



Manchester Business Park, Aviator Way

Framework Travel Plan

December 2025

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This document has been prepared and checked in accordance with
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Comments

Comments

Revision		Status	
Pnn	Preliminary (shared; non-contractual)	S1	Coordination
Cnn	Contractual	S2	Information
		S3	Review & Comment
		S4	Review & Authorise
		S5	Review & Acceptance
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- A. Proposed Site Layout
- B. Proposed Cycle Shelter Plan

1. Introduction

General

- 1.1 Waterman Infrastructure & Environment Ltd ('Waterman') has been appointed by Ask Real Estate Limited (the 'Applicant') to prepare a Framework Travel Plan in support of an application for Full Planning Permission for a development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE (the 'Site').
- 1.2 The Site, comprising a 3.21 ha plot of land situated to the north of Manchester Airport and the A555 Ringway Road West, is bounded to the north by residential housing along Thornsgreen Road, to the east by existing Manchester Business Park office units, to the south by Aviator Way and the A555 Ringway Road West, and to the west by Woodhouse Lane and existing Manchester Business Park units beyond this.
- 1.3 The Site is located within the jurisdiction of Manchester City Council (MCC) as Local Planning and Highway Authority, and Transport for Greater Manchester (TfGM). The M56, forming part of the Strategic Road Network (SRN) managed by National Highways, is located to the west of the A555. Aviator Way, and the adjoining Enterprise Way, are Private Streets, unadopted and not maintainable at the public expense.

Development Proposal

- 1.4 The Proposed Development comprises flexible Class B2 (General Industrial) and Class B8 (Storage and distribution) land use, providing 10,167 sqm GIA of commercial floor space across nine units, with ancillary office space, associated parking, infrastructure, and access.
- 1.5 Planning permission had previously been granted on the Site for Class B1 office building land use under Planning Ref No. 123105/OO/2019. This permission has now lapsed and consequently the Proposed Development is considered to represent a new application on a currently vacant plot.

What is a Travel Plan?

- 1.6 A Travel Plan (TP) is a dynamic management tool which brings together transport and other land use issues in a co-ordinated strategy. The emphasis in a TP is on increasing the choice of methods of travel and encouraging their use whilst reducing single occupancy car usage. A TP involves the development of a set of measures which could bring several benefits to the future employees of the proposed development.
- 1.7 The measures summarised in [Table 5](#) at the back of this report will complement the existing facilities for non-car modes of travel in the vicinity of the Site and help them to focus on the key objectives of TPs, namely, to reduce the reliance on single occupancy car use.
- 1.8 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the proposed development.
- 1.9 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport impacts of developments and implementing initiatives to reduce identified adverse effects of such transportation.

Why do we have a Travel Plan?

- 1.10 While there are a wide range of benefits that can result from the operation of a TP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with the proposed development.

Benefits of a Travel Plan

- 1.11 The most easily identifiable benefits of TPs are those that are directly related to reductions in vehicle use, namely proportionally less congestion, noise, air pollution and accidents.
- 1.12 There are a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:
- Energy savings - through removal of fossil fuel use;
 - Increased use of public transport - through TP initiatives;
 - An improved environment for pedestrians and cycles;
 - Cost savings; and
 - Improved quality of life - through time savings achieved because of less congestion and reduced stress.

Aim and Approach

- 1.13 The principal aim of the TP for the development is to help reduce car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.14 The TP is to take into consideration the existing transport conditions relevant to the proposed development and the surrounding environment, and secondly, to propose several measures designed to increase travel awareness and to effectively manage and increase sustainable transport use.
- 1.15 This TP is focussed on setting out principles and objectives for the occupiers of the Site, as well as introducing key elements such as the Travel Plan Co-ordinator ('TPC') to facilitate the implementation of the TP and encourage the use of sustainable travel modes by staff and visitors to the Site.
- 1.16 The TP will provide the framework for the dissemination of sustainable travel information relating to public transport (i.e. bus, train, tram) services and active travel (i.e. cycling and walking) modes.

BREEAM Assessment

- 1.17 This TP has regard to the principles of BREEAM New Construction 2018 accreditation, specifically those elements of the guidance contained in the standard *Tra 01 Transport assessment and travel plan*.

Travel Plan Structure

1.18 The structure of this TP is as follows:

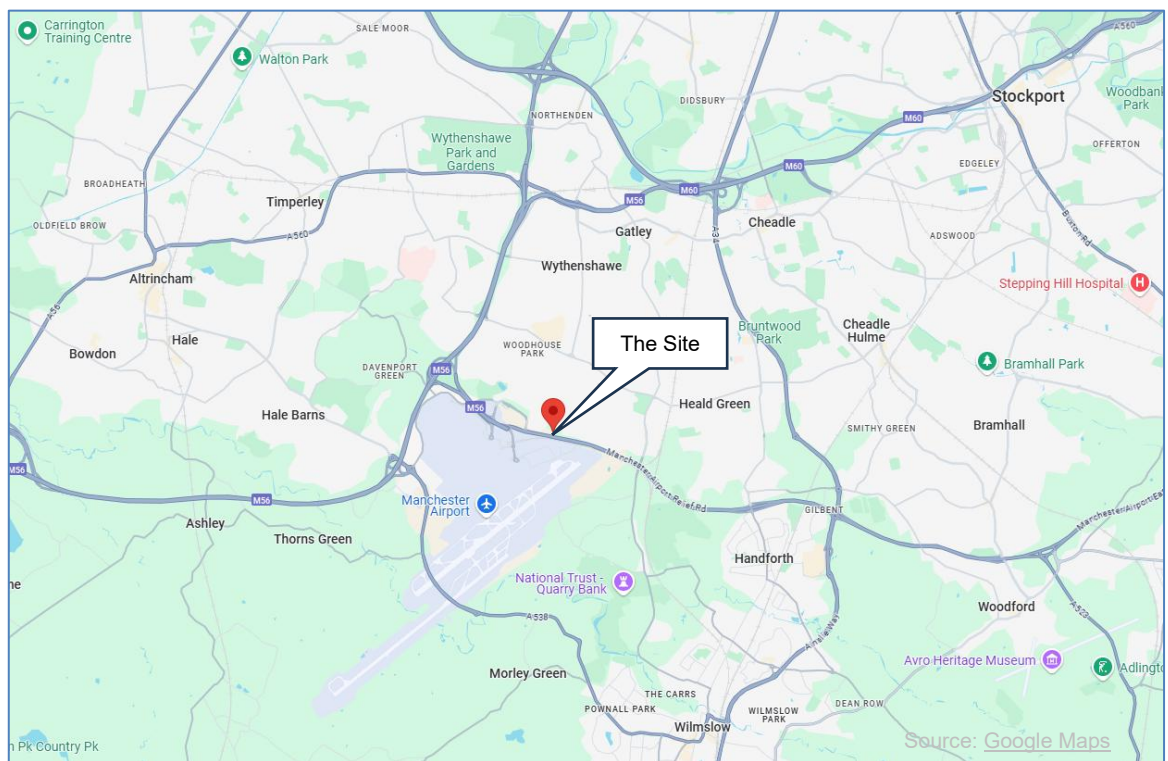
- Section 2 – Site and Surroundings;
- Section 3 – Proposed Development;
- Section 4 – Objectives & Targets;
- Section 5 – Travel Plan Measures; and
- Section 6 – Monitoring.

2. Site and Surroundings

Site Context

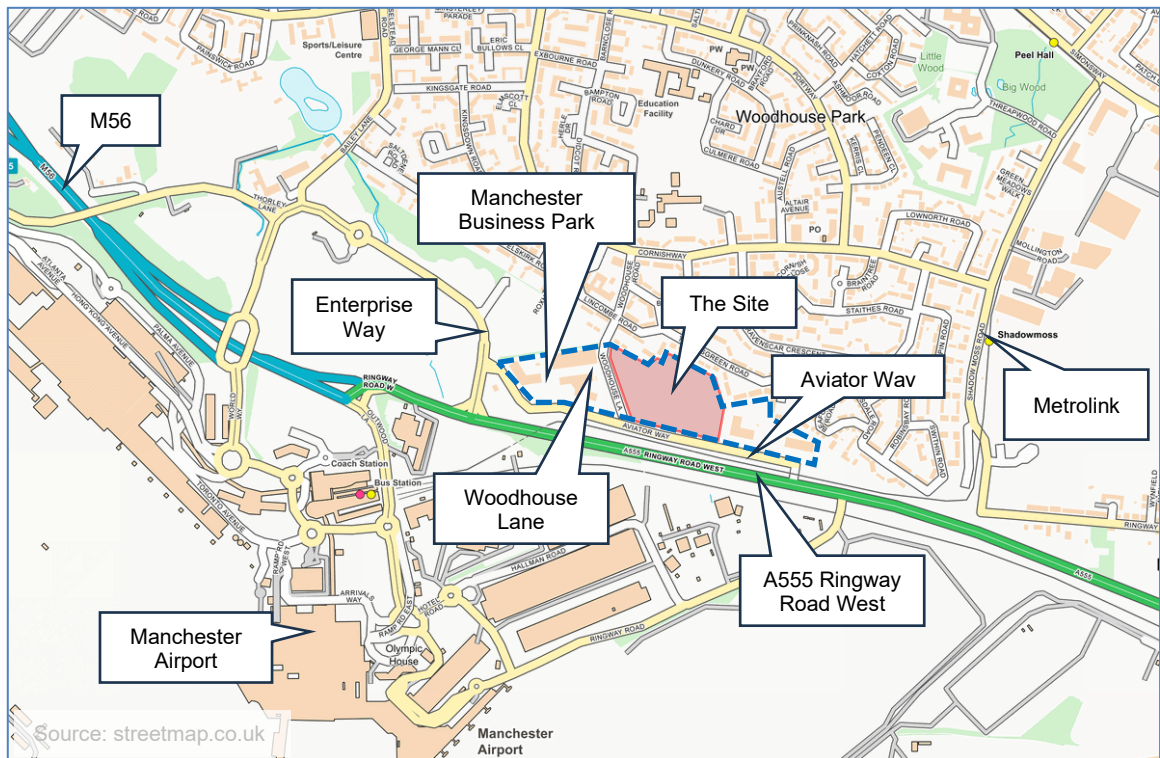
- 2.1 The Site is situated on the Manchester Business Park, immediately north of Manchester Airport and the A555 Ringway Road West (the Manchester Airport Relief Road), approximately 12.5 km south of Manchester City Centre. The location of the Site, in the context of the surrounding areas of Greater Manchester, is illustrated by [Figure 1](#) below.

Figure 1: Site Location (Wider Context)



- 2.2 The location of the Site, in the context of Manchester Business Park and the immediately surrounding highway network, is illustrated by [Figure 2](#) below.

Figure 2: Site Location (Local Context)



- 2.3 The Site currently comprises an area of undeveloped land, approximately 3.21 ha in size. It is bounded to the south by Aviator Way, to the east and west by existing occupied commercial units within the Business Park, and to the north by existing residential properties within the Woodhouse Park area of Manchester.

Existing Highway Network

Aviator Way

- 2.4 Aviator Way provides access to the Site and the four existing office buildings currently located within the Manchester Business Park. It is a single carriageway road running west to east from its signal-controlled junction with Enterprise Way. Aviator Way is approximately 750m in length and is a no-through road accessed via Enterprise Way. Aviator Way has a secondary emergency access, enforced by bollards, to the south across the tramway with the A555 Ringway Road West at its eastern extent. It has a cycle/footway along its northern kerb, providing access to the wider pedestrian and cycle networks surrounding the Site. Speed limits along Aviator Way are currently restricted to 25 mph.

Enterprise Way

- 2.5 Enterprise Way forms a looped link road, connecting the A555 Ringway Road West to Terminal 2 Roundabout on the M56 Airport Spur. Enterprise Way is a two-way part-single, part-dual carriageway road, subject to a 30mph speed limit, with cycle/footway provision on either side. Enterprise Way is accessed via a signal-controlled junction with A555 Ringway Road West to the east, and via the Terminal 2 Roundabout to the west. Terminal 2 roundabout provides access to

Manchester International Airport. Enterprise Way also forms a signal-controlled junction with Thorley Lane, north of the Terminal 2 Roundabout, and a left-turn only priority junction on its north/east bound carriageway with Bailey Lane.

Ringway Road West

- 2.6 The A555 Ringway Road West links Junction 5 of the M56 to the west to Styal Road in the east. Between its junction with the M56 and its junction with Styal Road, Ringway Road West operates as a dual-carriageway route, which forms a signal-controlled crossroad junction with Styal Road approximately 1.25km east of the Site. Beyond its junction with Styal Road, the A555 continues eastwards for approximately 11km, forming a junction with the A6 at Hazel Grove, southeast of Stockport.

M56 Motorway

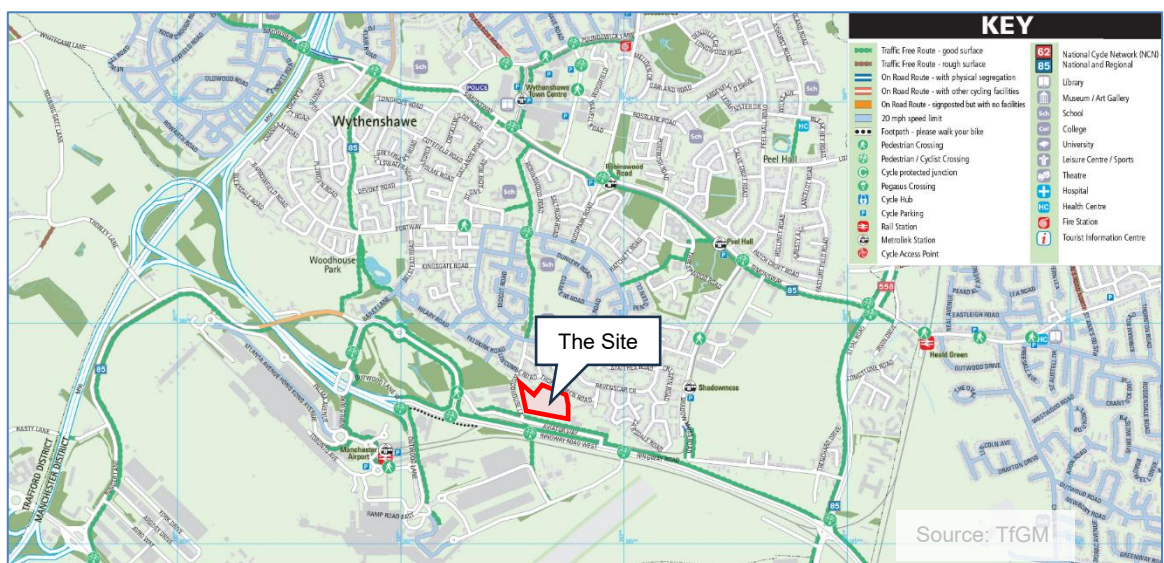
- 2.7 From its junction with the A555 Ringway Road West at Junction 5, the M56 runs generally westwards for approximately 16km, forming a grade-separated interchange with the M6 at Junction 9, and generally northwards for approximately 6.5km, forming a grade-separated interchange with the M60 at Junction 1. The A5103 route north of M56 Junction 3a provides a direct route into Manchester City Centre.

Walking and Cycling Accessibility

- 2.8 The Chartered Institute of Highways and Transport (CIHT) published the guidance document 'Planning for Walking' (2015) which sets out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area where the majority of amenities are located within an 800-metre (circa 10-minute) walking distance.
- 2.9 However, the document also notes that the propensity for individuals to walk or cycle is not only influenced by distance but also the quality of experience. Accordingly, people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 2.10 Walking and cycling therefore provide a viable alternative to travel by private motor vehicle over shorter distances. Where conditions are favourable, an 'acceptable' walking distance for pedestrians without a mobility impairment could be up to 2km. Similarly, cycling is recognised to have the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.11 A variety of key services and facilities, alongside transport connections, and residential areas, are located within a 2km walking distance and 5km cycling distance of the Site, including Wythenshawe town centre and Manchester Airport.
- 2.12 A shared cycle/footway currently runs along the entire length of Aviator Way on its northern side, passing the frontage of the Site. This cycle/footway connects with Woodhouse Lane, which runs along the western boundary of the Site, forming a cycle/footway connection with the residential areas to the north. To the east and west of the Site, the Aviator Way cycle/footway connects with the existing pedestrian and cycle networks alongside the A555 and Enterprise Way, facilitating access for Manchester Airport and beyond.

- 2.13 The Metrolink tram line runs alongside the southern side of Aviator Way. There is currently no footway on the southern side of Aviator Way, however, there are two crossing points for pedestrians and cyclists, providing access across Aviator Way to the A555, the easternmost of which doubles as an emergency vehicle access.
- 2.14 A continuous cycle/footway route via Enterprise Way (circa 1.8km in length, 7 minutes by bicycle) currently provides access between the Site and the Bus/Rail Interchange at Manchester Airport. The provision of appropriate signal-controlled and uncontrolled crossings, with tactile paving and dropped kerbs, allows for both types of user to cross carriageways safely.
- 2.15 Alternative pedestrian routes between the Site and Manchester Airport are available via the A555 Ringway Road West, either via a footbridge over the M56 (circa 1.3km in length, 19 minutes on foot), or via Outwood Lane (circa 1.2km in length, 17 minutes on foot).
- 2.16 Bus and tram stops, located on Shadowmoss Road, are easily accessible on foot and by bicycle from the Site, via the existing walking and cycling network to the east, a journey of approximately 1km (3 mins by bicycle, 13 minutes on foot).
- 2.17 The cycle network in the vicinity of the Site is illustrated by the extract from Transport for Greater Manchester (TfGM)'s cycle network map, presented at [Figure 3](#) below.

Figure 3: Cycle Network



Access to Local Facilities

- 2.18 A range of services and facilities are accessible from the Site, on foot, by bicycle, or by public transport, including facilities at Manchester Airport, local services and facilities located within the residential areas north of the Site, and in Wythenshawe town centre.
- 2.19 The existing amenities accessible within a 2km walking / 5km cycling distance of the Site have been assessed and summarised, as set out within [Table 1](#) below.

Table 1: Access to Local Amenities on foot and by bicycle

Distance (<2km)	Distance (>5km)
Residential areas in Woodhouse Park	Residential areas including Warburton Green, Newall Green, Benchill, Gatley, Peel Hall, Wythenshawe, Heald Green, Handforth
Shops (including supermarket), restaurants, and facilities in Wythenshawe town centre	Cheadle Royal Business Park
Existing occupiers on Manchester Business Park, Concord Business Park, Atlas Business Park, Ringway Trading Estate	Wythenshawe Hospital, Astell Day Hospital
Local Shopping Parades in Woodhouse Park (including Post Office, ATM, and InPost locker facilities)	National Trust Quarry Bank attraction at Styal
Public Houses / Restaurants / Cafés	Styal and Heald Green Stations
Hotels	Supermarkets and Convenience stores
Open space in Painswick Park	
Children's Centre / Primary Schools	
Places of Worship	
Bus and Tram Stops	
Manchester Airport Station	
Manchester Airport	

- 2.20 Reflecting BREEAM New Construction 2018 Tra 01 thresholds the number and type of existing accessible amenities within 500m of the Site have been assessed, as set out within [Table 2](#) below.

Table 2: Access to Local Amenities within 500m

Amenity	Distance (<500m)	Distance (>500m)
Appropriate food outlet	-	Blossom Café / Golden Dragon Take Away, Cornishway (940m)
Access to cash	-	ATM at Best One, Cornishway (940m)
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	-	Painswick Park (1.2km)
Access to a recreation or leisure facility for fitness or sports	-	Woodhouse Park Lifestyle Centre (1.4km)
Publicly available postal facility	-	InPost Locker at Best One, Cornishway (940m)
Community facility	The Red Beret Pub (500m)	-
Childcare facility or school	-	Woodhouse Park Children's Centre / Ringway Primary School (650m)

- 2.21 Currently just one of the amenities identified by BREEAM New Construction 2018 Tra 01 as being relevant to the proposed land use is present within the 500m walking threshold distance of the Site. However, a range of amenities identified by BREEAM New Construction 2018 Tra 01 are accessible within a reasonable walking distance of circa 500m-1.5km of the Site.

Public Transport Accessibility

Greater Manchester Accessibility Levels

- 2.22 Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a given point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility.
- 2.23 The postcode for Aviator Way (M22 5TG) equates to a GMAL* score of 14.69289527, updated in January 2025, giving a GMAL level rating of 6, which represents a high level of accessibility for the Site by public transport.

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Bus Service

- 2.24 The Bus/Rail Interchange at Manchester Airport is located within a circa 1.2km walking distance from the Site (approximately 17 minutes on foot) or 1.8km cycle journey (approximately 7 minutes by bicycle) via dedicated, safe and attractive routes.
- 2.25 Bus stops, located on Shadowmoss Road, adjacent to the Shadowmoss tram stop, are easily accessible on foot and by bicycle from the Site, via the existing walking and cycling network to the east, a journey of approximately 1km (3 mins by bicycle, 13 minutes on foot).
- 2.26 A total of eight bus services currently operate from the Manchester Airport bus/rail interchange, as summarised in [Table 3](#) below. The No. 368 service also serves the Shadowmoss Metrolink bus stops on Shadowmoss Road, albeit a limited number of early morning services only.

Table 3: Bus services accessible from Manchester Airport and Shadowmoss Metrolink Stops

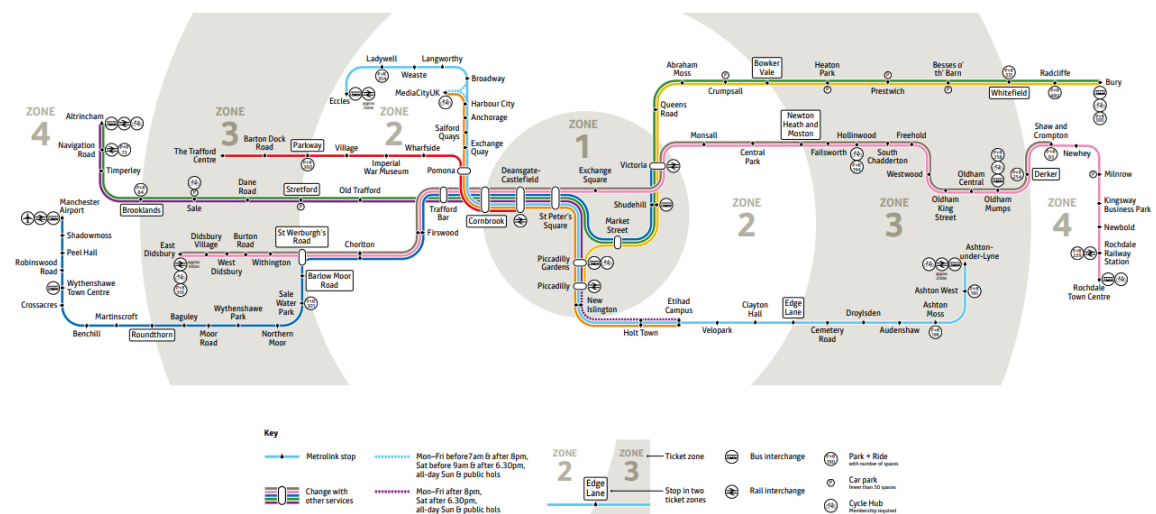
Service	Route	Typical Daytime Frequency		
		Weekday	Saturday	Sunday
43	Manchester Airport, Interchange – Manchester, Piccadilly Gardens	10-minute frequency	10-minute frequency	15-minute frequency
103	Manchester Airport, Interchange – Manchester, Piccadilly Gardens	30-minute frequency	30-minute frequency	60-minute frequency
130	Manchester Airport, Interchange – Macclesfield, Bus Station	60-minute frequency	90-minute frequency	90-minute frequency
199	Manchester Airport, Interchange – Buxton, Market Place	30-minute frequency	30-minute frequency	60-minute frequency
248	Manchester Airport, Interchange – Eccles Interchange	60-minute frequency	60-minute frequency	120-minute frequency
288	Manchester Airport, Interchange – Altrincham Interchange	60-minute frequency	60-minute frequency	120-minute frequency
313	World Freight Centre – Stockport Interchange, via Manchester Airport, Interchange	30-minute frequency	30-minute frequency	30-minute frequency
368	Manchester Airport, Interchange – Stockport Interchange*	2 no. early morning services only	4 no. early morning services only	No Service

* Service No. 368 provides a 20-minute daytime frequency (Monday-Saturday) starting at Wythenshawe Interchange, 30-minute frequency on Sundays

Tram

- 2.27 The Metrolink is a light rail tram system operating in Greater Manchester. The Metrolink route, serving Manchester Airport and Shadowmoss, the closest tram stops to the Site, is known as the 'Navy Line'. It serves 25 stations between Manchester Airport (Zone 4) and Victoria (Zone 1), including Wythenshawe Town Centre, St Werburgh's Road, Deansgate-Castlefield, and Shudehill, as illustrated by Figure 4 below.

Figure 4: Metrolink Network



- 2.28 The typical operating times and frequency of service for trams serving the Manchester Airport and Shadowmoss tram stops is summarised in [Table 4](#) below.

Table 4: Metrolink 'Navy Line' Service Frequencies

Day	First Tram	Last Tram	Frequency
Monday to Thursday	05:55	23:07	Every 12 minutes
Friday and Saturday	05:55	00:07	Every 12 minutes
Sunday	06:48	23:03	Every 15 minutes

- 2.29 The journey by tram from Manchester Airport to Victoria typically takes approximately 60 minutes, depending on service and network conditions at time of travel.

Rail

- 2.30 Regular rail services from Manchester Airport serve Manchester Piccadilly station in the city centre, a journey of approximately 20 minutes. The combined daytime services provide an approximately 10-minute frequency service between the two stations, 7 days a week, through train operators TransPennine Express and Northern Rail. Manchester Piccadilly station provides onward connections to a variety of destinations across the United Kingdom.

- 2.31 Broadly, the current off-peak service pattern can be summarised as follows:

- 1 train per hour (tph) to Redcar via Middlesbrough
- 1 tph to Carlisle, continuing alternately to Edinburgh Waverley or Glasgow Central
- 2 tph to Blackpool North
- 1 tph to Lancaster, of which 11 trains per day (tpd) continue to Barrow-in-Furness and 4 tpd continue to Windermere
- 1 tph to Liverpool Lime Street
- 1 tph to Manchester Piccadilly
- 1 tph to Crewe
- 1 tph to Chester (operated by Transport for Wales)

- 2.32 Manchester Airport station is managed by TransPennine Express and provides a range of facilities including a ticket office and ticket machines, departure screens and live service information, left luggage and trolleys, step-free access, toilets and baby change facilities, waiting rooms and seating, impaired mobility set-down and pick-up areas, public Wi-Fi, ATM, refreshment facilities and shops, and cycle parking for 50 bicycles.

Aviation

- 2.33 Manchester Airport is an international airport comprising a cargo terminal and three passenger terminals. It is one of the busiest airports in the United Kingdom, with over 28 million passengers travelling through its terminals each year. The airport is served by more than 30 airlines, serving over 110 destinations domestically and across 42 countries worldwide.

- 2.34 The airport is readily accessible from the Site on foot and by bicycle and provides opportunities for onward travel by bus, tram, rail and air.

Workplace Population Method of Travel to Work

- 2.35 Method of Travel to Work mode share for the workplace population within the Middle-layer Super Output Area (MSOA) 'Manchester 053', within which the Site is located, has been calculated from 2011 and 2021 Census data and is set out in [Table 5](#) below.
- 2.36 Work from home counts from the Census data have been discounted to allow the calculation of mode share for those employees actually travelling to their workplace.

Table 5: Method of Travel to Work – Workplace Population (MSOA Manchester 053)

Method of Travel to Work	Mode Share 2011	Mode Share 2021
Underground, metro, light rail or tram	0%	3.3%
Train	3%	2.6%
Bus, minibus or coach	8%	9.8%
Taxi	1%	1.3%
Motorcycle, scooter or moped	1%	0.6%
Driving a car or van	77%	69.1%
Passenger in a car or van	4%	4.8%
Bicycle	2%	2.5%
On foot	3%	4.8%
Other method of travel to work	0%	1.2%
Total	100%	100%

- 2.37 The 2011 Census mode share data indicates robustly that approximately 77% of the workplace population within MSA 'Manchester 053', which also includes Manchester Airport, might be expected to travel to work by car or van, as a driver. A total of 11% are indicated to travel by sustainable travel modes (i.e. public transport), and 5% by active travel modes (i.e. cycling and walking).
- 2.38 The 2021 Census mode share indicates a shift in mode share where approximately 69% of the workplace population within MSA 'Manchester 053', might be expected to travel to work by car or van, as a driver. Approximately 16% are indicated to travel by sustainable travel modes (i.e. public transport), and 7% by active travel modes (i.e. cycling and walking).
- 2.39 Whilst indicative mode shares from the 2011 and 2021 Census are broadly comparable, given that 2021 Census data is likely to have been impacted by the Covid pandemic, and to ensure a robust assessment of the likely impact of the Proposed Development in terms of vehicular traffic, the 2011 Census data has been adopted for the purposes of the traffic assessment. Nevertheless, the 2021 Census data mode share provides a sound basis for the development of TP targets for the Site, encouraging a shift towards more sustainable modes of travel.

Personal Injury Accident (PIA) Data

- 2.40 Personal Injury Accident (PIA) data has been obtained from the Crashmap Pro database for the most recently available five-year period, January 2019 to December 2023 inclusive. A total of ten PIAs were recorded within the study area, comprising Aviator Way, Enterprise Way, A55 Ringway Road South, and the M56, as illustrated by Figure 5 below.
- 2.41 Of the ten PIAs recorded, three were classified as 'Serious' in severity, and seven as 'Slight', No 'Fatal' accidents were recorded within the five-year study period. No PIAs were recorded on Aviator Way or Enterprise Way.
- 2.42 The year, severity and type of vehicles involved for each of the PIAs recorded, is summarised in Table 6 below. The majority (90%) of recorded PIAs comprised collisions involving private cars, with only one incident involving a motorcycle (resulting in serious injury), and three incidents involving a goods vehicle (one serious and two slight). None of the recorded PIAs involved pedestrians, pedal cycles, or buses.

Figure 5: Personal Injury Accident Data

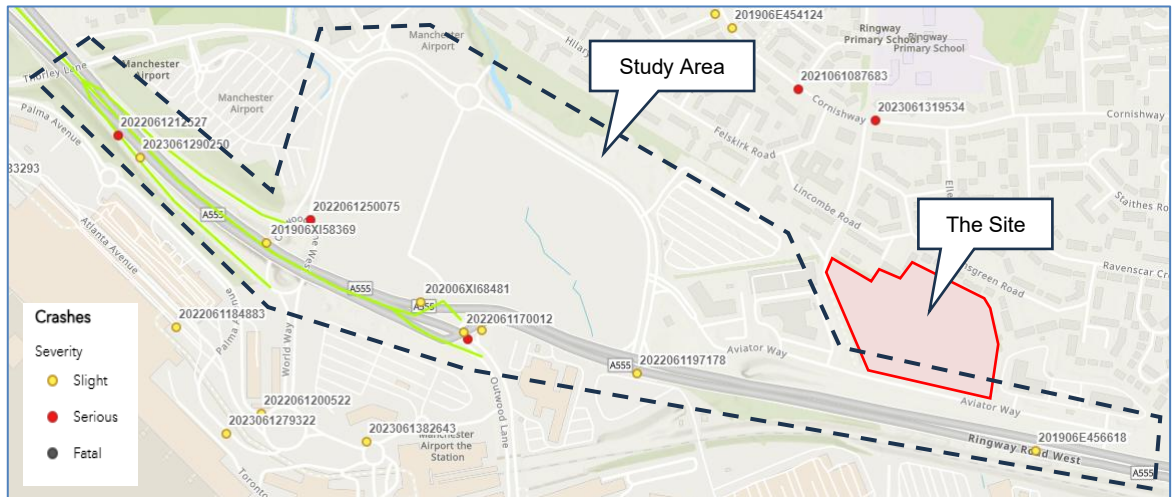


Table 6: Summary of Recorded PIA Data

Year	Severity			Severity		
	Slight	Motorcycle	Goods Vehicle	Serious	Motorcycle	Goods Vehicle
2019	2	-	-	-	-	-
2020	1	-	-	-	-	-
2021	-	-	-	-	-	-
2022	3	-	2	3	1	1
2023	1	-	-	-	-	-
Total	7	-	2	3	1	1

- 2.43 No specific accident patterns or clusters are identified from the Crashmap Pro data. The historic accident record raises no specific concerns with respect to the location or development potential of the Site.

3. Proposed Development

Development Summary

- 3.1 As outlined in Section 1, the proposals comprise development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at the Site.
- 3.2 The Proposed Development seeks to develop an area of currently undeveloped land, extending to 3.21 ha, providing a total of 10,167 sqm (GIA) of commercial floorspace.
- 3.3 The proposed Schedule of Accommodation is presented in [Table 7](#).

Table 7: Schedule of Accommodation

Unit	Flexible B2 / B8 Use GIA (sqm)	First Floor Office GIA (sqm)	% Office	Total Unit GIA (sqm)
Unit 1A	1,485	221	13%	1,706
Unit 1B	1,733	245	12%	1,978
UNIT 1 Total	3,218	466	13%	3,684
Unit 2A	7998	127	14%	925
Unit 2B	476	103	18%	579
Unit 2C	478	102	18%	580
UNIT 2 Total	1,752	332	16%	2,084
Unit 3A	997	153	13%	1,150
Unit 3B	796	128	14%	924
Unit 3C	597	104	15%	701
UNIT 3 Total	2,390	385	14%	2,775
UNIT 4	1,391	232	14%	1,623
GRAND TOTAL	8,751	1,415	14%	10,167
*numerical errors due to rounding				

- 3.4 The proposed layout comprises a central service road which forms a priority T-junction with Aviator Way. A series of service yards and parking areas, serving individual units, are accessed from the central service road as illustrated by the Site Layout plan at [Appendix A](#).

Site Access

- 3.5 It is proposed that the Site is accessed directly from Aviator Way via a simple priority junction, located on the southern boundary of the Site. Aviator Way is a private road, which is relatively straight in the vicinity of the Site and affords the opportunity for comfortable provision of appropriate visibility splays, in line with the posted 25mph speed restriction.
- 3.6 Aviator Way has a footway / cycleway route running alongside it's northern side. The proposed Site access will need to accommodate the transition of pedestrian and cycle movements across the junction in a consistent manner to the existing access junctions serving the existing office units to the east and west of the Site.
- 3.7 The proposed access serves the central service road within the Site, which runs northwards for approximately 60m from Aviator Way before turning 90° westwards on a radius of circa 15m and running through the centre of the Site to its termination. The proposed service road is 7.3m wide, sufficient to afford the passage of two articulated HGVs passing concurrently.
- 3.8 The swept path of a maximum legal articulated HGV passing through the junction and traversing the service road to access loading bays located with the service yards of each unit has been assessed and is commented upon below.

Car Parking

- 3.9 The current Core Strategy parking standard for the proposed land use is a maximum of 1 space per 45sqm (B2) or maximum of 1 space per 100sqm (B8). Based upon the proposed floor areas, the current Core Strategy Parking standard equates to a maximum provision of 228 spaces (B2) or 105 spaces (B8) across the Site.
- 3.10 The Policy requirement for accessible parking provision applicable to the Site is the provision of a minimum of individual bays for each disabled employee plus 2 bays, or 5% of total capacity, whichever is greater (where the total no. spaces is less than 200). Based collectively upon the proposed provision of 145 spaces across the Site, a minimum of 8 accessible spaces is required.
- 3.11 [Table 8](#) below summarises the currently proposed parking provision and demonstrates the requirements of Policy compliant parking provision, calculated per unit.

Table 8: Proposed Car Parking Provision

Unit	Total Unit GIA (sqm)	Standard Parking Spaces	Parking Ratio (per sqm)	Accessible Parking Spaces	Policy Compliant Parking Spaces (B2)	Policy Compliant Parking Spaces (B8)
Unit 1A	1,706	27	1:59	2	38	18
Unit 1B	1,978	21	1:86	2	44	20
Unit 2A	925	11	1:77	1	21	10
Unit 2B	579	9	1:58	1	13	6
Unit 2C	580	9	1:58	1	13	6
Unit 3A	1,150	16	1:68	1	26	12
Unit 3B	924	13	1:66	1	21	10
Unit 3C	701	10	1:64	1	16	8

Unit	Total Unit GIA (sqm)	Standard Parking Spaces	Parking Ratio (per sqm)	Accessible Parking Spaces	Policy Compliant Parking Spaces (B2)	Policy Compliant Parking Spaces (B8)
Unit 4	1,623	17	1:86	2	37	17
Total	10,167	133	1:70	12	229	107

- 3.12 Table 8 illustrates that the currently proposed car parking provision for the Site (145 spaces, comprising 133 standard and 12 accessible bays) sits between the maximum standard of the Core Strategy for B8 use (107 spaces) and the maximum standard for B2 use (229 spaces).
- 3.13 Provision has been made for parking spaces with EV charging points. Table 9 illustrates the proposed EV charging parking spaces for each unit. Allowance was also made for each unit for the future installation of EV charging points which will be provided with cable routes.

Table 9: Proposed Car Parking Spaces with EV Charging points

Unit	Parking spaces provided with EV Charging point	Parking space provided with cable routes to allow for future installation of EV Charging points
Unit 1A	4	4
Unit 1B	2	4
Unit 2A	2	2
Unit 2B	2	2
Unit 2C	2	2
Unit 3A	2	2
Unit 3B	2	2
Unit 3C	2	2
Unit 4	2	4
Total	20	24

Cycle Parking

- 3.14 The Proposed Development will also need to have regard to the minimum cycle parking standard set out by the Core Strategy, currently 1 space per 450sqm (with a minimum of 2 spaces) for B2 use and 1 space per 850sqm (with a minimum of 2 spaces) for B8 use. Based upon the proposed floor areas, the current Core Strategy Parking standard equates to a minimum provision of 23 cycle spaces (B2) or 12 cycle spaces (B8) across the Site. However, in practice the development proposals are expected to provide 48 cycle spaces across the Site in secure covered cycle stores.

The Proposed Cycle Shelter Plan is attached at Appendix B of this report.

Emergency Vehicle Access

- 3.15 Aviator Way has a secondary emergency access, enforced by bollards, to the south across the tramway with the A555 Ringway Road West at its eastern extent.

Refuse Collection, Deliveries and Servicing

- 3.16 At the time of writing, the future occupiers of the Proposed Development are unknown so specific details of delivery and servicing patterns can't be identified. As such, OGV trip rates from the trip generation exercise as part of the Transport Assessment (TA) have been used as interim figures.
- 3.17 This assessment represents a robust methodology as the TRICS OGV outputs include operational trips as well as those attributed to delivery and servicing.
- 3.18 The TRICS (v8.25.6) database was investigated for both B2 and B8 land use scenarios under employment land use categories 'D – Industrial Estate' and 'F – Warehousing (commercial)', respectively. The following parameters were applied to identify surveys in locations exhibiting similar characteristics to the Site:
- Only 'Edge of Town' and 'Suburban Area' sites were selected;
 - Only sites in England (excl. Greater London) were selected;
 - Surveys undertaken during the periods of Covid-19 restrictions were excluded;
 - Only weekday surveys were selected; and
 - Surveys between the years of 2019-2024 were selected.
- 3.19 Full TRICS outputs are provided at Appendix C of this report. Tables 10 and 11 provide summaries of the OGV trip rates (TR) derived from TRICS and the corresponding trips for the B2 and B8 land use scenarios, respectively.

Table 10: OGV Trip Rates and Associated Movements – B2 (10,167 sqm)

Time Period	Arrivals		Departures		Two-Way
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak (10:00-11:00)	0.033	3	0.028	3	6
PM Peak (15:00-16:00)	0.020	2	0.028	3	5
Daily (05:00-21:00)	0.280	28	0.271	27	55

Table 11: OGV Trip Rates and Associated Movements – B8 (10,167 sqm)

Time Period	Arrivals		Departures		Two-Way
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak (10:00-11:00)	0.025	3	0.027	3	6
PM Peak (15:00-16:00)	0.024	2	0.021	2	4
Daily (05:00-21:00)	0.264	27	0.261	26	53

- 3.20 The analysis indicated that the Proposed Development as B2 (Industrial Estate) use would generate a total of 55 daily two-way OGV trips, 6 and 5 of which would be in the AM (10:00-11:00) peak and PM (15:00-16:00) peak hours, respectively. As B8 (Warehousing Commercial) use, the Proposed Development would generate a total of 53 daily two-way OGV trips, 6 and 4 of which would be in the AM (10:00-11:00) peak and PM (15:00-16:00) peak hours, respectively.
- 3.21 It can be inferred from the above that, in a 'worst case scenario' (10:00-11:00) the Proposed Development has the potential to generate 6 OGV trips which equates to approximately 1 every 10 minutes, which the Site can comfortably accommodate.

4. Objectives and Targets

The Focus of the Travel Plan

- 4.1 This TP is focussed on employees and workplace travel, therefore most of the measures proposed within the plan are intended to encourage individuals to vary, or change, to more sustainable methods of transport where appropriate.

Objectives

- 4.2 There are a number of objectives, that the implementation of the TP is intended to help fulfil:

- To influence travel behaviour of staff;
- To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
- Reduction in overall mileage;
- To help improve the health of staff;
- Accommodating those journeys that need to be made by car; and
- Improving the knowledge and experience of safe travel for all staff.

Targets

- 4.3 Targets are included in a TP to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated are the commitment to deliver the package of measures set out in the plan. These measures are set out in the next chapter and include initiatives to promote increases in the use of cycling, walking and public transport.
- 4.4 The second form of target is aspirational and related to proportional changes in the travel modes used to get to the Site.
- 4.5 Should these targets not be met, discussions between the TPC and MCC would take place in order to discuss the extent of the shortfalls and outline measures which could be undertaken to help meet these targets.
- 4.6 TPs are evolving documents that need to remain adaptable to changing working practices and local conditions and therefore, the plan targets will be given over varying timescales. [Table 12](#) at the end of this report details the measures and the respective timescales.
- 4.7 Based on evaluation of similar sites and using the primary objectives of the TP, the key targets of the TP will be as follows:
- Increase the mode share for staff trips being undertaken by sustainable and active travel modes (i.e. combined across bus, rail, tram, walking and cycling) by 10% within five years when compared to the baseline modal split;
 - Reduce the mode share for single occupancy car travel by 10% within five years when compared to the baseline modal split.

5. Travel Plan Initiatives

Overview

- 5.1 A TP is essentially a series of initiatives that are introduced to provide people with an enhanced range of transport opportunities.
- 5.2 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the proposed development.

Travel Plan Co-ordinator

- 5.3 Allocated time will be needed to set up and run the TP. This is best achieved by the Applicant appointing an individual or consultant with the duties of the TPC (Travel Plan Coordinator), who will be responsible for the management and maintenance of the TP.
- 5.4 The occupant of each unit will appoint a Travel Plan representative to act as the primary point of contact for their organisation with the appointed TPC.
- 5.5 Contact details for the appointed TPC will be provided to the Highway Authority at least 3 months prior to occupation of the first Unit.
- 5.6 The Applicant will ensure that the TPC (whether an internal appointment or externally appointed consultant) will have sufficient authority, resources and capability to implement, manage and ensure compliance with the TP.
- 5.7 The TPC will be responsible for:
- Overseeing the proposed development and implementation of the TP and for promoting the objectives and benefits of the TP;
 - Designing and implementing effective marketing and awareness raising campaigns to promote the TP;
 - Co-ordinating the necessary data collection required to develop the TP, which includes arranging for any Travel Survey to be carried out to establish travel patterns at the Site and devising possible incentives for employees to complete and return their questionnaires;
 - Collation of all the Travel Survey information and entering it onto a database to help identify travel requirements and set targets for reducing single occupancy car trips and increasing sustainable travel modes;
 - Acting as a point of contact to all employees and visitors requiring information in relation to sustainable travel as well as for exchanging ideas and best practice with other organisations;
 - Liaising with MCC and local public transport operators;
 - Obtaining the most up-to-date information at the Site in relation to site-wide measures and initiatives (including TP information and passing this on to all employees);
 - Co-ordinating the monitoring programme of the TP and producing Monitoring Reports;
 - Providing information for the mobility impaired to access the Site; and
 - Promoting sustainable transport to and from the Site.

- 5.8 The TPC will maintain a record of all relevant comments made by employees in relation to the Travel Plan and, where appropriate, record actions taken to address these comments.
- 5.9 Contact details for the TPC will be posted on staff notice boards, on occupier websites (if applicable), and included within Travel Information Packs issued to all members of staff employed on the Site.

Provision of Travel Plan Information

Travel Information Pack

- 5.10 A Travel Information Pack (TIP) will be provided to all staff. A TIP will set out information on travel options to and from the Site and will be made available as an electronic version. The TIP will contain the following information:
- Description of what a Travel Plan is and details of the TPC;
 - Details of useful travel apps;
 - Maps of the neighbouring walking and cycling network;
 - Details of the on-site cycle parking facilities;
 - Bus timetable and route maps;
 - Tram timetables;
 - Rail timetables;
 - Offer of personalised travel planning support for staff; and
 - Information regarding staff travel offers, free or discounted ticket incentives, and season ticket loans.
- 5.11 A draft TIP will be provided to the Highway Authority for review at least two months prior to first occupation to allow time for feedback and amendments. TIPs will be provided to all new staff when starting on Site and will be reviewed and updated on a quarterly basis by the TPC.

Noticeboards and Websites

- 5.12 A noticeboard will be provided within the reception of each Unit, which will contain maps of the neighbouring walking and cycling network and timetable information for buses, tram and rail services. Information on any change in service will be provided on the noticeboard. A photograph of the noticeboard will be provided to the Highway Authority at first occupation by the TPC.
- 5.13 The noticeboards will be kept up to date by the TPC, whose details will be clearly displayed on each noticeboard.
- 5.14 Occupiers will be encouraged by the TPC to provide sustainable travel information on external company websites to assist those travelling to the Site.

Staff Meetings

- 5.15 At occupier staff meetings, opportunities will be provided with the meeting agenda to discuss appropriate issues relating to cycling, walking, public transport and other issues regarding travel planning. The TPC may be available to attend such meetings on invitation by the occupier Travel Plan representative.

Encouraging Walking

Walking Works Staff Challenges

- 5.16 The TPC will organise Walking Works Staff Challenges. The challenges will be a selection of weekly walking challenges tailored to the staff. The aims of the challenges will be to promote physical activity, support mental health, boost morale and promote staff cohesion.

Walking User Groups

- 5.17 Walking User Groups (WUGs) can be set up which allow staff who commute on foot to meet and discuss any issues of walking to work. Minutes arising from these meetings can be shared with the TPC who can action measures to further encourage walking to work.

Encouraging Cycling

Cycle Parking Facilities

- 5.18 The proposed development will initially provide a total of 48 cycle parking spaces across the Site for staff and visitors.
- 5.19 A shower facility and staff lockers will be provided within each Unit. Provision will also be made within the curtilage of the buildings to accommodate charging facilities for e-bike batteries.
- 5.20 The potential for additional facilities, such as a fixed bicycle maintenance stand with cycle pump, will be considered by the TPC, accessible to users of the Site.
- 5.21 The usage of the cycle parking on-site will be monitored as part of this Travel Plan and remedial actions identified within the annual review to ensure that the provision is fit for purpose and sufficient to meet cycle parking demand.

Cycle to Work Scheme

- 5.22 Employees will be encouraged to sign up to the Bike2Work Scheme. The Bike2Work Scheme allows employees to save money on the purchase of a new bike through a loan from their employer which is then paid back on a monthly basis through a salary sacrifice arrangement.

Bicycle User Groups

- 5.23 Bicycle User Groups (BUGs) can be set up which will allow staff who commute by cycling to meet and discuss any issues of cycling to work. Minutes arising from these meetings can be shared with the TPC who can action measures to further encourage cycling to work.

- 5.24 Annual sustainable travel events will be held on Site, facilitated by the TPC, and will include activities such as a bike service, or free bike security marking session, potentially in association with external bodies such as local bike shops, Manchester City Council, or Greater Manchester Police.

Encouraging Public Transport

Season Ticket Loans and Discounted Ticketing

- 5.25 The TPC will liaise with MCC, TfGM, and local public transport operators, to identify potential opportunities for staff to be able to apply for a discounted bus, rail, and tram tickets to assist in incentivising the use of public transport when travelling to and from work.
- 5.26 The TPC will liaise with occupier organisations to identify the potential for Season Ticket Loans which would allow staff to purchase tax free season tickets for bus, rail and tram services. The season ticket loan would be paid back directly from the employees' monthly or weekly pay.

Travel App's

- 5.27 Staff will be encouraged to download the official TfGM Bee Network app, which provides staff with various ticketing options for rail, tram or bus travel.

Encouraging Car Sharing

- 5.28 Staff will be encouraged to share their journeys to work, either directly with colleagues on site or through car sharing apps such as those provided by liftshare.com. The TPC will investigate opportunities to register with and promote among staff platforms such as 'BlaBlaCar' or 'Liftshare' which enable travellers to link up with other people to share car journeys, to and from work.
- 5.29 Visitors to the Site will be provided with details of sustainable travel options prior to travel via email communication and/or links to external occupier websites.
- 5.30 Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management. This will be facilitated by the TPC in consultation with the TP representatives of each occupier organisation.

6. Monitoring

- 6.1 On-going monitoring of the TP is necessary to ensure its continuous effectiveness. This will be the responsibility of the TPC.
- 6.2 A Travel Survey will provide a baseline situation for setting appropriate modal shift targets to be met over the proposed 5-year timeframe of the TP and repeated annually from agreement and commencement of the TP. A minimum response rate of 25% is required for each of the annual staff travel surveys. The TPC and/or occupier organisations may offer an incentive (e.g. entry into a prize draw) to encourage staff to respond to the travel survey.
- 6.3 Occupier organisations will be encouraged by the TPC to take part in the Bee Network 'The Greater Manchester Travel Diary Survey (TRADS). The survey programme covers the duration of a full year, with surveys in-field every day.
- 6.4 This information will be included in a Monitoring Report (also known as a Progress Report), which will be prepared by the TPC and submitted to the Highway Authority for consideration after the travel surveys.
- 6.5 This Monitoring Report will include the following:
- Organisation's name and address;
 - Detailed information and evidence on the measures used and implemented to promote the TP and its objectives;
 - Travel Survey results with comparative data and analysis;
 - Details on cycle parking usage/parking usage;
 - Action Plan; and
 - Details of any changes to the Site.
- 6.6 The TPC will collate the results of the Travel Survey and this information, together with the proposed baseline targets, will be detailed in the Monitoring Report.
- 6.7 Where targets are not met, the TPC will discuss and agree a plan of action, which will indicate how any deficiencies in the operation of the TP can be addressed and targets met.
- 6.8 The TPC will review and monitor the TP annually, setting out whether the travel habits of employees are meeting the objectives and targets. This information will be included in the annual Monitoring Report.

Securing the Travel Plan and Funding

- 6.9 The Applicant will ensure that the TPC will be provided with sufficient resources to implement the TP.
- 6.10 MCC will receive an annual monitoring fee of £1,000 (index linked) from the Applicant over the five-year duration of the TP, secured via a Section 106 Agreement. The monitoring fee is to be used by the Highway Authority to cover the costs associated with monitoring the effectiveness of the TP over its duration.

Table 12: Measures and monitoring for the Travel Plan

Objectives	Target	Measures	Timescales	Responsibility	Monitoring progress towards target
To encourage site users to move up within the sustainable transport hierarchy and to influence travel behaviours in favour of sustainable forms of travel	Increase public transport use by 5-10% of mode share over a 5-year period.	Provide bus and rail maps and timetables within the TIP Promote smartphone apps Promotion of walking routes connecting with local bus stops and train stations Provision of 1-month free travel ticket Provision of Season Ticket loans	On occupation	TPC Occupier Organisations	Baseline travel survey plus monitoring surveys annually after the baseline survey. Information to be reviewed every 12 months and updated if necessary.
To encourage site users to move up within the sustainable transport hierarchy and to influence travel behaviours in favour of active forms of travel	Increase walking and cycling by 5-10% of mode share over a 5-year period.	Cycle and pedestrian route information provided via TIP Walking and Cycle User Groups and Events Covered, secure, cycle parking overlooked by CCTV, Charging facilities for e-bike batteries within the curtilage of each Unit Cycle maintenance stand and cycle pump within the curtilage of each Unit Showers, lockers and changing room Cycle to work scheme	On occupation	TPC / Applicant Occupier Organisations	Information to be reviewed every 12 months and updated if necessary. Baseline travel survey plus monitoring surveys annually after the baseline survey.
To monitor travel patterns	10% reduction in single-occupancy car mode share, 10% increase in sustainable and active travel mode share over a 5-year period.	Baseline monitoring Follow up monitoring Annual MCC Monitoring Fee	Six months after occupation Annually Annually	TPC TPC Applicant	Baseline monitoring six months after first occupation. Follow up travel surveys annually after occupation and preparation of monitoring reports. Annual payment of £1,000 (index linked) per Unit for the five-year duration of the Travel Plan, secured via a Section 106 Agreement.

Appendices

Appendices

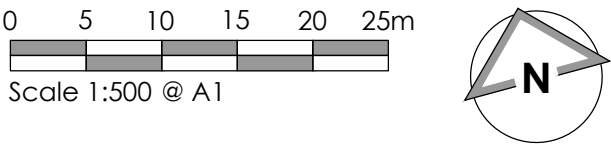
A. Proposed Site Layout

Appendices

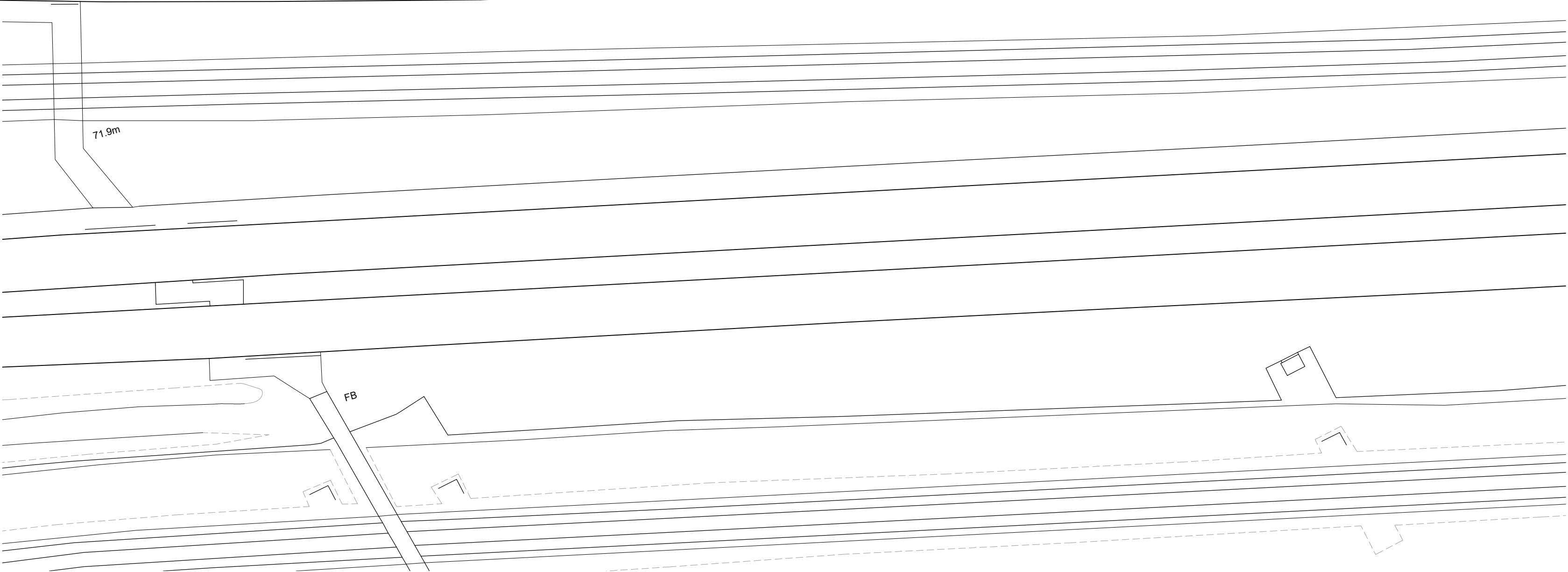


- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - 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.

- Key:**
- Site Boundary 7.93acres / 3.21ha
 - Existing trees to be removed
 - Existing Trees
 - Landscape area to be retained & enhanced
 - Proposed Acoustic Fencing
 - Parking space provided with EV charging point
 - Parking space provided with cable routes to allow for future installation of EV charging point
 - Office at first floor
 - Condenser
 - Bin Store
 - Cycle Store
 - Proposed FFLs stated are indicative only and subject to further detail design of the cut and fill modelling. As such, a tolerance of +/- 300mm should be allowed for the final FFLs.



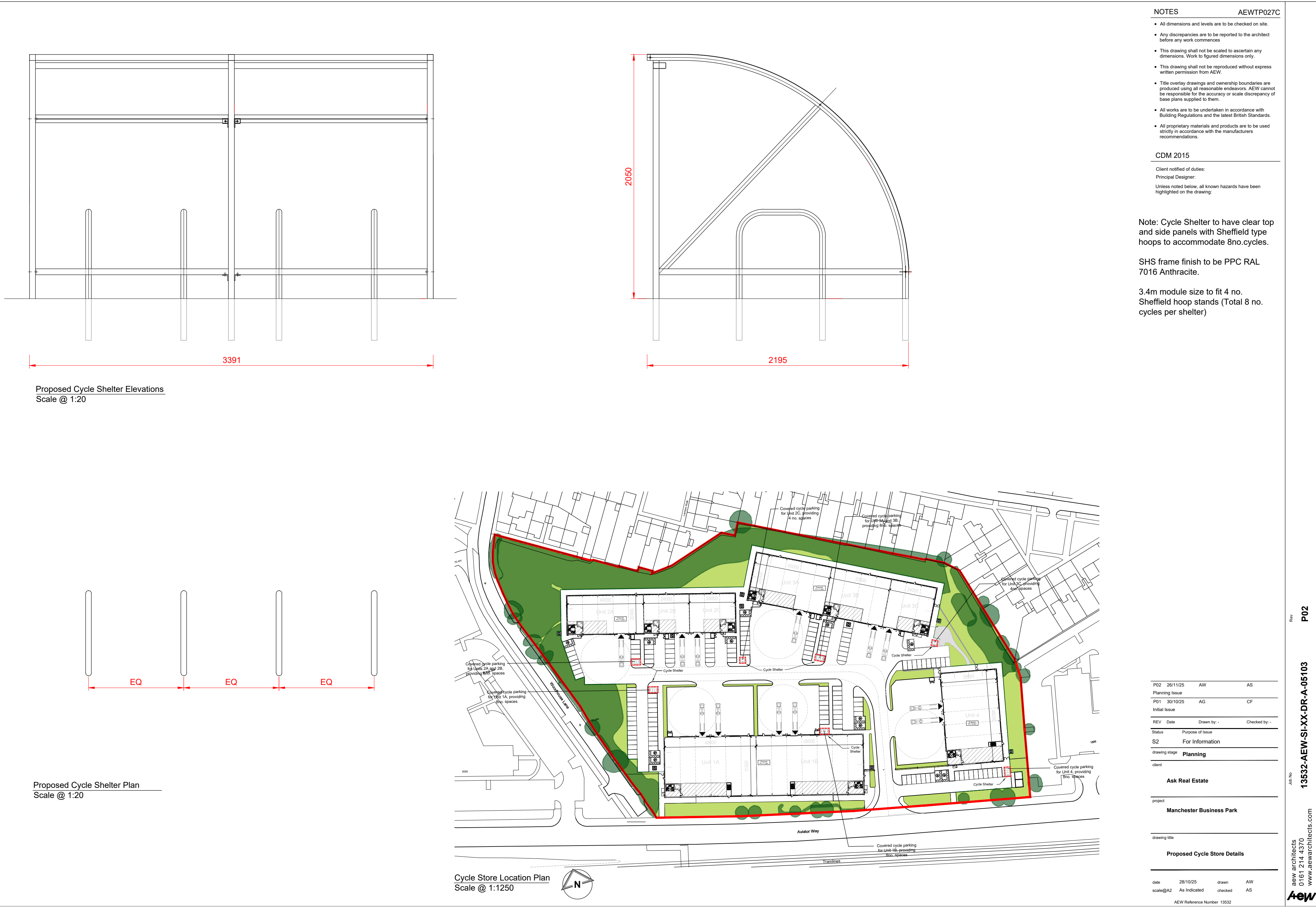
Schedule of Accommodation						
Unit	Ground Floor GIA	First Floor Office GIA	TOTAL UNIT GIA	Total Car Parking (incl. Accessible)	Parking Ratio (spaces / GIA m²)	EV Charging Spaces (Future Spaces)
Unit 1A	1,485 m² / 15,986ft²	221m² / 2,376ft²	1,706m² / 18,363ft²	29 (2)	1:59	4 (4)
Unit 1B	1,733m² / 18,655ft²	245m² / 2,637ft²	1,978m² / 21,292ft²	23(2)	1:86	2 (4)
UNIT 1 TOTAL			3,684m² / 39,655ft²	52 (4)	1:71	6 (8)
Unit 2A	798m² / 8,586ft²	127m² / 1,368ft²	925m² / 9,954ft²	12 (1)	1:77	2 (2)
Unit 2B	476m² / 5,125ft²	103m² / 1,105ft²	579m² / 6,231ft²	10 (1)	1:58	3 (2)
Unit 2C	478m² / 5,142ft²	102m² / 1,097ft²	580m² / 6,239ft²	10 (1)	1:58	2 (2)
UNIT 2 TOTAL			2,084m² / 22,424ft²	32 (3)	1:65	6 (6)
Unit 3A	997m² / 10,735ft²	153m² / 1,653ft²	1,150m² / 12,388ft²	17 (1)	1:68	4 (2)
Unit 3B	796m² / 8,562ft²	128m² / 1,137ft²	923m² / 9,939ft²	14 (1)	1:66	4 (2)
Unit 3C	597m² / 6,429ft²	104m² / 1,123ft²	702m² / 7,552ft²	11 (1)	1:64	4 (2)
UNIT 3 TOTAL			2,776m² / 29,879ft²	42 (3)	1:66	6 (6)
Unit 4	1,391m² / 14,977ft²	232m² / 2,502ft²	1,624m² / 17,480ft²	19 (2)	1:86	2 (4)
GRAND TOTAL			10,167m² / 109,438ft²	145 (12)	1:70	20 (24)



P03	26/11/25	AW	AS
Planning Issue			
P02	05/11/25	AG	AS
Red line boundary updated			
P01	31/10/25	AG	AS
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client	Ask Real Estate		
project	Manchester Business Park		
drawing title	Proposed Site Plan		
date	03/10/25	drawn	AG
scale@A1	1:500	checked	AS
AEW Reference Number 13502			

B. Proposed Cycle Shelter Plan

Appendices



We are Waterman, where every project matters

We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

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UK & Ireland Office Locations

