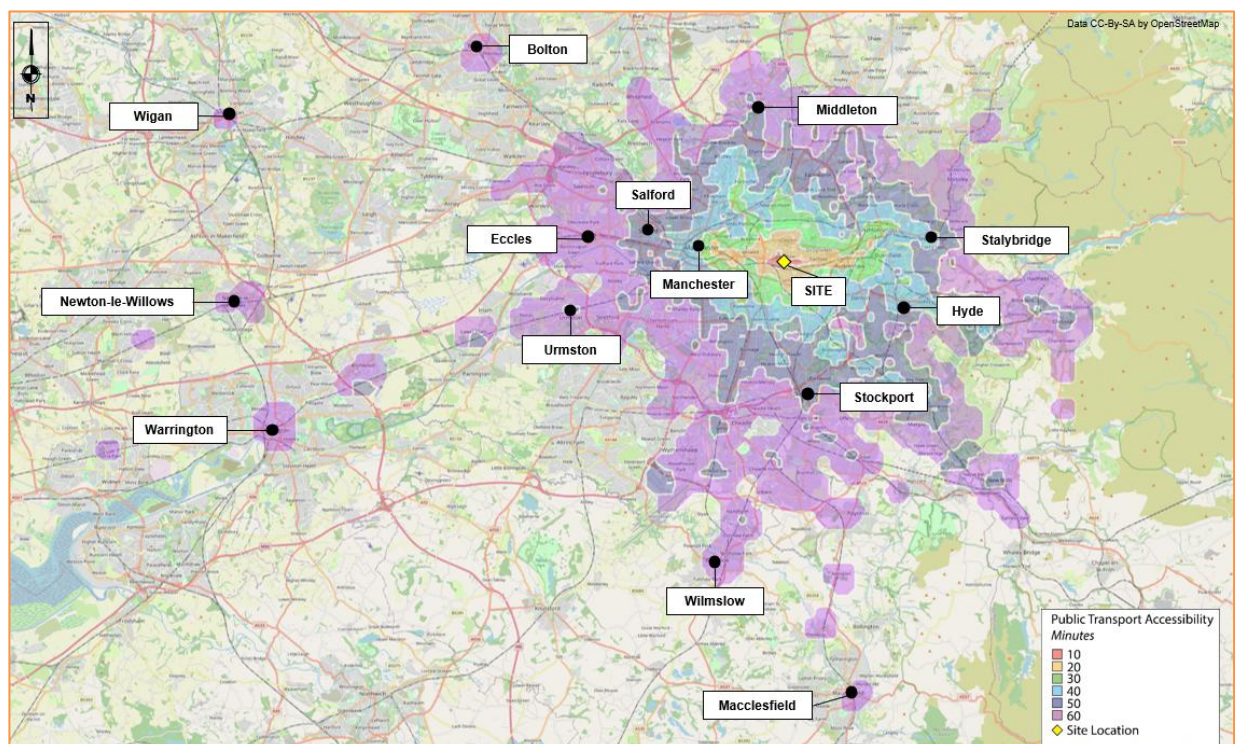
3.6 Access by Rail

- 3.6.1 Ashburys Station is approximately 1km from the site to the south west whilst Gorton Station is 1.5km from the site to the south east and Belle Vue Station is 1.8km from the site to the south. All three stations provide regular services to Marple, Hadfield, and New Mills.
- 3.6.2 Further afield the development site is within 3.4km and 4.9km of Manchester Piccadilly Station and Manchester Oxford Road Station, offering greater flexibility and interchange opportunities for short and long-distance travel by train.

3.7 Accessibility by Public Transport

- 3.7.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Warrington, Macclesfield, and Stockport to name a few are all within a 60-minute public transport journey.
- 3.7.2 **Figure 3.3** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within Figure 3 of **Appendix A**.

Figure 3.3: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap©

3.8 BREEAM Assessment TRA 01 Accessibility Calculator

- 3.8.1 Further to the above, the BREEAM UK New Construction 2018 Tra 01 Public Transport Accessibility Index Calculator has been used to measure the accessibility of the site by public transport according to the BREEAM criteria.
- 3.8.2 The aims of this assessment are to recognise where the proximity of good public transport networks has been reviewed, and encourage the implementation of alternative solutions

where the proximity to public transport networks is poor; thus, alleviating transport related congestion and pollution.

- 3.8.3 The assessment has been carried out, with the site yielding an index score of 6.57 and hence achieving 2 credits for this class of development. The results of the calculation are summarised in **Appendix B**.

3.9 Conclusions

- 3.9.1 In summary, the proposed development site is located in a reasonably accessible location and is well located to make use of the existing public transport links and pedestrian / cycle routes.

- **Unit 1 = 713sqm** - With 11 parking spaces (2 accessible and 2 EV)
- **Unit 2 = 1,099sqm** - With 19 parking spaces (2 accessible and 3 EV)
- **Unit 3 = 2,735 sqm** - With 35 parking spaces (3 accessible and 5 EV)
- **Unit 4 = 2,437sqm** - With 34 parking spaces (4 accessible and 7 EV)
- Total proposed = 6,984sqm

4.3 Proposed Site Access Arrangement

- 4.3.1 The main site access will be taken from Welcomb Street which provides connections to Ashton Old Road. As part of the Phase 1 development of the site a signal-controlled junction was introduced at the Welcomb Street / Ashton Old Road junction. This access arrangement will be retained as part of the development proposals.
- 4.3.2 Currently Welcomb Street as it enters the site is unadopted and managed by the owners of the site. The road currently continues south from Ashton Old Road continuing around a sharp bend providing access to Medlock Court on the western side of the site. Separate estate roads are provided from Welcomb Street to the Phase 1 units located on the east of the site and to the Manchester School of Building.
- 4.3.3 As part of the proposals for the site the following alterations will be made to Welcomb Street to accommodate the development;
- The priority of Welcomb Street will be altered with a give-way junction introduced at the existing sharp bend and the main priority given to vehicles travelling along the existing estate road to the east of the site;
 - The two existing accesses to the Manchester School of Building will be altered with the main HGV road removed and the access to the car park repositioned away from the sharp bend on Welcomb Street; and
 - Pedestrian infrastructure will be redesigned to accommodate pedestrian connectivity within the site.

4.4 Pedestrian and Cycle Access

- 4.4.1 Pedestrian and cycle access will be taken from Welcomb Street with footways along this road providing connections to the footways along Ashton Old Road to the north of the site. As part of the re-arrangement of Welcomb Street as it enters the business park and pedestrian guardrail will be introduced on the northern section of this junction to prevent pedestrians crossing the road at its widest point.
- 4.4.2 A pedestrian crossing will be introduced on the eastern side of this junction to provide safe crossing facilities for pedestrians. The pedestrian crossing will link to a new footway which will continue along the southern boundary of Welcomb Street. This path will provide connections to Medlock Court and the new units to the west of the site.

4.5 Parking

- 4.5.1 All parking areas are proposed to be accessed off Welcomb Street. The car parking schedule is as follows:
- Total Car Parking Bays = 99

- inclusive of 17 EV Bays (at 17% provision); and
- inclusive of 11 Disabled Bays (at 11% provision).
- Cycle Parking Spaces = 42

4.5.2 As the proposals relate to the development of B2/B8 land uses it is considered that the level of parking provision at the proposed development is policy compliant as it is within the Council's 'Maximum' car parking standards discussed within Section 3.

4.5.3 Given the above, it is Stantec's view that this level of parking provision is suitable for this scale of development, taking into consideration its location, intended use and local factors.

5 Travel Plan Measures

5.1 Introduction

- 5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the development.
- 5.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the development and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services. The initiatives may benefit employees at the development by facilitating sustainable travel choices, resulting in the following:
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the development; and
 - Improved site accessibility
 - Reduction in required car parking provision
 - A pedestrian / cycle friendly environment.
- 5.1.3 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the development to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from employees for the Travel Plan; any 'sticks' will be implemented later.
- 5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the building owner is committed to providing. The initiatives reflect previous experience of Workplace Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

- 5.2.1 From the outset, sustainable travel will be promoted to employees of the development. The Travel Plan will be launched as soon as possible at the commencement of occupation and operation of the facility and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.
- 5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that employees are provided with information on the alternatives to car travel before they establish car-based travel habits.
- 5.2.3 The following describes the marketing tools and initiatives that may be used. It is important that there is a central source of information for all queries relating to sustainable travel for employees of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the development.

- 5.2.4 An annual budget will be allocated to assist the full TP and will be paid for by the developer. The budget will be used to promote the full TP and to organise events to coincide with national initiatives, the total budget allocated cost will be agreed with Manchester City Council prior to the completion of the full TP.
- 5.2.5 Travel notice boards will be set up in the developments' communal areas, which will include:
- Public transport, pedestrian and cycle route maps and information on car sharing;
 - Information and contact details for local taxi services;
 - List of internet websites on sustainable transport and journey planning; and
 - Contact details for the Travel Plan Coordinator.
- 5.2.6 All employees will also be issued with travel 'Welcome Packs' promoting alternative transport modes which will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.
- 5.2.7 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided on the notice boards and a travel calendar will be developed for inclusion within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.
- 5.2.8 The Travel Plan Coordinator will also provide employees with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

- 5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the development, in order to ensure that employees are aware of the facilities available to them.
- 5.3.2 Employees will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted on the notice board and within the Welcome Packs.
- 5.3.3 Details of local walking shops will also be provided employees of the commercial space. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for employees at these stores. If secured, these details will be provided to all employees of the commercial space by the Travel Plan Coordinator.

5.4 Initiatives to Promote Cycling

- 5.4.1 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and notice board. Cycle route maps are also available online at www.sustrans.org.uk/hcn/map.
- 5.4.2 Details of local cycling shops and mobile cycle repairs will be provided to employees of the commercial space at the development using the travel board and within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to employees via the Welcome Pack.

5.5 Initiatives to Promote Travel by Public Transport

- 5.5.1 Information on the cost, timetables and services available which could be used by employees of the commercial space will be provided within the Welcome Pack and on the notice board. This will include details and links to online journey planning websites.
- 5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the development and employees of the commercial space will be encouraged to apply.

5.6 Initiatives to Promote Car Sharing

- 5.6.1 It is likely that a proportion of employees of the commercial space may reside at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. As such, there is potential for these individuals to share their car journey with a fellow employee.
- 5.6.2 All employees of the commercial space will be encouraged to sign up and register their journey with national online car sharing services such as Liftshare. This will enable them to search for individuals making a similar trip to themselves and share their vehicle.
- 5.6.3 The occupiers of each unit will investigate the following measures to encourage car sharing amongst staff working at the development;
 - Provide priority parking spaces for car shares (approximately 5% of total car parking capacity); and,
 - Locate the priority parking spaces close to the entrance for each unit.

5.7 Initiatives to Reduce the Need to Travel

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

6 Travel Plan Management

6.1 Introduction

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

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority. The person responsible for appointing the TPC contact details is as follows:

- Contact: Stantec Travel Planning Team
- Email: hyd-travelplanning@stantec.com
- Address: Stantec, Whitehall Road, Leeds LS2 4AW

- 6.2.2 The role and responsibilities of the Travel Plan Coordinator include:

- To implement and promote various Travel Plan initiatives at the development to promote sustainable travel.
- To promote the Travel Plan to employees.
- Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel survey; and
- Reviewing the Travel Plan's success and preparing action plans.

- 6.2.3 The Travel Plan Coordinator will be in place six months prior to the occupation and will remain in place for a period of 5 years. After this time, the responsibility for the Travel Plan will be passed over to the sustainable travel steering groups.

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

6.3 Stakeholder Engagement

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

- 6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7 Aim, Objectives and Targets

7.1 Overview

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

7.2 Travel Plan Aim

- 7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.
- 7.2.2 The overall aim of this travel plan is:
- to achieve a reduction in the number of single occupancy vehicle journeys to the development.
- 7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

- 7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.
- 7.3.2 As this stage, it is not possible to derive specific objectives for employees of the development which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of transport to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the development;
 - Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 7.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the development. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the development.

7.4 Travel Plan Targets

- 7.4.1 Specific targets will be set for the development using the results of the initial travel survey, which will provide the baseline travel behaviour of employees. These will allow mode share targets to be established for the development. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.
- 7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the development. This information is provided earlier within this report, in sections 2 and 4.
- 7.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.
- 7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the council as part of the full travel plan's development and will be inputted into the Council's database to ensure effective ongoing monitoring.
- 7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the development. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.
- 7.4.6 **Table 7.1** presents the indicative travel mode targets for the development. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below.

Table 7.1: Approved Travel Plan Targets

Mode	Percentage	Target
Driving a car or van	39%	34%
Bus, minibus or coach	30%	33%
On foot	13%	15%
Working mainly at or from home	6%	7%
Passenger in a car or van	5%	3%
Bicycle	3%	4%
Train	1%	2%
Taxi	1%	0%
Underground, metro, light rail, tram	1%	2%
Motorcycle, scooter or moped	0%	0%
Other methods of travel to work	0%	0%
Total	100%	100%

**Note: Results subject to rounding*

- 7.4.7 These targets aim to be achieved within the first five years of occupation of the development. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.
- 7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.
- 7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.
- 7.4.10 Employees will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

- 7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may be carried out by an

independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the development.

- 7.5.2 All survey data will be submitted to the Manchester City Council within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the Manchester City Council identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

- 7.6.1 An initial travel survey questionnaire will be undertaken with employees, following full occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour of at the development, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all employees of the commercial space, with a link provided to the electronic copy of the survey.
- 7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.
- 7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all employees of the commercial space to encourage participation in the survey.
- 7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the development. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.
- 7.6.6 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8 Travel Action Plan and Marketing Strategy

8.1 Workplace Action Plans

- 8.1.1 The purpose of this document is to develop and deliver a Workplace Travel Plan [WTP] for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.
- 8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the development. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the development.
- 8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

- 8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact Manchester City Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the development. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.
- 8.2.2 Employees of the development will be provided with information on how to access the development by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the development. Where possible, written materials (e.g., timetables and maps) will be gained from the Council.

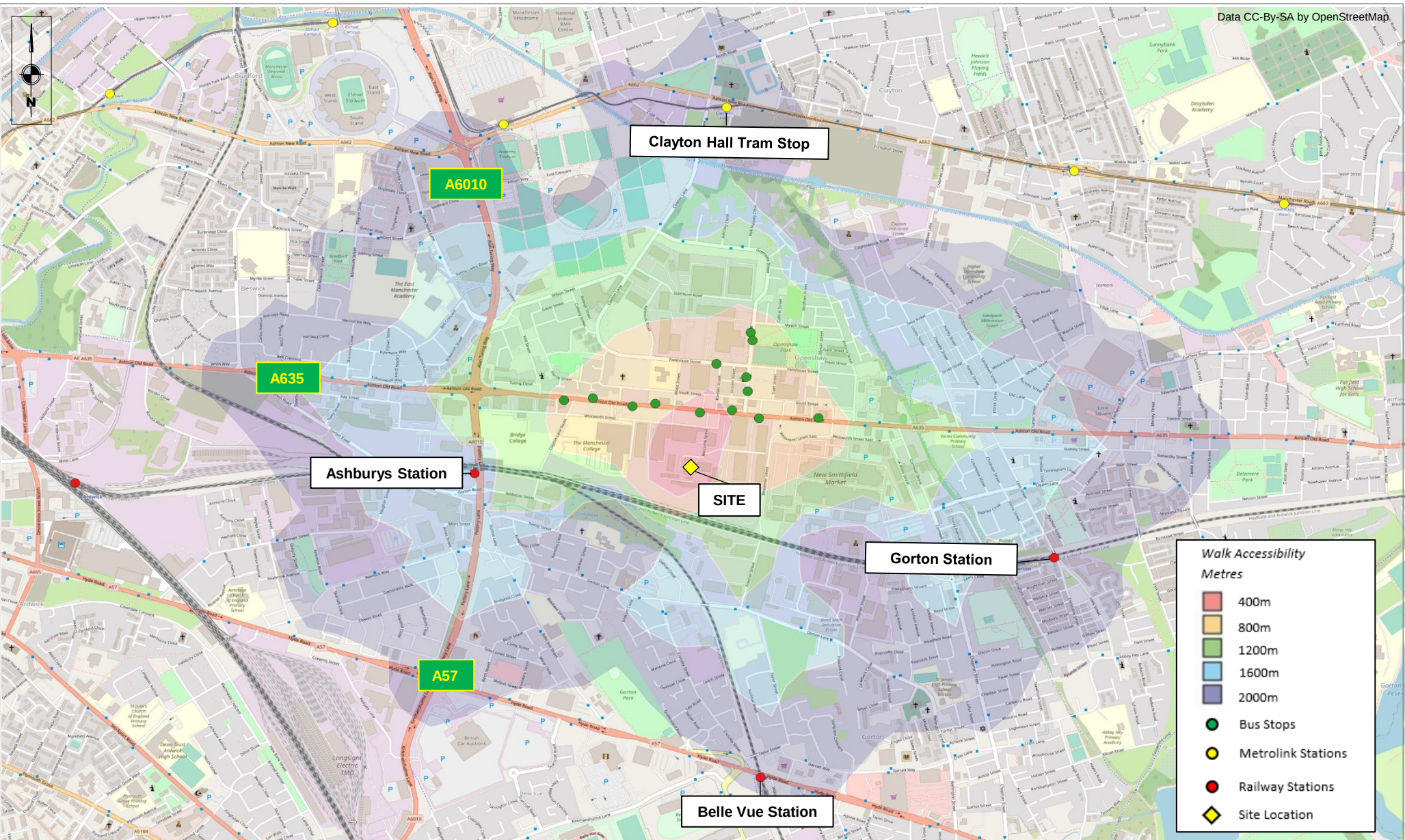
8.3 Evaluation and Review

- 8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.
- 8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.
- 8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.
- 8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

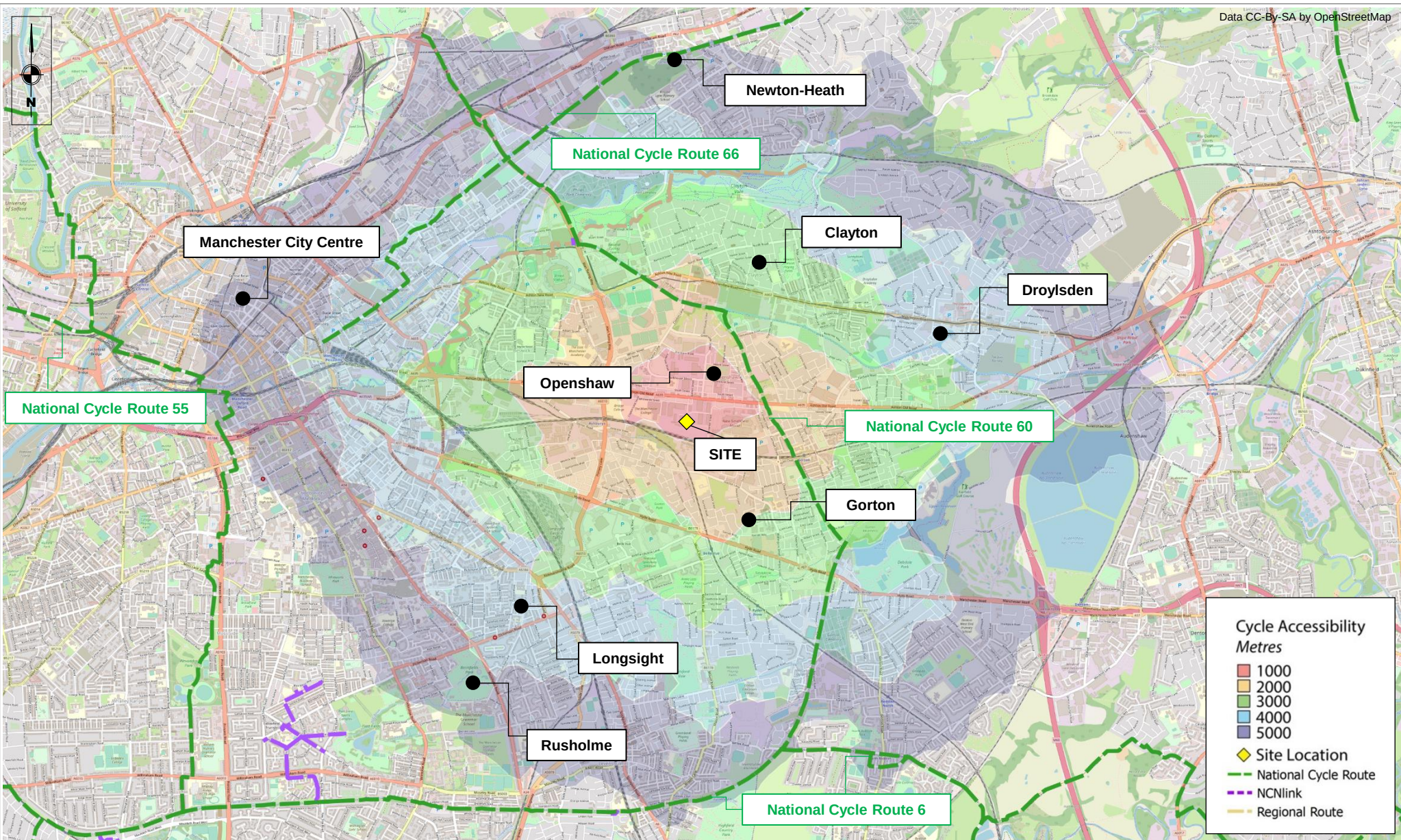
Table 8:1: Travel Plan Action Plan

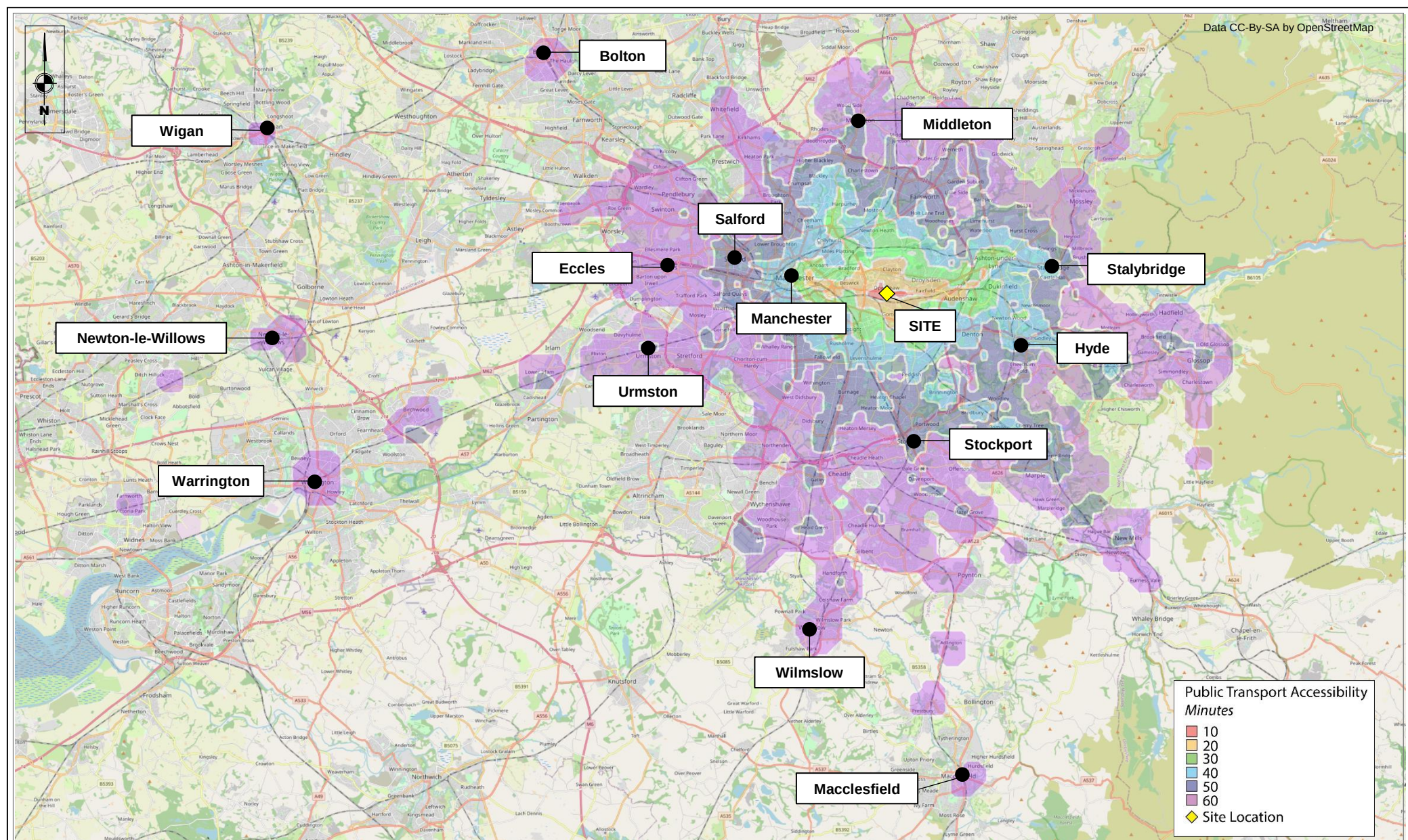
Action	Timescale
Implement travel notice boards in communal areas of the development	Prior to occupation
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information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

Appendix A Accessibility Plans



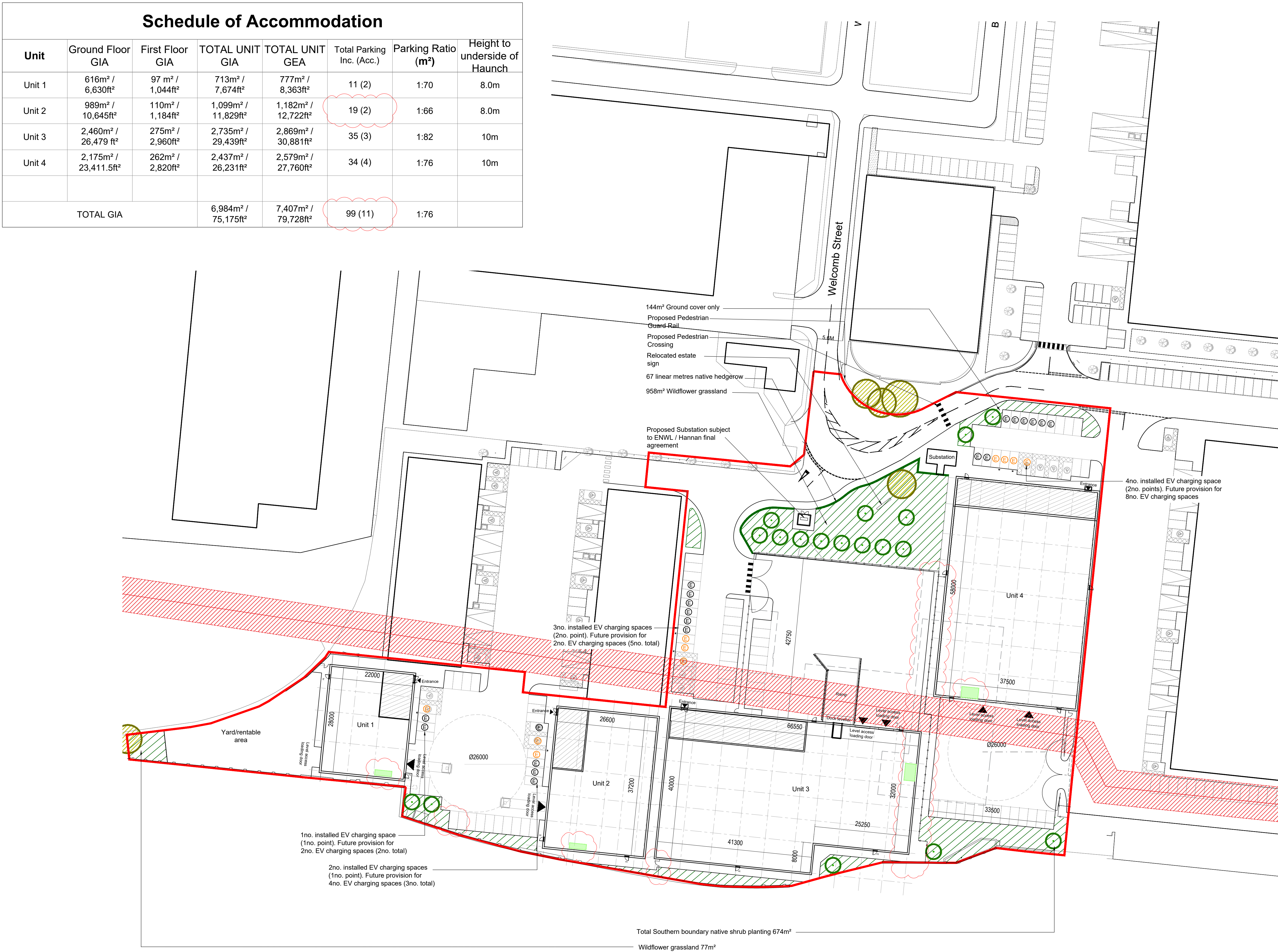
	Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
	22975 – Welcomb Street, Openshaw	Accessibility: 2km Walking Catchment	22975	SR	-	-	-	-	APPENDIX B
			21.06.2022	Checked TA	-	-	-	-	
			Scale NTS	Status -	-	-	-	-	
									Figure 1





Appendix B Site Layout Plans

Schedule of Accommodation							
Unit	Ground Floor GIA	First Floor GIA	TOTAL UNIT GIA	TOTAL UNIT GEA	Total Parking Inc. (Acc.)	Parking Ratio (m²)	Height to underside of Haunch
Unit 1	616m² / 6,630ft²	97 m² / 1,044ft²	713m² / 7,674ft²	777m² / 8,363ft²	11 (2)	1:70	8.0m
Unit 2	989m² / 10,645ft²	110m² / 1,184ft²	1,099m² / 11,829ft²	1,182m² / 12,722ft²	19 (2)	1:66	8.0m
Unit 3	2,460m² / 26,479 ft²	275m² / 2,960ft²	2,735m² / 29,439ft²	2,869m² / 30,881ft²	35 (3)	1:82	10m
Unit 4	2,175m² / 23,411.5ft²	262m² / 2,820ft²	2,437m² / 26,231ft²	2,579m² / 27,760ft²	34 (4)	1:76	10m
TOTAL GIA			6,984m² / 75,175ft²	7,407m² / 79,728ft²	99 (11)	1:76	

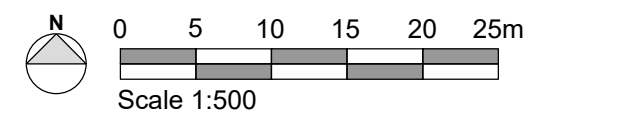


NOTES AEWTP026C

- | NOTES | AEWTP0260 |
|--|-----------|
| <ul style="list-style-type: none">• All dimensions and levels are to be checked on site.• Any discrepancies are to be reported to the architect before any work commences• This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only• This drawing shall not be reproduced without express written permission from AEW. <p>Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.</p> <ul style="list-style-type: none">• All works are to be undertaken in accordance with Building Regulations and the latest British Standards.• All proprietary materials and products are to be used strictly in accordance with the manufacturers' recommendations. | |

CDM 2015

Client notified of duties: **07/04/21**
Principal Designer: **Client**
Unless noted below, all known hazards have been highlighted on the drawing:



- | | |
|---|---|
|  | Site Boundary 4.45ac / 1.80ha |
|  | Mezzanine Extents |
|  | 30" combined sewer with 30ft easement.
Exact alignment TBC by survey |
|  | Footprint of existing Zone A + B |
|  | Landscape Planting to Landscape Architect Specification. Existing trees and shrubs to be retained where possible. |
|  | Existing trees to be retained |
|  | Proposed tree planting |
| | Manchester City Council Maximum parking standards:

B2 = 1:45 sq.m
B8 = 1:100 sq.m |
|  | Proposed Bin store |
|  | Pedestrian gate with panic hardware |
|  | Electric Vehicle Charging spaces (10no.)
(10% of parking spaces) |
|  | Future provision for EVCPs with cable routes (20no)
(20% of parking spaces) |

P21	27/01/26	SG	DRS
Refuse stores moved internally. Fence and gate moved. Parking space and landscape area added			
P20	07/05/25	SG	DRS
Unit 4 mirrored along ridge line. Unit 4 car park updated			
P19	14/03/25	SG	DRS
Unit 1 entrance door revised			
P18	13/03/25	SG	DRS
Unit 2 revised. Unit 1-2 yard and car park revised			
P17	19/11/24	SG	DRS
EV parking numbers updated further to case officer comments			
P16	15/11/24	SG	DRS
EV parking notes added			
P15	02/05/24	MW	DRS
Title block amended			
P14	26/04/24	MW	DRS
Fencelines amended			
P13	24/04/24	MW	DRS
Landscape amended			
REV	Date	Drawn by : -	Checked by : -
Status	Purpose of Issue		
S4	For Approval		
drawing stage Planning			
client			

project			
Welcomb Street Openshaw			
drawing title			
Proposed Site Plan			
date	Apr 2024	drawn	MW
scale@A1	1:500	checked	DRS