



Discharge of Condition no. 28 – Taxis, Pick-up and Drop-off Strategy

Union Tower 2, St John's

Union Living Ltd

Prepared by:

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	29 August 2024	Aalisha Sorathiya	Gareth Davis	Gareth Davis

Basis of Report

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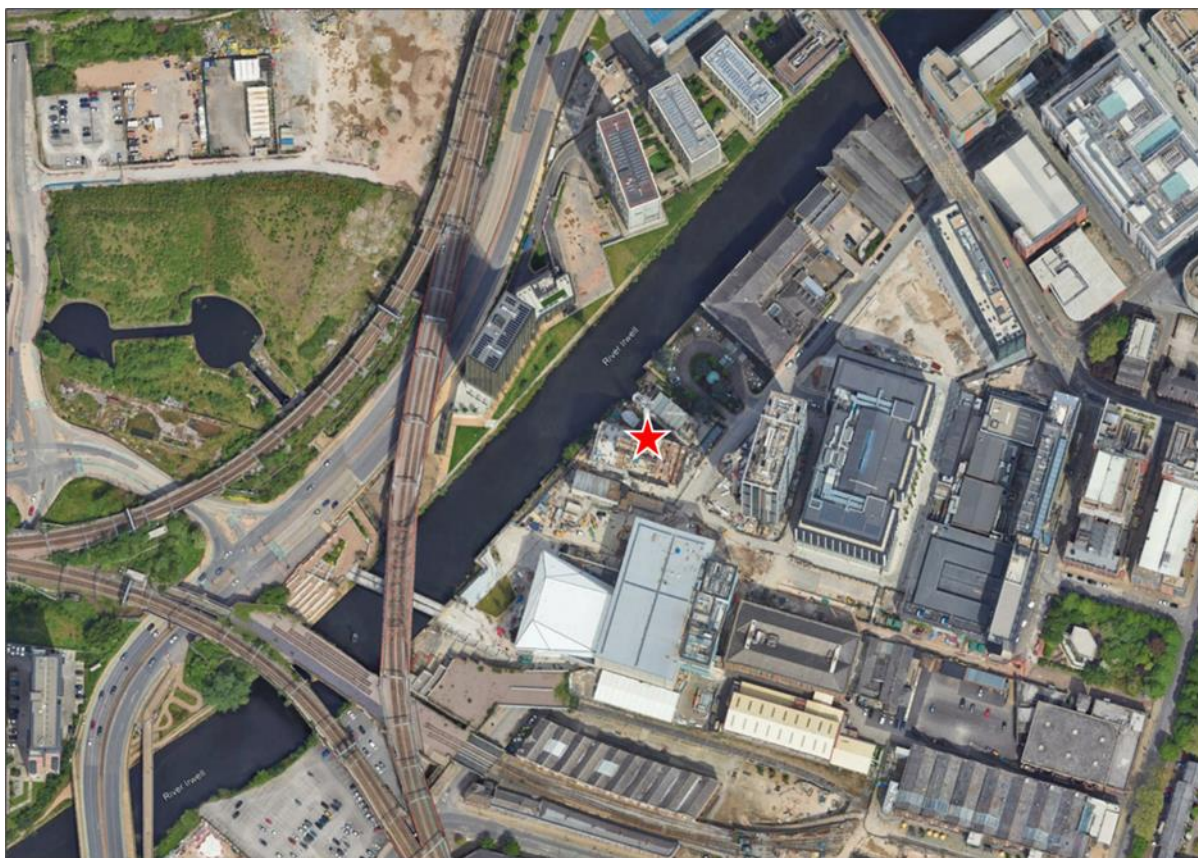
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Introduction

- 1.1 This Pick-Up and Drop-Off Strategy has been prepared by SLR on behalf of Union Living Ltd in support of the development of Union, Tower 2 (T2), St John's. This co-living development is part of the St John's development area located in Manchester City Centre. **Figure 1.1** demonstrates the approximate site location.

Figure 2.1: Site Location



Proposed Development

- 1.2 The Site comprises developed land located within the Castlefield Conservation Area, which forms part of wider St. John's masterplan development. The proposed development is for a 36-storey building with a basement to accommodate 372 Co-living units (806 beds), 1995sqm (NIA) of Co-Working space over three floors, public and private amenity space and ground floor flexible amenity / commercial space.
- 1.3 The Planning Application (Ref: 126648/FO/2020) for this development was approved by the council in November 2021, with a subsequent Section 73 amendment application (132952/JO/2022) approved in April 2023, which granted consent for the "Green Room" extended commercial unit. This report has been prepared to discharge condition no. 28 which is outlined below:



“28) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off co-living deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.”

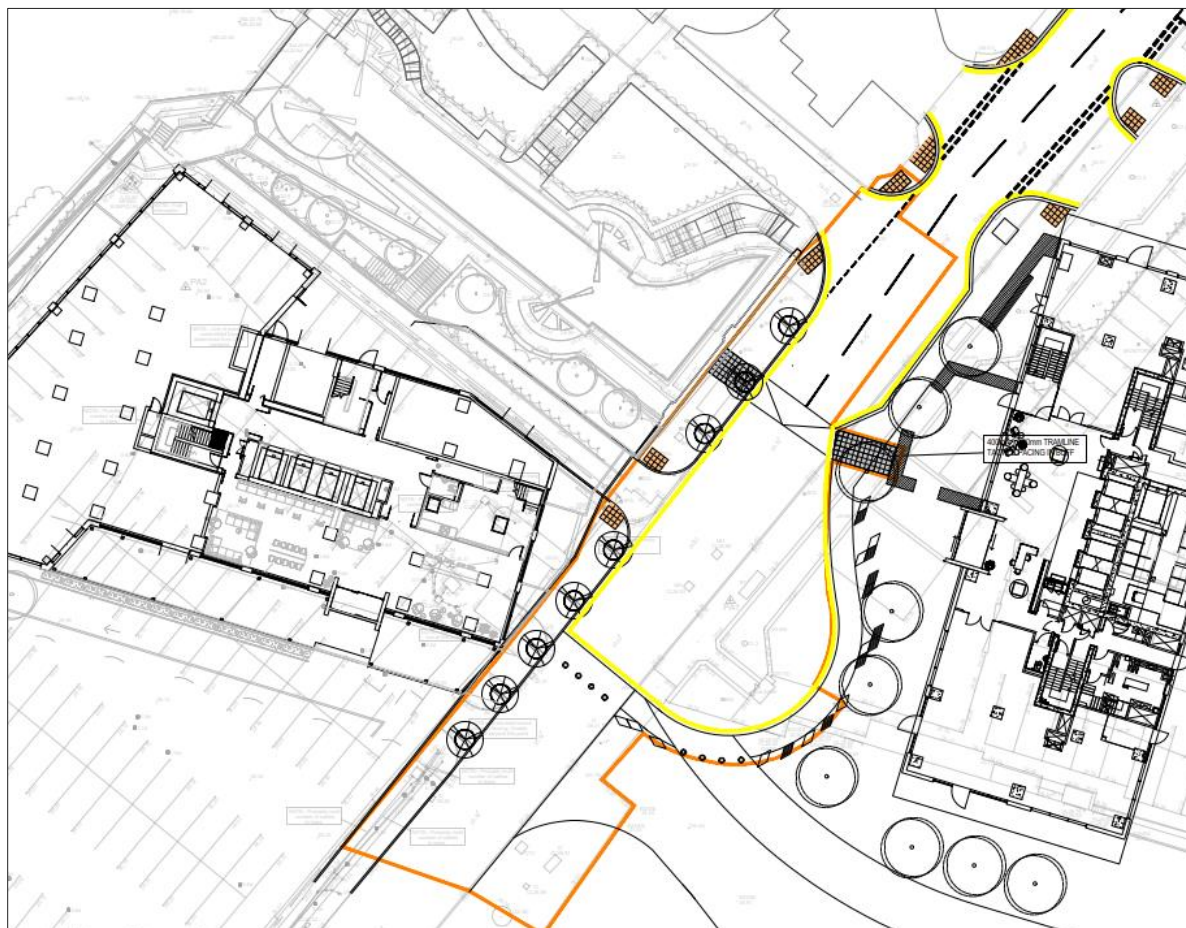


2.0 Proposed Strategy

Highway Layout

- 2.1 Water Street borders the Site to the east and provides a single lane in each direction, with a footway provided along either side of the road. It is subject to a 20mph speed limit and provides some on-street parking bays with double yellow parking restrictions otherwise in place. It connects New Quay Street to the north (via a signal-controlled junction).
- 2.2 The Aviva Studios, Factory International arts and cultural venue as well as Festival Square and the Public Realm spaces to the south have access controls so that events can be hosted there, and any service vehicles are managed to avoid conflict with large crowds. Parking is available to the North in the NCP Spinningfields car park and across Manchester City Centre.
- 2.3 Currently various changes are being implemented to Water Street as part of the St John's masterplan works. The proposed Highway Layout for Water Street is presented in **Figure 2**. This shows that there is a lay-by on Water Street on front of the entrance to the Tower 1. There is a turning area set out which permits vehicles to make a U-turn and egress back to the north. Water Street is protected from parking by double yellow lines which permits loading activity as well as drop-off and pick-ups but not long-stay parking.

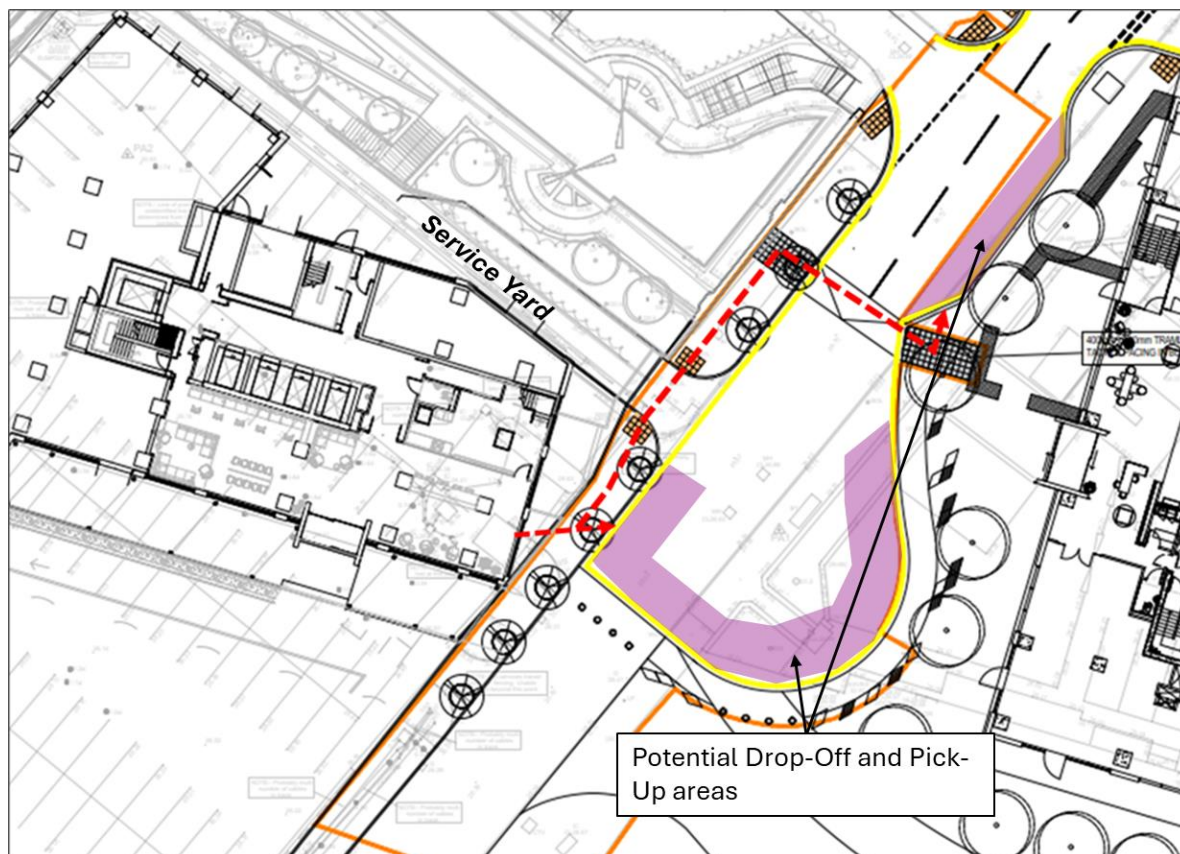
Figure 2.1: Proposed Highway Layout of Water Street



Proposed Pick-Up and Drop-off Strategy

- 2.4 Pick-Up and Drop-off for the Union Tower 2 can be made from the layby in front of Tower 1 or from the turning area. This will typically be made by taxis or by those moving in/out. If the lay-by is occupied there is potential for drop-offs and pickups to be made from the turning area on Water Street.

Figure 2.2: Proposed Lay-By and Turning Area



- 2.5 As seen in **Figure 3** the Kerblines of Water Street are controlled through double yellow lines. This does allow vehicles to drop off and pick up passengers or make short deliveries however, it does not permit parking. If a driver leaves the car/van to go into Union T2 then it is down to a judgement call of the enforcing parking officer to judge whether the activity relates to deliveries or a pickup. This comes down to whether they can see deliveries being made, the length of time waiting, and the type of vehicle involved.
- 2.6 If occupiers of T2 requires a longer period on site (such as for moving in/out) then by prior arrangement they can use the service yard to the north the building.

Activity During Events at Factory International

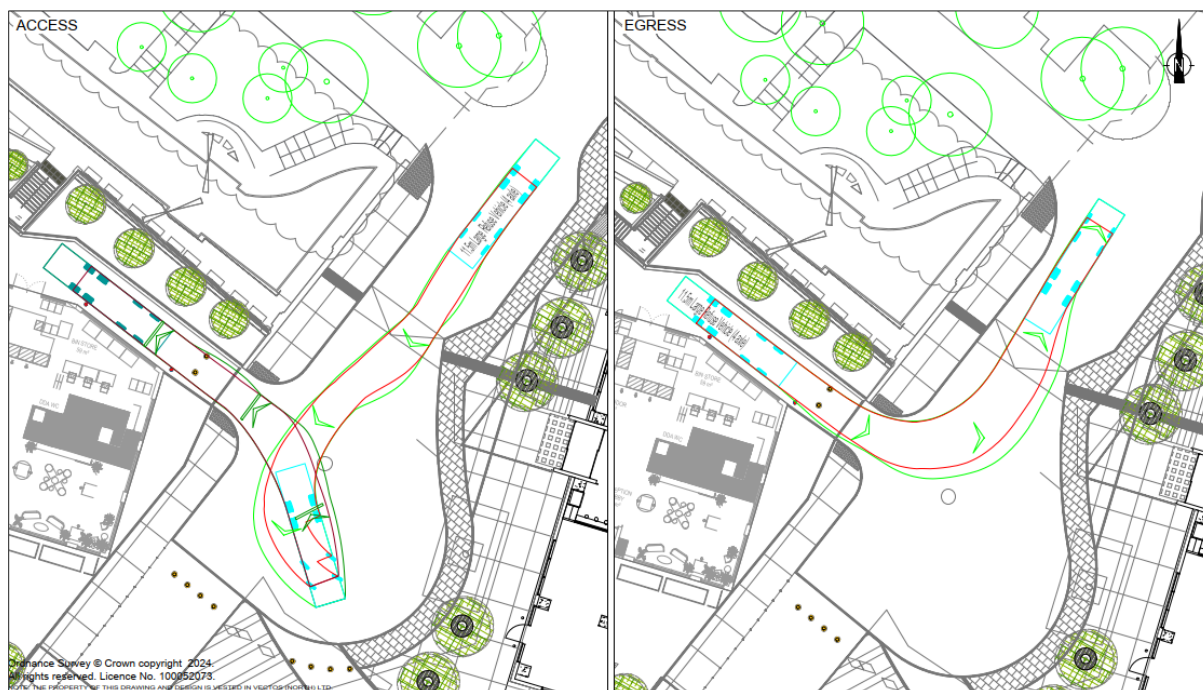
- 2.7 During the major events at Aviva Studios, Factory International, Water Street being one of the primary access routes would be expected to be busier than normal near to the event timings. The on-site management staff would be responsible for informing residents about the upcoming event and highlighting its impact on Water Street and Layby area for that specific time slot.



Proposed Servicing Strategy

- 2.8 The main servicing activity will occur from the service area to the rear (north-eastern side) of the building. Here, the bin store is located along with the back of house access to the building.
- 2.9 The route is controlled by automatic bollards placed at service area entrance. This will provide a 24/7 control over the area. This service area would also be used by refuse vehicles. Access to the service area will be managed. In general deliveries would be timed so that they don't conflict. The St Johns management team would engage with delivery companies to coordinate timings and occupiers requesting a delivery would be asked to pre-book in advance.
- 2.10 The swept path analysis of the proposed service route is presented in **Figure 4**. There are expected to be peak periods such as on first occupation as people move in furniture and during these time periods extra control and management of deliveries may be required.
- 2.11 Given the limited space within the service area any such access will need to be via prior arrangement.

Figure 2.3: Swept Path Analysis



- 2.12 The typical deliveries for Union are as follows:
- Residential: Online Groceries, post/ courier deliveries and occasional furniture deliveries.
 - Ancillary Commercial Units: consumables, retail products, food, drink and stationary.



2.13 The proposed Goods Receipt Strategy is described below:

- In general deliverers/ drivers will be responsible for taking goods directly to the tenants/occupiers.
- There is scope for some deliveries to be stored by reception.
- Deliverers/drivers will arrive at the service access point where they would communicate via intercom /CCTV system linked to each occupier or arrive at reception.
- Deliverers/drivers will be given free access to the service corridors and goods lifts to take the goods to the various tenants.
- Deliverers/Drivers will generally have their own material-handling equipment.





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