

WARWICK MILL

Residential Travel Plan

JNY10979-03b
Warwick Mill
Residential Travel Plan
Version 03b
27 July 2023

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Planning Application	Joanna Gunn	David Archibald	David Archibald	06 July 2023
03b	Planning Application	Joanna Gunn	David Archibald	David Archibald	27 July 2023

This report was prepared by **RPS Consulting Services Ltd** ('RPS') within the terms of its engagement and in direct response to a scope of services. This report is strictly limited to the purpose and the facts and matters stated in it and does not apply directly or indirectly and must not be used for any other application, purpose, use or matter. In preparing the report, RPS may have relied upon information provided to it at the time by other parties. RPS accepts no responsibility as to the accuracy or completeness of information provided by those parties at the time of preparing the report. The report does not take into account any changes in information that may have occurred since the publication of the report. If the information relied upon is subsequently determined to be false, inaccurate or incomplete then it is possible that the observations and conclusions expressed in the report may have changed. RPS does not warrant the contents of this report and shall not assume any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report howsoever. No part of this report, its attachments or appendices may be reproduced by any process without the written consent of RPS. All enquiries should be directed to RPS.

Prepared by:

Prepared for:

RPS Consulting Services Ltd

Kam Lei Fong (UK) Limited

Joanna Gunn
Senior Consultant - Transport

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire OX14 4SH

T 01235 432 190
E joanna.gunn@rpsgroup.com

Contents

1	INTRODUCTION.....	1
2	TRANSPORT POLICY AND TRAVEL PLAN GUIDANCE.....	3
3	EXISTING TRANSPORT PROVISION	7
4	DEVELOPMENT PROPOSALS	14
5	TRAVEL PLAN STRATEGY AND MANAGEMENT	17
6	AIM, OBJECTIVES, TARGETS AND MONITORING	19
7	MARKETING, MEASURES AND INITIATIVES	22
8	IMPLEMENTATION AND ACTION PLAN	27

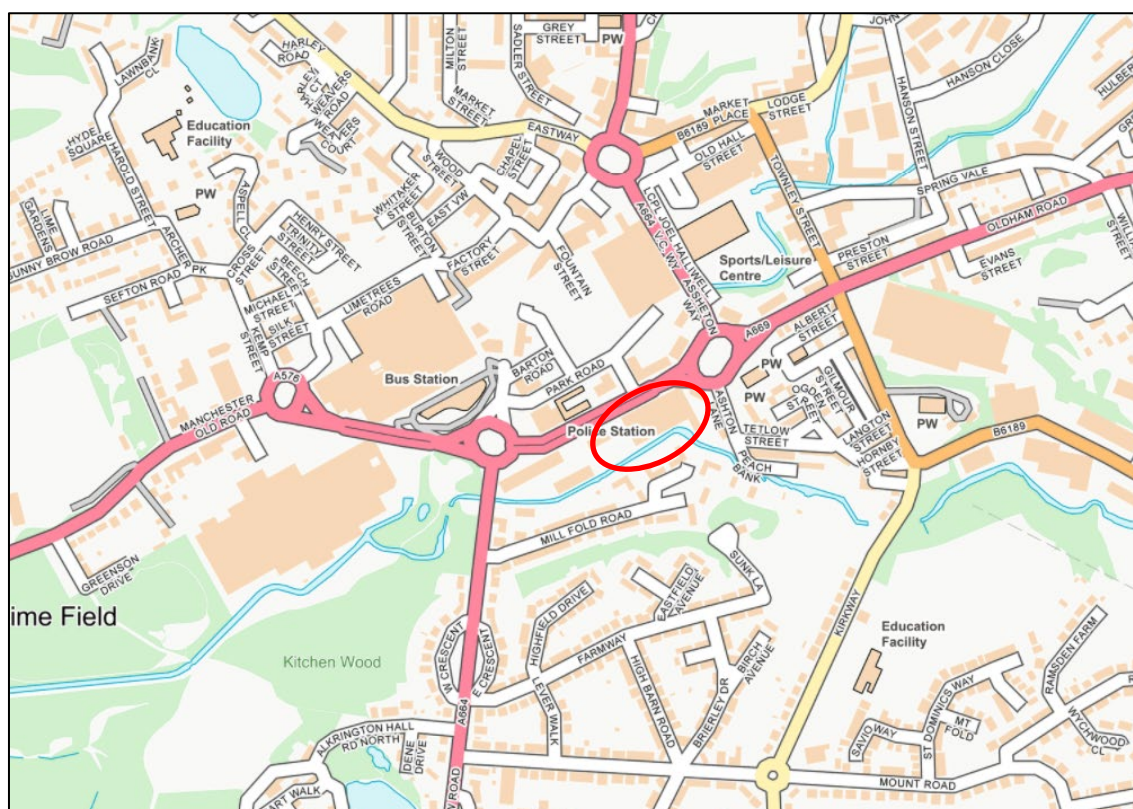
Appendices

APPENDIX 1 – SITE LAYOUT PLAN

1 INTRODUCTION

- 1.1 RPS have been commissioned by Kam Lei Fong (UK) Limited to prepare this Residential Travel Plan (TP) in support of a planning application for 281 residential apartments and flexible commercial uses under Class E (retail, food and drink, co-working office space, gym) at Warwick Mill (Grade II listed) and London House in Middleton. The site location is shown on **Figure 1**.

Figure 1: Site Location Plan



- 1.2 It is proposed that Warwick Mill will be renovated whilst London House will be demolished and a new building to be known as The Loom will be constructed. Three vehicular points of access are proposed, making use of existing vehicular accesses and improving where necessary.
- 1.3 A pre-application exercise was undertaken with Rochdale Borough Council (RBC) and there were a series of meetings, two of which included a highway officer of RBC. A Transport Note was submitted to RBC to inform the second meeting with highway officers on 17th September 2021 and feedback received has been incorporated into the proposals and this TP.
- 1.4 RBC were generally supportive of the proposals to bring the Grade II listed Warwick Mill back into use and have advised on the required transport mitigation measures, part of which should be the preparation of a Residential Travel Plan to support the planning application.

- 1.5 A Travel Plan is a long-term management strategy for a new development or an organisation that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 1.6 Travel Plans assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.
- 1.7 This TP sets out the objectives and package of measures to promote and provide for the use of sustainable modes as an alternative to single occupancy car use. It has been produced in line with the Planning Policy Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2014), and is structured as follows:
- Section 2 – Transport Policy and Travel Plan Guidance;
 - Section 3 – Existing Transport Provision;
 - Section 4 – Development Proposals;
 - Section 5 – Travel Plan Strategy and Management;
 - Section 6 – Aims, Objectives, Targets and Monitoring;
 - Section 7 – Marketing, Measures and Initiatives; and
 - Section 8 – Implementation and Action Plan.
- 1.8 This TP is a document that clearly sets out the details of the initiatives, deliverables, targets and responsibilities of the TP. It will be a recorded agreement between RBC and the Applicant to provide a commitment to deliver the travel planning measures and objectives and form the basis of a Full Travel Plan that will be developed post consent and prior to occupation.

2 TRANSPORT POLICY AND TRAVEL PLAN GUIDANCE

Context

- 2.1 The emergence of Travel Plans has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 2.2 A Travel Plan is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.3 This TP concentrates on sustainability issues and outlines a package of initiatives that promote a choice of alternative travel modes over a reliance upon the private car. The policy context for the TP is summarised below.

National Policy

National Planning Policy Framework (July 2021)

- 2.4 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2021). Section 9, '*Providing Sustainable Transport – considering development proposals*', states the following:
 - 2.5 Paragraph 110 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

 - a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
 - b. Safe and suitable access to the site can be achieved for all users;**
 - c. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
 - d. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**
- 2.6 Paragraph 113 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed.”

Planning Practice Guidance (PPG) ‘Travel Plans, Transport Assessments and Statements’ (March 2014)

- 2.7 ‘Planning Practice Guidance - Travel Plans, Transport Assessments and Statements’ (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2014) provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

“Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.”

- 2.8 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:

- **“encouraging sustainable travel;**
- **lessening traffic generation and its detrimental impacts;**
- **reducing carbon emissions and climate impacts;**
- **creating accessible, connected, inclusive communities;**
- **improving health outcomes and quality of life;**
- **improving road safety; and**
- **reducing the need for new development to increase existing road capacity or provide new roads.”**

- 2.9 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

- 2.10 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency and other relevant bodies.

Local Policy and Guidance

- 2.11 National Policy on transport and land use establishes broad policy objectives that reflect the Government’s aspiration for integrating development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements which deliver the national aspirations.

- 2.12 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which comprises of:

- Rochdale Core Strategy (2016);
- Rochdale Borough Transport Strategy (2014); and
- Greater Manchester Transport Strategy (2040).

Rochdale Core Strategy (2016)

- 2.13 The purpose of the Rochdale Core Strategy is to set out plans and policies for future development in the Rochdale Borough.
- 2.14 Section 2 of the Core Strategy addresses the key challenges that which the Core Strategy will aid, stating the following:
- “An ambitious target of providing 460 additional homes per year is considered necessary to meet demand and to help regenerate the borough. The latest Housing Land Availability Assessment indicates that there is considerable scope to meet its housing target using previously developed sites, especially in the south, and with limited use of greenfield sites.”**
- 2.15 Paragraph 11.3 highlights Rochdale’s plans to improved accessibility and promote sustainable travel, with their policies seeking to:
- **“deliver transport improvements at a strategic, borough-wide and local level to support development proposals;**
 - **ensure that development is in the most appropriate and accessible locations;**
 - **minimise trips, especially single occupancy car journeys, and trip length; and**
 - **promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling, and walking.”**
- 2.16 Appendix 5 of the Core Strategy presents the schedule of residential parking standards, which are as follows:
- The residential car parking standards for single bedroom apartments / town centre flats and apartments equates to 1.25 spaces per dwelling;
 - The residential cycle provision for single bedroom apartments / town centre flats and apartments equates to 1 secure spaces per 5 dwellings (minimum 2 spaces); and
 - With regard to disabled parking standards, section 17.1 presents Table 11 that sets out that the disabled parking provision for developments between 12 to 200 spaces should be 3 bays or 6% of total capacity (whichever is greater).

Rochdale Borough Transport Strategy (2014)

- 2.17 The transport strategy is a guide to the development of transport improvements across Rochdale Borough for the period up to 2026.
- 2.18 The vision of the Rochdale Borough Transport Strategy is;
- “By 2026, Rochdale Borough will have a safe, affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports the regeneration and economic growth of the local area.”**

2.19 The underlying principle of which is to:

“Support regeneration. Successful communities and development opportunities are dependent on high quality, reliable and affordable access to jobs, health, education and other key local amenities. Addressing this is integral to the Council’s Sustainable Communities Strategy aspirations and this Transport Strategy provides a framework to make delivery of this possible.”

2.20 Within the Rochdale Borough Transport Strategy, the ‘Rochdale Borough Renaissance Masterplan’ is discussing regarding strategic context. Part of which discusses the location of new development:

“The masterplan also aims to provide a strong heart, enhancing access to town centres, promoting greater density of development around public transport hubs and interchanges (railway and bus stations and Metrolink stops). Future town centre developments will be required to provide a wider range of land uses with greater emphasis on employment, residential and leisure as well as retail to maintain and enhance their economic vibrancy and viability.”

Greater Manchester Transport Strategy 2040 (2021)

2.21 The aim of the Greater Manchester Transport strategy is to set out their long terms aims for transport. Overall, they aim to have great connectivity that aid sustainable economic growth and enhanced accessibility.

2.22 Their section “an integrated network” describes how they want to make their transport truly integrated by incorporating al different transport options and states the following:

“We will develop comprehensive and easy to understand cycle and walking networks that integrate well with public transport, including Greater Manchester’s Bee Network and the emerging city-region-wide bicycle hire scheme.”

2.23 Continuing to state:

“We will enhance our public transport so that bus, rail and tram services and facilities are planned and delivered in a more integrated way to minimise the time and cost of changing between services.”

2.24 This highlights that a priority of Greater Manchester is to ensure there is an integrated, and cost-effective transport system.

2.25 Policy 1 of this Transport Strategy discusses ensuring improvements of different modes of transport, stating:

“Policy 1: We will work with partners to ensure that modes of transport such as taxis, private hire vehicles and other demand responsive services - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.”

3 EXISTING TRANSPORT PROVISION

- 3.1 This section provides an outline of the accessibility of Warwick Mill including the existing local cycle, public transport and highway networks, together with access to local amenities.

Site Location

- 3.2 Warwick Mill is a Grade II listed former cotton mill occupying land on the southern-western quadrant of the A669 Oldham Road / Ashton Lane roundabout on the southern edges of Middleton town centre. Middleton is located within the borough of Rochdale, Greater Manchester. It is approximately 8km south-west of Rochdale and 8km north-east of Manchester City Centre.

Local Highway Network

- 3.3 Warwick Mill is surrounded by a network of A and B roads which enable access to areas such as Manchester, Rochdale, Oldham and Bury.

A669 Oldham Road

- 3.4 The A669 Oldham Road borders the site to the north where it is a dual carriageway road routeing broadly east to west between the Ashton Lane / A664 Assheton Lane roundabout and the A664 Manchester New Road / A576 Middleton Way roundabout respectively. There are footways on both sides, a 30mph speed restriction, streetlighting and double yellow line restrictions. There are two signalised pedestrian crossings (puffin type) over both carriageways of the A669 Oldham Road, one at its western end adjacent to the A664 Manchester New Road / A576 Middleton Way roundabout and one directly in front of Warwick Mill.
- 3.5 To the east of the Ashton Lane / A664 Assheton Way roundabout, the A669 Oldham Road is a single carriageway road providing direct access to residential dwellings, shops and business premises with footways on both sides, a 30mph speed restriction and streetlighting. There are double yellow line restrictions along its section to the east of the Ashton Lane / A664 Assheton Lane roundabout and no such restrictions further east.

Ashton Lane

- 3.6 Ashton Lane is a residential street routeing broadly north to south from the A669 Oldham Road / A664 Assheton Lane roundabout. It provides access to residential properties on Tetlow Street, Peach Bank, Ogden Street, Larkhill Court and Taylor Street and it is a cul-de-sac.
- 3.7 There are 30mph speed restrictions, streetlighting and, generally, footways on both sides. Car parking is varied and there is a range of private driveways and on-street car parking and there are double yellow line restrictions on parts of Ashton Lane and Peach Bank.

A664 Assheton Way

- 3.8 The A664 Assheton Way is accessed via the A669 Oldham Road via a four-arm roundabout. The A664 Assheton Way routes between the A664 / Ashton Lane roundabout to the south, and the Long Street / Market Place roundabout to the north. There is a 30mph speed restriction and streetlighting, a northbound bus / cycle / taxi lane, double yellow line restrictions on the eastern

side, a footway on the western side and footways on Lance Corporal Joel Halliwell VC Way which runs parallel on the eastern side.

A664 Long Street

- 3.9 The A664 Long Street continues northwards from the Assheton Way roundabout, through the residential areas of north Middleton and onto the A627(M) at the Stakehill Roundabout. The A664 continues broadly north-eastwards where it becomes Rochdale Road, and continues towards Castleton.
- 3.10 The A664 Long Street / Rochdale Road provides direct access to residential dwellings, with on-street parking, footways, a 30mph speed restriction and street lighting along its length.

A664 Manchester New Road

- 3.11 The A664 Manchester New Road routes southwards from the A669 Oldham Road roundabout to large residential areas on the outskirts of Manchester via junction 20 of the M60 for which there are only north-westbound facing slip roads.

M60

- 3.12 The M60 functions as a ring road through Greater Manchester, providing access to the M62, M66, M602 and all the strategic roads into and around Greater Manchester.

Pedestrian Infrastructure

- 3.13 There are well established footways within the vicinity of the site providing access to public transport, education, health, retail and employment facilities.
- 3.14 Immediately outside Warwick Mill, footways are provided on both sides of the A669 Oldham Road. There are two signalised pedestrian crossings (puffin type) over both carriageways of the A669 Oldham Road, one at its western end adjacent to the A664 Manchester New Road / A576 Middleton Way roundabout and one directly in front of Warwick Mill. These provide access to Middleton town centre and the facilities therein as well as all other areas north of the site.
- 3.15 As the A669 Oldham Road continues east, pedestrian footways and street lighting are present on both sides of the carriageway. This pedestrian infrastructure continues along Middleton Road, beyond the Mills Hills Railway Station.
- 3.16 Due to the town centre location of the site, all roads within the vicinity of the site have footways, with lighting and adequate pedestrian crossings provided.
- 3.17 The Freedom Field and Alkrington Woods Nature Reserve is located to the west of the site. This large open green area with footpaths throughout which provide access to the built-up areas around this green space.

Cycling

- 3.18 There is a widespread cycling network provided by the extensive road network within the vicinity of the site. Sections of the A669 Oldham Road, A576 Manchester Old Road and A664 Manchester New Road provide cycle lanes.

- 3.19 National Cycle Route 66 (NCR66) is the nearest NCR within the vicinity of the site. Route 66 of the National Cycle Network has sections from Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull; however, NCR66 has some breaks in the route where cyclists would have to make use of local roads instead.
- 3.20 NCR66 is accessible to the north-east of Middleton via the A664 Rochdale Road. A traffic-free route not on the National Cycle Network routes adjacent to the Rochdale Canal.
- 3.21 To the west of the project site, the Freedom Fields and Alkrington Woods Nature Reserve have cycle routes which would enable residents to cycle as part of leisure activities.

Public Transport

Bus Services

- 3.22 This project site has extensive local bus facilities, with the nearest bus stop a 3-minute walk from the site, and Middleton Bus Station being a 6 minute walk from the site.
- 3.23 The closest bus stop to the site is on the A669 Oldham Road immediately west of the Ashton Lane / A664 Assheton Lane roundabout, a 3-minute walk from site. The westbound bus stop provides services for 12/12A, 59, 112, 159 and 396. These services are also accessible from Middleton Bus Station. The eastbound bus stop provides services for 59, 159 and 396.
- 3.24 **Table 3.1** summarises the bus services available from the A669 Oldham Road bus stops.

Table 3.1: Summary of Bus Services on the A669 Oldham Road Bus Stop

Service	Operator	Route	Weekday			Saturday	Sunday
			AM Peak	Off Peak	PM Peak		
12/12A	Stagecoach	Middleton – Boarshaw -Middleton Junction Circular	2	2	2	1	No service
59	First Manchester	Oldham – Chadderton – Middleton – Piccadilly Gardens	5	5	5	3	3
112	Stagecoach	Manchester City Centre – Moston – Greengate – Middleton	4	4	4	3-4	2
159	Stotts	Middleton – Failsworth – Woodhouses – Chadderton - Oldham	1	1	1	1	No service
396	Stotts/Little Gem	Middleton – Mills Hill Chadderton –Ashton-under-Lune	1	1	1	1	Bi-hourly

* number of services per hour

- 3.25 Middleton Bus Station is located west of the site on the A669 Oldham Road / A664 Manchester New Road roundabout. It is a 6-minute walk from the site and provides access to the bus routes served at the A669 Oldham Road Bus Stop presented in **Table 3.1** in addition to routes 17/A/B, 18, 41, 113, 115, 116, 125, 129, 156, 162, 163, and 415.
- 3.26 **Table 3.2** summarises the bus services available from Middleton Bus Station.

Table 3.2: Summary of Bus Services from Middleton Bus Station

Service	Operator	Route	Weekday			Saturday	Sunday
			AM Peak	Off Peak	PM Peak		
17/A/B	Go North West	Rochdale – Sudden – Middleton – Collyhurst - Shudehill	6	6	6	5	4
18	Stagecoach	Langley – Middleton – Blackley – Manchester Royal Infirmary	6	6	6	5	4
41	Go North West	Middleton – Higher Blackley – Bowker Vale – Didsbury - Sale	1	1	1	1	1
112/113	Stagecoach	Middleton – Greengate – Moston – Piccadilly Gardens	4	4	4	4	2
115	Stagecoach	Middleton – Higher Blackley – Moston – Harpurhey Circular	-	1 (09:30-15:30)	-	1 (09:30-15:30)	No service
116	Stagecoach	Middleton – Harpurhey – Moston – Higher Blackley Circular	-	1 (10:00-14:00)	-	1 (10:00-14:00)	No service
125	Stotts	Middleton – Rhodes – Bowlee – Hollins – Alkrington Circular	1	1	1	1	No service
129	Go north West	Middleton – Hollins – Stanycliffe – Boarshaw Circular	1	1	1	1	1
156	Stagecoach	Middleton – Rhodes – Higher Blackley – Blackley – Shudehill	2	2	2	2	1
162	Diamond Bus	Nordern – Heywood – Langley – Middleton – Piccadilly Gardens	-	-	2	2 (17:00-19:00)	2(17:00-19:00)
163	Diamond Bus	Bury – Heywood – Langley – Middleton – Piccadilly Gardens	4	5-6	6	5-6	2
415	Stagecoach	Middleton – Middleton Junction – Chadderton - Oldham	1	1	1	1	1

* number of services per hour

Rail Services

- 3.27 The nearest railway station to the site is Mills Hill, approximately 25-minute walk from site or a 9-minute cycle. There are 10 stands for bicycles and parking for 30 vehicles.
- 3.28 The Mills Hill bus stop is located at Mills Hill railway station and is accessible from the site via the 59 and 396 bus routes. These services provide direct access from the A669 Oldham Road bus stop via a 6 minute bus journey with frequencies of one service every 10 minutes.
- 3.29 Mills Hill railway station provides access to Northern rail services to a range of destinations including Manchester, Blackburn, Kirkby, Clitheroe, and Rochdale. A summary of the available rail services is summarised in **Table 3.3** below.

Table 3.3: Summary of Rail Services

Service	Weekday			Saturday	Sunday
	AM Peak	Off Peak	PM Peak		
Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria	1	1	1	1	-
Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria – Salford Central – Salford Crescent – Bolton – Blackburn – Whalley – Clitheroe	1	1	1	1	-
Blackburn – Accrington – Burnley Manchester Road – Todmorden – Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria – Salford Central – Salford Crescent – Swinton – Moorside – Wigan Wallgate – Appley Bridge – Southport	-	-	-	-	1

* number of services per hour

- 3.30 The train journey from Mills Hill Station to Manchester Victoria is only 12 minutes, demonstrating a direct and sustainable transport option between the site and Manchester city centre.

Accessibility to Local Facilities

- 3.31 The site location, on the edge of Middleton town centre, enables convenient access to many local facilities. Paragraph 4.4.1 of Manual for Streets (MfS), Department for Communities and Local Government and Department for Transport, 2007, states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

- 3.32 There are other guidance documents which say similar to the above, however, what is clear is that 2km is a reasonable walking distance.

- 3.33 The Chartered Institution of Highways and Transportation (CIHT) publication ‘Planning for Cycling’, 2014, states on page 4 [paragraph unnumbered]:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a). Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

- 3.34 Cycling therefore represents a reasonable mode of transport for distances of 5km with some cyclists being prepared to cycle longer distances.

3.35 **Table 3.4** summarises many of the extensive facilities within walking and cycling distance of the site and demonstrates that many of these, including the town centre, is within an 800m walk whilst all key facilities within a 2km walk. In terms of employment, there are many surrounding areas that are within both a reasonable walking distance and a reasonable cycling distance.

Table 3.4: Distance and Walking and Cycling Times to Local Facilities

Facility	Distance from Site Centre	Walking Time (mins)	Cycling Time (mins)
Middleton town centre			
All town centre facilities including shops, post office, market etc	550m	7	3
Education			
Elm Wood Primary School	1.5km	20	7
Sunny Brow Nursery School	1.1km	14	5
Middleton Technology School	1.4km	18	7
St Mary's R C Primary School	1.8km	23	8
Food and Drink			
The Mod Cod	350m	5	3
Oddfellows' Arms	450m	6	2
Mcdonalds, Middleton	550m	7	3
Café Salento	450m	6	3
Health and Community			
Xercise4Less Manchester Middleton Gym	750m	9	4
Kirkway Sure Start Children's Centre	550m	7	5
Middleton Arena	550m	8	4
Tonge Hall	800m	11	6
Middleton Health Centre	900m	10	3
Leisure			
Alkrington Woods Nature Reserve	1.1km	14	4
Middleton Cricket Club	1.3km	15	5
Lancaster Park & Animal Farm	1.8km	23	8
Leisure Park	1km	13	4
Shopping / Retail			
Middleton Shopping Centre	290m	4	1
Screwfix	160m	2	1
Aldi	800m	10	3
Tesco extra	550m	7	3
Key Employment Areas			
All town centre employment facilities	550m	7	3
Linkway Trading Estate	650m	8	3
Hanson Park	800m	11	6

Facility	Distance from Site Centre	Walking Time (mins)	Cycling Time (mins)
Mills Hill Road Industrial Units	2.3km	29	10
Oldham Broadway Business Park	2.6km	33	11
Stakehill Industrial Estate	4.3km	54	18
Elk Mill Park	4.5km	56	19
Hartford Industrial Estate	4.5km	56	19

Note: Assumed walking speed of 1.33m/sec and cycling speed of 4m/sec.

Summary

- 3.36 This Section has demonstrated that Warwick Mill is in a sustainable location, accessible by all modes of transport, including the bus and railway stations and that key services and facilities are located within a reasonable walking and cycling distance.

4 DEVELOPMENT PROPOSALS

- 4.1 The development proposals consist of the redevelopment of the Grade II listed Warwick Mill, the demolition of London House and the construction of a replacement building to be known as The Loom to provide 281 residential apartments and flexible commercial uses under Class E (retail, food and drink, co-working office space, gym). A site layout plan and relevant scheme drawings are attached at **Appendix 1**.
- 4.2 A schedule of the proposed residential accommodation is detailed in **Table 4.1**.

Table 4.1: Schedule of Residential Accommodation

	Studio	1 Bedroom	2 Bedroom	3 Bedroom	Total
Warwick Mill	18	52	64	1	135
The Loom	-	100	46	-	146
Total	18	152	110	1	281

Residential Access Arrangements

- 4.3 Two points of vehicular access are proposed onto the A669 Oldham Road to the residential units, making use of existing vehicular accesses and improving where necessary.
- 4.4 The existing access that serves London House from the A669 Oldham Road will be retained to provide access to the residential car parking within The Loom but would be ingress only.
- 4.5 The existing dropped kerb access from the A669 Oldham Road between Warwick Mill and London House would be improved to a kerbed bellmouth to provide access to the residential car parking within Warwick Mill and egress from The Loom. An access road width of 5.5m can be achieved and, commensurate with the 30mph speed restriction along the A669 Oldham Road, a visibility splay of 2.4m x 43m can be achieved to the right (to the east). The improvements will be subject to a detailed design and technical approval by RBC prior to construction.
- 4.6 The access onto the Oldham Road / Ashton Lane roundabout would be retained, however, this would become a pedestrian access and for emergency vehicles only.

Residential Parking Provision

- 4.7 The Site Layout Plan attached at **Appendix 1** details the residential parking arrangements. Those for The Loom are as follows:
- 157 cycle parking spaces;
 - 6 motorcycle spaces (hardstanding area provided);
 - 29 residential apartment car parking spaces of which:
 - 7 are disabled parking bays; and
 - 4 are car club bays.

- 4.8 The parking arrangements for Warwick Mill are as follows:
- 172 cycle parking spaces;
 - 12 motorcycle parking spaces;
 - 24 residential apartment car parking spaces of which:
 - 4 are disabled parking bays; and
 - Up to 16 electric car charging spaces are against walled edges.
- 4.9 Additionally, there are four visitor car parking spaces located between Warwick Mill and The Loom.
- 4.10 This provides a total of 53 car parking spaces for the residential apartments, which equates to 19% of residential units (1 space per 5 units).
- 4.11 It is proposed that all car parking spaces would be allocated to individual units such that 19% of units would be sold with one allocated car parking space and the remaining 81% of units would be sold with no allocated car parking space.
- 4.12 The above sets out provision for electric car parking around the perimeter of each car parking area. It would be possible to provide passive electric car parking in all car parking spaces such that 100% of car parking would have future provisions.
- 4.13 329 secure cycle parking spaces are proposed. This equates to 1.17 secure cycle parking spaces per residential unit (which is equivalent to one secure cycle parking space per 0.85 residential units), which compares favourably to the standard (it exceeds the minimum provision) set out in the adopted 2016 Core Strategy of one secure cycle parking space per 5 residential units.

Car Club

- 4.14 As part of the development proposals, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.
- 4.15 A car club provides cars for short term hire on a pay per trip / per hour / per day basis. This allows individuals affordable access to a car without the need for car ownership.
- 4.16 In this instance, car club spaces would be provided and a car club operator would be appointed. The car club operator would park their cars in the car club spaces and all residents would be able to book a car on per trip / per hour / per day basis. Thus, the cars would be shared amongst all those who sign up to the scheme.
- 4.17 There are documented benefits to car clubs. A study performed by CoMoUK (a charity supporting shared vehicles), presenting that car club installation leads to a decrease in car ownership and they estimated that for each car club vehicle, nine private vehicles are replaced.
- 4.18 In CoMoUKs 2017/2018 Annual Survey Report, Enterprise car club presented the community impacts of car clubs and stated that each car club car on the road displaces 10.5 private cars and defers 12 private car purchases.

-
- 4.19 Take up of car clubs is growing rapidly, as levels of car ownership decline. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles.
- 4.20 It is considered that the provision of a car club would be of benefit to the residents. As above, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.

5 TRAVEL PLAN STRATEGY AND MANAGEMENT

5.1 A strategy that sets out clearly the stages by which the TP has been developed and implemented is very important. Elements of the TP strategy include:

- Securing the resources (including time) that are necessary to develop and implement the TP;
- Consulting and educating users; and
- Identifying and engaging with partners.

5.2 The TP strategy discusses how the plan will be managed and marketed and who the key partners will be.

Travel Plan Co-ordinator

5.3 Effective management is essential to the success of a TP and current best practice recommends that a single point of contact is appointed to take overall responsibility for transport issues relevant to the site.

5.4 A Travel Plan Co-ordinator (TPC) will be appointed to oversee the implementation of this TP.

5.5 It will be critical to the success of the TP that the TPC is seen as an enthusiastic exponent of the travel planning measures. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP.

5.6 It is recognised that the activities of a TPC are seen as a cornerstone of a successful TP, and this function is often the first point of contact for residents in all matters regarding travel.

5.7 The TPC will work closely with the Local Authorities and local public transport operators to agree objectives and targets for travel modes to the site. The TPCs role will be to encourage travel by foot, cycle or public transport by engendering a walking, cycling and public transport culture amongst residents.

5.8 The TPCs duties will be:

- To oversee the development and implementation of the TP;
- To obtain and maintain commitment and support for the TP;
- To design and implement effective marketing and awareness raising campaigns to promote the TP;
- To co-ordinate the necessary data collection exercise required to develop the TP;
- To liaise with external organisations, e.g. local authorities, transport operators, etc.; and
- To co-ordinate the monitoring programme for the TP.

5.9 In addition to the above, the TPC will be integral to the process of reviewing the effectiveness of the TP. An up-to-date file containing all correspondence, analysis and commitments relating to the TP will be maintained.

Monitoring

Initial Travel Survey

- 5.10 An initial residential travel survey (baseline travel survey) will be undertaken within six months of first occupation.
- 5.11 The initial residential travel survey will identify how residents travel, where they are travelling (by postcode), those willing or able to change their travel habits, and employ effective measures to encourage a shift to more sustainable modes.

Future Travel Surveys

- 5.12 Following on from this baseline travel survey, subsequent surveys will be undertaken annually. Residential travel surveys will be undertaken in each year of the TP until year 5 to monitor its progress.
- 5.13 These surveys will enable assessment to be made of the effectiveness of the initiatives within the TP and provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.

6 AIM, OBJECTIVES, TARGETS AND MONITORING

Aim

- 6.1 The primary aims of the TP are to influence the travel behaviour of residents, to minimise car ownership and to minimise the number of vehicular trips generated by the development.

Objectives

- 6.2 The aims of the TP will be achieved through the delivery of a series of objectives:
- **Objective 1:** Ensuring the development is accessible to all users including the mobility impaired;
 - **Objective 2:** Raise awareness of the alternative travel options available, the car club, promote sustainable modes of travel and provide relevant details of sustainable travel;
 - **Objective 3:** Provide up to date travel information to residents;
 - **Objective 4:** Promoting the TP and associated measures;
 - **Objective 5:** Raise awareness of the benefits of car sharing and provide the relevant details to connect with these services; and
 - **Objective 6:** Maintaining a line of communication with residents to ensure they have access to relevant travel information. This will help to continually evaluate the transport needs of residents.
- 6.3 The development and implementation of the TP to meet the objectives will have the following benefits:
- Reduce the impact of traffic on surrounding roads and local communities;
 - Reduce the cost of personal / business travel;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.

Targets

- 6.4 It is important to set positive but achievable targets to assess whether or not the objectives of the TP are being achieved. The survey results will provide a detailed indication of the travel behaviour of residents from which appropriate SMART (**S**pecific, **M**easurable, **A**ttainable, **R**ealistic and **T**ime-bound) targets can be derived.
- 6.5 The targets set out within this TP provide a clear measure of its progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the TP, and outcome targets which demonstrate the specific outcomes of the plan.
- 6.6 The indicative target for residential vehicular trip generation for Warwick Mill is to maintain traffic generation rates at or within those set by the Transport Assessment for the first year of occupation, with a reduction of 5% over a period of five years.

- 6.7 **Table 6.1** below sets out the indicative trip generation rate targets to be set for Warwick Mill for the five year monitoring period.

Table 6.1: Baseline and Target Vehicle Trip Generation Rates

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Baseline Vehicle Trip Generation Rates	0.009	0.030	0.039	0.030	0.017	0.047	0.196	0.206	0.402
Target Vehicle Trip Generation Rates after Year 5	0.009	0.028	0.037	0.028	0.016	0.044	0.187	0.195	0.382

Vehicle trip rates per residential unit.

- 6.8 The baseline trip rates illustrated by the table above will be used prior to undertaking surveys, to set relevant objectives and targets. It is noted that targets may change depending on the result of the baseline surveys.
- 6.9 The TP includes measures and initiatives and marketing aimed at achieving the targets, which will be met through the provision and promotion of sustainable travel information immediately upon implementation. To make sure that all residents are aware of the impacts of unsustainable travel modes and the opportunities that are available to make a change in travel choice, access to the TP will be created by the TPC immediately upon implementation.
- 6.10 The TP will always be available to residents upon request. This will be the responsibility of the TPC.
- 6.11 If the initial targets are not achieved or found to be unrealistic, the TPC will revisit the TP to determine whether reasonable additional measures and revised targets may be desirable. The travel patterns of residents will be monitored in accordance with the timetable set at **Table 8.1**.

Monitoring

- 6.12 It is essential that the influence of the TP and the benefits achieved are continuously monitored to identify whether individual aspects of the TP are particularly successful, whether the targets are being met, and whether changes need to be implemented to achieve the TP targets.
- 6.13 The usage of car and cycle parking, together with the use of public transport services, will be monitored annually. This process provides a check on the progress of the plan towards its targets and would allow the TPC to respond accordingly.
- 6.14 Annual monitoring of the TP will be carried out by the TPC in co-operation with RBC to be triggered following the submission of the results of the baseline residential travel survey. The annual travel surveys will be the primary monitoring tool of the TP to assess the effectiveness of the initiatives against the targets. The purpose of the annual monitoring will be to report on the progress made during the year on the implementation of TP measures and whether the TP is on track to meet its targets.

- 6.15 It is envisaged that the review process will be undertaken annually, followed immediately by the TPC formulating a strategy for the year ahead. The TP review will consider travel needs arising from new developments and transport provision in the area. If the TP is found to not be meeting targets or needs to be revised to take into account new developments or transport provision, the TPC will consider the introduction of reasonable additional measures as necessary.
- 6.16 The objective of the monitoring process is to regularly assess residents travel patterns and identify when / if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.
- 6.17 Information gathered through the monitoring process will be recorded and used through the subsequent review process. It will be made available for inspection by the planning authority.

Review

- 6.18 The TPC will report the survey results to RBC within two months of each survey. The TPC and officers at the Council will then review the results and, if necessary, revise the TP targets accordingly.
- 6.19 The TPC will be responsible for communicating the results of the monitoring surveys and resultant amendments to the TP to residents. This will be achieved through the production of a monitoring report.

7 MARKETING, MEASURES AND INITIATIVES

- 7.1 This section provides an outline of the potential TP measures to be implemented at Warwick Mill. The baseline travel survey will provide site specific information on the existing travel patterns of residents and will enable targeted travel planning measures to be formulated and adopted.

Travel Information and Awareness

- 7.2 It is critical to provide residents with accurate information on the range of available services and travel initiatives if the TP is to succeed. The provision of accurate and up to date information, together with wide ranging publicity, will form a fundamental component of the TP.
- 7.3 New initiatives that are developed as part of the TP will need to be publicised if they are to be effective.
- 7.4 Information on the travel options available to residents will be displayed on notice boards located in prominent locations. This information will be kept up to date regularly and should comprise:
- Public transport information, including timetables, maps and bus stop locations;
 - Details and maps of safe walking and cycling routes to the site;
 - Information on travel planning initiatives;
 - Information on the car club;
 - Information on car-sharing initiatives; and
 - Details of local taxi companies.
- 7.5 The information provided will enable residents to consider more sustainable means of travelling to and from their place of work, and for shopping / leisure activities. The TP will be marketed to new residents upon occupation.

Walking

- 7.6 The TPC will encourage residents to walk to and from Warwick Mill, by:
- Liaising with RBC to ensure pedestrian routes to and from Warwick Mill are appropriately maintained;
 - Providing residents with information and advice concerning safe pedestrian routes to and from Warwick Mill;
 - Production of a local walking map for residents informing of routes and travel times to key destinations; and
 - Issuing any promotional material produced by RBC which advises of the associated health benefits of walking.

Cycling

- 7.7 To encourage residents to cycle, the following initiatives will be implemented:
- Safe and secure covered cycle storage facilities available for residents;
 - Maps will be displayed on the travel notice boards illustrating the cycle routes located within the vicinity of the site;
 - Details of local cycle shops will be provided (for repair and maintenance);
 - The TPC will monitor the cycle routes within the vicinity of the site and, with input from those residents that cycle, liaise with RBC to identify any issues that are evident; and
 - The TPC will monitor demand for cycle parking.

Public Transport

- 7.8 Initiatives employed as part of the TP will aim to improve awareness of the public transport services and ticketing options available. Timetables, fares, maps and the location of bus stops will be made available on the travel notice boards. There will also be a feedback system put in place to enable residents to advise how passenger transport services may be improved.
- 7.9 The TPC will monitor public transport services and facilities within the vicinity of the site, and work alongside RBC and the public transport service providers to identify if there are viable opportunities to improve service provision.

Car Club

- 7.10 Pay per trip car clubs allows individuals to have access to a personal vehicle which can be hired on a flexible basis as and when required. Schemes such as this ensure that people can have access to a car when necessary without being tied to ownership and the associated maintenance, parking and storage costs. There are several car clubs which have been implemented within the Greater Manchester area.
- 7.11 Enterprise Car Club has in excess of 40 cars available for hire within the Greater Manchester area, including locations in Manchester City Centre, Rochdale and Oldham. Enterprise Car Club have flexible plans and rates for members depending on the frequency of which residents are likely to hire cars. Enterprise also have a 'Under 22 Plan' which enables adults with 1 years driving history to rent their vehicles, with a monthly membership fee of £6 and vehicle rates starting from £8.33 an hour.
- 7.12 Co-wheels is a pay-as-you-go community hire car scheme where members can hire vehicles from convenient locations across the UK. Co Wheels accepts members aged 21+ who have held a full British driving licence for a minimum of 24 months, or members aged 25 or under if they possess a clean driving licence. Members pay an upfront £25 joining fee, a monthly membership subscription and additional charges for the duration of their booking. Hire charges are priced per hour (in 15-minute increments), per day, or overnight.
- 7.13 Enterprise Car Club and Co-wheels both operate mobile apps, in addition to traditional online booking, which would enable residents to book cars easily when they are required.

- 7.14 There are documented benefits to car clubs. A study performed by CoMoUK (a charity supporting shared vehicles), presenting that car club installation leads to a decrease in car ownership and they estimated that for each car club vehicle, nine private vehicles are replaced.
- 7.15 In CoMoUKs 2017/2018 Annual Survey Report, Enterprise car club presented the community impacts of car clubs and stated that each car club car on the road displaces 10.5 private cars and defers 12 private car purchases.
- 7.16 Take up of car clubs is growing rapidly, as levels of car ownership decline. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles.
- 7.17 As part of the Warwick Mill proposals, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.
- 7.18 Four car club spaces will be provided and a car club operator will be appointed.
- 7.19 The car club operator would park their cars in the car club spaces within The Loom and all residents would be able to book a car on per trip / per hour / per day basis.
- 7.20 Thus, the car club cars would be shared amongst all those who sign up to the scheme and reduce car ownership amongst the residents at Warwick Mill.

Car Sharing

- 7.21 Car sharing is defined as when two or more people pool their resources and share the driving duties. Lift sharing is defined as when a person who does not have access to a vehicle obtains pre-arranged lifts from at least one person with a car.
- 7.22 Residents will be encouraged to sign up to a Liftshare scheme. The scheme is free to join and members can be matched-up with people making similar journeys in order to reduce single-occupancy vehicle trips. Details of how to sign up to the scheme will be provided on the travel notice boards.

Personalised Travel Planning

- 7.23 There are various personalised travel planning websites that will be available to all residents including:
- <https://tfgm.com/plan-a-journey>;
 - www.google.com/maps (all modes);
 - www.cyclestreets.net (cycling);
 - www.traveline.info (walk and public transport);
 - www.sustrans.org.uk/national-cycle-network; and
 - liftshare.com/uk.
- 7.24 Each of these sites offer information for door-to-door travel and provide a personalised travel planning tool for people, outlining the various modal options on offer for individual journeys. The sites provide comprehensive, easy-to-use travel information to help plan journeys effectively and efficiently.

7.25 Reasonable requests for help to derive personal travel information will be provided.

Marketing and Promotion

7.26 The targets of the TP will only be achieved with the support of residents. Marketing the benefits and promoting the sustainable alternatives available are therefore crucial in encouraging residents to adopt the TP measures.

7.27 It is generally agreed that it is important that residents are made aware of the need for a TP at an early stage. Therefore, as well as measures to raise general awareness, it will be important to publicise any successes in order to continue to motivate residents to use sustainable modes of transport.

7.28 The marketing and communication policy is considered to be a crucial element in the TP process. All the measures of the TP need to be communicated in an engaging way.

7.29 A number of specific measures have been identified to promote and market the TP:

- The TPC will publicise travel information on travel notice boards situated in prominent areas. Up to date transport and travel information including public transport timetables and maps, and information on the car club and pedestrian and cycle routes will be made available;
- Advertising material and notices will be displayed in suitable locations to promote the travel planning initiatives, as well as information on forthcoming events and activities; and
- The TPC will look to forge local partnerships in the area, with a view to attending Local Travel Plan Resident Forums at which ideas can be shared and best practice approaches discussed.

7.30 There are also a number of sustainable events from local and national organisations that promote sustainable walking and cycling, often campaigning and organising walks and rides. Events that will be promoted include:

- Bike Week;
- National Walking Month;
- European Mobility Week in September; and
- Lets Walk GM Walking Festival October.

Communication

7.31 Communicating the purposes of the TP is an essential part of the process. For example:

- It needs to be emphasised that the TP is designed to achieve positive outcomes for everyone. It needs to be ensured that the TP is not just perceived as an 'anti-car' initiative, as this is liable to alienate many people - especially those who may feel they have no alternative;

- The benefits of the car club should be highlighted to reduce car ownership;
- The benefits of car sharing should be highlighted along with promotion of more efficient driving (i.e. smarter driving); and
- It needs to be stressed that any shift in travel behaviour, or reduction in the number of trips made by car, is due to the TP.

8 IMPLEMENTATION AND ACTION PLAN

- 8.1 The TP is a continuous process for improvement requiring monitoring, review and revision to ensure it remains relevant to those living at Warwick Mill in future years.
- 8.2 It is proposed that the TP will be implemented in accordance with the programme set out in **Table 8.1**.

Table 8.1: Implementation Programme of the Travel Plan

Timescale	Measure / Task to be Completed / Implemented
Prior to occupation	Implementation of all Travel Plan initiatives
0 - 6 months following implementation of Travel Plan	Continue with implementation of all Travel Plan initiatives Promote the Travel Plan to residents Monitor Car and Cycle Parking
6 months following first occupation of Warwick Mill	Undertake the initial residential travel survey
12 months following the baseline residential travel survey	First monitoring of Travel Plan through residential travel surveys Review / update Travel Plan as required
Annually thereon up to the 5th year	Subsequent monitoring of Travel Plan through residential travel surveys Review / update Travel Plan as required

Action Plan

Timescales for the delivery and implementation of these TP initiatives, including the intended outcomes and outputs, are provided below in **Table 8.2** as an Action Plan.

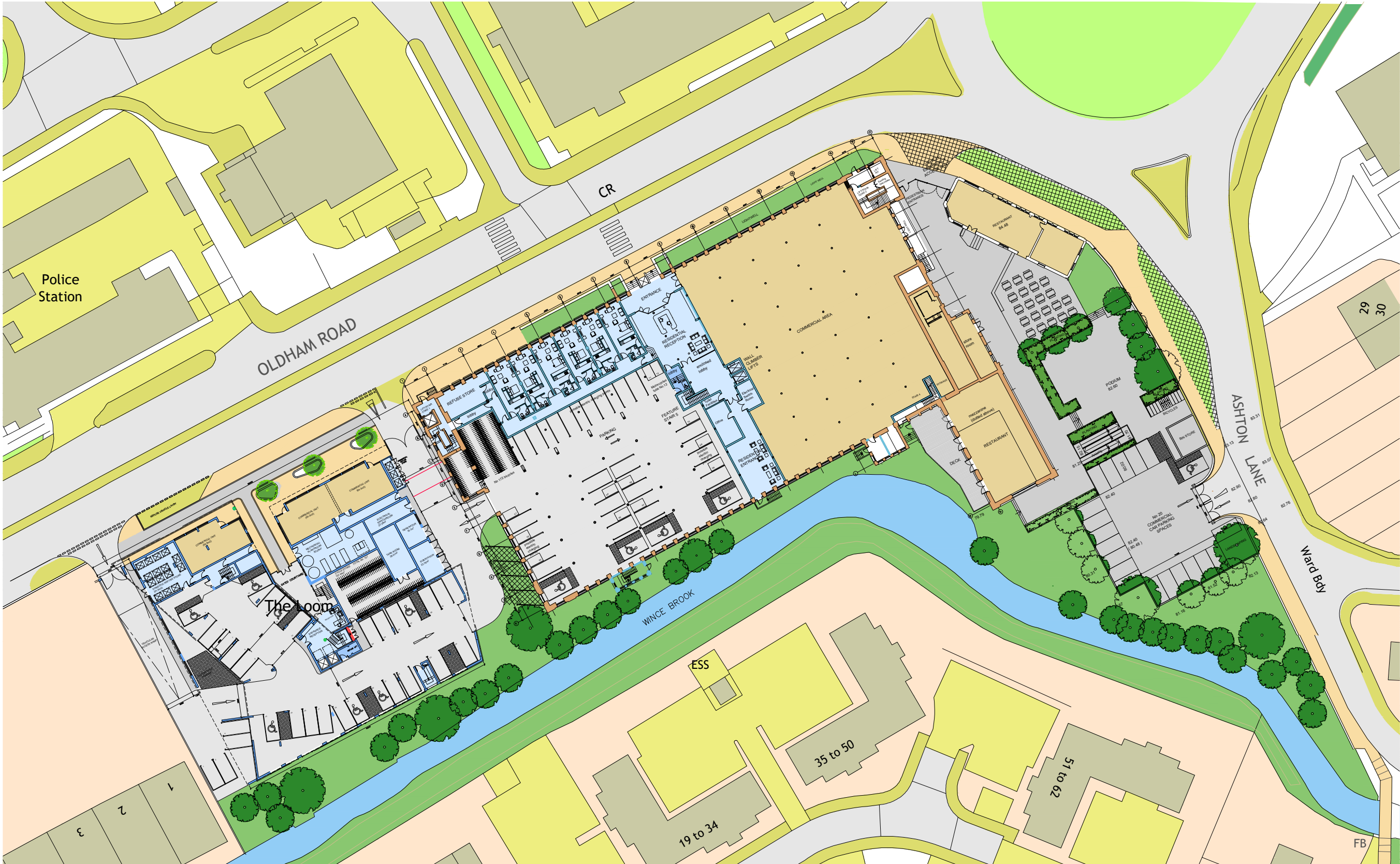
Table 8.2: Travel Plan Action Plan

Action	Appointee	Timescale	Outcome / Output
Improve Travel Information			
Include travel information on all notice boards	TPC	Ongoing – Reviewed quarterly	All new residents are made aware of the Travel Plan and alternative modes of travel.
Retain an awareness of local and national transport initiatives to take advantage of new initiatives and assistance schemes as they emerge	TPC	Ongoing – Reviewed quarterly	Reduce cost and barriers associated with travelling via alternative modes, thereby encouraging sustainable travel.
Improve travel awareness for disabled site users	TPC	Ongoing – Reviewed quarterly	Reduce barriers associated with travel undertaken by disabled / mobility impaired residents.

Action	Appointee	Timescale	Outcome / Output
Promote Public Transport			
Ensure service information is provided on all notice boards	TPC	Before first occupation and ongoing	Enhance awareness and encourage sustainable travel
Encourage RBC to maintain the bus stops within the vicinity of the site and to display current timetable information	TPC	Ongoing	Maintaining high standard of facilities to improve users experience
Identify public transport fare discount opportunities	TPC	Before first occupation and ongoing	Reduce costs of sustainable travel to encourage residents to use alternative modes to the car
Provide route maps and details of Traveline (www.traveline.info), and National Rail (www.nationalrail.co.uk) journey planning websites	TPC	Ongoing – Reviewed quarterly	Enhance awareness of journeys and encourage sustainable travel
Promote Cycling			
Provide plans of cycle routes in the area and details of local cycle shops	TPC	Ongoing – Reviewed quarterly	Enhance knowledge and increase awareness, encouraging cycling
Approach cycle retailers to negotiate discounted cycle purchase vouchers for residents of the development	TPC	Ongoing	Encourage the use of cycling
Promote Walking			
Liaise with RBC to ensure pedestrian routes to and from the site are appropriately maintained	TPC	Ongoing	Ensure routes are of an appropriate standard to encourage walking
Provide plans of safe pedestrian routes to local facilities and services	TPC	Ongoing	Enhance residents knowledge and awareness
Promote the Car Club			
Ensure the car club is implemented prior to occupation and market its benefits to residents	TPC	Before first occupation and ongoing	Enhance awareness that such opportunities exist and minimise car ownership
Develop Car Sharing			
Identify new car sharing opportunities and include information on all notice boards	TPC	Ongoing	Enhance awareness that such opportunities exist

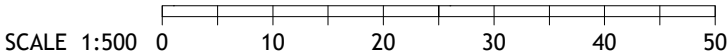
Appendices

Appendix 1 – Site Layout Plan



COMMERCIAL SPACE

RESIDENTIAL SPACE



- Notes :
- Dimensions are to be checked on site before fabrication and construction
 - Any discrepancies are to be immediately notified to the architects
 - Structural measurements are to be taken from the structural engineers drawings
 - Do not scale
 - Copyright reserved by GMA

GMA ARCHITECTURE
Architects and Designers

UK House 82 Heath Road Twickenham TW1 4BA
Telephone 020 8891 5959 Fax 020 8607 9933
Email enquiries@gmaarchitecture.co.uk

DRAWING ISSUE STATUS

Project
**WARWICK MILL
MIDDLETON
MANCHESTER**

Client

Drawing
**Warwick Mill Development
Site Plan Lower Ground Floor**

Scale

1:500@A2

Type

01

Date

June 23

Client

277/01

Drawn

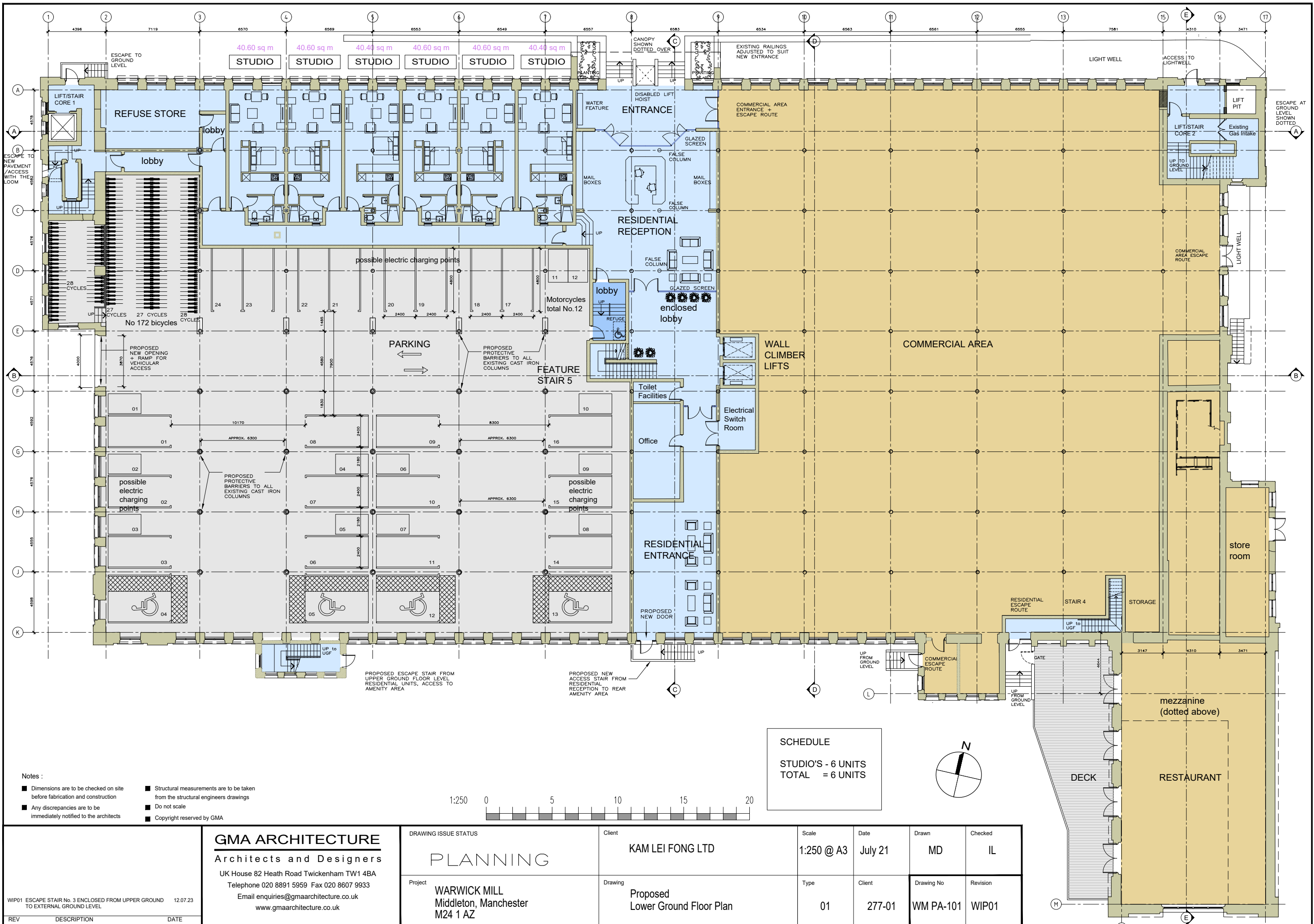
SJS

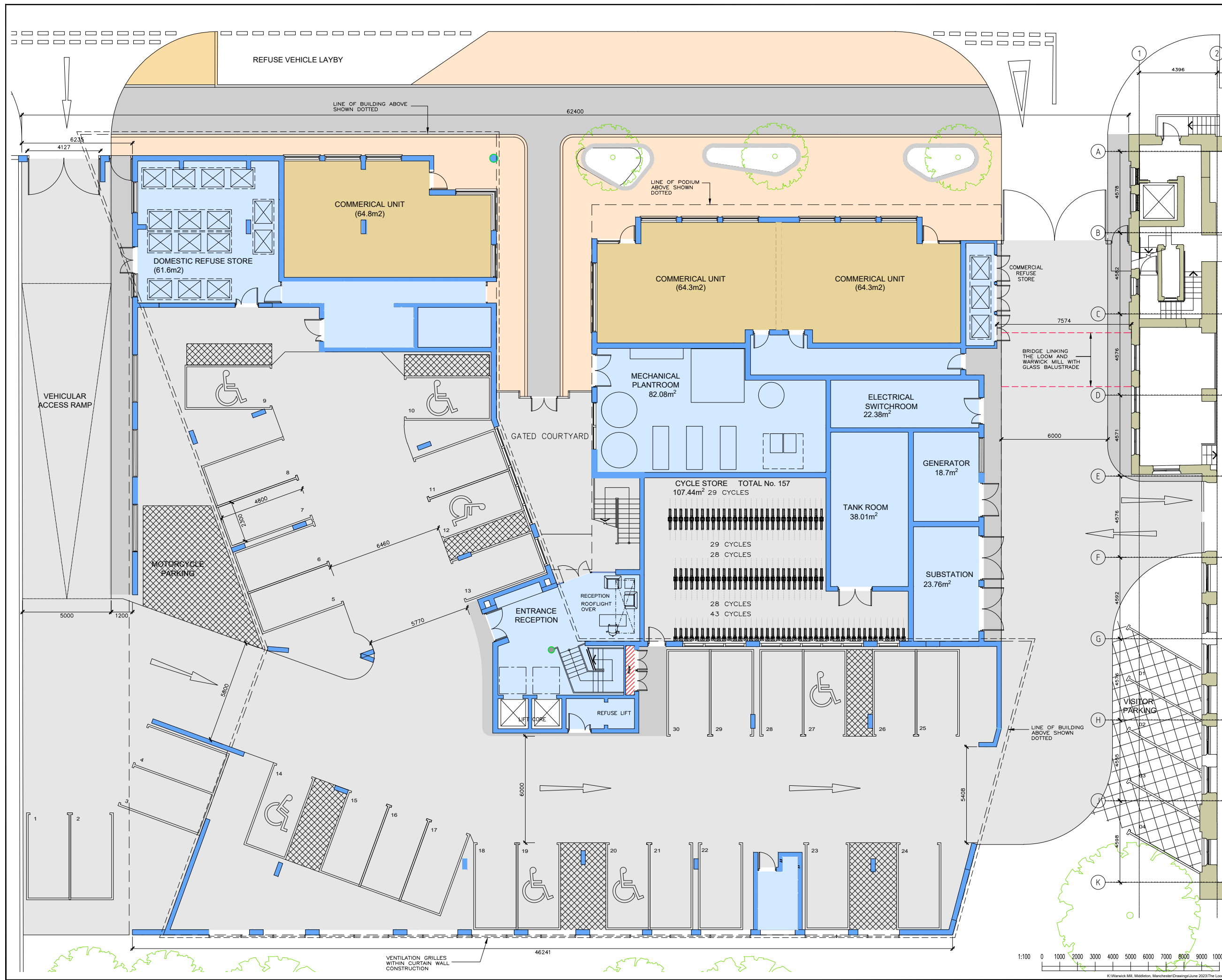
WM EH 010

Checked

IL

REV	DESCRIPTION	DATE
-----	-------------	------





- Notes :
- Dimensions are to be checked on site before fabrication and construction
 - Any discrepancies are to be immediately notified to the architects
 - Structural measurements are to be taken from the structural engineers drawings
 - Do not scale
 - Copyright reserved by GMA

REV	DESCRIPTION	DATE
WIP04	ROOFLIGHT ADDED TO RECEPTION AREA	12.07.23
WIP03	GENERAL UPDATE INCLUDING BRIDGE THE PODIUM + LINK BETWEEN THE LOOM + WARWICK MILL	11.07.23
WIP02	UPDATED TO STRUCTURAL REQUIREMENTS PARKING BAYS ADJUSTED TO SUIT	06.07.23
WIP01	BICYCLE STORAGE UPDATED	04.07.23

DRAWING ISSUE STATUS

PLANNING

GMA ARCHITECTURE
Architects and Designers

UK House 82 Heath Road Twickenham TW1 4BA
Telephone 020 8891 5959 Fax 020 8607 9933
Email enquiries@gmaarchitecture.co.uk

Client
Chris Melvin

Project
Warwick Mill
Middleton
Manchester

Drawing
Residential Development
Ground Floor Plan

Scale	Date	Drawn	IL
1:100@A1	June 23	SJS	IL
Type	Client	TL-PA-101 WIP04	
01			

Contact

RPS Consulting Services Ltd
20 Western Avenue
Milton Park
Abingdon
Oxfordshire OX14 4SH
T: +44(0) 1235 432190
transport@rpsgroup.com