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Atlas Park Development, Wythenshawe

Framework Travel Plan

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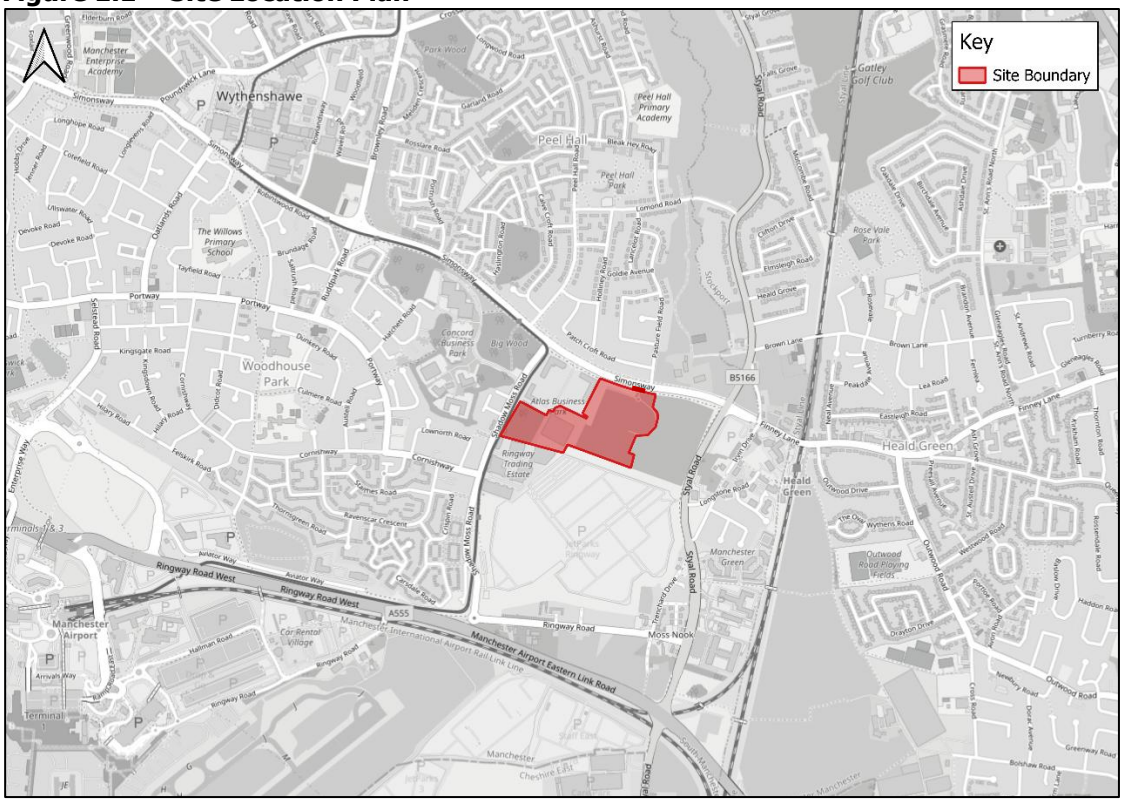
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1 INTRODUCTION

1.1 This Framework Travel Plan ('FTP') has been prepared by TTP Consulting on behalf of Aviva Life & Pensions UK Limited ('the Applicant') in support of an application for full planning permission for the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) providing a total gross external area of 35,935 sqm; and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway. An existing office building of circa 8,397sqm occupying part of the site will be demolished. The site area forms part of and is located adjacent to Atlas Business Park in the Wythenshawe area of Manchester, as shown on the plan in **Figure 1.1**.

Figure 1.1 – Site Location Plan



1.2 The site comprises vacant brownfield land associated with the former Ferranti factory, which previously occupied part of the site. This area retains remnants of hardstanding associated with the former buildings and infrastructure. The site also includes an existing surface-level car park, a vacant office building (previously occupied by Vodafone), and an area of vacant, undeveloped land located between the office building and the western boundary. Access onto the local highway will be taken onto Simonsway through amendments to an existing bell mouth. Alternative vehicle access can be gained through the existing Atlas Business Park and the connecting internal road route.

1.3 A previous application for a similar development incorporating additional land immediately east of the current proposals was submitted in 2023 (LPA Ref: 135952/FO/2023) but refused for reasons relating to the Green Belt. However, in respect of highway and transport matters the proposals were not objectionable, subject to conditions, with the accompanying transport study demonstrating no significant impact on the capacity or safety of the highway network.

1.4 The main aim of this report, prepared at the planning application stage, is to provide the framework which will enable future tenants of the proposed development to develop and implement their own Travel Plans.

1.5 The aim of a Travel Plan is to identify the management tools necessary to enable staff working at the development to make informed decisions about their travel, in order to affect a modal shift away from private vehicles to a more sustainable travel, and active travel in particular.

1.6 Given the nature of the proposals there will be a significant number of operational vehicle movements, such as deliveries in and out, which have little alternative to motorised travel. As such this document is aimed towards staff working within the warehouse units and office space and their daily commute to and from the site.

Scope

1.7 This FTP presents the sustainable travel options available to staff working at the development and provides detail of measures and initiatives that could be used to incentivise travel by sustainable modes. The remainder of this FTP is structured as follows:

- Section 2 - Relevant national, regional and local policy guidance.
- Section 3 - Describes the accessibility and travel patterns of the development.
- Section 4 - Sets out the objectives and targets of the FTP.
- Section 5 - Outlines the Travel Plan strategy.
- Section 6 - Identifies the measures and initiatives that could be implemented.
- Section 7 - Presents the BREEAM requirements for a Travel Plan
- Section 8 - Describes the proposals and compliance with BREEAM
- Section 9 - Considers the review and monitoring programme.
- Section 10 - Proposes an Action Plan.

2 POLICY

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was most recently updated in August 2026. It sets out the Government's planning policies for England and how these are expected to be applied.

2.2 At Policy TR6, *Assessing Transport Impacts*, developments that generate a significant amount of movement are expected to provide a transport statement/assessment based on their scale along with travel plans to outline how sustainable transport objectives will be delivered, monitored and managed.

Places for Everyone Joint Development Plan (March 2024)

2.3 This document is promoted by the Greater Manchester Combined Authority and was adopted in March 2024, covering the period through to 2039. It seeks to deliver more affordable homes along with better jobs, transport and infrastructure for everyone to make the best use of brownfield land while protecting green spaces including Green Belt land from unplanned development. It replaces the Manchester City Council Core Strategy 2012.

2.4 The strategy has been developed alongside the Greater Manchester Five-Year Transport Delivery Plan with the aim of ensuring that new residential and commercial sites are supported by good transport infrastructure. It includes a host of policies including JP-C1 through JP-C8 on transport related topics; the policies cover everything from digital connectivity through to streets, walking & cycling, public transport and freight along with transport requirements for development.

2.5 Walking and cycling (Policy JP-C6) is covered in paragraph 10.61 through 10.65 inclusive, with the policy setting out requirements to be incorporated into development proposals and plans.

2.6 Freight and Logistics (Policy JP-C7) is covered in paragraph 10.66 through 10.70 inclusive, with the policy setting out requirements to be incorporated into development proposals and plans. The policy covers the protection of existing infrastructure along with the movement of goods along with development required to make appropriate provision for deliveries.

2.7 Paragraphs 10.71 through 10.81 set out requirements for transport to be considered by developers when bringing forward a site through the planning process with the text covering a wide range of topics associated with access, accessibility, design and contributions along with material to be included when making an application. The primary aim of the policy is to promote sustainable travel whilst recognising that there will still be a need to use vehicles.

Greater Manchester Transport Strategy

2.8 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.9 The vision is for Greater Manchester to have world class connections that support long-term, sustainable economic growth and access to opportunity for all. The Transport Vision aims are as follows:

- Supporting sustainable economic growth and better access to opportunity;
- Integration across transport modes;
- Prioritising walking, cycling and public transport modes;
- Protecting the environment;
- Improving quality of life for all; and
- Developing an innovative city region by supporting new developments in locations that can be served sustainably.

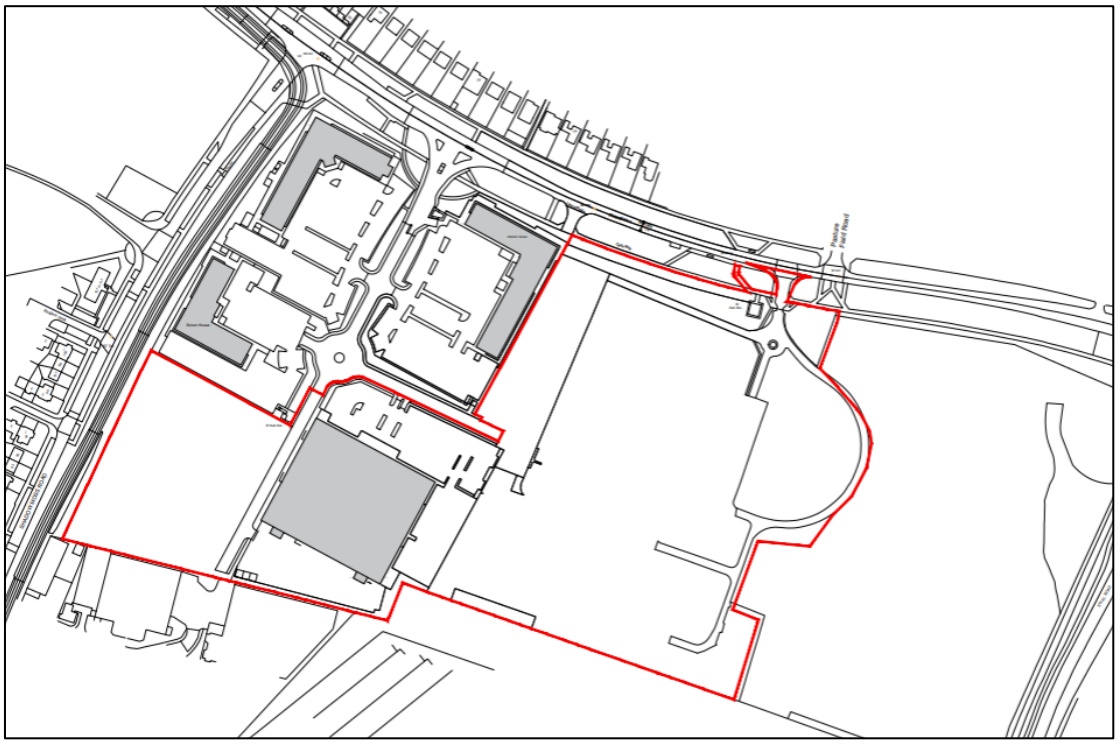
2.10 The Manchester Active Travel Strategy (published in draft, 2023) reports that 30% of journeys in Greater Manchester under 1km in length are made in a car, increasing to 62% for journeys between 1km and 2km, and states an ambition to reduce such car journeys to 50% or less by 2040. In respect of cycling, a target mode share of 12% by 2028 is set out, doubling from 6%.

3 ACCESSIBILITY AND TRAVEL PATTERNS

Site and Surrounding Area

3.1 As previously described, the application site predominantly comprises a parcel of vacant brownfield land with frontage to Simonsway, and also includes an undeveloped plot within the existing Atlas Park as well as the vacant former Vodafone building, as shown at **Figure 3.1**. The Manchester Airport JetParks Ringway car park and the Ringway Trading Estate sit to the south whilst the site's eastern boundary is with the Greater Manchester Green Belt. Beyond this lies the B5166 Styal Road.

Figure 3.1 – Existing Site Layout



Accessibility

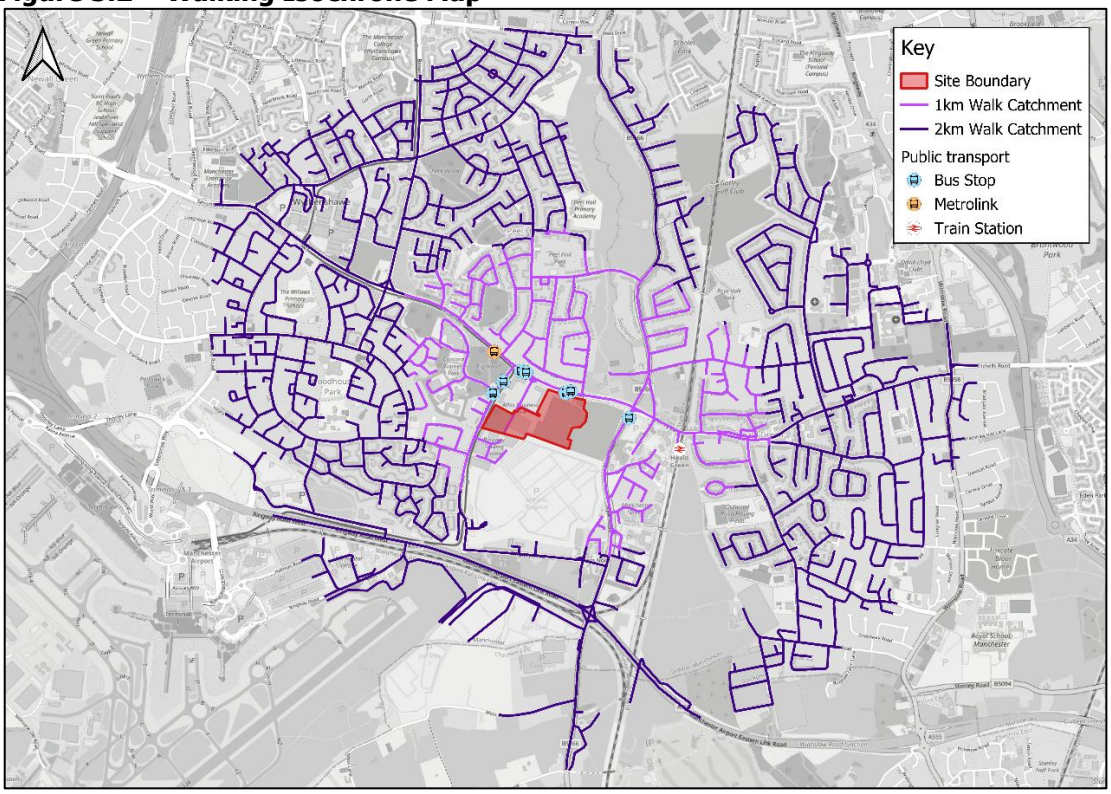
Walking

3.2 It is generally considered that walking has the greatest potential to replace short car journeys, up to 2km in distance. This relates to a walking time of 25 minutes based on an average walking speed of 80m per minute (as advised by the Chartered Institution of Highways and Transportation).

3.3 **Figure 3.2** provides details of a 1km and 2km catchment zone surrounding the site. The map shows that a number of facilities and public transport opportunities could be accessed on foot,

with Wythenshawe District Centre approximately 1.5km to the west and Heald Green Large Local Centre approximately 0.8km to the east.

Figure 3.2 – Walking Isochrone Map



3.4 The walking environment in the vicinity of the site is such that footways are provided on both sides of Simonsway, Styal Road and Shadowmoss Road; all are flat, with good surface conditions in general and falling within a street lit environment. The dominant feature of the local walking environment is the shared footway / cycleway route which runs immediately along the frontage of the application site at the rear of the verge to Simonsway and known as the Airport Orbital Cycleway.

3.5 The signal-controlled junctions at Styal Road / Simonsway and Simonsway / Shadowmoss Road offer push-button controls with the crossings installed with dropped kerbs, tactile paving and central refuge islands. The priority junction serving the existing Atlas Park access from Simonsway offers dropped kerbs at the intended crossing point but no tactile paving.

3.6 The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities. **Table 3.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance.

Table 3.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	**Location**	**Distance**	**Approximate Walking Time***
Atlas Business Park (bus)	Simonsway	100m	1-2 minutes
Peel Hall (tram)	Simonsway	500m	6-7 minutes
Heald Green Station (rail)	Finney Lane	650m	8-9 minutes
*Based on 80m per minute			

3.7 Local facilities and amenities including a primary school, banks, a post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in **Table 3.2.**

Table 3.2 – Approximate Distances to Local Facilities			
Amenity	**Location**	**Distance**	**Approximate Walking Time***
Big Wood Park	Shadowmoss Road	400m	5 minutes
Little Aaron Day Care	Finney Lane	650m	8-9 minutes
Pharmacy One	Finney Lane	650m	8-9 minutes
Flying Horse pub/rest'	Styal Road	650m	8-9 minutes
Heald Green Post Office	Finney Lane	650m	8-9 minutes
Heald Green Pre-School	Brown Lane	750m	9-10 minutes
Tesco Express (& ATM)	Finney Lane	850m	11 minutes
Prospect Vale Primary School	Prospect Way	1.1km	14 minutes
Asda Superstore	Rowlands Way	1.5km	20 minutes

Cycling

3.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. The site is well connected to local cycle route infrastructure with the Airport Orbital Cycleway (route 85) running along the immediate Simonsway frontage and offering an off-road route which offers connections and permeability into several residential areas.

3.9 The off-road routes continue west across the M56 motorway at Junction 4 to serve the Newall Green area and routes leading north. Many residential areas operate with a 20mph speed limit and as such offer a calmer traffic environment for on-road cycling.

3.10 **Figure 3.3** shows a 5km and 8km cycling catchment from the site. Wythenshawe, Cheadle, Bramhall, Didsbury, Wilmslow and Woodford are all within an 8km cycle catchment from the site.

3.11 An extract from the City of Manchester Bee Network cycle route map is shown at **Figure 3.4**.

3.12 The Starling e-bike hire scheme is not currently operational within the Wythenshawe area of Manchester.

Figure 3.3 – Cycling Isochrone Map

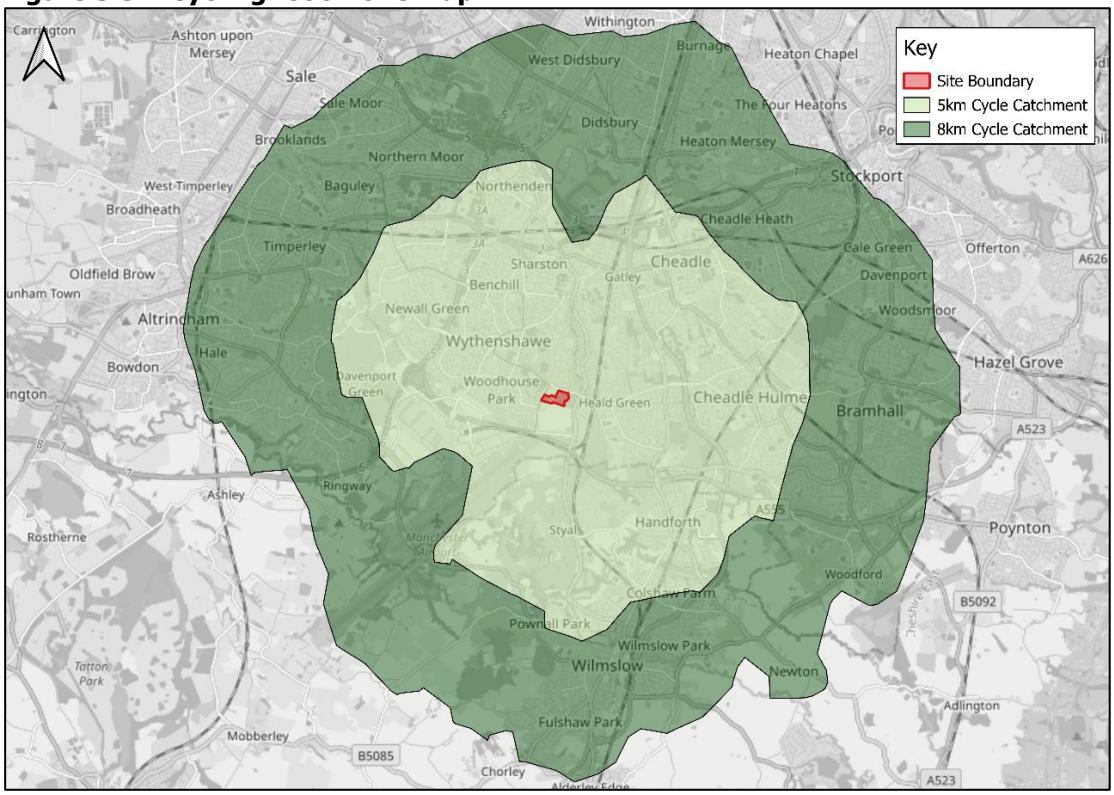
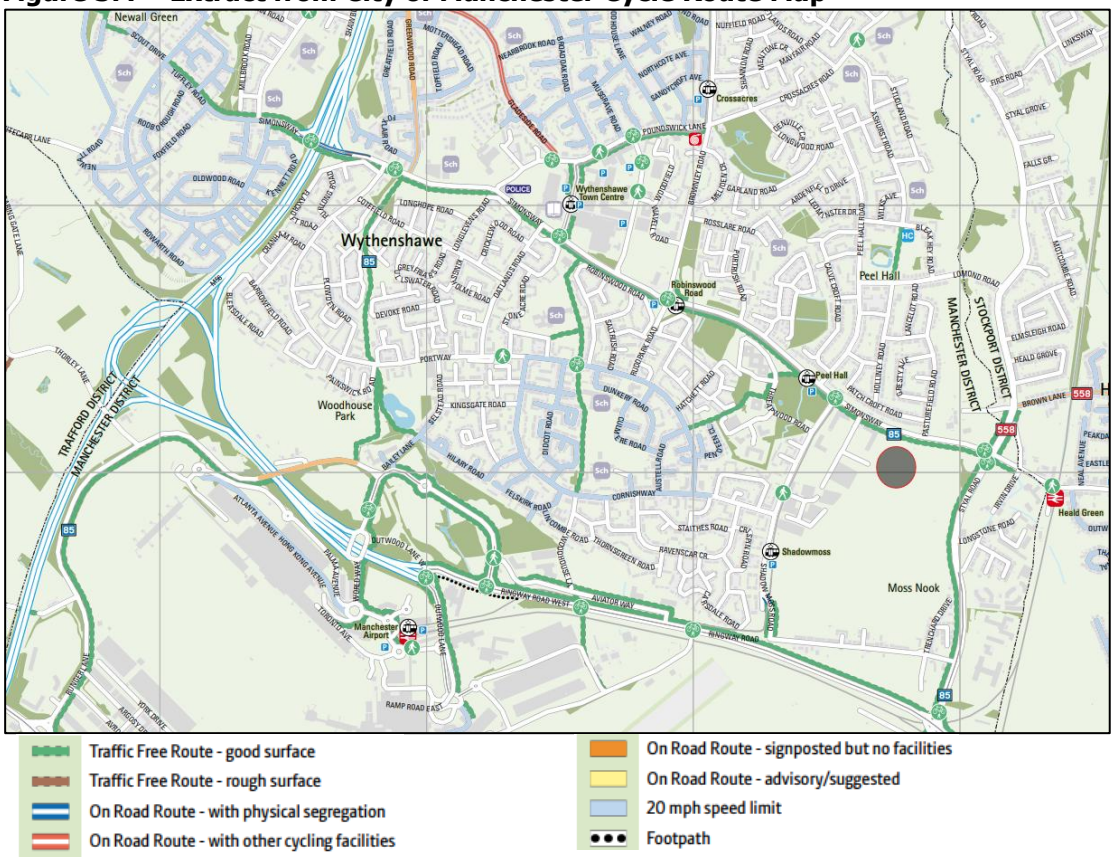


Figure 3.4 – Extract from City of Manchester Cycle Route Map



Public Transport Accessibility

By Bus

3.13 The closest bus stops are located on Simonsway to the front of the site with additional routes accessible on Shadowmoss Road.

3.14 **Figure 3.5** sets out the site's proximity to local bus stops whilst **Table 3.3** provides a summary of the local bus routes.

Figure 3.5 –Local Bus Stop Locations

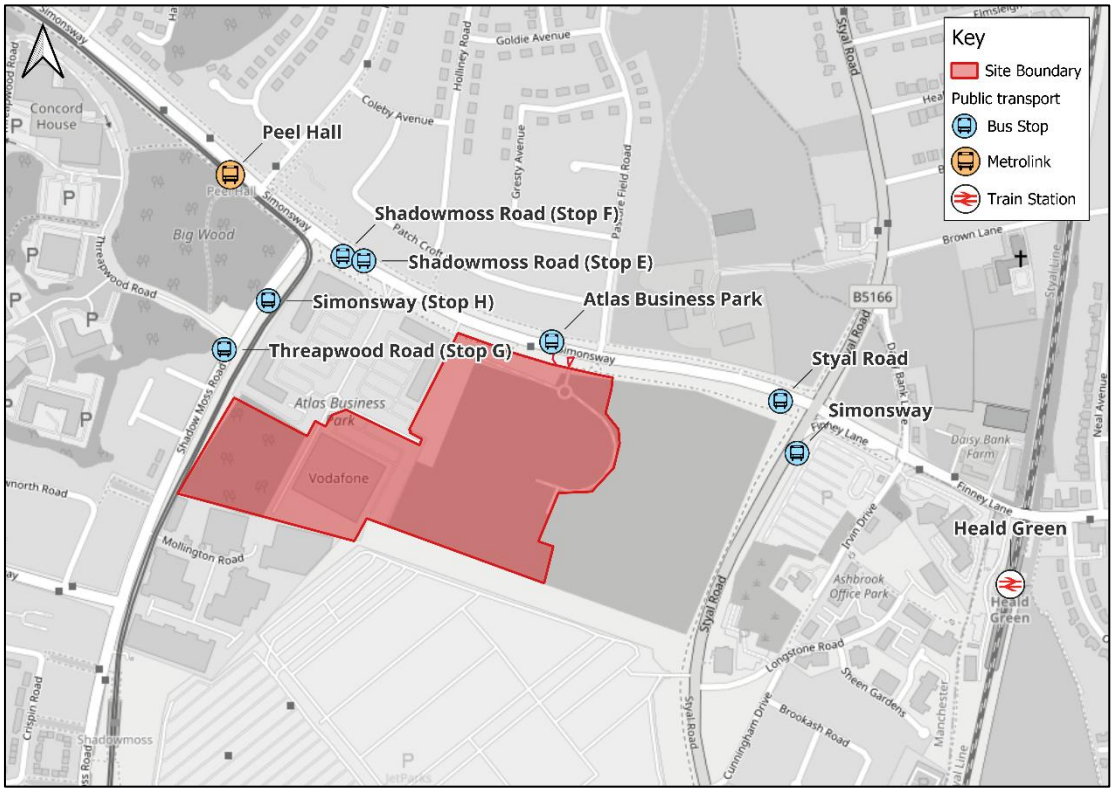


Table 3.3 – Summary of Local Bus Services					
Bus Stop	**Route**		**Frequency (every 'x' minutes)**		
	No.	**Destination**	**Mon-Fri**	**Saturday**	**Sunday**
Atlas Business Park	368	Wythenshawe – Stockport	15	20	30
	752	Rosehill – Cheadle Heath	60	60	60
	130	Macclesfield – Manchester Airport	60	60	-
Simonsway (Stop H)	103	Piccadilly Gardens – Manchester Airport	30	30	60

By Metrolink

3.15 Peel Hall Metrolink stop is located on the Airport Line. Services generally operate every 12 minutes Monday to Sunday, with a combined daytime frequency of approximately every 6 minutes Monday to Saturday. Metrolink services operate between approximately 06:00 and 00:00, with Airport Line services commencing from Deansgate-Castlefield from 03:00.

3.16 Metrolink stops provide passenger facilities including shelters, seating and real-time journey information. Step-free access is available across the Metrolink network, with stops incorporating accessibility features such as tactile paving and dropped kerbs. Peel Hall also offers individual cycle lockers.

By Rail

3.17 The closest station is Heald Green, approximately 750m from the site to the east. The station is located on the Styal Line and provides access to numerous destinations including Manchester city centre, Manchester Airport, Salford Crescent, Preston Lancaster, Bolton, Chorley and more local destinations including East Didsbury and Burgage. Step-free access is available to both platforms, with northbound services accessible at street level via the station building and southbound services reliant on a ramp between Finney Lane and platform level.

Accessibility Index

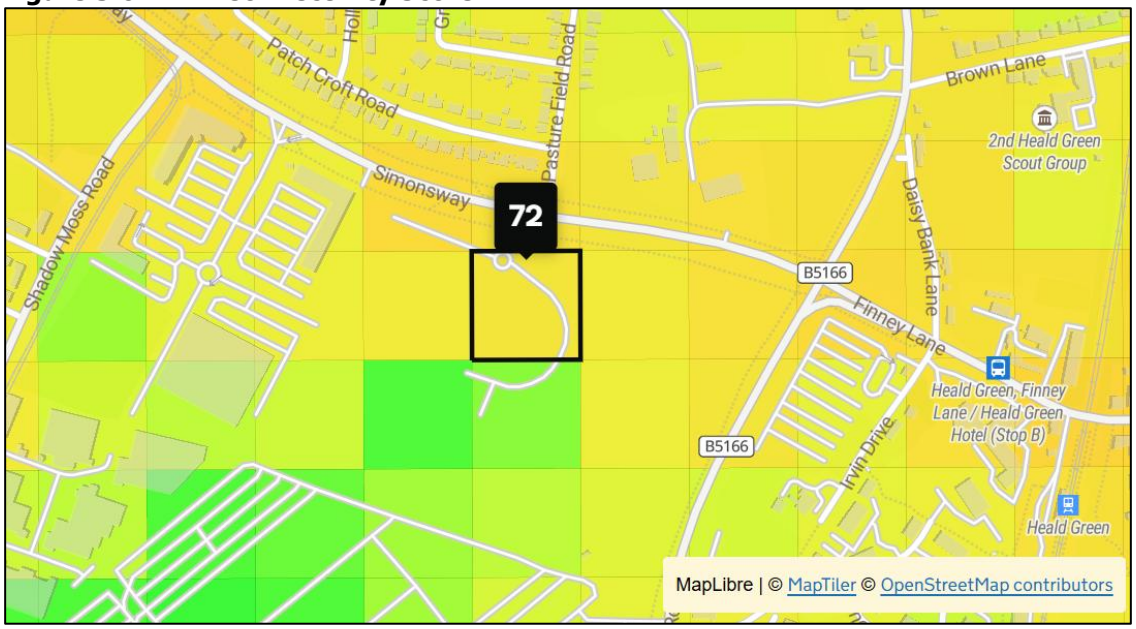
3.18 Under the BREEAM guidance for New Construction (ver 6) consideration is given to the Accessibility Index of a location, having regard to the distance from a building to a public transport stop or station, the type of public transport available (e.g. bus, rail, tram) and the average number of services stopping per hour during the operational hours of the building for a typical day. Per the guidance, for a campus or business park setting it is considered reasonable to measure distances from the entrance to the first, or main, building. All bus stops within 650m and stations within 1000m of the main entrance fall within scope.

3.19 The Accessibility Index for Atlas Park has been calculated as 6.8, and is presented at **Appendix A**.

DfT Connectivity Score

3.20 The Department for Transport (DfT) Connectivity Tool provides a useful tool that represents the accessibility of a particular location having regard to walking, cycling, public transport and driving in relation to access to education, shopping, health and leisure. **Figure 3.6** provides an extract of the site's score for non-car modes, which with an overall score of 72 is higher than the national average. The site scores 76 and 77 each for public transport and cycling access, and 65 for walking. The Connectivity report is included at **Appendix B**.

Figure 3.6 – DfT Connectivity Score



Method of Travel to Work

3.21 Whilst travel surveys will be undertaken within six months of the proposed development being occupied, in the interim and for target setting purposes, census data has been consolidated to provide a realistic baseline of travel mode share.

3.22 The 2011 Census has been examined to establish the method of journey to work for the workplace population of the data for the super output area – middle layer (Manchester 052) in which the site is located is summarised in **Table 3.4**. However, it is noted that since the 2011 census was conducted, the expansion of Metrolink through Wythenshawe to Manchester Airport has been completed in 2014 and the introduction of the Bee Network integrated transport network has encouraged more public transport journeys.

3.23 As a result of this, 2021 Census data was also queried and compared to the 2011 data to identify an adjusted scenario which accounts for the Metrolink expansion and Bee Network. 2021 census data was not used as the baseline as it was conducted during the aftermath of Covid-19 when a proportion of the workforce were either furloughed or working from home which skewed the results.

Table 3.4 –Method of Travel to Work [Manchester 052]			
Mode	**Census**		**Adjusted Baseline**
	2011	**2021**	
Overground / Metro / Tram	0%	6%	6%
Rail	3%	1%	2%
Bus	6%	7%	8%
Taxi	1%	2%	1%
Motorcycle	1%	1%	1%
Car Driver	77%	61%	66%
Car Passenger	4%	6%	5%
Bicycle	2%	4%	3%
Walking	6%	11%	8%
Total	**100%**	**100%**	**100%**

4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives and targets for the Travel Plan along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in **Section 8**.

4.2 **Objectives** are the high-level aims of the Travel Plan which help to give it direction and provide a clear focus.

4.3 **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Travel Plan Co-ordinator will seek to reach within the period covered by the Plan.

Objectives

4.4 The Travel Plan's over-riding objective is:

- To engage with and encourage employees to use the most sustainable way of travelling to the workplace through effective promotion of active modes. This will minimise the impact on the surrounding roads caused by single-occupancy car trips and reduce pressure on the public transport network during peak hours.

4.5 The sub-objectives are to:

- Increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Promote the health and fitness benefits of active travel to all users;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
- Reduce unnecessary car journeys.

Targets

4.6 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.7 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve. Whereas Full Travel Plans would include both Aim and Action Targets, Travel Information Packs provide information for employees and do not include targets.

Action Targets

4.8 The Travel Plan Action Targets will include the elements set out in **Table 4.1**.

Table 4.1 – Action Target

Target	Indicator
Appointment of Travel Plan Administrator or Travel Plan Coordinator	1 month prior to development opening
Production of Travel Plan	3 months prior to development opening if preparing Full Travel Plan
Production of Travel Information Pack	All units to prepare 1 month prior to occupation (ideally a common Welcome Pack)
	Issue pack to staff prior to commencement of employment
	Update and share to staff annually
Launch of Travel Plan	Within 1 month of occupation
Carry out Travel Surveys and prepare Monitoring Reports	As per monitoring programme, to be agreed
Promote walking & cycling	At all times with a focus on summer months for improved weather and longer daylight hours

Aim Targets

4.9 The Travel Plan recognises that it is not possible to set accurate targets too far in the future, and in particular at the planning application stage of a development when the tenants and therefore the workforce details are unknown. Hence targets will change over time as results from on-going monitoring becomes available.

4.10 **Table 4.2** proposes initial targets to be achieved within 5 years of the launch of the Travel Plan. The targets will be revised up (or down) if necessary, following the receipt of the various Travel Surveys, acknowledging that travel patterns change with time due to a number of factors including employee home origin and the opportunities for sustainable travel.

4.11 The initial target is to reduce the mode share of private car use by 10% during the course of the Plan, indicatively five years, with a 4% increase in public transport modes, 4% increase in active travel modes and 2% increase in car share.

Table 4.2 – Summary of Assumed Baseline Main Mode Share and Target			
Mode	**Assumed Base Mode Share***	**Year 5 Target**	**% Change**
Overground / Metro / Tram	4%	5%	**+1%**
Rail	2%	3%	**+1%**
Bus	9%	11%	**+2%**
Taxi	1%	1%	**0%**
Motorcycle	1%	1%	**0%**
Car Driver	66%	56%	**-10%**
Car Passenger	5%	7%	**+2%**
Bicycle	3%	6%	**+3%**
Walking	8%	9%	**+1%**
Total	**100%**	**100%**	**0%**

4.12 The target mode shares summarised in Table 4.2 will be achieved through the introduction and implementation of the potential measures set out in Section 6.

5 TRAVEL PLAN STRATEGY

Travel Plan Management

5.1 A Business Park or Estate Manager will liaise with the Travel Plan Co-ordinator / Travel Plan Administrators for each unit with the aim of ensuring that they are aware of their responsibilities to promote sustainable travel through the Travel Plan.

5.2 Each Travel Plan Co-ordinator will be responsible for overseeing the management, development, implementation and review of the Travel Plan for their Unit, feeding into a master document. The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan;
- To undertake Travel Surveys in Years 0 (baseline), 1, 3 and 5 where applicable;
- To oversee the development and implementation of the Travel Plan;
- To promote the objectives and benefits of the Travel Plan;
- To regularly update the Travel Plan to ensure the information available is up to date;
- To liaise with the Council;
- To act as the point of contact for information with employees.

5.3 The Travel Plan Co-ordinator will liaise with the Business Park / Estate Manager and staff in relation to promoting sustainable travel, providing each employee with a copy of the Travel Information Pack.

Marketing Strategy

5.4 Each employee will be provided with a Travel Plan Information Pack upon commencement of employment which will include a summarised version of the Travel Plan along with information on public transport and the local walking and cycling network.

5.5 Employees will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking and supporting amenities (such as showers).

5.6 Visitors to the development should easily be able to access travel information through the website for the relevant unit.

6 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

6.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. The measures are considered as being suitable for the site. However, the list is not exhaustive, and the Travel Plan Co-ordinators will be free to investigate other potential initiatives.

Measures for Employees

Travel Information Packs

6.2 Travel Information Packs will be distributed to all employees digitally and in paper format if requested. The packs will contain a summary of the information provided below that will be useful for employees to make decisions about how to travel in the most sustainable and active manner and will contain the following information:

- Public transport and cycle maps;
- Timetables for local public transport services;
- Details of walk routes and key destinations e.g. to local amenities;
- Car sharing opportunities;
- Cycle facilities; and
- Details of the Travel Plan Co-ordinator and link to main Travel Plan.

Encouraging Walking

6.3 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Furthermore, walking features in most people's journeys, including those who use public transport or those without access to a car.

6.4 Walking offers reliable journey times and has an important role to play for journeys made to the workplace, particularly for short journeys.

6.5 The Travel Plan Administrator / Co-ordinator will encourage staff who live within walking distance to walk to / from work each day, along with encouraging staff who need to undertake errands during the day to do so on foot wherever possible.

6.6 There are walking and jogging routes in Manchester that could be promoted to staff to make walking part of their everyday lives and not just for journeys to work. For example:

- Walking routes | Walking in Manchester | Manchester City Council

- Walking routes and trails in Manchester | Visit Manchester

Encouraging Cycling

6.7 Cycle parking at each of the seven proposed units will be provided in accordance with Council standards in the form of cycle stands. The Travel Plan Administrator / Co-ordinator will monitor the condition of the cycle parking to ensure that the stores are maintained to a suitable standard. The tenants will be responsible for maintenance or repairs of their own stores.

6.8 Each tenant will be responsible for the fit out of their unit with staff changing rooms, storage lockers and showers to support those who wish to cycle (or jog) to work. These details are expected to be secured by planning condition.

6.9 The Travel Plan Co-ordinator will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and / or establishing the physical facilities required.

6.10 The Travel Plan Co-ordinator will:

- Promote the health benefits of cycling;
- Publicise the availability of cycle parking;
- Promote the benefits of British Cycling membership (such as free insurance);
- Promote events such as National Bike Week and Cycle Training;
- Advertise any changes to the Starling e-bike scheme; and
- Investigate the potential to implementing a "Cycle-to-Work" scheme whereby employees can purchase a bicycle or cycling equipment up to a certain value in a more tax efficient manner.

6.11 There are a number of places to find out more about cycling in Manchester, for example:

- Cycling | TfGM Bee Active
- Cycling routes in Manchester | Cycling routes in Manchester | Manchester City Council

Encouraging Public Transport

6.12 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, tram and train services, including route information and service frequencies, will be made available to employees. Traveline, Bee Network and Manchester City Council travel websites and enquiry phone numbers will also be promoted through the Travel Packs.

6.13 Employees will be advised of the best ways to seek out the most-up-to-date travel information for local and national public transport services. This relies predominantly on the use of smart phone technology.

6.14 For example, the Bee Network provides a travel planning service:

- Bee Network | Powered by TfGM

Travel by Car

6.15 It is recognised that some employees will need to drive to work. However, it is not necessary that each employee who needs to drive travels alone each day, with car sharing a convenient way to reduce the number of vehicles on the road, reduce parking demand and reduce personal costs. The Travel Plan Co-ordinator will promote the benefits of car sharing for when employees may need to use a car. Interest will be sought for a car club scheme focussed on Atlas Park, but staff may also benefit from access to city-wide schemes such as CarShareGM (currently under review) https://tfgm.com/carsharegm and Lift Share https://liftshare.com/uk.

6.16 Electric vehicle charge facilities will be provided within the parking areas, with 20% of spaces EV equipped from day one.

Provision for People with Disabilities & Visual Impairment

6.17 The development will provide for disabled access with the following provisions made:

- Step-free access into the development from Simonsway with footways and dropped kerbs with tactile paving in suitable locations;
- Dropped kerbs either side of the main access road will facilitate step-free access and maintenance of the Airport Orbital footway and cycleway for those wheeling and walking;
- Off-site improvements to crossing locations, drop kerbs and tactile paving;
- Footway widths which allow space for wheelchair users to pass other site users;
- Network of footpaths within the development including 'zebra' style crossing locations.
- Step-free access up to the units; and
- Disabled parking spaces located close to the entrances for each unit.

6.18 In terms of travel to the development:

- Most buses and the Metrolink in Manchester are accessible, with features like priority seating, ramps, and space for wheelchairs.
- Peel Hall Metrolink provides step-free access to all platforms and a sheltered seated area, with a step-free route connecting into Atlas Park.

- Manchester's city centre rail stations are generally considered accessible. Both Manchester Piccadilly and Oxford Road stations for example offer step-free access to all platforms.
- Transport for Greater Manchester provides a Disabled Person's Travel Pass which allows free travel after 9.30am on any train or tram and free travel on all buses in Greater Manchester.
  Travel passes for disabled people | Bee Network | Powered by TfGM
- Ring and Ride is a service that provides accessible, low-cost transport to disabled people and people with walking difficulties.
  Ring and Ride accessible minibuses | Bee Network | Powered by TfGM

7 BREEAM REQUIREMENTS

7.1 Two credits are available under Tra01 'Transport assessment and travel plan', the aim of which is to reward awareness of existing local transport and identify improvements to make it more sustainable if required.

7.2 Up to ten credits are available under Tra02 'Sustainable transport measures', subject to a number of criteria, with the aim of maximising the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site.

7.3 The assessment criteria for each requirement are as follows:

Tra01 (two credits)

- No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.
- The site-specific travel assessment (or statement) shall cover as a minimum:
    - If relevant, travel patterns and attitudes of existing buildings or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
    - Predicted travel patterns and transport impact of future building or site users.
    - Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
    - Reporting of the number and type of existing accessible amenities within 500m of the site.
    - Disabled access accounting for varying levels and types of disability, including visual impairment.
    - Calculation of the existing public transport accessibility index.
    - Current facilities for cyclists.
- Following a transport assessment develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.
- If the occupier is known, involve them in the development of the travel plan.

- Demonstrate that the travel plan will be implemented and supported by the building's management in operation.

Travel Plan measures

7.4 As a minimum, the following measures shall be considered when developing the travel plan:

- Negotiating with local bus, train or tram companies an increase in the local service provision for the development.
- Provision of a public transport information system in a publicly accessible area.
- Provision of electric recharging stations.
- Provision of parking priority spaces for car sharers.
- Consultation with the local authority on the state of the local cycling network and on improvements.
- Provision of dedicated and convenient cycle storage.
- Provision of cyclists' facilities.
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.
- Restrictions or charging for car parking.
- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes.
- Provision of suitable taxi drop-off or waiting areas.
- [Where applicable] Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).

Tra02 (ten credits)

7.5 The number of credits available varies according to the Accessibility Index and the number of points that can be achieved for sustainable transport options, as defined across Table 7.3 and Table 7.4 of the BREEAM New Build Guidance Document.

7.6 The available credits relate to:

- Public transport measures.
- Private transport measures.

- Active travel measures.
- Alternative transport measures.

8 PROPOSED DEVELOPMENT & COMPLIANCE WITH BREEAM

8.1 The proposals seek the construction of 35,935sqm of industrial warehousing in seven units under a Class E(g)(iii)/ B2/ B8 use class with ancillary office floorspace. The former Vodafone office building at Atlas Park will be removed. Vehicle access will be achieved through modifications to an existing but unused bellmouth junction on Simonsway. An internal link road will route through east to west to meet the existing Atlas Park road network, with the new units each taking individual access from internal roads.

8.2 All vehicle movements to and from the public highway are undertaken in forward gear. The movement of vehicles around the development is described in the accompanying Transport Assessment.

8.3 As well as the modifications to the vehicle access, improvements are proposed off-site along Simonsway to offer replacement pedestrian crossing locations, reinstate continuous sections of the Airport Orbital footway /cycleway and install tactile paving at the existing Atlas Park junction.

8.4 The relevant site layout plan and the highway proposals are contained at **Appendix C.**

8.5 The proposed floor area, car parking and cycle parking provision for each unit is set out at **Table 8.1**.

Table 8.1: Schedule of Development

Unit	Area (sqm) GEA	Car Parking	Cycle Parking
1	8465.3	82	20
2	2411.7	25	6
3	2041.1	20	6
4	5389.3	54	14
5	4687.9	55	12
6	6859.0	66	16
7	6080.5	58	16

Access

8.6 Each building entrance is served by a step-free pedestrian route. Unit 1 has separate vehicle access for its car parking and operational areas, with the exception of a discrete number of car parking spaces (13) located at the north end of the operational area, away from turning goods vehicles.

8.7 Units 2 and 3 share an open frontage to the internal access route with each unit having its own car parking areas.

8.8 Units 4 and 5 are individual plots each with the majority of their car parking provision separated from operational areas.

8.9 Unit 6 is located on the site of the former Vodafone building with the operational area for goods vehicles located centrally and two distinct areas of car parking at each end of the building's frontage.

8.10 Unit 7 also offers a main area of car parking which is distinct from the operational frontage of the building. A row of 12 spaces is proposed within the operational area, positioned on the boundary on the far side from the building and unaffected by turning vehicles.

8.11 Where kerbed footways are not achievable the intended walking routes between parking areas and the buildings are indicated with road markings.

Cycle Parking

8.12 All buildings will have their own cycle parking areas as per the schedule at Table 8.1. The level of provision is based on the City Council standards for a B2 use (one space per 450sqm), as set out in Appendix B of the Core Strategy 2012-2027. On this basis a total of 80 cycle spaces would be expected which compares favourably with the 90 cycle spaces which are proposed.

8.13 Under BREEAM, cycle parking is expected to be provided at a rate equal to one cycle space per 10 staff and as such the cycle parking provision would support up to 900 non-operational staff on-site at any one time (operational staff are assumed to be drivers of goods vehicles bringing a vehicle to and/or from the site and as such will not cycle). The expected number of staff at the development is in the order of 580.

8.14 It is relevant that BREEAM allows for up to 10% of staff to cycle whilst the local Census data suggests up to 3% participation in cycling for journeys to work and this Travel Plan is targeting a doubling to 6%.

8.15 BREEAM requires one shower per 10 cycle parking spaces and as such Units 1, 6 and 7 will need to include a minimum of 2 x showers for mixed use with the remaining Units 2 – 4 including a minimum of one shower as part of their fit-out. The addition of a suitable drying room, gender-specific changing space and a minimum of one locker for every cycle space is required to achieve compliance with BREEAM.

8.16 Overall, and by reference to BREEAM Table 7.4, the proposals are capable of qualifying for two cycling related credits, based on the number of cycle spaces and the supporting cyclist facilities.

Assessment against BREEAM Table 7.4

8.17 The following measures as set out in BREEAM guidance have been considered:

Table 8.2 – BREEAM Measures the Development is Offering

Measure	Achieved/Reason Why Not
The existing AI under Tra 01 >8	The AI at the site is 6.8 which is a function of the distances to reach compliant nodes more so than the choice of transport options available. *0 points*
Negotiation with local bus, train or tram companies for an increase in the local service provision for the development.	N/A. The site achieves a relatively good AI score, with regular bus routes, rail services from a local station and frequent tram services. There is no requirement for an improvement of service as the quantum of development and demand for travel is not significant enough to make expansion/diversion feasible. *0 points.*
Provision of a public transport information system in a publicly accessible area.	Each tenant will be encouraged to consider an internet-enabled tablet or display screen with live timings for the nearest services. This will be considered by the Travel Plan Co-Ordinators, but the major city status of Manchester and its density of services lends itself to the use of the various Smartphone Apps available for managing travel planning, such as the Bee Network App, as these are easily personalised. *Target 1 point*
Provision of electric recharging facilities for at least 10% of bays.	A minimum of 20% of parking bays will be installed with EV from day one. *1 point*
Provision of parking priority spaces for car sharers.	A minimum of 5% (or minimum of 2 spaces) are allocated for car sharers and sharing will be promoted through the travel plan. *1 point*
Consultation with the local authority on the state of the local cycle network and on improvements.	The local highway authority will consider the development's impact on cycle infrastructure under the planning application as set out in the Transport Assessment. A scheme of minor improvements are proposed along the Simonsway frontage of the scheme. *Target 2 points*

Provision of dedicated and convenient cycle storage.	Provided, see para 8.12 *1 point*
Provision of cyclists' facilities.	Achievable, see paras 6.8, 8.15. *Target 1 point*
At least three existing accessible amenities are present	By reference to Table 3.2 of this Travel Plan, whilst amenities are located relatively close, only the park is within a 500m distance of the proposals. *0 points*
Enhanced amenities	There are no proposals for enhancement of local amenities *0 points*

Other BREEAM Matters

Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.	The immediate vicinity on Simonsway is well lit and local bus stops offer seating and shelter. Improvements to walking routes are proposed.
Restrictions or charging for car parking.	No current plans to impose restrictions but it remains a tool for individual tenants to impose should they wish to manage parking demand.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes.	The Travel Plan sets out the walking and cycling conditions in the vicinity of the site, which offer connections to other amenities and public transport nodes. The off-site highway works offers some improvements along Simonsway in terms of surfacing, continuity and signage.
Provision of suitable taxi drop-off or waiting areas.	Each building has its own parking area which is suitable to receive taxis. The frequency of such movements is expected to be sufficiently low not to require a dedicated taxi space.
Ensure rural buildings have appropriate access to transport to serve the local community adequately.	N/A as is not a rural building.

9 MONITORING AND REVIEW

9.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant.

Monitoring

9.2 The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will follow the most relevant up to date guidance and will be the responsibility of the Travel Plan Co-ordinator.

9.3 The programme for travel surveys will be as follows, assuming the development will open in 2029. Where appropriate, the Travel Plan Co-ordinator will submit a Monitoring Report to the Council following each Travel Survey. The Monitoring Report will include the results of the survey along with details of any new measures introduced and a general summary. The Travel Plan Coordinator will review the Travel Information Pack annually to ensure that it is up to date, with updated Travel Information Packs issued to staff.

Table 9.1 – Monitoring Programme

Year	Date	Travel Survey	Trigger	Travel Survey Report	Travel Information Pack (TIP)
Year 0	2029	Baseline Survey	Within 3 months of a unit opening for trading when implementing a Full Travel Plan	First Report sent to the Council within 2 months of Travel Survey	All Units - Update TIP annually and send to all staff by email
Year 1	2030	Interim Survey	On the anniversary of previous survey	Interim Monitoring Report to the Council within 2 months of Travel Survey	Update annually and send to all staff by email
Year 2	2031	No survey			Update annually and send to all staff by email
Year 3	2032	Interim Survey	On the anniversary of previous survey	Interim Monitoring Report to the Council within 2 months of Travel Survey	Update annually and send to all staff by email
Year 4	2033	No survey			Update annually and send to all staff by email
Year 5	2034	Final Survey	On the anniversary of previous survey	Final Monitoring Report to the Council within 2 months of Travel Survey	Update annually and send to all staff by email

Review

9.4 The review of the Travel Plan which will be carried out after each monitoring survey in consultation with the Council Travel Plan Officers will consider the following:

- The success of the measures since the previous review;
- The need to amend or introduce new targets; and
- The need to consider revised or new measures.

10 ACTION PLAN

10.1 **Table 10.1** sets out a draft Action Plan which will be revised if necessary, following each Travel Plan Monitoring and Review.

Table 10.1 – Travel Plan Action Plan

Action	Target	Funding	Measure	Responsibility
Appointment of Travel Plan Administrator or Travel Plan Coordinator	1 month prior to unit opening	Tenants	TPC appointed	Occupier
Production of Travel Plan	1 month prior to unit opening if preparing Full Travel Plan	Tenants	Travel Plan	Occupier
Production of Travel Information Pack	All units to prepare 1 month prior to opening unit	Tenants	Completed Travel Information Pack	TPC / Occupier
	Issue pack to staff prior to commencement of employment	Tenants	Completed Travel Information Pack	TPC / Occupier
	Update and disseminate to staff annually	Tenants	Completed Travel Information Pack	TPC / Occupier
Launch of Travel Plan	Within 1 month of the unit opening	Tenants	-	TPC / Occupier
Carry out Travel Surveys and prepare Monitoring Reports	As per monitoring programme	Tenants	Receipt of survey results	TPC
Promote Car Sharing	Ongoing	Tenants	NA	TPC
Promote walking & cycling	Ongoing with focus on summer months	Tenants	NA	TPC

Appendix A

(BREEAM AI Score)

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM® UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Offices/Industrial

No. nodes required: 7

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	325									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.4	0.9	0.1	0.1						

NODE 2

Public transport type	Rail									
Distance to node (m)	595									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4									

NODE 3

Public transport type	Rail									
Distance to node (m)	965									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2.7	1.7	1							

NODE 4

Public transport type	Bus									
Distance to node (m)	645									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1	0.1								

NODE 5

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	0.1								

NODE 6

Public transport type	Bus									
Distance to node (m)	630									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1	0.1								

NODE 7

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1									

NODE 8

Public transport type	Rail									
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 9

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 10

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index	6.81

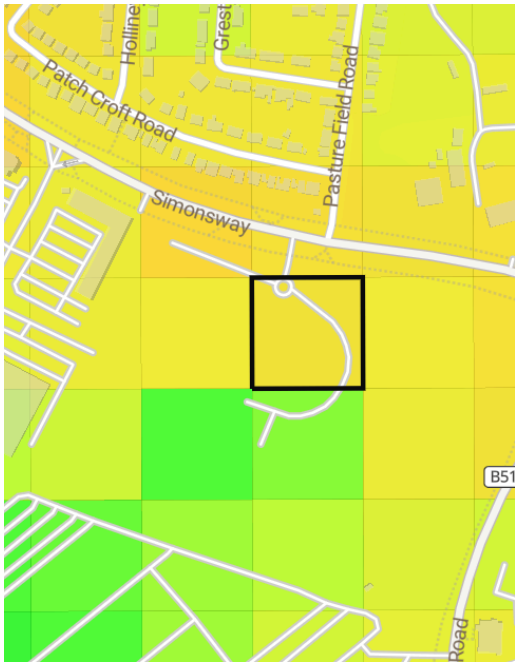
Appendix B

(DfT Connectivity Report)

Explore the score

Please see Interpreting Connectivity Scores (/help/interpreting-connectivity-scores) for guidance

Square ID	383850_386050
Local authorities	Manchester Greater Manchester
Latitude	53.371062
Longitude	-2.244191



Overall

Type	National score	National Distribution
Overall (except driving)	72	Above average (60-70%)
Public transport	76	High (70-80%)
Walking	65	Slightly above average (50-60%)
Cycling	77	High (70-80%)
Driving	91	Very high (80-90%)

Education

Type	National score	National Distribution
Overall (except driving)	60	Below average (30-40%)
Public transport	74	Slightly above average (50-60%)
Walking	47	Low (20-30%)
Cycling	74	Slightly below average (40-50%)
Driving	82	Slightly above average (50-60%)

Leisure

Type	National score	National Distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	71	Above average (60-70%)
Walking	66	Above average (60-70%)
Cycling	77	Above average (60-70%)
Driving	86	Slightly above average (50-60%)

Health

Type	National score	National Distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	73	Above average (60-70%)
Walking	62	Above average (60-70%)
Cycling	75	Above average (60-70%)
Driving	87	High (70-80%)

Shopping

Type	National score	National Distribution
Overall (except driving)	78	Slightly above average (50-60%)
Public transport	80	Slightly above average (50-60%)
Walking	74	Slightly above average (50-60%)
Cycling	83	Slightly above average (50-60%)
Driving	93	Above average (60-70%)

Residential

Type	National score	National Distribution
Overall (except driving)	75	High (70-80%)
Public transport	74	Very high (80-90%)
Walking	74	Above average (60-70%)
Cycling	80	High (70-80%)
Driving	95	Very high (80-90%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	71	Very high (80-90%)
Public transport	75	Very high (80-90%)
Walking	59	Very high (80-90%)
Cycling	72	Very high (80-90%)
Driving	88	Very high (80-90%)

Appendix C

(Proposed Site Layout and Highway Works)



AREA SCHEDULE

UNIT 1	**88,530 ft²**
Warehouse	80,920 ft²
Office (FF)	3,860 ft²
Office (SF)	3,750 ft²
Car Parking spaces	82
Accessible Bays	*6*
EV Charging spaces	*17*
Shared spaces	*5*
Cycle spaces	*20*
Motorcycle spaces	*5*
UNIT 2	**24,820 ft²**
Warehouse	22,130 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	25
Accessible Bays	*2*
EV Charging spaces	*5*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 3	**20,910 ft²**
Warehouse	18,220 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	20
Accessible Bays	*2*
EV Charging spaces	*4*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 4	**55,990 ft²**
Warehouse	51,890 ft²
Office (FF)	4,100 ft²
Car Parking spaces	54
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*14*
Motorcycle spaces	*3*
UNIT 5	**48,560 ft²**
Warehouse	44,490 ft²
Office (FF)	4,070 ft²
Car Parking spaces	55
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*12*
Motorcycle spaces	*3*
UNIT 6	**71,220 ft²**
Warehouse	63,600 ft²
Office (FF)	3,880 ft²
Office (SF)	3,740 ft²
Car Parking spaces	66
Accessible Bays	*4*
EV Charging spaces	*14*
Shared spaces	*4*
Cycle spaces	*16*
Motorcycle spaces	*3*
UNIT 7	**62,990 ft²**
Warehouse	55,400 ft²
Office (FF)	3,860 ft²
Office (SF)	3,730 ft²
Car Parking spaces	58
Accessible Bays	*3*
EV Charging spaces	*12*
Shared spaces	*3*
Cycle spaces	*16*
Motorcycle spaces	*3*
Total GIA	**373,020 ft²**
Total Parking Spaces	**360**

Disclaimer:
Subject to survey.

Notes:

0 10 20 30 40 50
SCALE 1:1000 @ A1

N

KEY

- Site Boundary (847,890 ft² / 78,770 m² / 19.44 acres / 7.87 ha)
- Existing Substation
- Pedestrian & Cycle Route
- Proposed Fence Line
- Existing Fence Line
- Proposed Retaining Wall
- Refuse Store
- Amenity Area
- Insitu Concrete (with light brush finish)
- Truck Pave
- Asphalt
- Block paving
- Soft Landscaping
- New Entrance
- 1 Cycle Stands
- 2 Car Share Spaces
- 3 EV Charging Bays
- 4 Motorcycle Spaces
- R Refuse
- A Accessible Parking Bays
- SS Sub-Station
- Existing Trees
- Existing Trees to be Removed

Rev:	Notes:	Date:	Dwn:	Iss:
P07	Amendments to red boundary line	11.09.2026	CM	HA
P06	Amendments to unit 7 & Tree retention highlighted	09.09.2026	CM	HA
P04	Amendments to Layout	21.08.2026	AH	HA
P03	Amendments to Layout	14.08.2026	AH	HA
P02	Amendments to Layout	12.08.2026	AH	HA
P01	First Issue	06.08.2026	AH	HA

Suitability Code:
PLANNING

Client:
AVIVA INVESTORS

hale
ARCHITECTURE | DESIGN MANAGEMENT
22c Leathermarket Street, London, SE1 3HP

Project:
Atlas Business Park
Manchester

Drawing Title:
Proposed Site Plan

Project No:	Scale @ A1 / A3
20071	1:1000 / 1:2000

Drawing No:	Revision:
20071-HAL-ZZ-ZZ-DR-A-PL003	P07

NOTES:

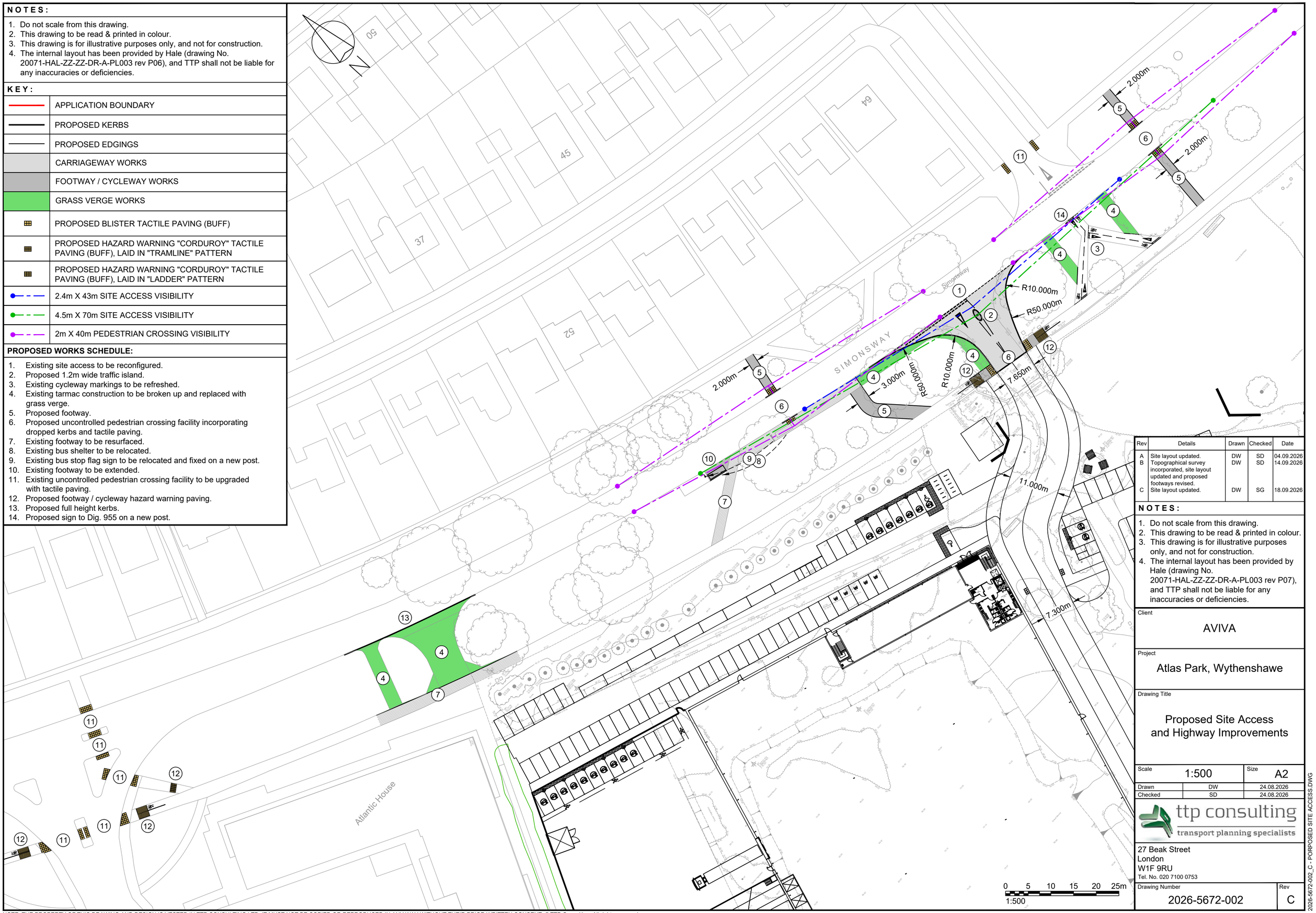
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KEY:

	APPLICATION BOUNDARY
	PROPOSED KERBS
	PROPOSED EDGINGS
	CARRIAGEWAY WORKS
	FOOTWAY / CYCLEWAY WORKS
	GRASS VERGE WORKS
	PROPOSED BLISTER TACTILE PAVING (BUFF)
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "TRAMLINE" PATTERN
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "LADDER" PATTERN
	2.4m X 43m SITE ACCESS VISIBILITY
	4.5m X 70m SITE ACCESS VISIBILITY
	2m X 40m PEDESTRIAN CROSSING VISIBILITY

PROPOSED WORKS SCHEDULE:

1. Existing site access to be reconfigured.
2. Proposed 1.2m wide traffic island.
3. Existing cycleway markings to be refreshed.
4. Existing tarmac construction to be broken up and replaced with grass verge.
5. Proposed footway.
6. Proposed uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving.
7. Existing footway to be resurfaced.
8. Existing bus shelter to be relocated.
9. Existing bus stop flag sign to be relocated and fixed on a new post.
10. Existing footway to be extended.
11. Existing uncontrolled pedestrian crossing facility to be upgraded with tactile paving.
12. Proposed footway / cycleway hazard warning paving.
13. Proposed full height kerbs.
14. Proposed sign to Dig. 955 on a new post.



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.2026
B	Topographical survey incorporated, site layout updated and proposed footways revised.	DW	SD	14.09.2026
C	Site layout updated.	DW	SG	18.09.2026

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Client

AVIVA

Project

Atlas Park, Wythenshawe

Drawing Title

Proposed Site Access and Highway Improvements

Scale	1:500	Size	A2
Drawn	DW	24.08.2026	
Checked	SD	24.08.2026	

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	Rev
2026-5672-002	C

2026-5672-002_C - PORPOSED SITE ACCESS.DWG

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