

TRANSPORT STATEMENT

First Street Developments Ltd

First Street Plot 9a

December 2021

VN81029

Transport Statement

Report control

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Primary Author: Oliver McLaughlin Initialled: OM

Contributor: Charlie Jones Initialled: CJ

Review by: Gareth Davis Initialled: GD

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Appendix A	- Proposed Site Layout and Area Schedule
Appendix B	- Landscape Plan
Appendix C	- TRICS Report – Office

1 INTRODUCTION

- 1.1 This report is prepared by Vectos in support of a planning application for the development of a commercial office building on Plot 9a of the First Street Regeneration Area.
- 1.2 A scheme for an office and hotel development on the site was approved in December 2018 under planning reference 121462/FO/2018, with a supporting Transport Statement (TS) prepared by Vectos.
- 1.3 In 2020, permission was granted under planning reference 125833/FO/2019 for an 11-storey office building with ancillary uses covering the whole of the Plot 9 site.
- 1.4 This TS provides an up-to-date assessment of the development proposals in terms of highways and transport and forms supplementary information to assist in the determination of a planning application.

Development Site

- 1.5 The location of the development site is shown in a wider context in **Plan VN91385-G100**, with **Plan VN91385-G101** presenting the site in a local context.
- 1.6 The site is 0.48 ha and is bound by River Street and the Number 8 First Street office building to the north, a future development site known as Plot 10 to the east, Plot 9b and Hulme Street to the south, and Medlock Street to the west. The site currently consists of an area of hard standing that has previously been used as a surface car park, and more recently as temporary food, beverage and events space.
- 1.7 The wider area is characterised by a mix of uses including primarily office and leisure uses to the north, residential to the east and west, and student residential to the south.

Development Proposals

- 1.8 Erection of a 9-storey building with basement comprising office accommodation (Use Class E(c)), car parking, cycle parking and associated facilities, landscaping and associated works”
- 1.9 The gross internal area (GIA) of the proposed development will be 18,977sqm.

Pre-application Correspondence

- 1.10 Pre-application consultation took place with the Local Authority Manchester City Council (MCC) which included engagement with MCC’s Highways Department.

Report Structure

- 1.11 Following this introductory chapter, the remainder of this TS is structured as follows:
- **Section 2: Policy Context** – outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – describes the accessibility of the site by all modes of transport, discusses the existing site and reviews the accident record on the immediate highway network;
 - **Section 4: Proposed Development** – sets out the development proposals, access and servicing strategy;
 - **Section 5: Trip Generation Assessment** – outlines the multi-modal trip generation of the proposed scheme and discusses how this will be accommodated within the existing transport infrastructure around the site; and
 - **Section 6: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.

2 POLICY CONTEXT

Overview

- 2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TS is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy Framework (2021)

- 2.2 The current National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous NPPF published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - safe and suitable access to the site can be achieved for all users;
 - 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
 - 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.
- 2.4 Paragraph 111 goes on to state that, 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Local Policy

- 2.5 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD and Planning Guidance and the Greater Manchester Transport Strategy. The First Street Strategic Regeneration Framework document has also been considered.

Manchester Core Strategy

- 2.6 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:
- 'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'
- 2.7 In addition, the policy goes on to state that developments in all parts of the city should '*improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision*'.
- 2.8 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.
- 2.9 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- '*Improve choice by developing alternatives to the private car.*
 - '*Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
- i) *Pedestrians and disabled people,*
 - ii) *Cyclists, public transport,*
 - iii) *Commercial access,*
 - iv) *General off-peak traffic,*
 - v) *General peak time traffic.'*
- 2.10 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.
- 2.11 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:
- '*Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
 - '*Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'*

- 2.12 With regards to parking standards, the Core Strategy states that the *‘maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case-by-case basis.’*

Guide to Development in Manchester SPD & Planning Guidance

- 2.13 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

‘In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.’

- 2.14 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating:

‘A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint.’

- 2.15 Such an exercise has been completed for this development and informs part of this report along with the accompanying Travel Plan.

Greater Manchester Transport Strategy 2040

- 2.16 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.

- 2.17 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
- Protecting Our Environment
- Improving Quality of Life for All
- Developing an Innovative City Region

- 2.18 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester’s transport networks and minimise the negative impacts of traffic on communities.

- 2.19 The Delivery Plan 1: 2016/17 - 2021/22 sets out schemes and measures that are aimed to be brought forward up to 2021. It also sets out the funding availability and will provide annual updates on progress against key performance indicators.
- 2.20 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

City Centre Transport Strategy

- 2.21 A report was presented to the MCC Executive in October 2019 that set out proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040.
- 2.22 The new strategy is considered necessary to take account of the predicted growth of the city centre, changes in the policy context since the previous strategy in 2010, and the outcomes of the City Centre Transport Strategy Conversation that took place in 2018.
- 2.23 It will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero-carbon city by 2038 at the latest. The focus is upon significant shifts to sustainable transport modes, which will require enhancements to the walking and cycling networks, providing additional Metrolink capacity in the city centre and increasing electric vehicle charging points. Additionally, the ambition is for a shift in car parking spaces over time from the centre to the periphery.

First Street Strategic Regeneration Framework (SRF) 2018

- 2.24 The First Street SRF was endorsed in November 2018 following earlier iterations in 2012 and 2015. The 2018 update provides greater clarity over emerging proposals in the First Street Central Character Area and follows the general development principles, as described below.
- 2.25 The SRF maintains the importance of connectivity and mobility around the site. A major design objective is to provide “coordinated public realm spaces, linkages and connections to support improved accessibility”.
- 2.26 The fullest range of transport modes are available to the First Street site, including tram, train, bus, cycle and walking. The SRF recognises the importance of permitting car access to the site. However, the plan seeks to mitigate vehicular impacts by prioritising pedestrian and cycle access wherever possible, introducing traffic calming alignments/features and minimising the dominance of the private car.
- 2.27 The building proposed for Plot 9 First Street, is part of the First Street Central development area as described in **Figure 2.1** below and seeks to retain the principles established as part of the SRF to offer commercial office and hotel accommodation.



Figure 2.1 First Street Central Within Wider First Street Masterplan Context

3 BASELINE CONDITIONS

Overview

- 3.1 This section of the report provides information on the baseline conditions in the vicinity of the site. It provides a detailed overview of the existing site and its accessibility by sustainable modes of transport. The section also describes the local highway network and existing car parking facilities close to the site.

Existing Site

- 3.2 The site currently consists of an area of hard standing that has previously been used as a surface car park. Access has historically been provided via River Street at the northern boundary of the site.

Local Highway Network

A5103 Medlock Street

- 3.3 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, the A57 Mancunian Way forms part of the Manchester and Salford Inner Relief Route (MSIRR), connecting the north and south of the city and providing strategic access to the city centre.
- 3.4 In the vicinity of the site, Medlock Street is circa. 12m in width and the southbound lane flares on approach to the roundabout to provide two lanes. Northbound, there is a right turn ghost island arrangement, providing a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit and there are footways with street lighting provided to either side of the carriageway. Mandatory cycle lanes are provided in both directions along Medlock Street. **Photo Plate 1** shows a view of Medlock Street looking north towards the City Centre.

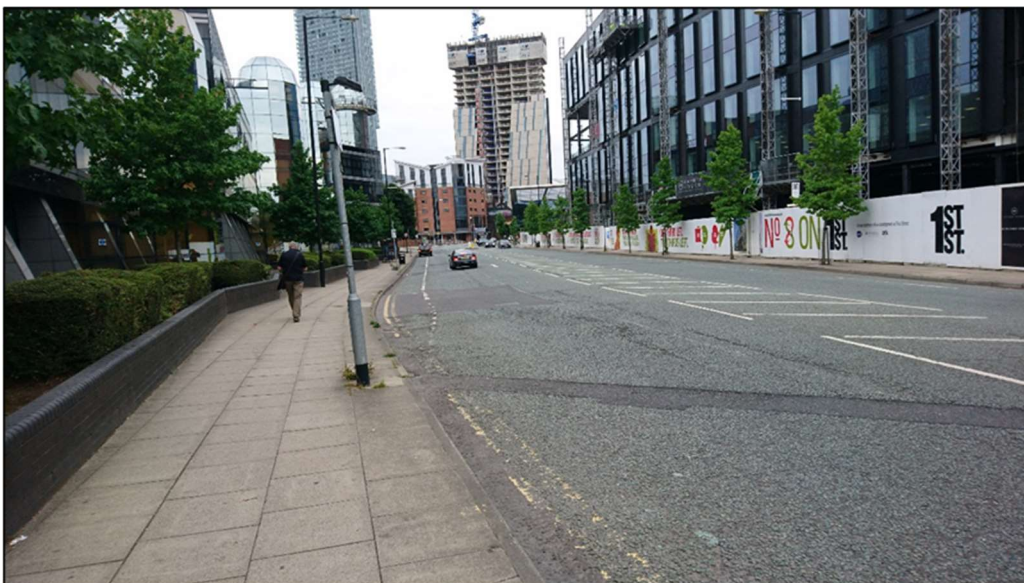


Photo Plate 1, Medlock Street looking North towards the City Centre

- 3.5 Planning permission for the application 125833/FO/2019 included a condition to provide a signalised pedestrian crossing which would give access across Medlock Street, a layby on River Street, tree planting and other landscaping works.

A5103 / A57 (M) Mancunian Way Junction

- 3.6 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.
- 3.7 This junction was recently improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and also provide new dedicated off-road cycle infrastructure at the junction.
- 3.8 The scheme layout is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

River Street

- 3.9 River Street forms the northern boundary of the site and links to Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is subject to a 30mph speed limit. It is a private road, and the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Photo Plate 2** shows a view of River Street looking west past James Grigor Square.



Photo Plate 2, River Street looking West past James Grigor Square

- 3.10 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street in addition to a bus stop lay by adjacent to James Grigor Square.

Hulme Street

- 3.11 Vehicular access to the site will be taken from Hulme Street, which is a lower priority distributor link, circa 6m in width and providing connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street and there are some on-street parking bays along the northern side of the road, with double yellow line waiting restrictions along the southern side.
- 3.12 The on-street parking bays lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend.
- 3.13 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area.

Existing Car Parking Provision

- 3.14 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces, the NCP Hulme Street car park with 114 spaces and the NCP Bridgewater Hall car park with 288 spaces, all within 200m of the site. **Plan VN91385-G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are approximately 2,296 public car parking spaces within a short walk of the site.

Accident Data Record

- 3.15 The online version of the TfGM accident database has been interrogated to understand the level of accidents in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.1** overleaf shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.



Figure 3.1. 5 Year Accident Plot Data (extract from TfGM Interactive Map)
<http://www.gmtu.gov.uk/gmaccidents/#>

- 3.16 It can be seen from **Figure 3.1**, that there have been no accidents on River Street, Wilmott Street or Hulme Street in the vicinity of the site, whilst there have been two slight injury accidents which have occurred on the section of Medlock Street which forms the site's western boundary. Additionally, there have been two serious injury accidents and two slight injury accidents at the junction between Medlock Street and City Road East to the north of the site.
- 3.17 Overall, given the moderately high volumes of vehicles and pedestrians in the area, it is considered that the number and severity of accidents is relatively low perhaps reflecting the lower traffic speeds in the area.
- 3.18 It is considered that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.

Walking

- 3.19 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.20 The more recent CIHT document '*Planning for Walking*' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 km) are made wholly on foot and therefore represent a key mode to access the site either on its own or as part of a multi-modal journey.
- 3.21 In line with this guidance, **Plan VN91385-G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.
- 3.22 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. There are footways provided along both sides of First Street which provide east/ west connections to/ from the site. In addition to this, immediately north of the site, First Street continues as a pedestrian and cyclist only road providing a traffic free route to/ from Whitworth Street and the City Centre.
- 3.23 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200 metres north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/ Whitworth Street West junction.
- 3.24 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.
- 3.25 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

Cycling

- 3.26 The Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan VN91385-G103**.
- 3.27 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.
- 3.28 **Plan VN91385-G103** also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

Bee Network Proposals

- 3.29 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. The network will consist of signed routes 'beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 3.30 The existing and proposed cycle facilities as described on the Beelines mapping is shown in **Figure 3.2**.

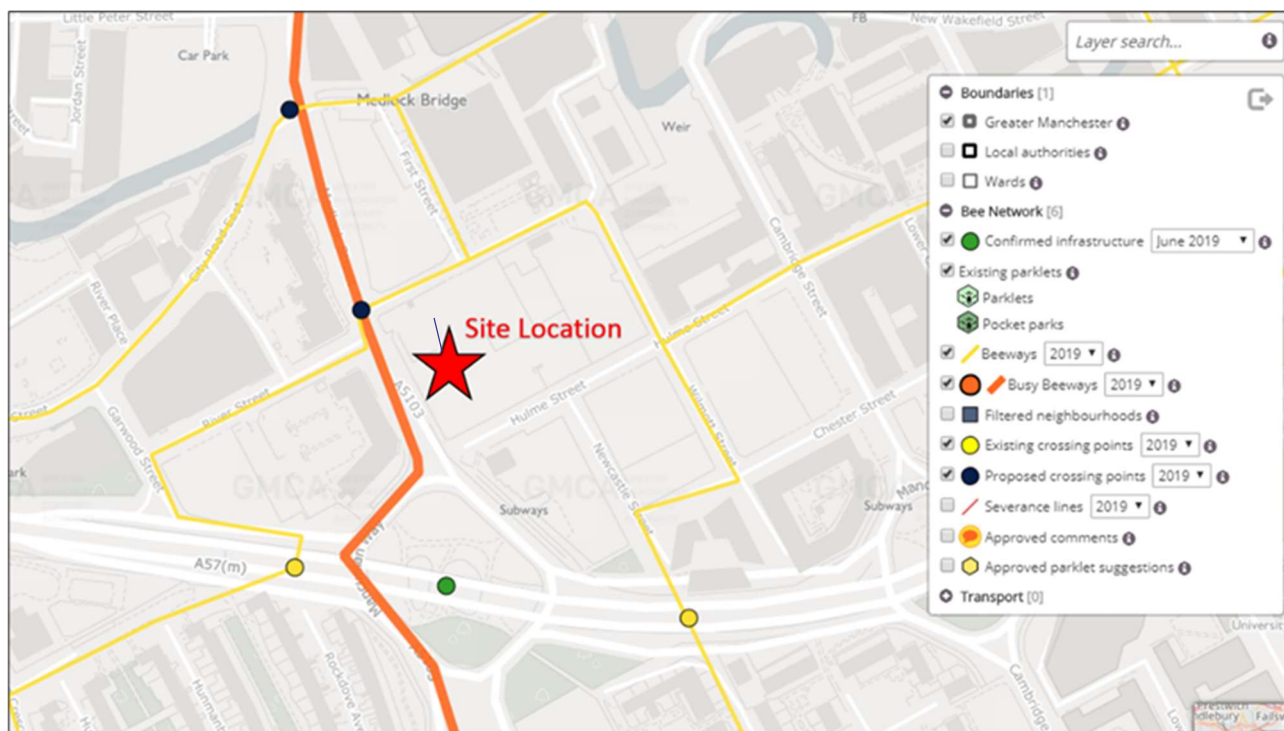


Figure 3.2: Bee Network Proposals

- 3.31 It can be seen from **Figure 3.2** that there are proposed beeways along Wilmott Street, Hulme Street and River Street as it passes adjacent to the northern boundary of the site. Medlock Street is identified as a 'Busy Beeway' and a proposed crossing point is identified on Medlock Street in the vicinity of the junction with River Street. The Princess Road / Mancunian Way junction improvement has greatly helped pedestrian and cycle access from the south.
- 3.32 Overall, it is considered that the cycling infrastructure in the area surrounding the site facilitates connectivity with a number of key areas and therefore ensures cycling can be actively promoted as a sustainable mode.

Public Transport – Bus

- 3.33 The IHT document ‘Guidelines for Planning for Public Transport in Developments’ (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 3.34 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.
- 3.35 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the south west of the conurbation site and can also be used to access Piccadilly Gardens.
- 3.36 The bus service frequency for this stop is presented in **Table 3.1** below.

Table 3.1: Bus Services within 400 metres

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
256	Piccadilly Gardens - Flixton via Hulme, Trafford Bar, Stretford, Davyhulme	6	6	6	2	6	2

- 3.37 There are other bus services which have bus stops just over a 400m walk from the site including:
- Free Bus 2, the free city centre shuttle bus, every 10 minutes;
 - 255 service to Partington, every 30 minutes;
 - X50 to Trafford Centre, every 20 minutes; and
 - X58 to Flixton once a day commuter service.
- 3.38 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Public Transport – Metrolink

- 3.39 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400 metres walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 3.40 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre. The Trafford Park line has six new tram stops, offering sustainable transport links to some of Greater Manchester's busiest visitor destinations. It also runs through Trafford Park, Europe's largest trading estate and home to more than 1,300 businesses employing over 35,000 people.
- 3.41 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 3.3** overleaf.
- 3.42 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 3.43 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 3.44 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

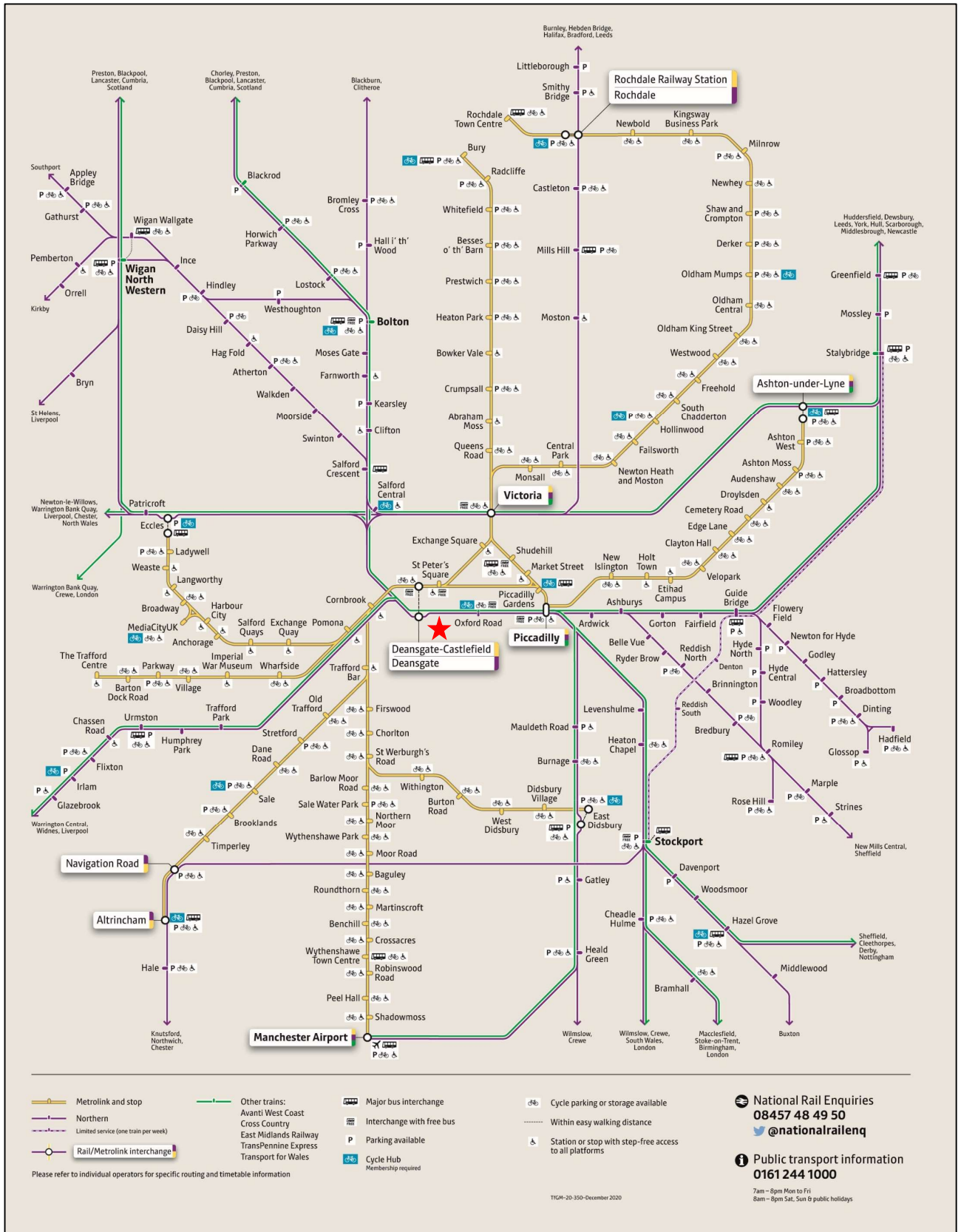


Figure 3.3: Greater Manchester Metrolink and Rail Network Map

Public Transport – Rail

- 3.45 Deansgate railway station is the closest rail station located adjacent to the tram stop and is just under 500 metres north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 3.46 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 3.47 Manchester Oxford Road and Piccadilly rail stations are also accessible within walking distance of the site, and these provide extensive regional and national rail connections.
- 3.48 The combined Greater Manchester Metrolink and Train Network Map is provided in **Figure 3.3** on the previous page.
- 3.49 This station can be accessed using the existing pedestrian network surrounding the site.
- 3.50 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

4 PROPOSED DEVELOPMENT

Overview

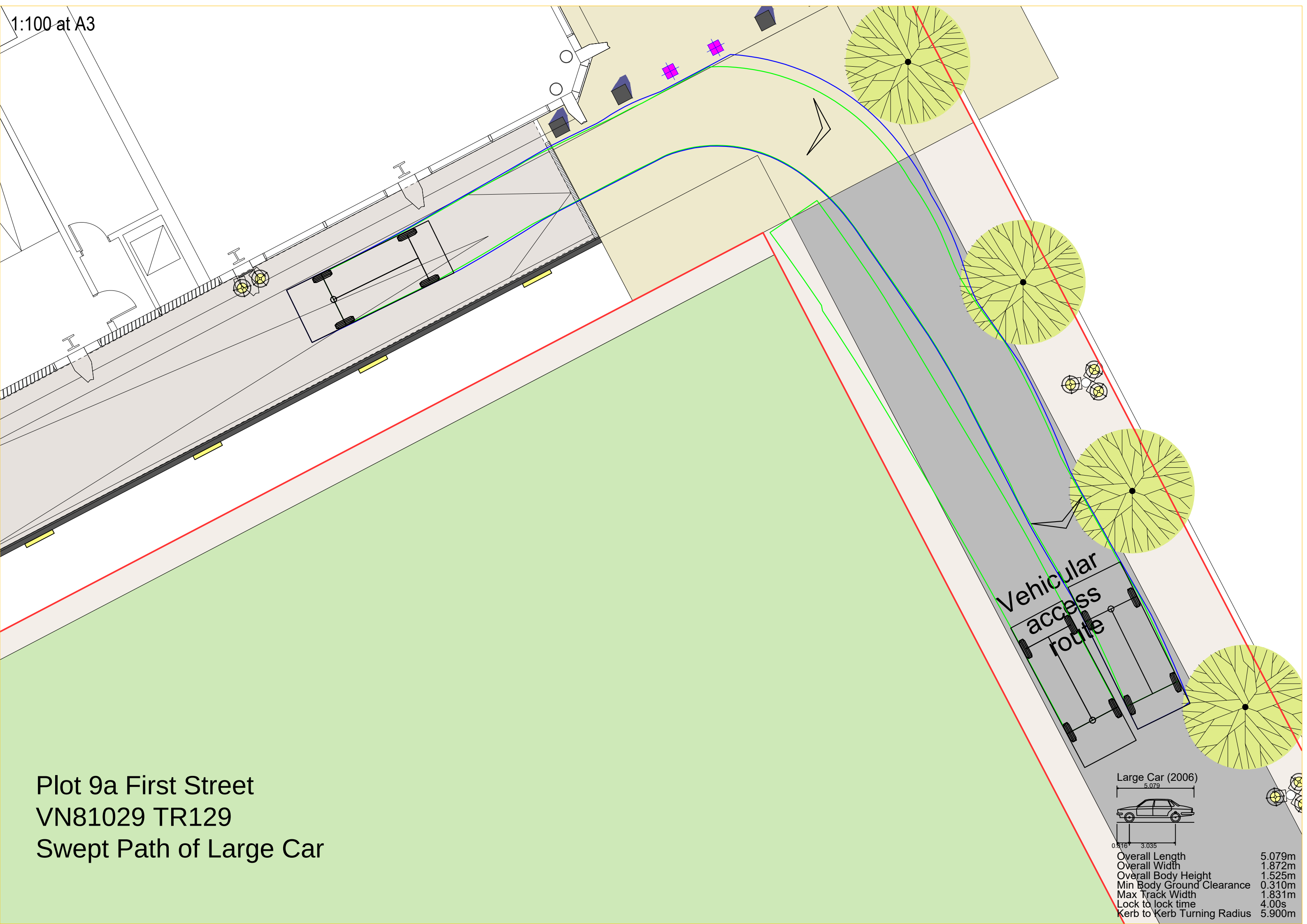
- 4.1 This section of the report describes the development proposals in detail. It provides information on the access and parking arrangements as well as the proposed strategy for addressing the site's refuse and servicing requirements.

Proposed Development

- 4.2 The development proposals comprise the erection of a 9-storey building with basement comprising office accommodation (Use Class E(c)), car parking, cycle parking and associated facilities, landscaping and associated works.
- 4.3 The gross internal area (GIA) of the proposed development will be 18,977sqm.
- 4.4 The plans for the Basement, Ground and typical floor area for the proposed development s shown in **Appendix A**.
- 4.5 The landscape layout is shown in **Appendix B**.

Access and Parking

- 4.6 The main pedestrian entrances into the office development are from the corner facing north-east onto First Street. Access for cyclists will be from the northern façade facing River Street and servicing access will be from the south.
- 4.7 The pedestrianised First Street boulevard continues along the eastern boundary of the site, affording convenient access on foot. Improved areas of public realm will also be provided along the west and southern sides of the building, to create a pleasant environment for pedestrians.
- 4.8 The proposed development will have 26 accessible car parking spaces located in the basement of the proposed development. Cars accessing this basement will do so via a single lane ramp accessed from First Street. To enter First Street vehicles will need to pass through a set of automatic bollards. Along First Street vehicles would travel at walking pace and pedestrians would have priority. Here the width for cars is 4.8m so there is space for cars can pass each other slowly as shown in **Dwg VN81029-TR129** overleaf.
- 4.9 Access into First Street will be controlled by automatic bollards where access can be made using a proximity fob detector or automatic number plate recognition.
- 4.10 Cycle parking with changing rooms, lockers and showers will be provided with a total of 130 spaces located on the ground floor, which therefore meets the required number of spaces necessary for a development of this size based on BCO guidance.

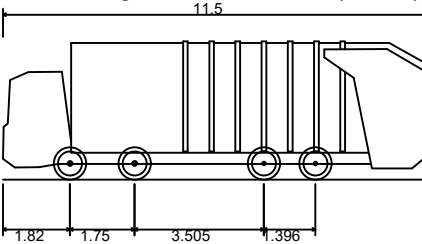


Servicing and Deliveries

- 4.11 A servicing area is to be provided at the southern side of the building where vehicles will pull up outside an internal service area. Smaller vehicles may be permitted to reverse into this service bay.
- 4.12 The bin store will be located adjacent to the service bay to allow for convenient collection of waste. Vehicles will be able to reverse into the service yard area and exit onto Hulme Street in forward gear.
- 4.13 The building will be predominantly serviced via the service bay however ad-hoc servicing and delivery requirements for access to the unit frontages can be accommodated along the Medlock Street frontage, with automatic bollards controlling the route through from Hulme Street to River Street.
- 4.14 The swept path of a Large Refuse vehicle accessing this service area is shown in **Dwg VN81029-TR130**.
- 4.15 In addition to the servicing bay and service yard area, there will be a new lay-by on River Street which will cater for quick courier drop-offs as well as pick-up activity such as from taxis.

Plot 9a First Street
VN81029 TR130
Swept Path of Large Refuse Vehicle

11.5m Large Refuse Vehicle (4 axle)



Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

5 TRIP GENERATION ASSESSMENT

Overview

- 5.1 This section of the report sets out the forecast multi-modal trip generation of the proposed development. It discusses the likely impact of development trips on infrastructure associated with the highway, car parking and public transport.

Trip Forecasts

Office Development

- 5.2 For the office element of the development, total person trip forecasts have been derived via reference to the TRICS (7.8.3) trip rate database, with the full TRICS report available at **Appendix A** to this report. This analysis uses the previously approved trip rates. The trip rates and trip generation based on the proposed 18,977sqm GIA of the development are presented in **Table 5.1**.

Table 5.1: Office Total Person Trip Forecasts

	Trip Rate		Trip Generation	
	Arr	Dep	Arr	Dep
AM Peak (08:00-09:00)	1.879	0.151	357	29
PM Peak (17:00-18:00)	0.127	1.783	24	338
Daily	7.727	7.568	1466	1436

- 5.3 It can be seen from **Table 5.1** that during the morning peak hour a total of just under 360 persons are expected to arrive at the office, and during the evening peak hour, approximately 342 person trips could be expected to be departing from the office development. Over the day there are around 2900 person trips to or from the office.
- 5.4 In order to derive estimates for the transport modes by which these trips are undertaken, reference has been made to TfGM's Transport Statistics 2017 report for access to and from the Manchester City 'Key Centre'. This year was taken as a recent available year where travel was unaffected by COVID-19.
- 5.5 This provides the non-car modal share for trips to and from the centre in the peak hours specific to Manchester. The modal splits provided in the TfGM report are as below:

Car	Bus	Rail	Walk	Metrolink	Cycle	Total
23%	21%	28%	12%	14%	2%	100%

- 5.6 Applying the modal splits above to the calculated person trips (**Table 5.1**) provides the estimated numbers of trips by mode specific to the site as set out in **Table 5.2**. These are provided for the AM peak hour (08:00-09:00), the PM peak hour (17:00-18:00) and Daily Trips.

Table 5.2: Multi-Modal Office Trip Forecasts

	Car		Bus		Rail		Walk		Metrolink		Cycle	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	82	7	75	6	100	8	43	3	50	4	7	1
PM Peak	6	78	5	71	7	95	3	41	3	47	0	7
Daily	337	330	308	302	410	402	176	172	205	201	29	29

- 5.7 It can be seen from **Table 5.2** that the peak hour car trips generated by the development will be modest with around 89 two-way trips in the morning peak hour and 84 two-way trips in the evening peak hour.
- 5.8 As there are just 26 parking spaces on site, the majority of car trips generated will be expected to park in one of the many nearby public car parks which have been identified in **Section 3** of this report.
- 5.9 The car trips generated by the development represent around two vehicle movements per minute during the busiest hours of the day, and the trips will be dispersed across a number of city centre car parks. The effect of these trips upon the operation of the surrounding highway network will therefore be negligible.
- 5.10 Trips by public transport will make up the majority of the travel modes to and from the development. It is expected that the excellent cycle facilities at the development will help to attract a higher proportion of cyclists to the development than suggested by the 2017 TfGM 2017 report.

Servicing / Delivery Vehicle Trips

- 5.11 The typical deliveries for the development will be as follows:
- Office supplies, post/courier, consumables, occasional IT supplies and office furniture.

Delivery Forecasts and Timings of Deliveries

- 5.12 A forecast of service and delivery vehicle trips has been undertaken for the proposed office development, again using TRICS forecasting the LGV and OGV (vehicles greater than 7.5t) vehicles. The service / delivery vehicle trip forecasts are summarised in **Table 5.3**.

Table 5.3. Service Vehicle Trip Forecasts

Busiest AM Peak Hour	Service / Delivery Vehicle Trips			
	Arr		Dep	
	LGV	HGV	LGV	HGV
10:00-11:00	3	1	4	1
Daily	19	3	20	3

- 5.13 This site will generate approximately 20 LGV deliveries per day and 3 HGV deliveries. In the busiest hour we might expect 1 HGV and 3 LGVs in the hour. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 5.14 As the proposed development will be located within the First Street Regeneration Area, deliveries are likely to be made as part of a combined service route so each building would be serviced in turn. While the daily forecast is for around 20 servicing and delivery trips per day, it is expected that many of these trips (e.g. Post, Office Supplies, Waste Collection) would be coordinated with other buildings on First Street which would significantly reduce the number of new trips to the area.
- 5.15 Typically, most deliveries are small consignments and evidence from other sites show that 40% of all deliveries take less than 5 minutes. Larger deliveries tend to take longer and for this site we expect that a large delivery consignment would take no more than 20 minutes to serve the site.
- 5.16 The service area will be managed so that as the nature of the regular deliveries are confirmed, the vehicle arrivals of the larger deliveries are timed so that they do not conflict.

Service Vehicle Impact Measures

- 5.17 Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time.
- 5.18 As such vehicles will manoeuvre on - site with as little noise as possible and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently;
 - Close driver's door quietly; and
 - Engine off when not in use.

6 SUMMARY AND CONCLUSIONS

Summary

- 6.1 This report is prepared by Vectos in support of a planning application for the development of a commercial office building on Plot 9a of the First Street Regeneration Area.
- 6.2 The proposed development is in-keeping with the principles set out in the First Street Strategic Regeneration Framework, seeking to mitigate vehicular impacts by prioritising pedestrian and cycle access wherever possible, introducing traffic calming alignments/features and minimising the dominance of the private car. It is also considered to align well with the government's prioritisation of sustainable development, as outlined in the revised National Planning Policy Framework.
- 6.3 A review of the accident database has revealed that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.
- 6.4 The site offers a high level of cycle parking, and it has been shown to benefit from excellent levels of accessibility by sustainable transport modes with good levels of existing sustainable transport infrastructure in the vicinity of the site. It is therefore considered that the site is located in a highly sustainable location in transport terms.
- 6.5 Service access is to be made from Hulme Street with a servicing area and internal servicing bay providing a safe space to accommodate this activity. A swept path assessment demonstrates that there is sufficient space for delivery and service vehicles to access the service area safely.
- 6.6 In addition to the servicing bay and service yard area, there will be a new lay-by on River Street which will cater for drop-off and pick-up activity such as taxis.
- 6.7 Multi-modal trip forecasts for the development have been undertaken via reference to the TRICS database. The development may attract some employees to drive but this is relatively modest, and they would park in various nearby car parks. The limited numbers and that these are spread across other car parks means that the development is not expected to give rise to any material adverse impact on highway operation or impact on road safety. A forecast of service vehicle trips generated by the site has also been undertaken.

Conclusion

- 6.8 This proposal does not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. It is therefore considered that the scheme is acceptable in highways and transportation terms.

Plans and Drawings



CLIENT:

First Street Developments Ltd

PROJECT TITLE:

First Street Plot 9a

DRAWING TITLE:

Site Location (Wider Context)

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TO

CHECKED:

TR

DATE

Dec 2019

SCALE:

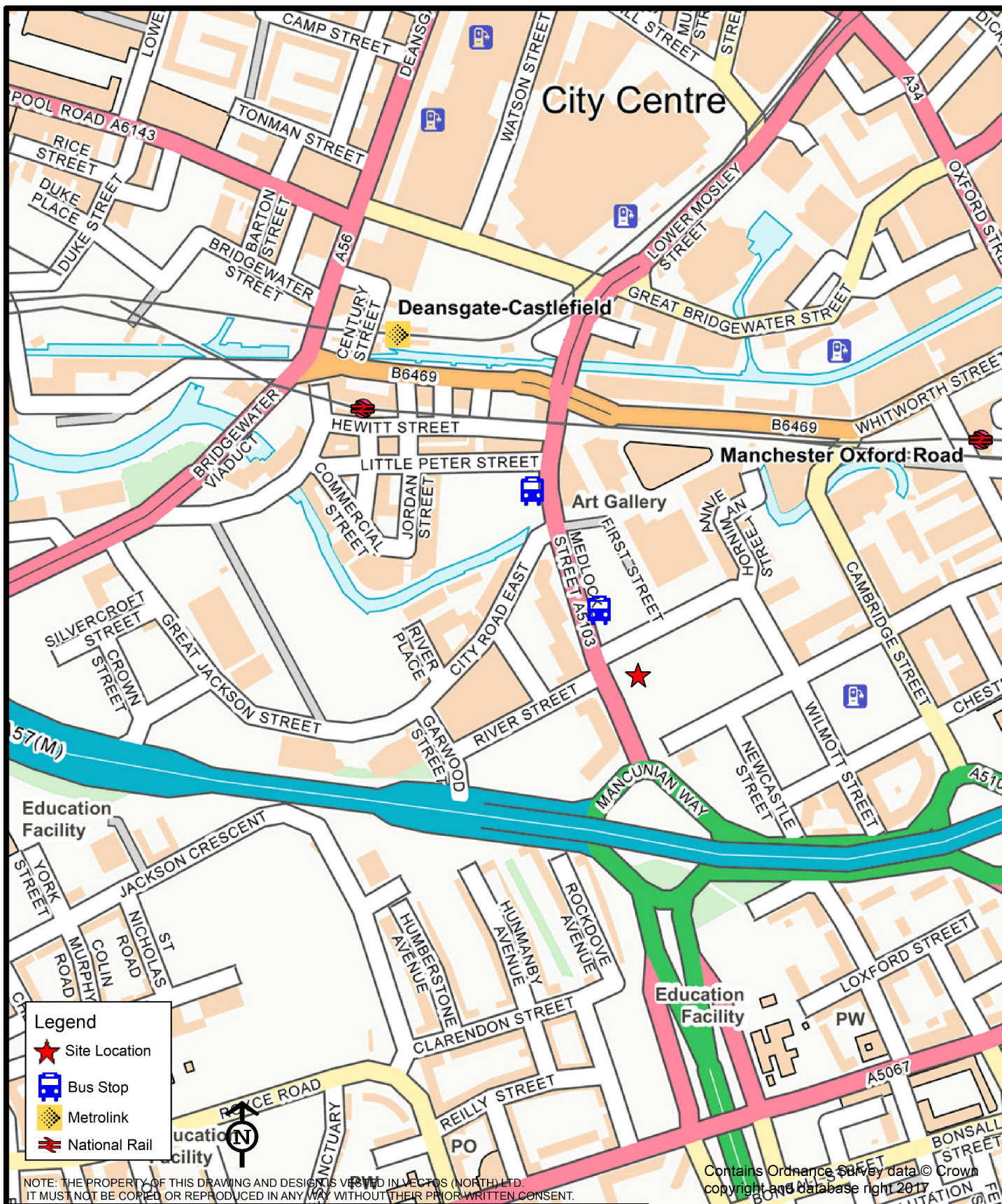
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DRAWING NO:

VN81029-G100

REVISION:

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CLIENT:

First Street Developments Ltd

PROJECT TITLE:

First Street Plot 9a

DRAWING TITLE:

Site Location (Local Context)

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWN:

TO

CHECKED:

TR

DATE

Dec 2019

SCALE:

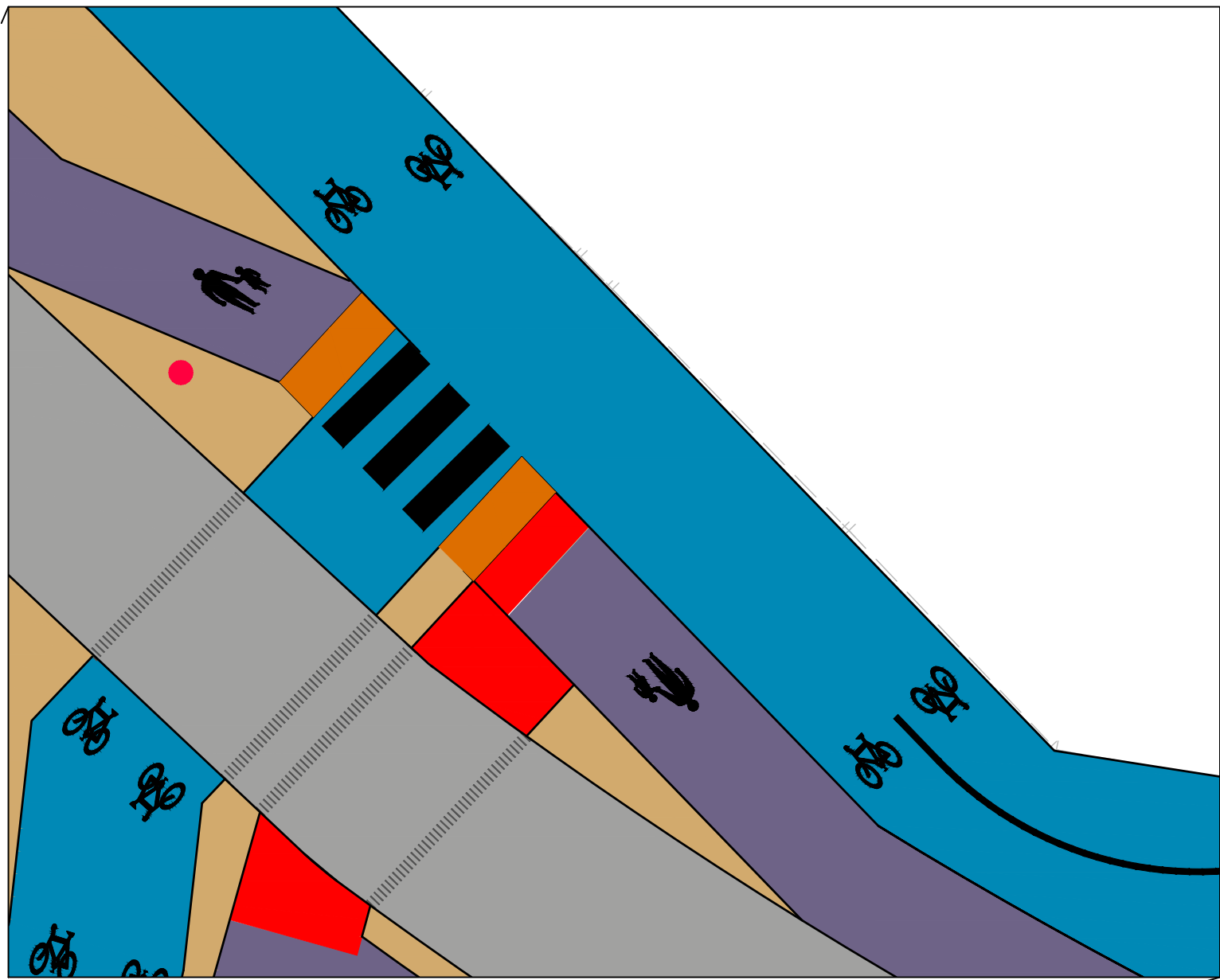
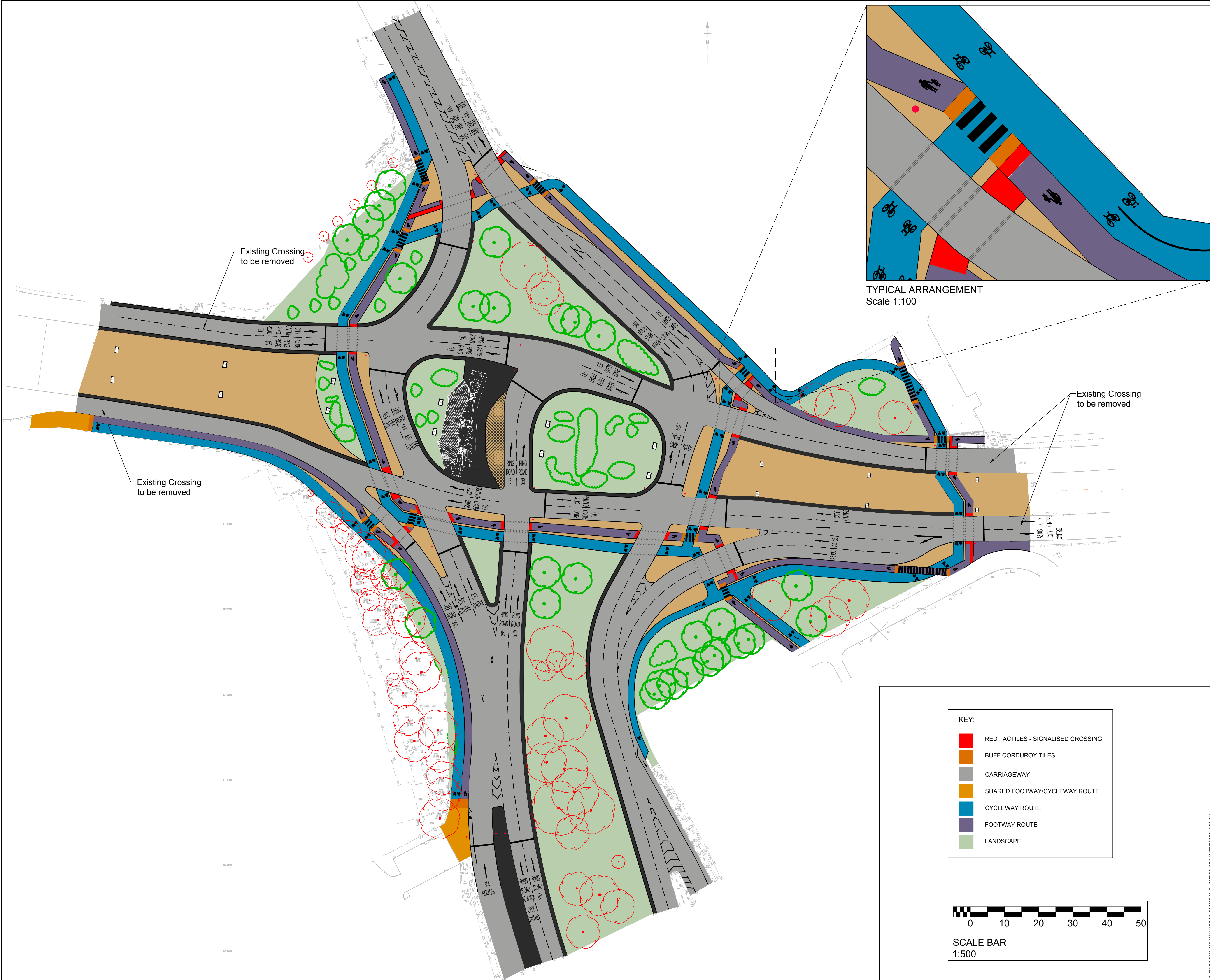
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DRAWING NO:

VN81029-G101

REVISION:

.



TYPICAL ARRANGEMENT
Scale 1:100

KEY:

- RED TACTILES - SIGNALISED CROSSING
- BUFF CORDUROY TILES
- CARRIAGEWAY
- SHARED FOOTWAY/CYCLEWAY ROUTE
- CYCLEWAY ROUTE
- FOOTWAY ROUTE
- LANDSCAPE

SCALE BAR
1:500

0 10 20 30 40 50

DESIGNER RISK INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:	
CONSTRUCTION:	
MAINTENANCE/CLEANING:	
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IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.	

Rev	Date	Amendment	nt	TD
P15	24.08.19	Amended Cycle/Pedestrian Routes	nt	TD
P14	18.08.19	Amended Cycle/Pedestrian Routes	TD	TD
P13	13.08.19	Amended Cycle/Pedestrian Route Medlock Street	TD	TD
P12	10.08.19	Left Turn Amended Princess Road	TD	TD
P11	04.08.19	Footway/Cycleway amended.	nt	TD
P10	29.08.19	Footway/Cycleway further separated.	nt	TD
P9	20.08.19	Client requested amendments.	nt	TD
P8	19.08.19	Client requested amendments.	nt	TD
P7	13.08.19	REDESIGN.	nt	TD
P6	31.07.19	Service Zone amended. Pedestrian/Cycle route across junction amended. Hatching added back.	nt	TD
P5	30.07.19	Additional details added.	nt	TD
P4	23.07.19	Additional planting shown.	nt	RE
P3	22.07.19	Additional notes added.	nt	RE
P2	19.07.19	AMENDED to suit client comments	nt	TD

mjm Consulting Engineers Ltd

Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjm.co.uk

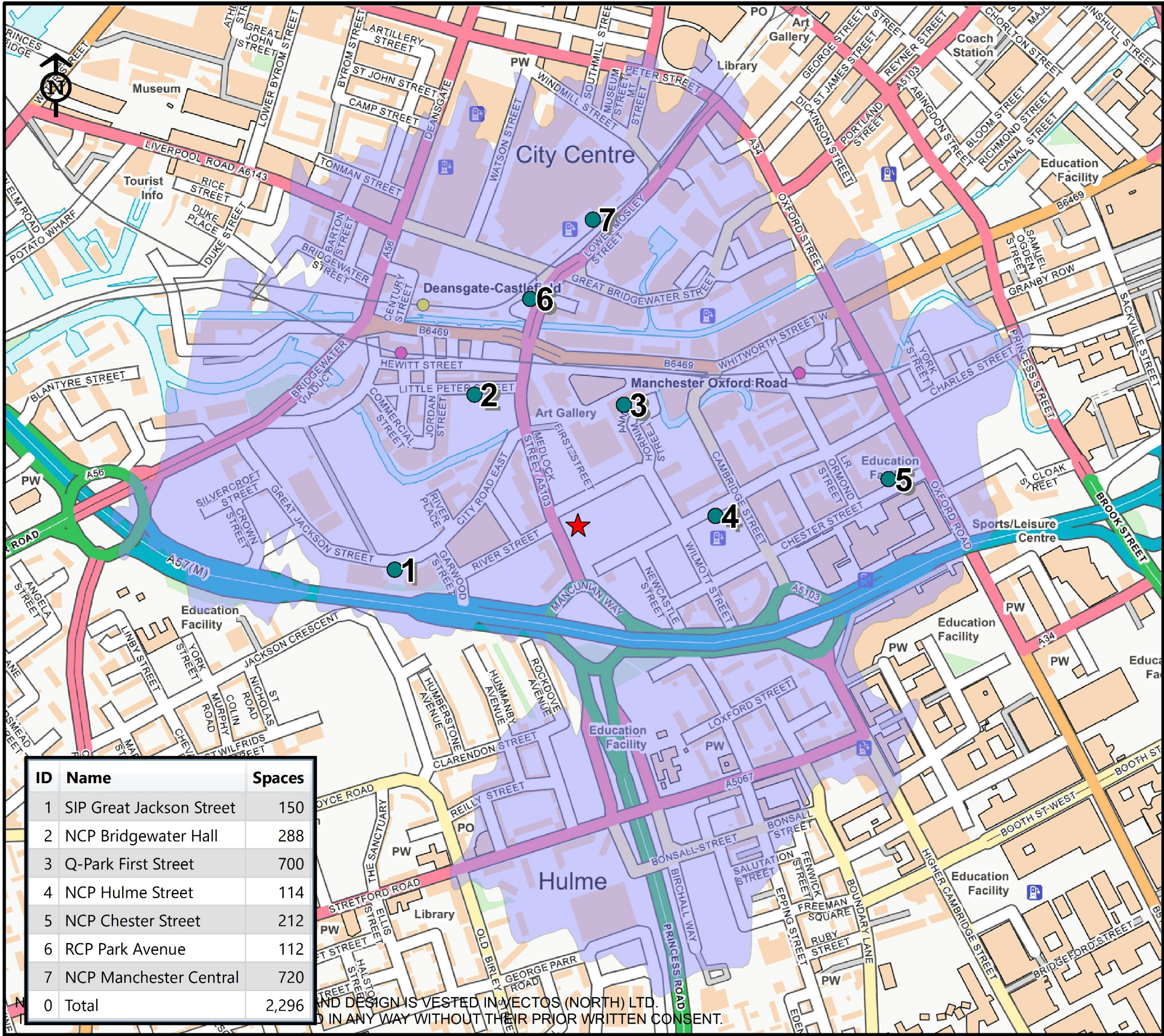
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**NPIF
PRINCESS ROAD/MANCUNIAN WAY
JUNCTION IMPROVEMENTS**

Client:
COLAS

Drawing Title:
INDICATIVE GENERAL ARRANGEMENT

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Revision Status: P15	Suitability Status: S2	Date: July 2019
Suitability Description: ISSUED FOR INFORMATION		
Drawing Reference: Project - Originator - Zone - Level - File Type - Discipline - Number 7378-MJ-00-00-DR-D-1799		

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- Legend
- ★ Site Location
 - Car Park
 - 800m Walk Catchment

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CLIENT:
First Street Developments Ltd

PROJECT TITLE:
First Street Plot 9a

DRAWING TITLE:
Public Car Park within
800m Catchment

SCALE:
N.T.S

DRAWN: TO	CHECKED: TR	DATE: Dec 2019
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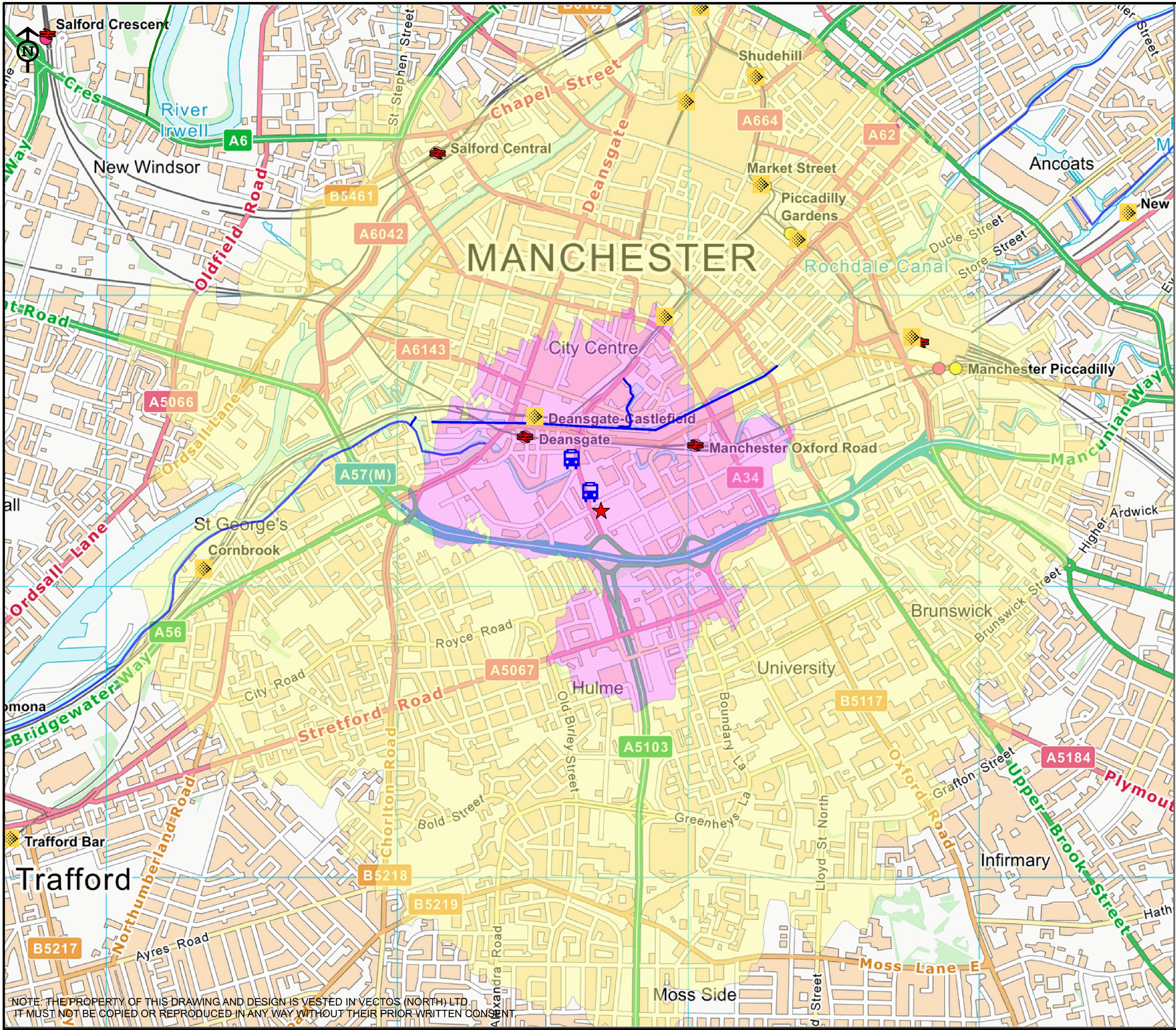
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DRAWING NO:
VN81029-G104

REVISION:

ID	Name	Spaces
1	SIP Great Jackson Street	150
2	NCP Bridgewater Hall	288
3	Q-Park First Street	700
4	NCP Hulme Street	114
5	NCP Chester Street	212
6	RCP Park Avenue	112
7	NCP Manchester Central	720
0	Total	2,296

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Legend

- ★ Site Location
- Bus Stop
- Metrolink
- National Rail
- Canal Tow Path

Pedestrian Walking Catchment

- 0 - 800m
- 800m - 2km

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CLIENT:
First Street Developments Ltd

PROJECT TITLE:
First Street Plot 9a

DRAWING TITLE:
Pedestrian Walking Catchment

SCALE:
N.T.S

DRAWN: TO	CHECKED: TR	DATE: Dec 2019
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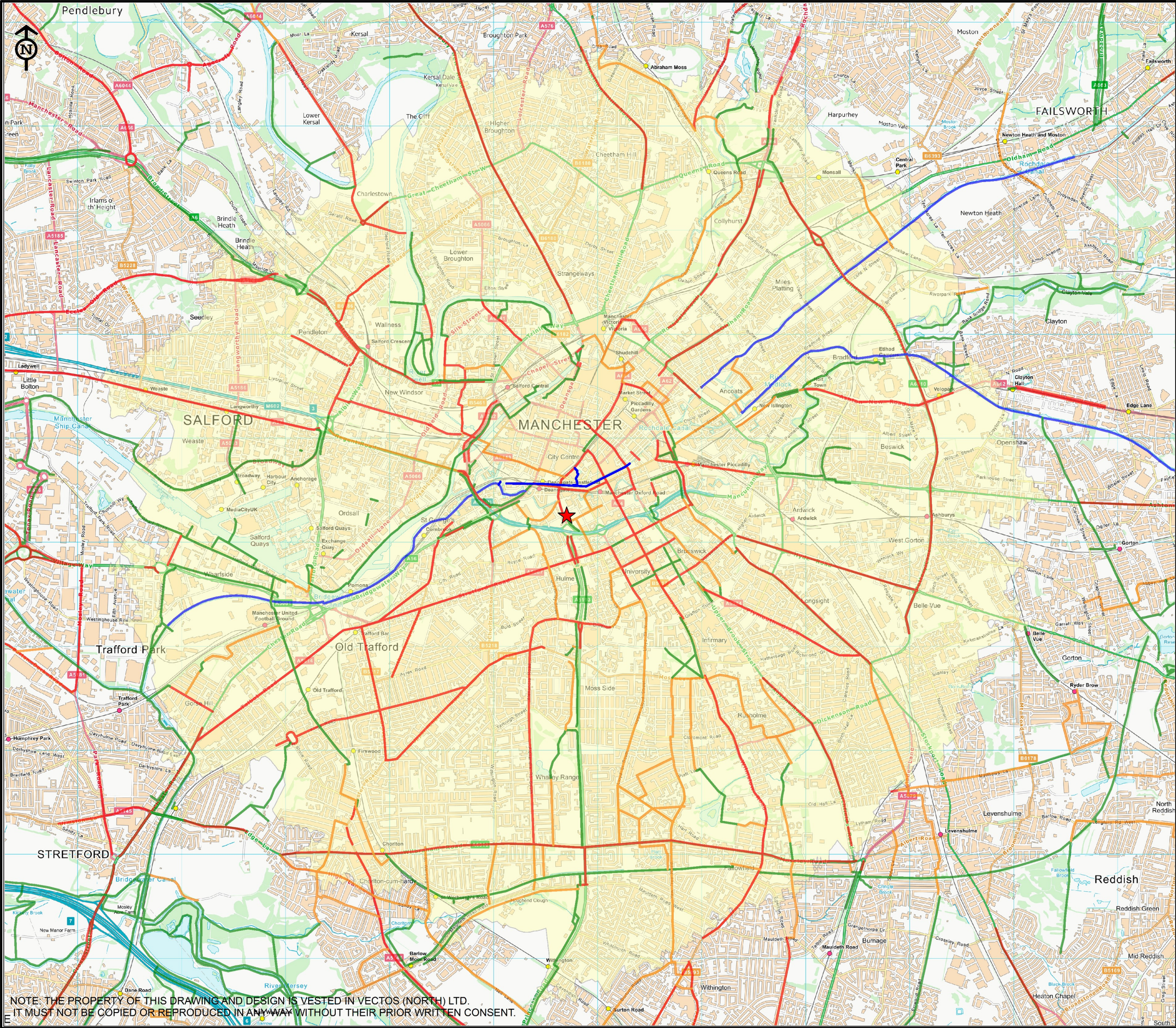
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- Legend
- ★ Site Location
 - Cycle Routes
 - Signed Routes
 - On Road with Cycle Lanes
 - Off Road
 - Canal Tow Path
 - Cycling Catchment
 - 0 - 5km

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CLIENT:
First Street Developments Ltd

PROJECT TITLE:
First Street Plot 9a

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN:	TO	CHECKED:	TR	DATE:	Dec 2019
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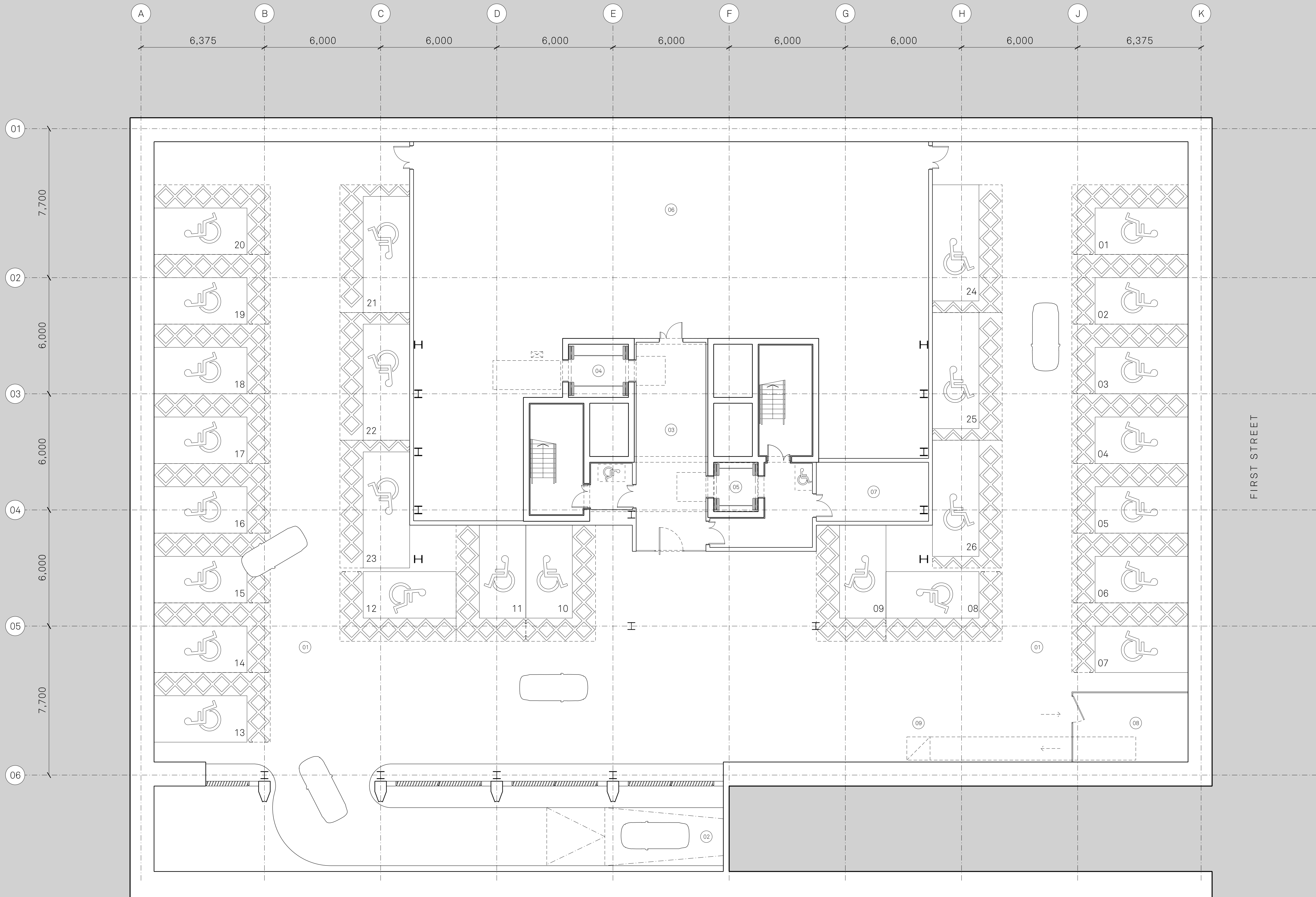
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REVISION:

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Appendix A

Proposed Site Layout Plans



Notes:

KEY

- 01 Car parking showing 26 accessible spaces
- 02 Access ramp
- 03 Lift lobby
- 04 Goods / passenger lift
- 05 Fire fighting / passenger lift
- 06 Plant
- 07 Building technology equipment plant room
- 08 Duty / standby fans plant room
- 09 Exhaust duct at high-level

Project Name:
Plot 9a
First Street

Drawn: HM
Checked: MH

Status:
Information

Details:
- 14/12/21

Title:
Basement Floor
General Arrangement Plan

Project:
05662

Issued for Information

Scale:
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Drawing No:
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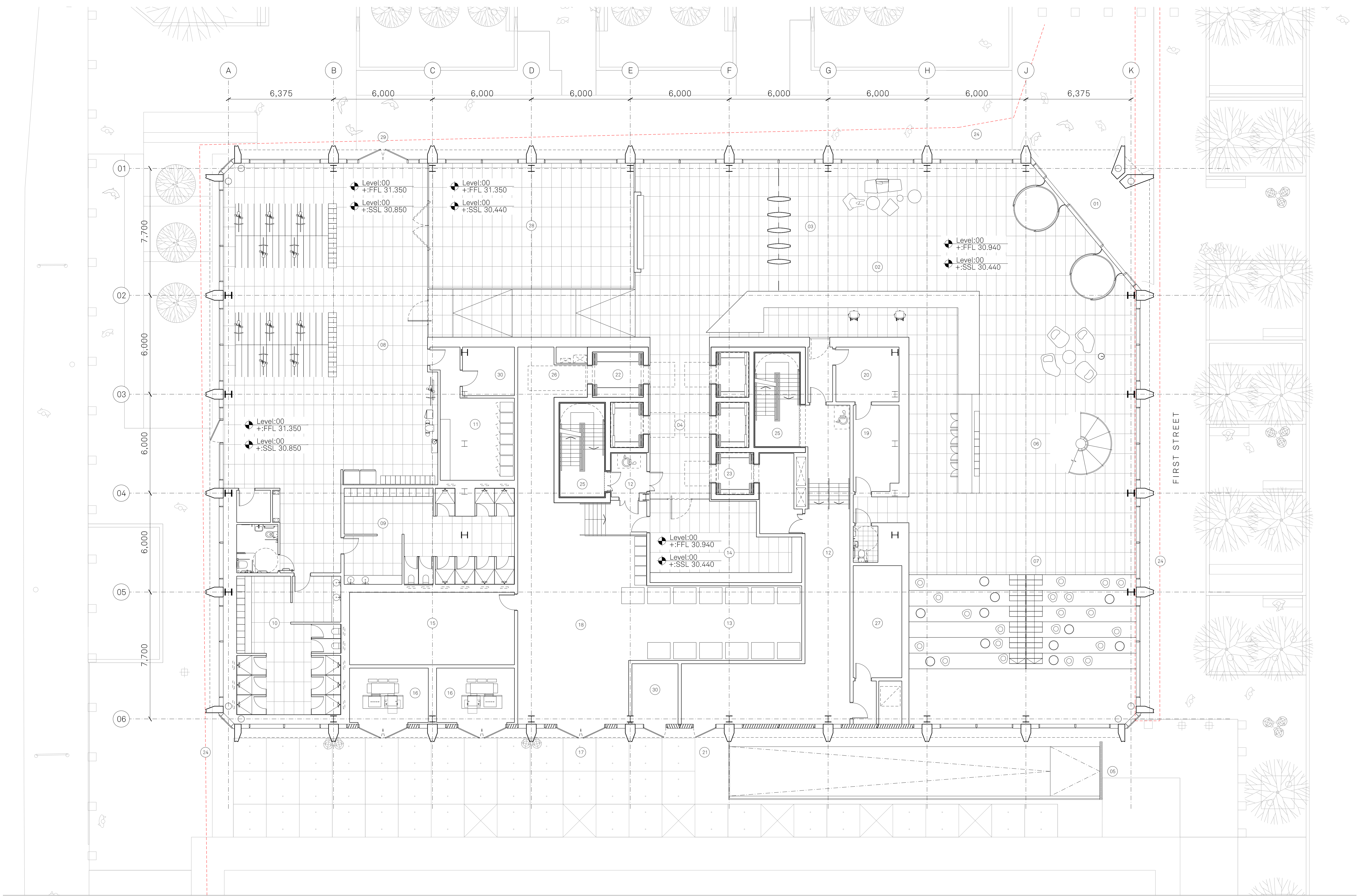
Rev:
A

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Notes:



KEY

- | | | | | | | | | | |
|--------------------|----------------------------------|--------------------------|------------------------|------------------------------|------------------------------------|---------------------------|-----------------------------------|---------------------------------------|-------------------------|
| 01 Office entrance | 04 Lift lobby | 07 Ampitheatre seating | 10 Male changing rooms | 13 Refuse store | 16 Substation | 19 Building manager suite | 22 Goods / passenger lift | 25 Stairs to upper floors | 28 Gym/yoga studio |
| 02 Reception | 05 Basement entrance access ramp | 08 Cycle store | 11 Drying room | 14 Post room / package store | 17 Service / refuse store entrance | 20 CCTV room | 23 Fire fighting / passenger lift | 26 Access hatch for plant replacement | 29 Cycle store entrance |
| 03 Speed gates | 06 Feature stair to 1st floor | 09 Female changing rooms | 12 Fire escape | 15 LV / HV switchroom | 18 Service area | 21 Fire service entrance | 24 Gas easement | 27 Comms room | 30 Data room |

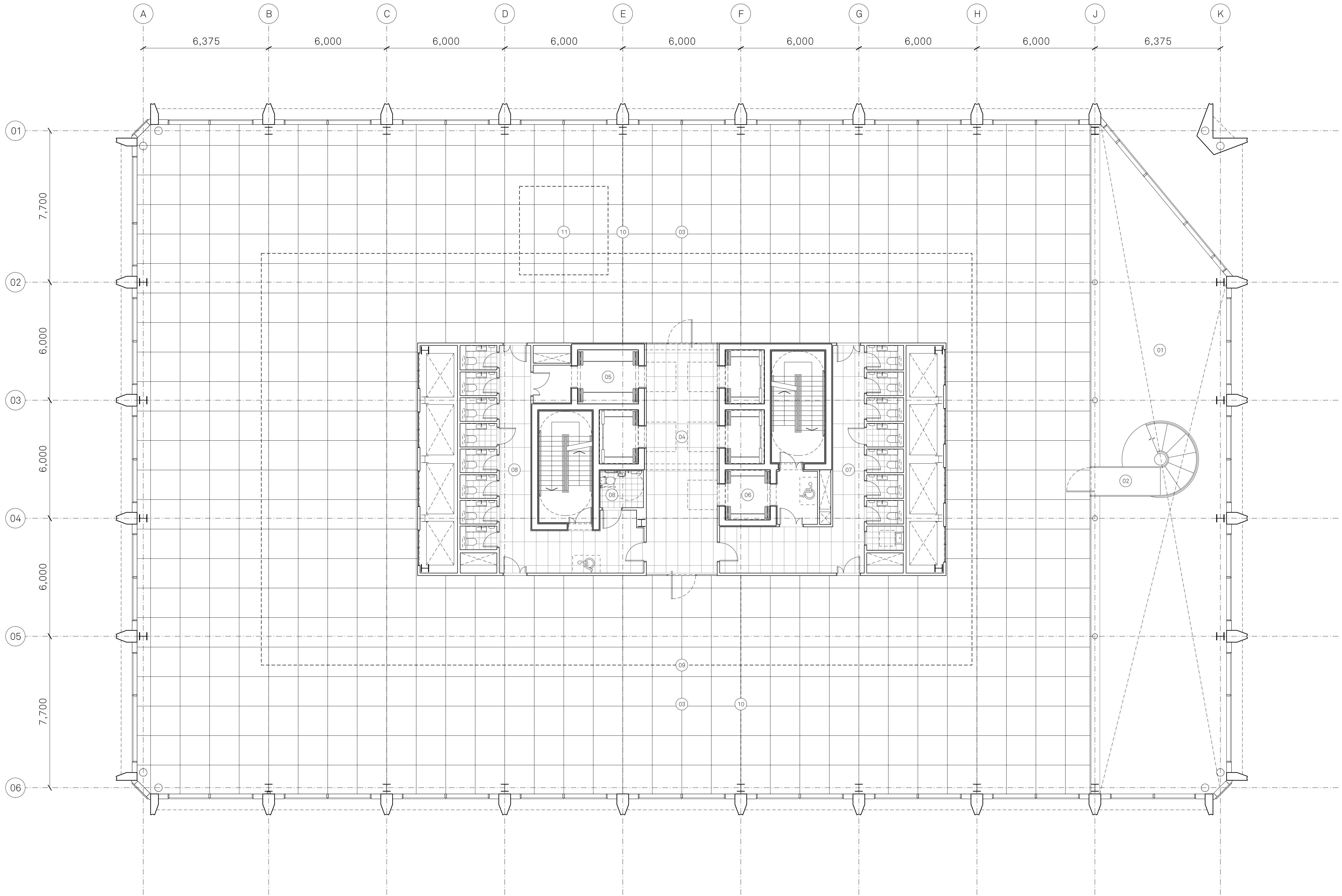
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Plot 9a
First Street
Drawn: HM
Checked: MH
Details:
- 14/12/21

Title:
Ground Floor
General Arrangement Plan
Status:
Information
Issued for Information

Scale:
1:100 @ A1
Project:
05662
Drawing No:
_B1_02_2200
Rev:
B

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Notes:



KEY

- | | | | |
|------------------------------|-----------------------------------|--|--|
| 01 Void | 04 Lift lobby | 07 Male WCs / cleaning cup'd | 10 Primary split |
| 02 Feature stair from ground | 05 Goods / passenger lift | 08 Female, gender neutral & accessible WCs | 11 Indicative location for interconnecting stair |
| 03 Office | 06 Fire fighting / passenger lift | 09 6m prime line | |

Project Name:
Plot 9a
First Street

Drawn: HM
Checked: MH

Details:

Title:
1st Floor
General Arrangement Plan

Status:
Information

Issued for Information

Scale:
1:100 @ A1

Project: 05662
Drawing No: _B1_02_2201

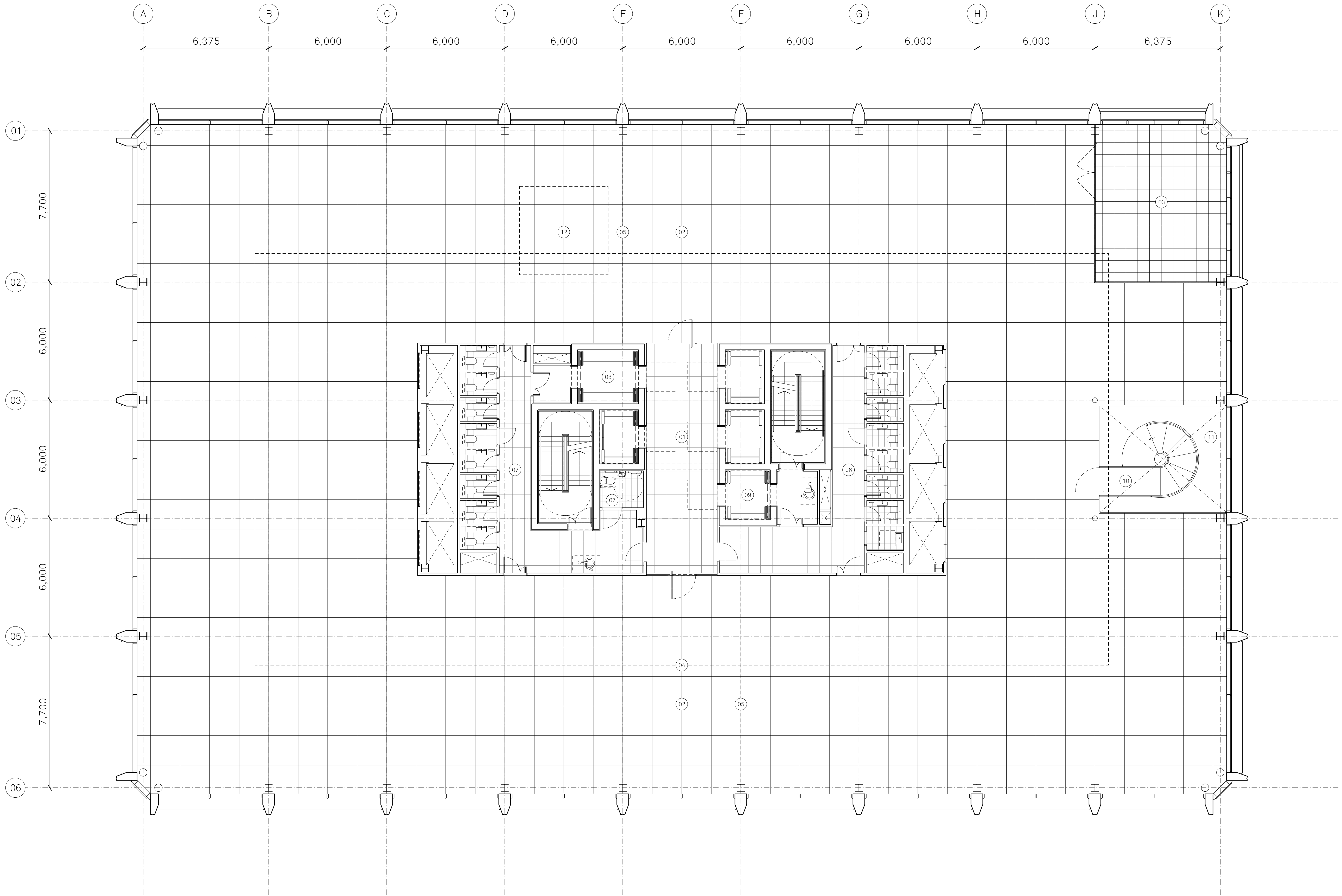
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Notes:



KEY

- | | | | | | | | |
|----|---------------|----|---------------------------|----|---|----|---|
| 01 | Lift lobby | 04 | 6m prime line | 07 | Female, gender neutral & accessible WCs | 10 | Feature stair from ground |
| 02 | Office | 05 | Primary split | 08 | Goods / passenger lift | 11 | Void |
| 03 | Winter garden | 06 | Male WCs / cleaning cup'd | 09 | Fire fighting / passenger lift | 12 | Indicative location for interconnecting stair |

Project Name:
Plot 9a
First Street
Drawn: HM
Checked: MH
Details:
- 14/12/21

Title:
2nd Floor
General Arrangement Plan
Status:
Information
Issued for Information

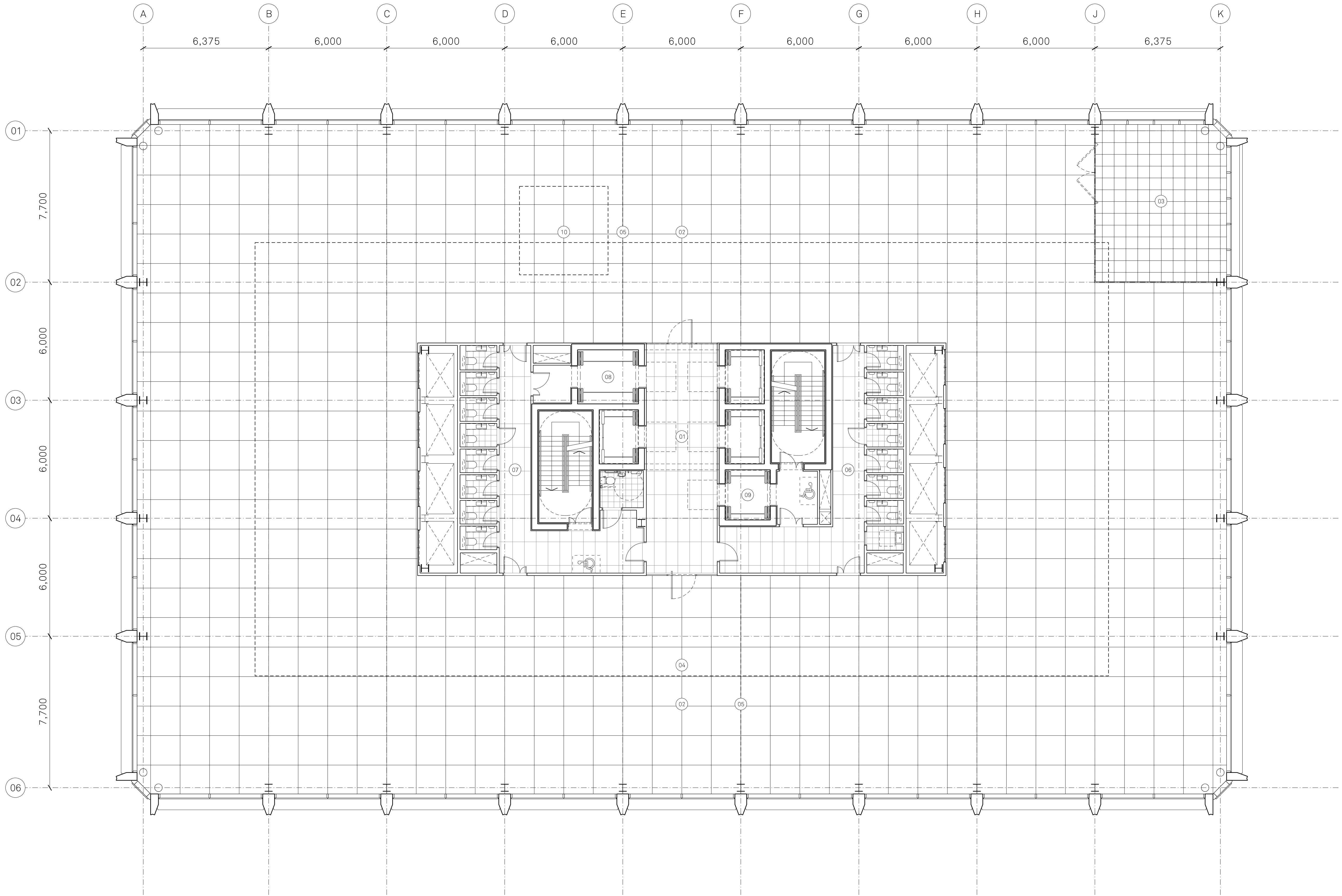
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05662
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Rev:
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Notes:

KEY

- 01 Lift lobby
- 02 Office
- 03 Winter garden
- 04 6m prime line
- 05 Primary split
- 06 Male WCs / cleaning cup'd
- 07 Female, gender neutral & accessible WCs
- 08 Goods / passenger lift
- 09 Fire fighting / passenger lift
- 10 Indicative location for interconnecting stair

Project Name:
Plot 9a
First Street

Drawn: HM
Checked: MH

Status:
Information

Title:
3rd-8th Floor
General Arrangement Plan

Project:
05662

Drawing No:
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Rev:
A

Scale:
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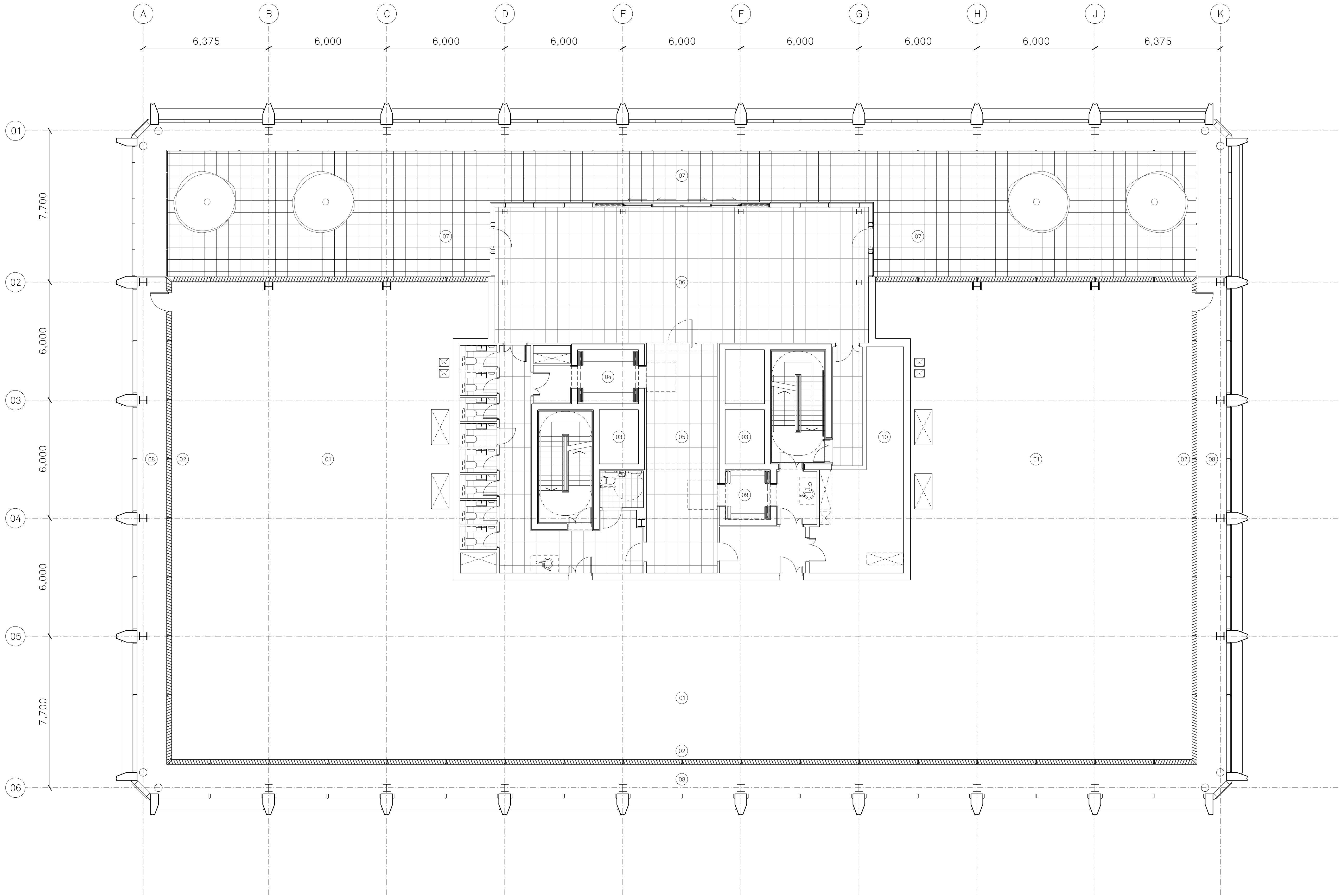
14/12/21 Issued for Information

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Notes:

KEY

- 01 External plant
- 02 Plant screen
- 03 Lift overrun
- 04 Goods/passenger lift
- 05 Lift lobby
- 06 Roof pavilion
- 07 External terrace
- 08 External walkway for access, cleaning & maintenance
- 09 Fire Fighting / passenger lift
- 10 Internal plant

Project Name:
Plot 9a
First Street

Drawn: HM
Checked: MH

Status:
Information

Project:
05662

Drawing No:
_B1_02_2209

Rev:
A

Details:
- 14/12/21

Title:
9th Floor
General Arrangement Plan

Scale:
1:100 @ A1

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Notes:

KEY

- | | | |
|-----------------------------------|--------------------------------------|---|
| (01) Reception & shared workspace | (04) Void at mezzanine / first floor | (07) Basement containing disabled car parking |
| (02) Cycle store & changing | (05) Office | |
| (03) Back of house | (06) External plant space | |

Project Name:

Plot 9a

First Street

Drawn:

HM

Details:

A

Title:

Section AA

Status:

Information

Issued for Information

Scale:

1:125 @ A1

Project:

05662

Drawing No:

_B1_05_2200

Rev:

A

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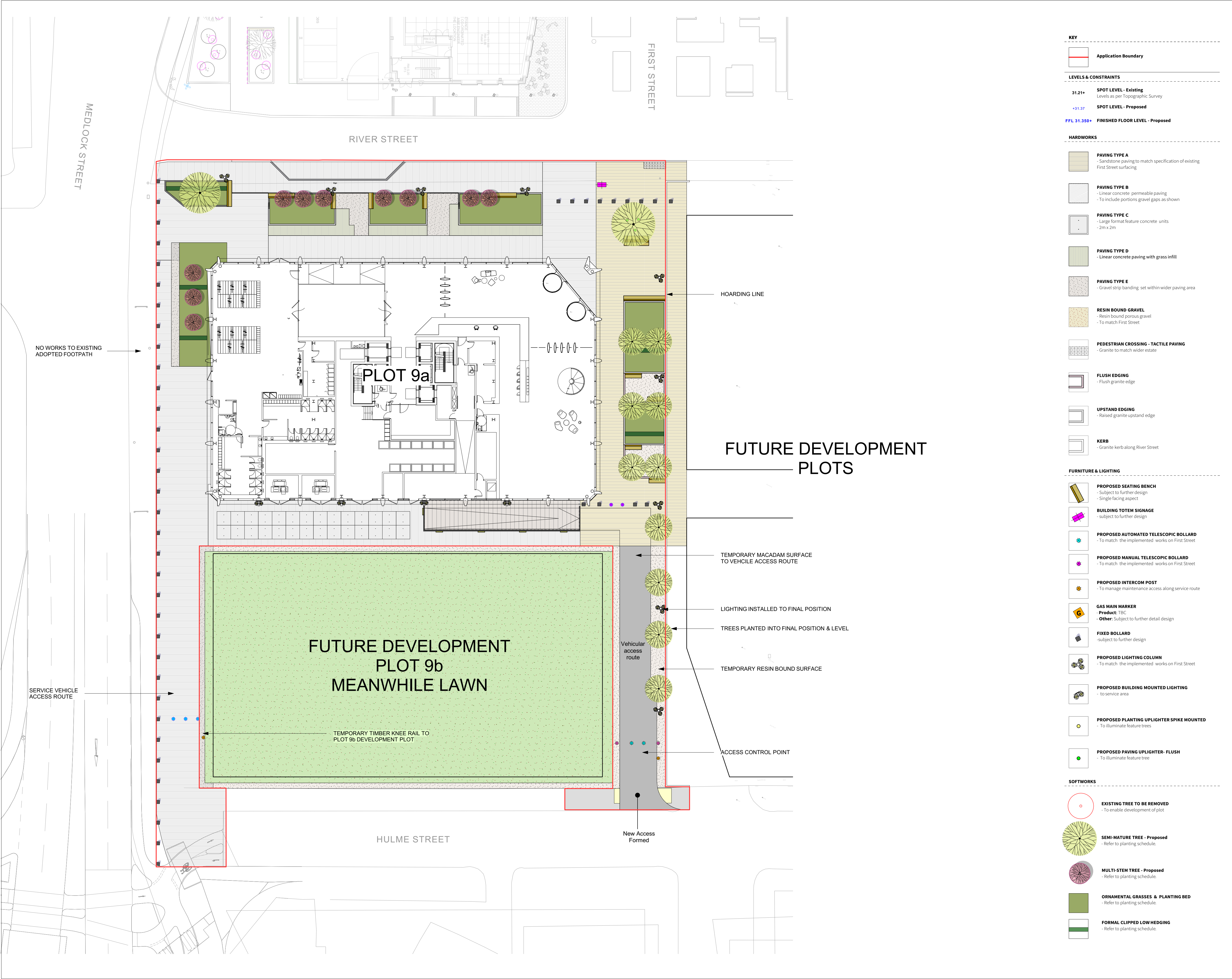
Project	Plot 9a, First Street
Filing Code	05662_0.03_009
Option	Planning
Issue Date	14/12/2021

Floor	GIA		NIA		NIA:GIA	Winter Gardens NIA		Office Front of House Area		Office Fitness Area	
	m²	ft²	m²	ft²	%	m²	ft²	m²	ft²	m²	ft²
Basement	1,877	20,204									
Ground	1,859	20,010						687	7,395	521	5,608
1st	1,680	18,084	1,322	14,225	79%						
2nd	1,863	20,053	1,519	16,345	82%	51	549				
3rd	1,884	20,279	1,554	16,722	82%	51	549				
4th	1,884	20,279	1,554	16,722	82%	51	549				
5th	1,884	20,279	1,554	16,722	82%	51	549				
6th	1,884	20,279	1,554	16,722	82%	51	549				
7th	1,884	20,279	1,554	16,722	82%	51	549				
8th	1,884	20,279	1,554	16,722	82%	51	549				
9th	394	4,241						131	1,410		
TOTAL	18,977	204,268	12,161	130,901	64%	357	3,843	818	8,805	521	5,608

Notes: NIA includes winter gardens. Areas subject to change following coordination.

Appendix B

Landscape Plan



KEY

Application Boundary

LEVELS & CONSTRAINTS

31.21+ **SPOT LEVEL - Existing**
Levels as per Topographic Survey

+31.37 **SPOT LEVEL - Proposed**

F.F.L. 31.350+ **FINISHED FLOOR LEVEL - Proposed**

HARDWORKS

PAVING TYPE A
- Sandstone paving to match specification of existing First Street surfacing

PAVING TYPE B
- Linear concrete permeable paving
- To include portions gravel gaps as shown

PAVING TYPE C
- Large format feature concrete units
- 2m x 2m

PAVING TYPE D
- Linear concrete paving with grass infill

PAVING TYPE E
- Gravel strip banding set within wider paving area

RESIN BOUND GRAVEL
- Resin bound porous gravel
- To match First Street

PEDESTRIAN CROSSING - TACTILE PAVING
- Granite to match wider estate

FLUSH EDGING
- Flush granite edge

UPSTAND EDGING
- Raised granite upstand edge

KERB
- Granite kerb along River Street

FURNITURE & LIGHTING

PROPOSED SEATING BENCH
- Subject to further design
- Single facing aspect

BUILDING TOTEM SIGNAGE
- Subject to further design

PROPOSED AUTOMATED TELESCOPIC BOLLARD
- To match the implemented works on First Street

PROPOSED MANUAL TELESCOPIC BOLLARD
- To match the implemented works on First Street

PROPOSED INTERCOM POST
- To manage maintenance access along service route

GAS MAIN MARKER
- Product: TBC
- Other: Subject to further detail design

FIXED BOLLARD
- Subject to further design

PROPOSED LIGHTING COLUMN
- To match the implemented works on First Street

PROPOSED BUILDING MOUNTED LIGHTING
- To service area

PROPOSED PLANTING UPLIGHTER SPIKE MOUNTED
- To illuminate feature trees

PROPOSED PAVING UPLIGHTER- FLUSH
- To illuminate feature tree

SOFTWORKS

EXISTING TREE TO BE REMOVED
- To enable development of plot

SEMI-MATURE TREE - Proposed
- Refer to planting schedule.

MULTI-STEM TREE - Proposed
- Refer to planting schedule.

ORNAMENTAL GRASSES & PLANTING BED
- Refer to planting schedule.

FORMAL CLIPPED LOW HEDGING
- Refer to planting schedule.

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NOTES:

1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

P27	17-12-21	PLANNING	RM	RM
P26	08-12-21	PLANNING	RM	RM
P25	02-12-21	PLANNING	RM	RM
P24	29-11-21	PLANNING	BT	RM
P23	27-09-21	PLANNING	JC	RM

Revision	Date	Description	Drawn	Apprvd.

Planit I.E. Limited

E: info@planit-ie.com W: planit-ie.com

MANCHESTER
2 Back Grafton St., Altrincham, WA14 1DY
T: 0161 928 9281

LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678

LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230

Client First Street Developments LTD

Project First Street Plot 9

Drg Title Landscape GA

Created on	Created by	Approved by
13-06-19	JC	RM

Scale	Size	Workstage
1:200	A1	Planning

Drg No.	Suitability	Revision
PL1471.1-PLA-XX-00-DR-L-0001	S1	P27

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Appendix C

TRICS Report – Office

Calculation Reference: AUDIT-715001-211216-1259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HD HILLINGDON	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 10200 to 45000 (units: sqm)
 Range Selected by User: 10000 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	21038	0.859	5	21038	0.060	5	21038	0.919
08:00 - 09:00	5	21038	1.879	5	21038	0.151	5	21038	2.030
09:00 - 10:00	5	21038	1.503	5	21038	0.193	5	21038	1.696
10:00 - 11:00	5	21038	0.541	5	21038	0.282	5	21038	0.823
11:00 - 12:00	5	21038	0.326	5	21038	0.311	5	21038	0.637
12:00 - 13:00	5	21038	0.849	5	21038	1.060	5	21038	1.909
13:00 - 14:00	5	21038	0.853	5	21038	0.793	5	21038	1.646
14:00 - 15:00	5	21038	0.418	5	21038	0.433	5	21038	0.851
15:00 - 16:00	5	21038	0.172	5	21038	0.671	5	21038	0.843
16:00 - 17:00	5	21038	0.135	5	21038	0.926	5	21038	1.061
17:00 - 18:00	5	21038	0.127	5	21038	1.763	5	21038	1.890
18:00 - 19:00	5	21038	0.065	5	21038	0.925	5	21038	0.990
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.727			7.568			15.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
08:00 - 09:00	5	21038	0.003	5	21038	0.003	5	21038	0.006
09:00 - 10:00	5	21038	0.004	5	21038	0.002	5	21038	0.006
10:00 - 11:00	5	21038	0.003	5	21038	0.003	5	21038	0.006
11:00 - 12:00	5	21038	0.001	5	21038	0.003	5	21038	0.004
12:00 - 13:00	5	21038	0.001	5	21038	0.001	5	21038	0.002
13:00 - 14:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
14:00 - 15:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
15:00 - 16:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
16:00 - 17:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
17:00 - 18:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
18:00 - 19:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012				0.012	0.024	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	21038	0.011	5	21038	0.006	5	21038	0.017
08:00 - 09:00	5	21038	0.013	5	21038	0.007	5	21038	0.020
09:00 - 10:00	5	21038	0.007	5	21038	0.007	5	21038	0.014
10:00 - 11:00	5	21038	0.014	5	21038	0.016	5	21038	0.030
11:00 - 12:00	5	21038	0.010	5	21038	0.012	5	21038	0.022
12:00 - 13:00	5	21038	0.011	5	21038	0.009	5	21038	0.020
13:00 - 14:00	5	21038	0.007	5	21038	0.010	5	21038	0.017
14:00 - 15:00	5	21038	0.012	5	21038	0.012	5	21038	0.024
15:00 - 16:00	5	21038	0.003	5	21038	0.009	5	21038	0.012
16:00 - 17:00	5	21038	0.009	5	21038	0.014	5	21038	0.023
17:00 - 18:00	5	21038	0.002	5	21038	0.002	5	21038	0.004
18:00 - 19:00	5	21038	0.001	5	21038	0.001	5	21038	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100				0.105	0.205	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	21038	0.000	5	21038	0.000	5	21038	0.000
08:00 - 09:00	5	21038	0.013	5	21038	0.007	5	21038	0.020
09:00 - 10:00	5	21038	0.007	5	21038	0.002	5	21038	0.009
10:00 - 11:00	5	21038	0.005	5	21038	0.004	5	21038	0.009
11:00 - 12:00	5	21038	0.006	5	21038	0.006	5	21038	0.012
12:00 - 13:00	5	21038	0.005	5	21038	0.005	5	21038	0.010
13:00 - 14:00	5	21038	0.004	5	21038	0.003	5	21038	0.007
14:00 - 15:00	5	21038	0.001	5	21038	0.002	5	21038	0.003
15:00 - 16:00	5	21038	0.003	5	21038	0.007	5	21038	0.010
16:00 - 17:00	5	21038	0.000	5	21038	0.004	5	21038	0.004
17:00 - 18:00	5	21038	0.002	5	21038	0.007	5	21038	0.009
18:00 - 19:00	5	21038	0.002	5	21038	0.002	5	21038	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.049			0.097

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057