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INGENIUM ARCHIAL LIMITED
Walker Building
58 Oxford Street
Birmingham
B5 5NR

Tel: +44 (0) 121 616 1448
Fax: +44 (0) 121 633 4832
E: info@archialgroup.com
W: www.archialgroup.com

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ARCHIAL

CONTENTS :

1.0 BACKGROUND

2.0 OBJECTIVES

3.0 MEASURES AND ACTIONS

4.0 TARGETS

5.0 MONITORING

1.0 BACKGROUND

Introduction

1.1

This Travel Plan has been prepared by Archial on behalf of Accrue Manchester Limited Partnership (AMLP) to support a planning application for a development to provide a new student accommodation block adjacent to the existing residencies at Ladybarn House in Manchester. The location of the site is shown in Figure 1.



Figure 1 : Site Location Plan

1.2

Following consultation with Manchester City Council planning department in January 2012 it was confirmed that, due to the nature of the development proposals, a short form of Travel Plan would be sufficient to support the application.

1.3

The proposal site is owned by Accrue Manchester Limited Partnership (AMLP), and it occupies land immediately adjacent to the existing Ladybarn House student accommodation complex. AMLP purchased the existing building and proposal site in September 2011. Accrue Student Housing focuses on purpose built student accommodation in the UK's major universities and was appointed to manage Ladybarn House by AMLP. There are a total of 120 student beds in the existing residence.

1.4

The site available for the new development amounts to approximately 0.11 ha of the entire Ladybarn House site. The proposed development includes 23 new student beds. A new Common Room and secure, covered Cycle Storage facility are also included for the use of all the Ladybarn House students. The proposed layout at ground floor level is shown on drawing SK1039 included in Appendix B.

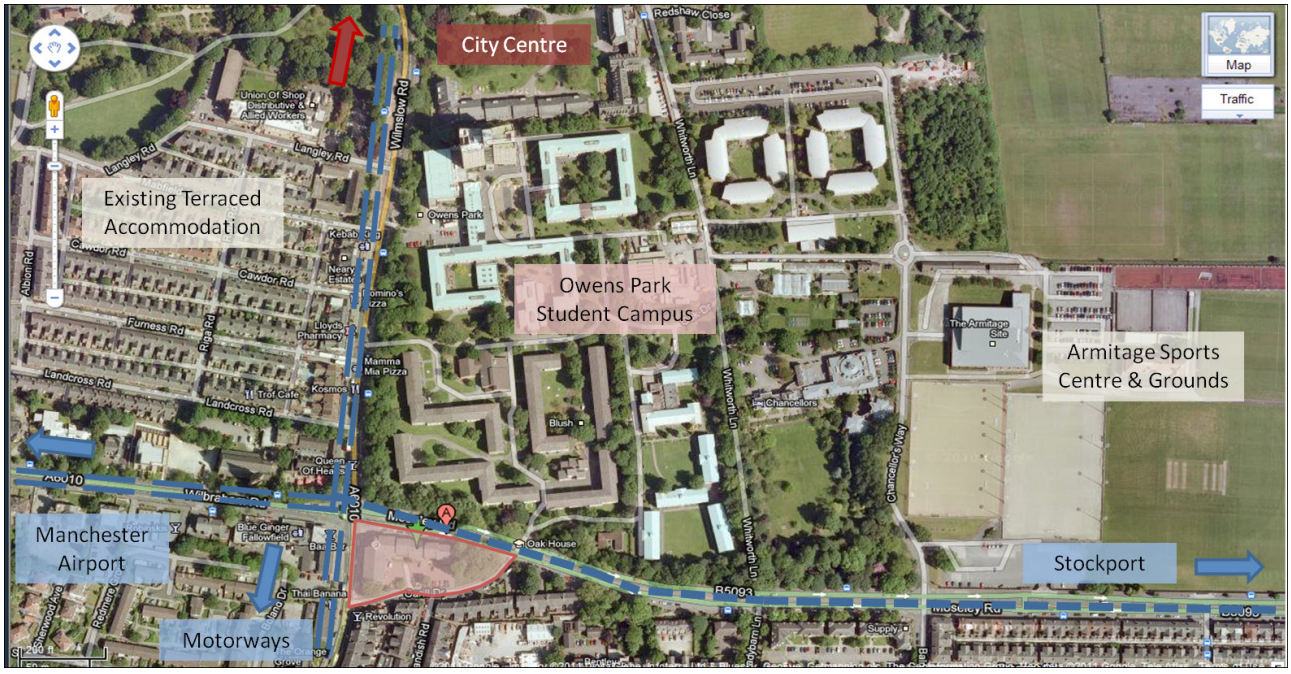
Location Assessment

1.5

The proposed site, in the Fallowfields district of Manchester, is located in a triangular parcel of land bounded by Wilbraham Road to the west, by Moseley Road to the north and by Carill Drive to the south. Wilbraham Road leads to Manchester City Centre, some 3 miles to the north and to the M60 motorway, 3.5 miles to the south. Moseley Road leads to Manchester Airport to the west and to Stockport via the easterly direction. Carill Drive is a cul-de-sac approximately 100m long. As well as having residential properties along its length it gives access to other streets of residential character to the south.

1.6

Immediately to the north of Moseley Road lies the University of Manchester Owens Park campus and to the east of that is the Armitage Sports Centre and grounds.
To the south of Carill Drive is an area of private housing, some of which are let to students. Wilbraham Road and Moseley Road to the west of the site are characterised by retail premises fronting the main roads.



Site Assessment

1.7

The development site forms part of the current Ladybarn House student residence site and is immediately adjacent to the existing building. The existing accommodation provides 120 rooms in a well managed environment. There are a series of retail units at ground floor level only that are part of the existing Ladybarn House building and front on to Wilmslow Road. These retail units have service access from the rear car park area.

1.8

At present there are 25 car parking spaces on the site, segregated by a footpath from Carill Drive to Ladybarn House. To the western side of the footpath are 12 spaces. Access to this area is barrier controlled and 2 of the spaces are currently used for the casual storage of paladins, leaving 10 spaces. To the eastern side of the footpath there are 13 spaces. At present 6 of the total number of spaces are allocated and used by the retail tenants and the balance of 17 spaces are available for student use. Of these only two have been used by the entire current student population (numbering 120) of Ladybarn House during the current academic year.



Access to local amenities

1.9

For student accommodation, access and proximity to local 'everyday' amenities and facilities that form part of student life is important, and will have an important impact on the movement of students by various modes of transport. Ladybarn House is well placed in relation to such facilities as follows;

1.10

Both Manchester Metropolitan and the University of Manchester are within easy travelling distance with over 130 buses per hour at peak times.
Bus - 10 mins
Bike - 15 mins
Walking - 25 mins

1.11

4 x Cashpoints - within 200 metres
Tesco Express - within 20 metres
Sainsbury's - within 100 metres

University of Manchester sports centre and 'all weather' pitches - within 300 metres
Pharmacy - within 20 metres

1.12

Weatherspoons pub - within 100 metres
Bar 265 - within 50 metres
Baa Bar - within 20 metres
Nandos Restaurant - within 100 metres
McDonalds Restaurant - within 200 metres
Revolution Bar - within 20 metres
Starbucks - within 50 metres
The famous 'Curry Mile' - 5 mins by bus
Manchester's city centre - 15 mins by bus

2.0 OBJECTIVES

The main aim of this Travel Plan is to promote sustainable modes of transport for the users of Ladybarn House

2.1 Key Outcomes

- To reinforce and continue to support the use of walking, cycling and public transport as the primary mode of transport for the occupants of Ladybarn House.
- To promote the health benefits of cycling and walking.
- To produce an ongoing action plan to enable measures designed to achieve the outcomes of this plan.
- To incorporate the monitoring and reporting of the measures developed in the plan into existing management processes used to review performance.

3.0 MEASURES AND ACTIONS

Discussion with the accommodation managers and student representatives has identified the following measures, as a combination of incentives and disincentives, to accomplish the objectives of the plan and enable achievement of the plan's targets.

3.1 Incentives -

- Cycle Storage - New additional cycle parking is to be provided in a secure, covered compound giving space for 18 cycles. This will be accessed from an internal courtyard area that is a feature of the new proposals. The compound will be locked and entered from the courtyard, and as a result will enjoy a large element of casual supervision. The whole complex is professionally managed and has a permanent on-site Accommodation Manager adding another layer of security and supervision. With such measures it is anticipated that students will feel comfortable in exploring the use of cycling as a prime mode of personal transport.

- Public Transport – Up to date information on bus services and routes is made available via notice boards distributed through the complex and via the management office.

3.2 Disincentives –

- Reduction in car parking across the site as a whole. As a consequence of the proposed works, the car parking will be reduced from 25 spaces to 10 spaces, a 60% reduction.

  Since mid 2009 DVLA will no longer provide car registration numbers as this is a breach of the data protection act. As a result, it is no longer possible for third parties to monitor off site student car ownership. Therefore, incorporation in the tenancy agreement of a clause preventing students bringing cars to University is effectively unenforceable

  As a consequence of the above it is proposed that students will be strongly discouraged from bringing cars to University.

- It has been agreed, in pre-application consultation with the local planning authority, that car use by students in the new accommodation will be discouraged by the implementation of a clause in the lease agreements that prevents car parking on the site or local streets. This will be covered by a Section 106 legal agreement.

4.0 TARGETS

The use of car journeys by the student residents of Ladybarn House is negligible as a consequence of the proximity of the Halls to the facilities that they journey to most frequently. Experience gained from the students in the existing building suggests that the vast majority of them already use walking, cycling and the local buses as their prime modes of transport. The realistic target set by this plan, therefore, is to continue to promote the use of the new cycle storage facility to 80% capacity within the first three years of occupation.

5.0 MONITORING

The Travel Plan will be administered and monitored by the on-site Accommodation Manager who will ensure that the measures and actions noted above are implemented and maintained, will record the use of the cycle store on a monthly basis and provide a report to the AMLP senior managers on a monthly basis.