



Discharge of Condition No. 27 - Framework Travel Plan

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
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Basis of Report

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1.0 Introduction

Introduction

- 1.1 This Framework Travel Plan 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 1.1: Site Location



- 1.2 The Site lies to the south of the Spinningfields commercial district of Manchester City Centre. Continuing south of the Site is Castlefield, an established residential district, set within the City's legacy industrial infrastructure and buildings, and infused with leisure, retail and heritage attractions.
- 1.3 To the east of the Site is the St. John Street district, a mixed-use district characterised by Georgian buildings used as residences and space for professional businesses including legal, accountancy and medical professions.



Proposed Development

- 1.4 The Site comprises developed land located within the Castlefield Conservation Area, which forms part of wider St. John's masterplan development. The proposed development would involve erection of a 36 storey building with a basement to accommodate 372 Co-living units (806 beds), 2000sqm of Co-Work space over three floors, public and private amenity space and ground floor flexible amenity / commercial space.
- 1.5 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 the given condition no. 27, which is mentioned below.

"27) Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented."

The Travel Plan

- 1.6 A Travel Plan is a combination of information, proposals and incentives designed to promote sustainable travel modes and reduce the reliance on travel by private car.
- 1.7 As will be described, this development is highly accessible by means other than the car and will be a car-free development. This means that the development will naturally result in sustainable transport outcomes. The Travel Plan will therefore place a greater emphasis on monitoring the provision of sustainable transport infrastructure, such as cycle parking, and providing occupants with the relevant information on the full range of sustainable travel modes. The specific aims of the Travel Plan are:
- To encourage the use of alternatives to the private car by occupants;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
 - To improve the health and well-being of occupants of the development through the promotion of travel by walking and cycling; and
 - To ensure that the development is accessible to the widest possible range of services.
- 1.8 It should be noted that this is a working document and is recognised as being the first stage. This Framework Travel Plan sets out the strategy and actions prior to occupation.



Report Structure

1.9 Following this introductory chapter, this Travel Plan comprises a further five chapters as follows:

- **Section 2** summarises the development proposals;
- **Section 3** presents an audit of the accessibility of the site by sustainable travel modes;
- **Section 4** provides information on the role of the Travel-Plan Co-ordinator and outlines the measures that the Travel Plan will adopt;
- **Section 5** provides information on the on-going targets and monitoring of the Travel Plan; and
- **Section 6** provides an Action Plan for delivery of the Travel Plan.



2.0 Development Proposals

Introduction

- 2.1 The proposed development is an extension of flexible commercial space at T2 St John's. The proposal seeks to enlarge the ground floor flexible commercial space approved as part of T2, creating a double height space that fronts the River Irwell activating the river and encouraging pedestrian movement along this key blue route. The proposed building faces onto Factory Square where it also includes first floor flexible commercial space. The roof terrace includes space for resident's amenity and an external area for the commercial space. Externally landscaping and feature steps are provided linking to Festival Square.
- 2.2 The Site benefits from a fully implemented, extant planning consent (Planning Permission Ref. 126648/FO/2020) for construction of a 36 storey plus basement level mixed use building comprising co-living apartments, amenity space and flexible commercial space (Sui Generis), co-working space (Use Class B1), landscaping, access and other associated works.
- 2.3 The proposed layout is shown in **Appendix A** for the Basement, Ground, Mezzanine and First Floor Levels, respectively.

Parking

- 2.4 The scheme will be car-free with no car parking provided. This car-free strategy accords with Policy T2 of the Manchester City Council Core Strategy, which states that new development within the city centre, should provide 'a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.'
- 2.5 If needed, public parking is available within a short walk of the site offering the chance for occupants to lease a long-term parking space, or if short term access to a car is required, a number of Enterprise Car Club cars are located within an easy walk of the site.
- 2.6 As part of development, total of 12 cycle parking bays will be provided within the public realm area of River Green to the east.
- 2.7 The development will benefit from 336 cycle parking spaces including 10 for Co-working and 12 visitor cycle parking spaces.
- 2.8 These figures were set out in the Transport Statement supporting the Minor Material Amendment planning application. In that report it is recognised that the provision is below an allocation of 1:1 spaces per apartment however this provision will in fact be well in excess of demand (several times over).
- 2.9 This is because Union T2 is located within the city centre and residents can access all of their day-to-day requirements within a short walk which will typically be more convenient than cycling. If they have to travel further than say a 20 minute walk then this is easily undertaken using public transport which is readily available.
- 2.10 It is noted that, the cycle parking will be monitored through the travel plan.



Servicing

- 2.11 The servicing for T2 will be made from the service area to the north of the building with additional servicing for the restaurant unit to the south from Factory Square.
- 2.12 Access into both service areas will be controlled by automatic bollards to prevent fly parking with CCTV and a comms unit. Regular vehicles may benefit from Automatic Number Plate Recognition to permit access. It is expected that regular larger vehicles would be coordinated and timed to stagger their activities.
- 2.13 The service areas will be shared with pedestrians and cyclists so any vehicles reversing will need to be mindful of this.



3.0 Sustainable Accessibility Review

Accessibility by Walking

- 3.1 St John's is very well located for access to all the amenities of the Regional Centre on foot. Industry guidance suggests a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while an 800-metre walking distance is given as the preferred maximum distance for shopping trips. A 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield while within 800m lies the retail areas of The Avenue, King Street and St Anne's Square.
- 3.2 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Liverpool Road and Quay Street. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.
- 3.3 Many local facilities are situated within the immediate vicinity of the Site, including a Sainsbury's and Tesco Local store, banking facilities and a wide range of retail, cafes and restaurants allowing occupiers and visitors to access a wide range of services and amenities without the need to travel elsewhere. **Figure 3.1** demonstrates an indicative walking catchment area within a 20-minute walk.

Figure 3.1: Indicative Walking Catchment Area



- 3.4 Water Street is divided to prevent through traffic and includes a pedestrianised area underneath Factory where service vehicles are permitted under controlled conditions. Pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank where a footbridge offers a link across the River Irwell to Salford Central rail station served by Trans-Pennine rail services.

Figure 3.2: Ordsall Footbridge

- 3.5 A new footbridge and cycle link across the River Irwell has just reopened under the Ordsall Chord rail line.

Figure 3.2 shows the footbridge which is located just to the south and west of the site connecting St John's with Salford including Middlewood Locks development and the Regent Road Retail Park.



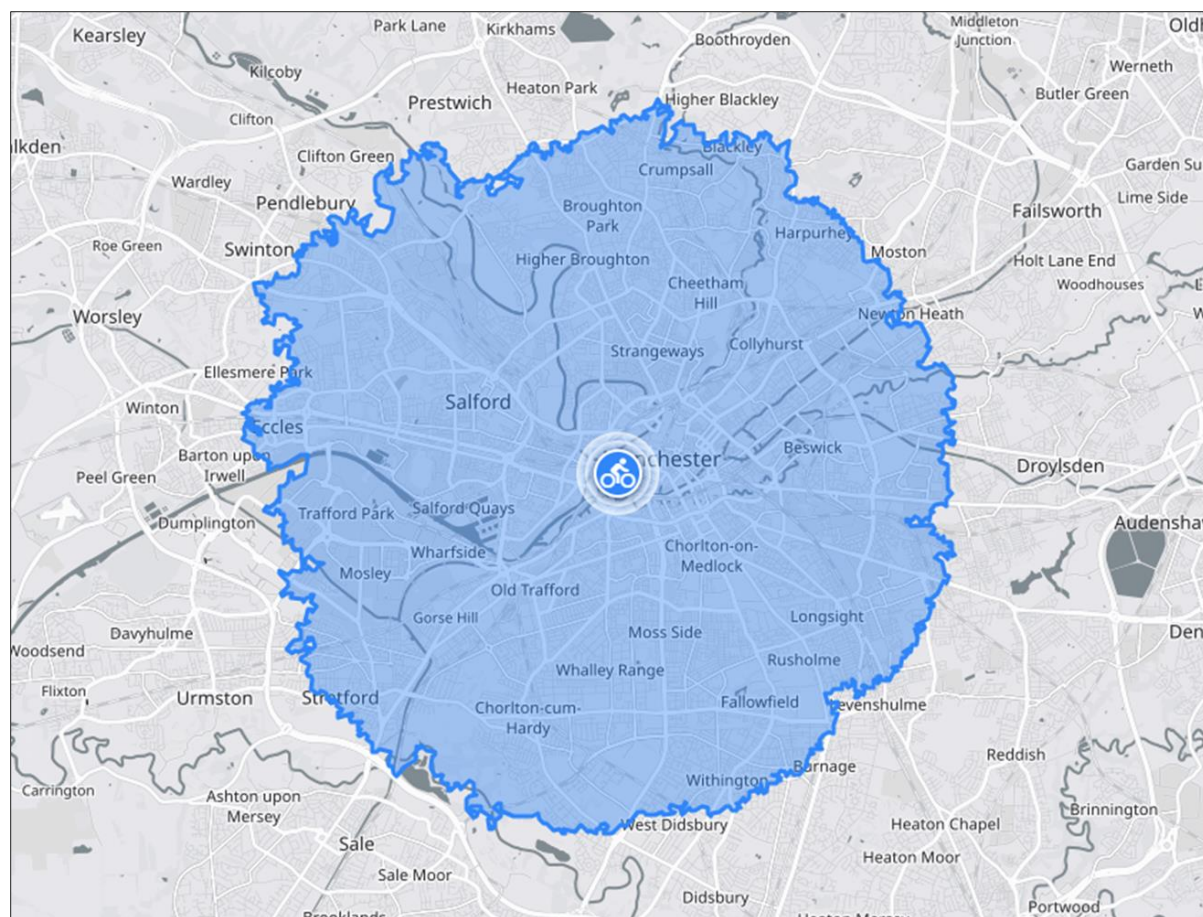
- 3.6 High quality public realm will be provided for pedestrians around the Site. There will be a core network of traffic-free streets, alleys and courtyards both at ground floor and at higher levels offering quality permeability through that space. There will also be a shared surface route running around the adjacent Manchester Goods Yard development that does permit service vehicles to access although most of these would be timed away from periods of high pedestrian movement and when they do enter that space, they will do so at walking pace.
- 3.7 To the south there is the Factory Square offering high quality spaces to enjoy. On Water Street to the west there is a new raised pedestrian crossing table to link to the St John's Riverside area and Factory Square, another high-quality pedestrian space for people to enjoy.

Accessibility by Cycle

- 3.8 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes covering the whole of the City Centre and much of the surrounding conurbation. The extent of the 25-minute cycle isochrone is shown in **Figure 3.3**.



Figure 3.3: indicative Cycling Catchment



- 3.9 There are a number of designated cycle routes and facilities in the area as well as a network of quiet streets which are convenient for cyclists, and these are shown in **Figure 3.3**.



Figure 3.4: Local Cycle Infrastructure



- 3.10 It can be seen from **Figure 3.4** that the Site is well located in relation to existing cycle routes and facilities. The 20mph speed limit in place along surrounding roads in the city centre help to create a more cycle-friendly environment, and National Cycle Network Route 6 passes close to the site along Liverpool Road, which provides an on-road cycle route.
- 3.11 Part of Water Street is also designated as an on-road route, and this will be extended past the Site as part of the St John's redevelopment works, as described in the previous chapter. There is also a traffic-free cycle route with a good surface running broadly parallel to the River Irwell, which will provide a convenient route for occupants and visitors to the proposed development.
- 3.12 TfGM's City Centre Triangle Scheme aims to provide radial routes across and around the regional centre. The proposal will focus on providing fully protected space separated from traffic for people travelling on bikes and on foot.
- 3.13 This scheme would provide better connectivity within city centre and to other public transport services like Piccadilly station, Victoria station and Deansgate station. This would encourage multi modal journeys by bicycle and train among residents.



Enterprise Car Club

- 3.14 Enterprise Car Club operates all over Manchester and offers a low-cost alternative to owning a car. There are four Enterprise Car Club cars located well within 10 Mins walking distance from the site on St Mary's Parsonage, Deansgate Road, Bridgewater Street and Castle Street. There are numerous other Enterprise Car Club locations conveniently located within the city centre. Users pay a modest up-front annual fee then an hourly charge from £8.63 per hour plus a fuel charge. There are other discounts available subject to age, usage and type of vehicle required.

Accessibility by Public Transport

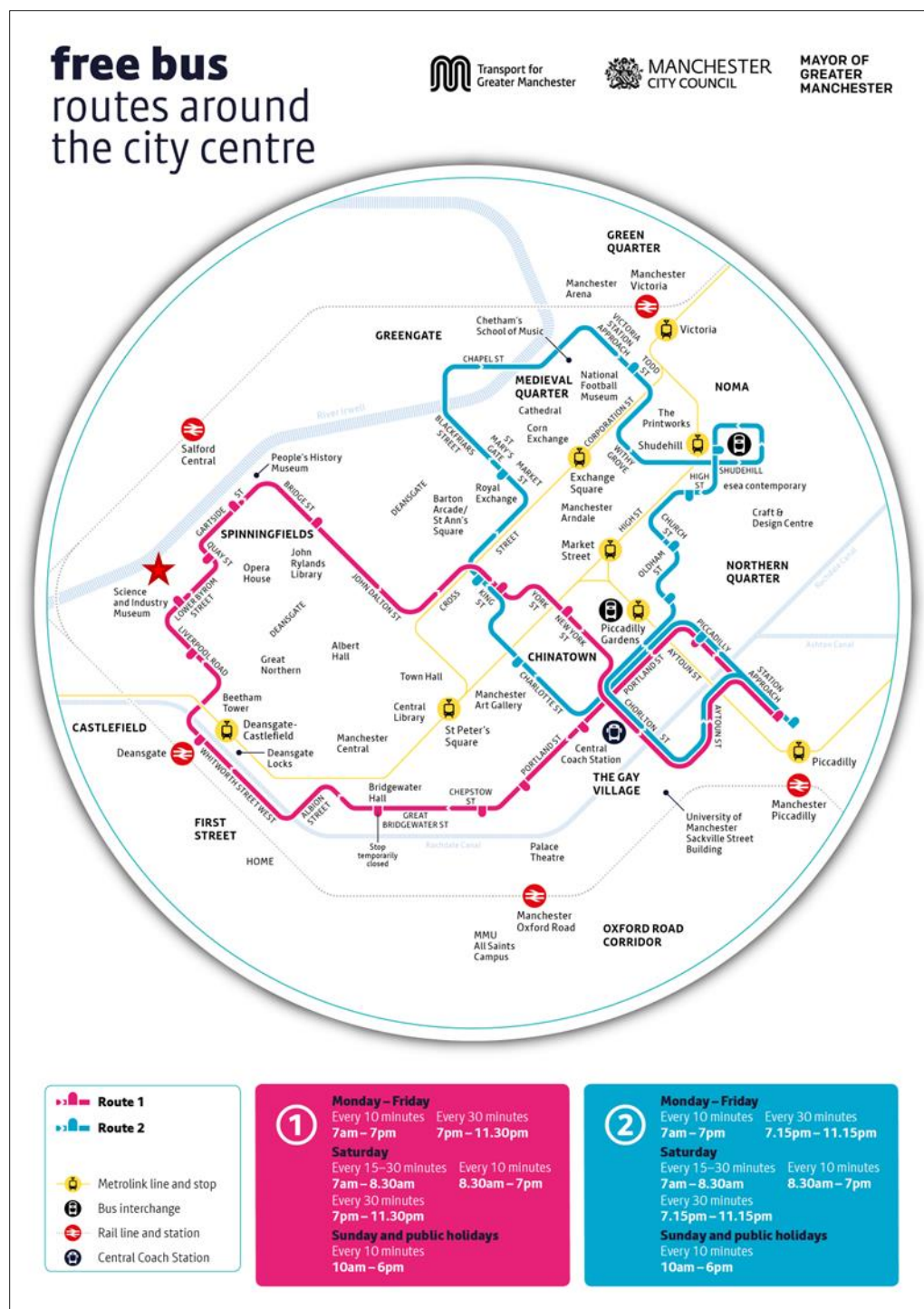
- 3.15 Access by public transport represents a key mode choice to the Site. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, 'Get Me There' smart cards, Journey Planning Apps and use of the Personalised Travel Planning service.

Free Bus

- 3.16 Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are highly branded, are accessible by disabled users and run on a 10-minute daytime frequency. There are two routes, with Route 1 running from Piccadilly Station to Spinningfields and Deansgate area and Route 2 operates from Piccadilly Station to China Town and Northern Quarters.
- 3.17 The residents could access route 1 through Bridge Street, Gartside Street and Quay Street. And residents could also use route 2 through King Street Interchange. As illustrated in **Figure 3.6** overleaf, the Free Bus service covers most of the city centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.
- 3.18 Both Free Bus routes therefore offer convenient links for travel to and from the Site, which is just a short walk from the bus stops along Quay Street.



Figure 3.5: Free Bus Route Map



Scheduled Bus Services

- 3.19 Other significant bus services are available within a short walk of the Site. The Liverpool Road provides access to the bus services no. 33, which operates between Manchester to Worsley via Eccles. The services operate every 30 mins from Mon-Sat with the evening service finishing at 23:00. The further major bus interchange stops (like Deansgate) could be accessed using the Free Bus service.



- 3.20 It can therefore be concluded that the existing bus services operating in the vicinity of the Site provide the opportunity for many people travelling between the proposed development and the outlying surrounding areas of the conurbation to do so by bus. The development is therefore considered to be accessible by this mode of travel.

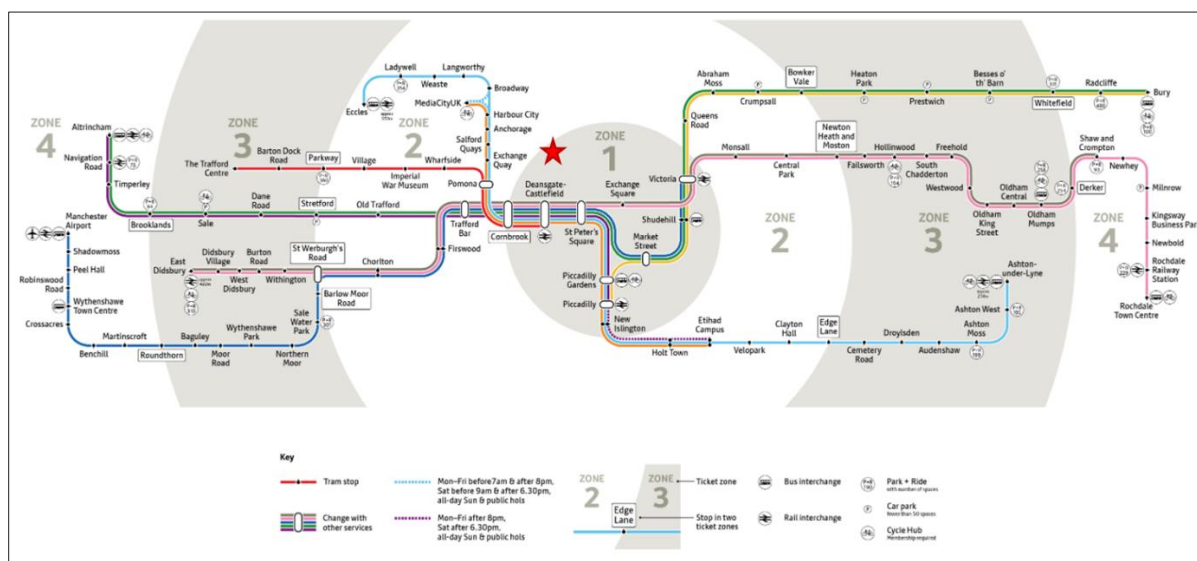
Accessibility by Rail

- 3.21 The Site is conveniently located for access to a number of rail stations. Salford Central Station is the closest, located immediately to the northwest of the development, just a five-minute walk away. As described previously, Salford Central station is now much more accessible on foot via the new footbridge across the River Irwell from Spinningfields. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 3.22 Deansgate Railway Station is located to the south, a 7-8 minute walk away. Major destinations accessible through this station are Manchester Airport, Blackpool North, Windermere and Southport. Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by the Fee Bus and access to further regional and national services is provided from this station.

Accessibility by Metrolink

- 3.23 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. The destinations and Metrolink stops are shown in **Figure 3.7**. Deansgate Castlefield is the closest Metrolink stop for access to the Site, and this stop has been upgraded to allow for the Second City Crossing.

Figure 3.6: Metrolink Network Map



3.24 The Metrolink network includes following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- Eccles and Media City;
- The Trafford Centre.

3.25 The Metrolink will offer excellent public transport connectivity for occupants and visitors to the development.



4.0 Travel Plan Measures

Introduction

- 4.1 The objectives of the Framework Travel Plan will be supported by a series of physical and behavioural measures for the Site. From the basis of a car-free development, the measures will look to encourage greater use of public transport, cycling and walking.

Plan Management

- 4.2 Prior to occupation, a Travel Plan Co-Ordinator (TPC) will be appointed by Union Living Ltd who are the management authority of the site. The day-to-day operation and management of the plan will be carried out by the TPC who will promote, maintain, monitor and review it. It is expected that the Site management will incorporate the role of TPC into their other duties on site.
- 4.3 The TPC will be responsible for the preparation/ upkeep of the Travel Plan and will provide a liaison in implementing the plan with the local authority. Once appointed the TPC will forward their contact details to Manchester City Council and TfGM.
- 4.4 The TPC will be the first point of contact for occupants and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from occupants relating to the Travel Plan.
- 4.5 At this stage SLR Consulting will act as TPC in an interim role.

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Travel Information Pack (Digital/ Hardcopy)

- 4.6 In order to build on the locational advantages that the Site enjoys, it is proposed that on occupation a Travel Pack is provided to all residents either as a hard copy or digitally. The contents of such a travel pack should include the information that informs occupants of sustainable travel options that are available to them. The measures that should be considered for inclusion in the pack are described in the later sections but should focus on:
- Public transport timetable information and route maps;
 - Walking / cycling map of the city centre and other key local destinations; and
 - Information on city centre car clubs (e.g., Enterprise Car Club), which can reduce the reliance on car ownership for people who need to use a car occasionally.
- 4.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a development.
- 4.8 An example of Travel Information Pack is provided in **Appendix B**.



Travel Notice Boards/ Screens

- 4.9 A community notice board or an electronic screen would be installed within a common reception/ lounge area of the development site. This will be available for use by the TPC to promote events within the site, show local footpath and cycle routes, advertise improvements to public transport services and publicise the Travel Plan itself.

Measures to Improve Cycling

- 4.10 Cycling will be encouraged with information on cycle provision, cycle maintenance and cycle maps being provided by the TPC highlighting the routes to key destinations nearby. The health benefits associated with cycling will also be promoted by the TPC.
- 4.11 Information on cycling in Manchester is available through the links below and would be made available in the Travel Pack:
- <https://beeactive.tfgm.com/cycle-hire/>
 - <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>
 - <https://www.bikeability.org.uk/>
 - <http://www.sustrans.org.uk/>
- 4.12 In terms of physical measures, the site itself will encourage travel through the aforementioned cycle parking provision. The TPC will work on collaborating with a local shop or TfGM if feasible, to provide free or discounted cycling equipment. This could include items such as helmets or lights.
- 4.13 The reception will manage a scheme which provides free bike hire for occupants as required. It would also include the provision of helmets, bike locks and other equipment to enable occupants an ease to cycle around the town. Cycle Maintenance Technicians would be invited to the site to undertake routine check to ensure the bikes remains road worthy.

Measures to Improve Take up of Walking

- 4.14 The 'Welcome Pack' will include information on suggested walking routes in the surrounding areas, including local public transport services.
- 4.15 The health benefits of walking will be promoted to all users of the Site. Information on walking in Manchester is available through MCC's website and other outside organisations such as www.walkit.com which enables pedestrians to plan their walking routes in and around Manchester. The Travel Plan Co-ordinator will promote these websites and the benefits of walking.
- 4.16 The Site itself will encourage walking through the public realm improvements which are proposed in the surrounding area. The widening of footways along with traffic calming measures will ensure that occupants can easily connect with the surrounding footway network and thus access the wealth of amenities close to the Site.
- 4.17 Reception would have umbrellas available at desk to lend for occupiers as required.



Measures to Improve Public Transport Use

- 4.18 Public transport use will be encouraged by active promotion and publicity. The real time travel information of public transport services and TfGM's journey planning website would be made available to the electronic travel notice board.
- 4.19 The travel plan website would include links to Traveline and North West for journey planning as well as TfGM's own journey planning website.
- 4.20 Additionally, the websites for local bus operators, the Metrolink and rail services would be made available both within the Travel Pack and on the notice board within the Site. The TPC will investigate the ways to provide discounted bus travels for residents.



5.0 Targets & Monitoring

Targets

- 5.1 Given the highly accessible location of the Site, and that there is no parking on site. The Occupants will benefit from the excellent location and sustainable transport characteristics of the area without the need for a car.
- 5.2 Therefore, as there is no improvement expected to reduce car use, the Travel Plan targets are more about delivering on the Actions as described in Section 6.

Monitoring

- 5.3 To enable the success of the Travel Plan to be established, the Travel Co-ordinator will be responsible for on-going monitoring and annual travel surveys for a period of five years. The timescale for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan. An example of Resident Travel Survey is provided in **Appendix C**.
- 5.4 The TPC would update the occupant's survey and forward the collected information to TfGM for review.
- 5.5 DfT best practice guidelines state that monitoring of the travel plan should normally take place on the following basis:
- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
 - Annually or at least every two years thereafter to provide on-going information on the impact of the plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by development.
- 5.6 It should be noted that due to the regular turnover of short-term occupants within this co-living scheme, the same individuals are unlikely to be surveyed more than once. However, on-going monitoring with the use of findings from the travel surveys will help to identify how travel behaviour changes as each new group of occupants live in the development.
- 5.7 Information gathered as part of the continuous monitoring process will be compiled into a Travel Plan Progress Report. This report will be produced at intervals to be agreed with MCC and will be made available to TfGM.
- 5.8 On-site cycle facilities will continuously be monitored by the TPC who will ensure that cycle stores are being used correctly and that there are sufficient cycle spaces to meet occupants' demand.

Travel Plan Budget

- 5.9 The developer is committed to delivering on the Travel Plan actions. This does require physical infrastructure and investment in time from the TPC. This will be delivered although a specific budget has not been specified at this time.



6.0 Action Plan

6.1 **Table 6.1** below provides an Action Plan for framework and timescales for implementation of the Travel Plan.

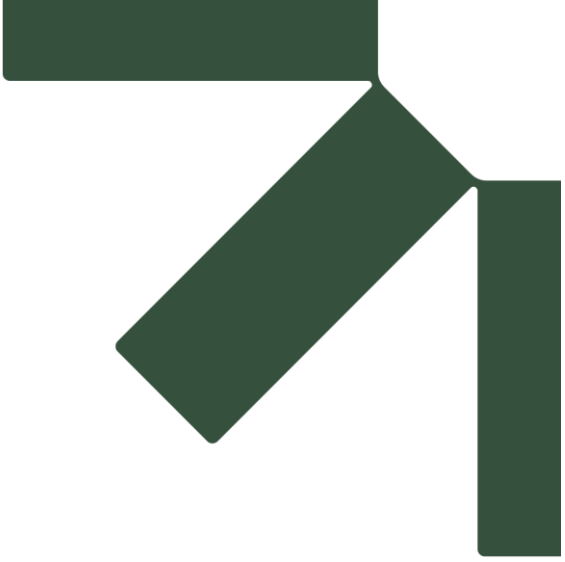
Table 6.1: Action Plan

Measure	Target Date	Ownership
Prior to Occupation		
Appointment of Travel Plan Coordinator	As per planning approval SLR will act as Interim TPC	Developer
Installation of on-site infrastructure for sustainable travel including cycle parking.	As per planning approval	Developer
Set up Travel Plan budget.	As per planning approval	Developer
Sales Phase		
Sustainable travel information included within initial information pack.	During sales period	Developer
Sales and marketing staff to be made aware of sustainable travel options.	During sales period	Developer/Sales Staff
Upon Occupation (Short Term – within 6 Months)		
Provision of Travel Packs for employees & occupants	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make employees / occupants aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for employees	On-going	Occupier's Travel Plan Coordinator



Measure	Target Date	Ownership
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator





Appendix A Proposed Site Layout Plans

Discharge of Condition No. 27 - Framework Travel Plan

Union Tower 2, St John's

Union Living Ltd

SLR Project No.: 432.P01386.00002

29 August 2024

AREA USE KEY

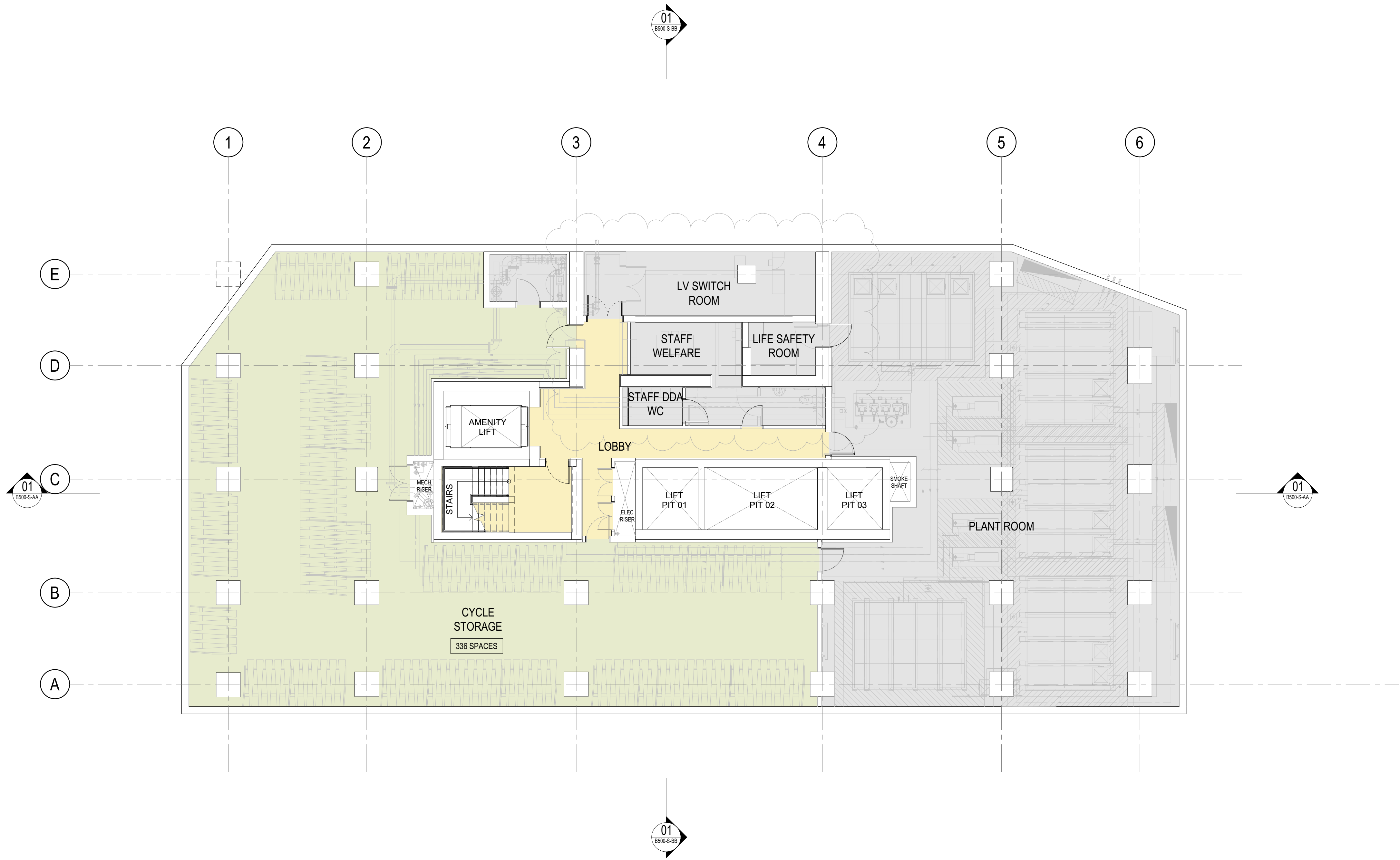
- BACK OF HOUSE/PLANT
- CIRCULATION
- RISERS/ VOIDS
- STORAGE

TABLE OF CHANGES FOR PLANNING
AMMENDMENTS: PLAN

NOTE: REFER TO 6555_VITA T2_401_SCHEDULE
OF CHANGES_20211018

SUMMARY OF CHANGES BETWEEN CONSENTED
PLANNING DRAWINGS, AS PER APPLICATION
REF 126648/FO/2020 AND RESUBMITTED PROPOSED
MMA APPLICATION DRAWINGS:

- 1 - GROUND FLOOR COMMERCIAL UNIT**
GROUND FLOOR FOOTPRINT DEVELOPED TO INCLUDE
COMMERCIAL UNIT
- 2 - EXTERNAL DOORS AND LOUVRES**
INTRODUCED AND RECONFIGURED TO GROUND
FLOOR AND MEZZANINE LEVEL
- 3 - CO WORKING STAIRCASE**
NEW STAIR CASE INTRODUCED SERVING AS A SECOND
MEANS OF ESCAPE
- 4 - BIN CHUTE**
REMOVED AND REPLACED WITH INTERNAL STORE
- 5 - BMU AMENDED**
STATIC ROOF-MOUNTED MAINTENANCE UNIT (BMU)
AMENDED TO MOBILE PERIMETER TRACK-MOUNTED
TYPE BMU WHICH WHEN PARKED IS FULLY
CONCEALED
- 6 - INTERNAL PLANT**
PLANT RECONFIGURED AT MEZZANINE LEVEL
INTRODUCTION OF NEW INTERNAL PLANT ROOMS TO
LOWER ROOF LEVEL STAIR ACCESS TO UPPER ROOF
LEVEL ALSO INDICATED
- 7 - EXTERNAL LANDSCAPING**
LANDSCAPING UPDATED TO ALIGN WITH LATEST
PROPOSALS
- 8 - WIND MITIGATION STRATEGY**
ADDITIONAL TREES, CANOPY, WALKWAY ARCHES,
BALUSTRADES AND SCREENS INTRODUCED FOLLOWING
WIND MITIGATION ANALYSIS
- 9 - ROOF TERRACE**
INTRODUCED AT LEVEL 01 WITH GLAZED
PERIMETER BALUSTRADE



No.	Date	Dwn	Chk	App	Revision or reason for issue
A	20200313	PT	PT	JR	ISSUED FOR INFORMATION - DESIGN FREEZE First Issue
B	20200320	PT	PT	JR	ISSUED FOR PLANNING
C	20200327	PT	PT	JR	ISSUED FOR PLANNING
D	20211014	JG	ML	JR	ISSUED FOR PLANNING
E	20220113	ML	GS	JR	ISSUED FOR PLANNING

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Project Title
T2 VITA LIVING, ST. JOHNS

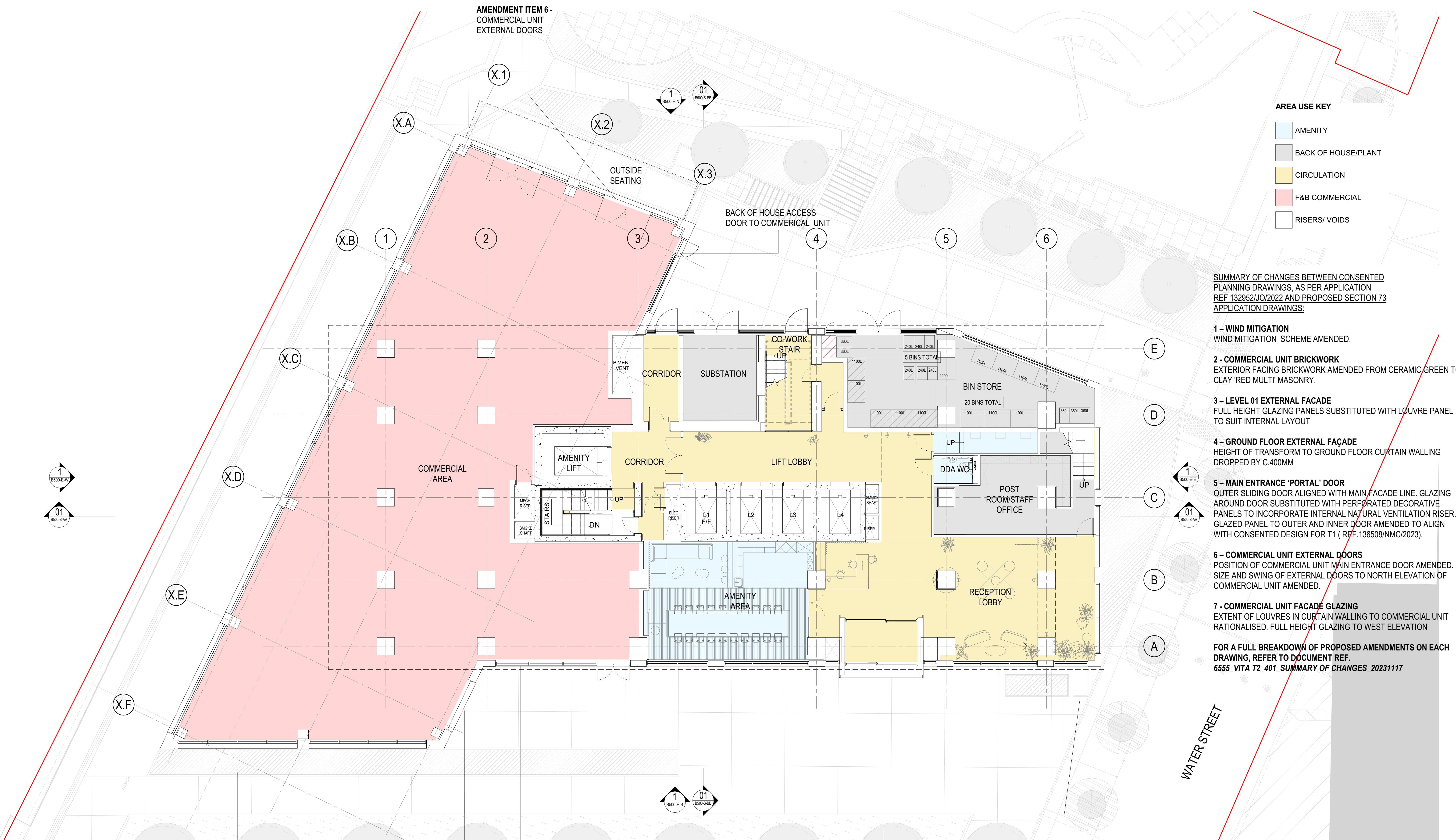
Scale / North Point
1:100 @ A1 0 1 2 3 5M
1:200 @ A3

Drawing Title
BASEMENT LEVEL GA PLAN

Drawing Number
6555-P-B500-P-B

Revision
E

Drawing Status
PLANNING



AREA USE KEY

- AMENITY
- BACK OF HOUSE/PLANT
- CIRCULATION
- F&B COMMERCIAL
- RISERS/ VOIDS

SUMMARY OF CHANGES BETWEEN CONSENTED PLANNING DRAWINGS, AS PER APPLICATION REF 132952/J0/2022 AND PROPOSED SECTION 73 APPLICATION DRAWINGS:

- 1 - WIND MITIGATION**
WIND MITIGATION SCHEME AMENDED.
- 2 - COMMERCIAL UNIT BRICKWORK**
EXTERIOR FACING BRICKWORK AMENDED FROM CERAMIC GREEN TO CLAY 'RED MULTI' MASONRY.
- 3 - LEVEL 01 EXTERNAL FACADE**
FULL HEIGHT GLAZING PANELS SUBSTITUTED WITH LOUVRE PANEL TO SUIT INTERNAL LAYOUT
- 4 - GROUND FLOOR EXTERNAL FAÇADE**
HEIGHT OF TRANSFORM TO GROUND FLOOR CURTAIN WALLING DROPPED BY C.400MM
- 5 - MAIN ENTRANCE 'PORTAL' DOOR**
OUTER SLIDING DOOR ALIGNED WITH MAIN FACADE LINE. GLAZING AROUND DOOR SUBSTITUTED WITH PERFORATED DECORATIVE PANELS TO INCORPORATE INTERNAL NATURAL VENTILATION RISER. GLAZED PANEL TO OUTER AND INNER DOOR AMENDED TO ALIGN WITH CONSENTED DESIGN FOR T1 (REF.136508/NMC/2023).
- 6 - COMMERCIAL UNIT EXTERNAL DOORS**
POSITION OF COMMERCIAL UNIT MAIN ENTRANCE DOOR AMENDED. SIZE AND SWING OF EXTERNAL DOORS TO NORTH ELEVATION OF COMMERCIAL UNIT AMENDED.
- 7 - COMMERCIAL UNIT FACADE GLAZING**
EXTENT OF LOUVRES IN CURTAIN WALLING TO COMMERCIAL UNIT RATIONALISED. FULL HEIGHT GLAZING TO WEST ELEVATION

FOR A FULL BREAKDOWN OF PROPOSED AMENDMENTS ON EACH DRAWING, REFER TO DOCUMENT REF. 6555_VITA T2_401_SUMMARY OF CHANGES_20231117

AMENDMENT ITEM 1 -
WIND MITIGATION

AMENDMENT ITEM 6 -
COMMERCIAL UNIT
EXTERNAL DOORS

AMENDMENT ITEM 4 -
GROUND FLOOR
EXTERNAL FACADE

AMENDMENT ITEM 5 -
MAIN ENTRANCE 'PORTAL' DOOR

AMENDMENT ITEM 1 -
WIND MITIGATION

KEY:
PLANNING APPLICATION
BOUNDARY

General Notes
Do not scale from drawing. Use marked dimensions.
To be read in conjunction with all other Consultant's drawings.
The Architect to be immediately notified of any discrepancies.
Copyright on this drawing retained by the Architect.

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Project Title
T2 VITA LIVING, ST. JOHNS

Scale / North Point
1:100 @ A1 0 1 2 3 5M
1:200 @ A3

Drawing Title
GROUND FLOOR PLAN

Drawing Number
6555-P-B500-P-00

Drawing Status
PLANNING

Revision
J

No.	Date	Dwn	Chk	App	Revision or reason for issue
A	20200313	PT	PT	JR	ISSUED FOR INFORMATION - DESIGN FREEZE First Issue
B	20200320	PT	PT	JR	ISSUED FOR PLANNING
C	20200327	PT	PT	JR	ISSUED FOR PLANNING
D	20200327	GS	GS	JR	ISSUED FOR PLANNING
E	20211014	JG	ML	JR	ISSUED FOR PLANNING
F	20211117	JG	GS	JR	ISSUED FOR PLANNING
G	20211130	JG	GS	JR	ISSUED FOR PLANNING
H	20220114	ML	GS	JR	ISSUED FOR PLANNING
J	20231117	SC	GS	JR	ISSUED FOR PLANNING

LINE OF PROPOSED
CANOPY OVER

EXTENT OF TOWER
ABOVE

AREA USE KEY

- BACK OF HOUSE/PLANT
- CIRCULATION

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REF 132952/JO/2022 AND PROPOSED SECTION 73
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FULL HEIGHT GLAZING PANELS SUBSTITUTED WITH LOUVRE PANEL TO SUIT INTERNAL LAYOUT

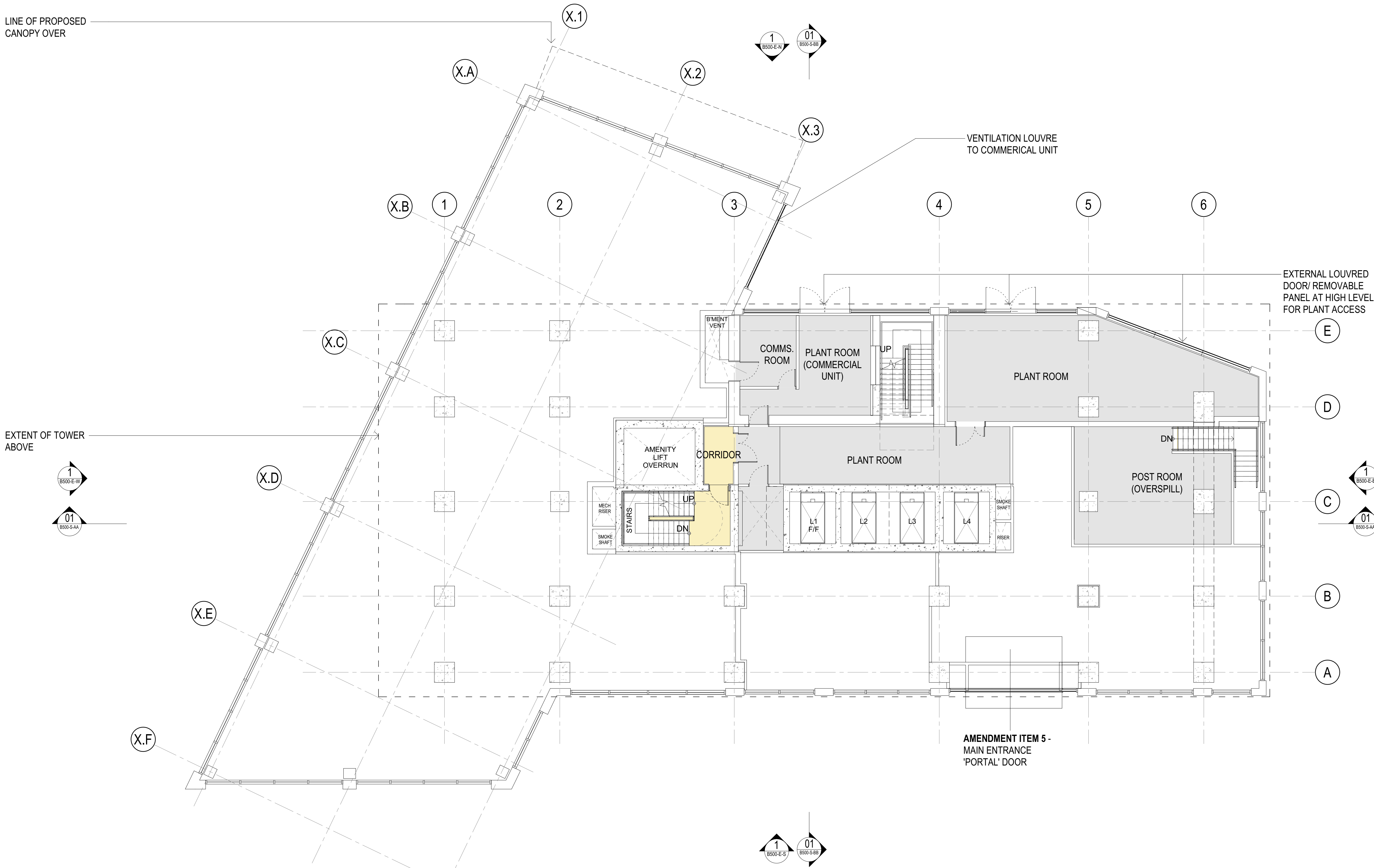
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FOR A FULL BREAKDOWN OF PROPOSED AMENDMENTS ON EACH
DRAWING, REFER TO DOCUMENT REF.
6555_VITA T2_401_SUMMARY OF CHANGES_20231117



No.	Date	Dwn	Chk	App	Revision or reason for issue
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Project Title
T2 VITA LIVING, ST. JOHNS

Scale / North Point
1:100 @ A1 0 1 2 3 5M
1:200 @ A3

Drawing Title
MEZZANINE FLOOR PLAN

Drawing Number
6555-P-B500-P-M

Revision
F

Drawing Status
PLANNING

LINE OF PROPOSED
CANOPY

LINE OF PROPOSED
HANDRAIL

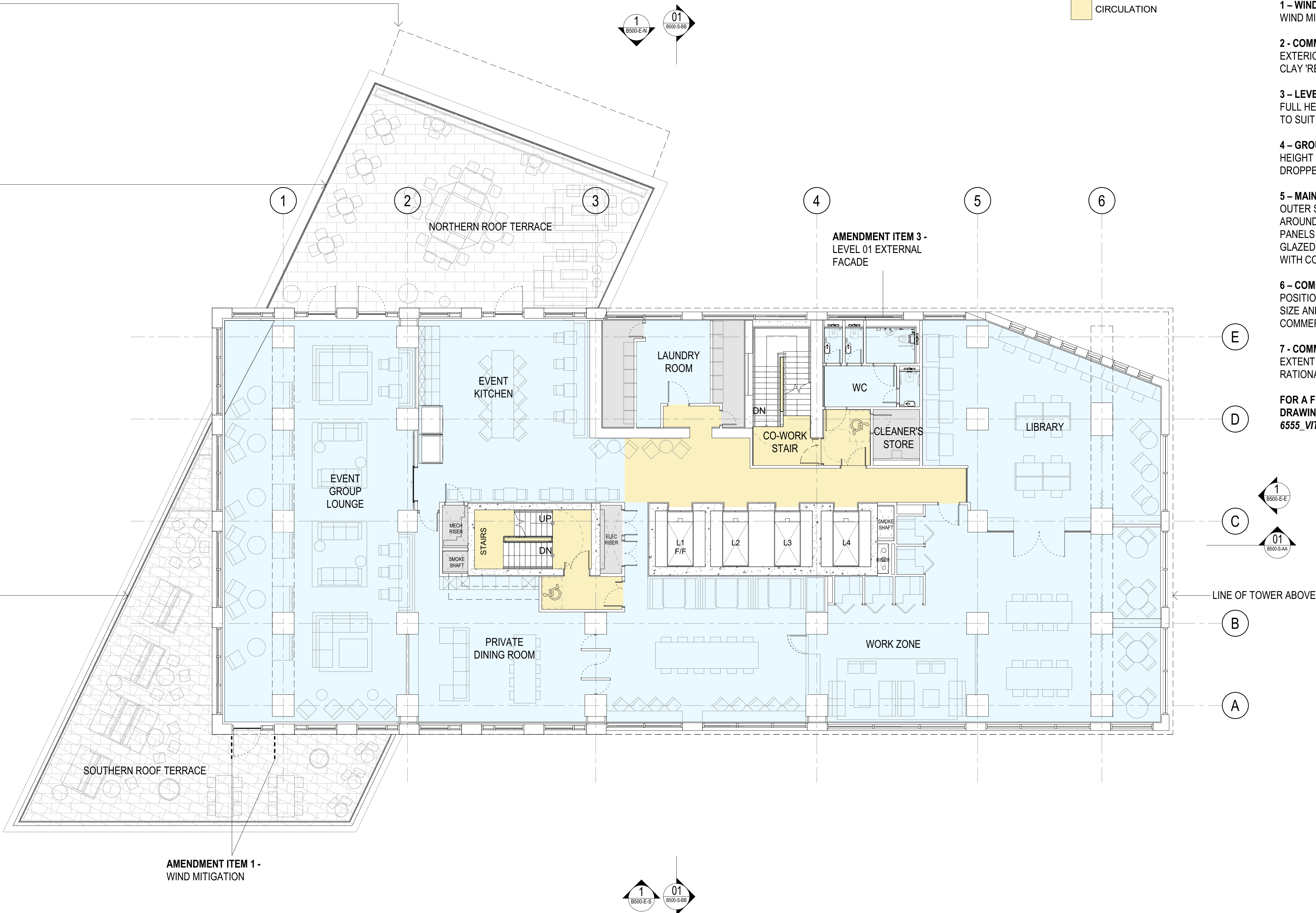
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HANDRAIL

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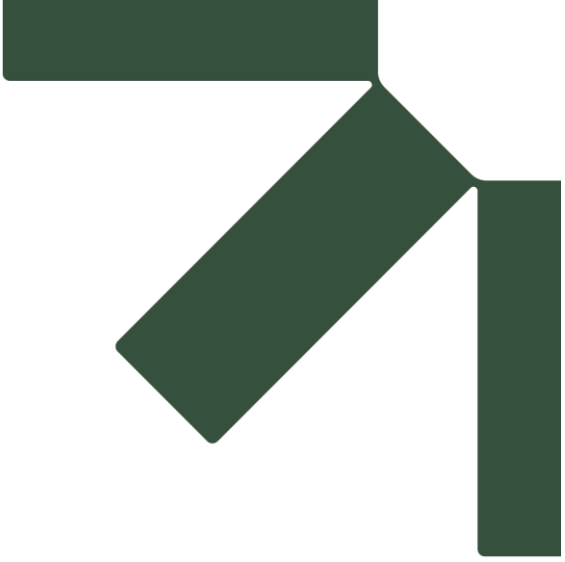
Scale / North Point
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1:200 @ A3

Drawing Title
LEVEL 01 GA PLAN

Drawing Number
6555-P-B500-P-01

Drawing Status
PLANNING

Revision
F



Appendix B Example Travel Information Pack

Discharge of Condition No. 27 - Framework Travel Plan

Union Tower 2, St John's

Union Living Ltd

SLR Project No.: 432.P01386.00002

29 August 2024

Example Resident Travel Information Brochure

Welcome to your new home





Introduction

Now is a great time to think about how you travel around your new home...

This Travel Information Brochure provides you with information to help travel with greater ease and to reduce your dependence on driving a private car. It includes information on how to get around using public transport and other environmentally friendly methods of travel.

Your home is located ... The location of your home provides a great opportunity to travel by non-car modes, so why not see what is available?

This Travel Information Brochure is one of many measures included in a Travel Plan produced for this new community and is agreed with ...

A Travel Plan is a document which sets out the strategies to encourage you to use alternatives to the private car and to increase your awareness of the advantages and potential for travel by more environmentally friendly modes.



Contents

- 1 Walking Information
- 3 Your Local Amenities
- 4 Cycling Information
- 5 5km Cycling Catchment
- 6 Cycling Schemes and Security
- 7 Cycle Initiatives
- 8 Cycle Map
- 10 Local Bus Services
- 11 Bus Map
- 12 Local Rail Services
- 13 National Railway Websites
- 17 Car Share Information
- 18 Moped/Motorbike Information
- 19 Other Travel Information

Walking

Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Try to increase the amount of walking you do every week and enjoy the health benefits. Even if you live some distance from your destination you can make walking part of your journey by getting off your bus or train a stop earlier and walking instead.

Comprehensive pedestrian infrastructure is provided around your new neighbourhood, including street lighting along all roads surrounding your home, aiding security, and promoting road safety on...

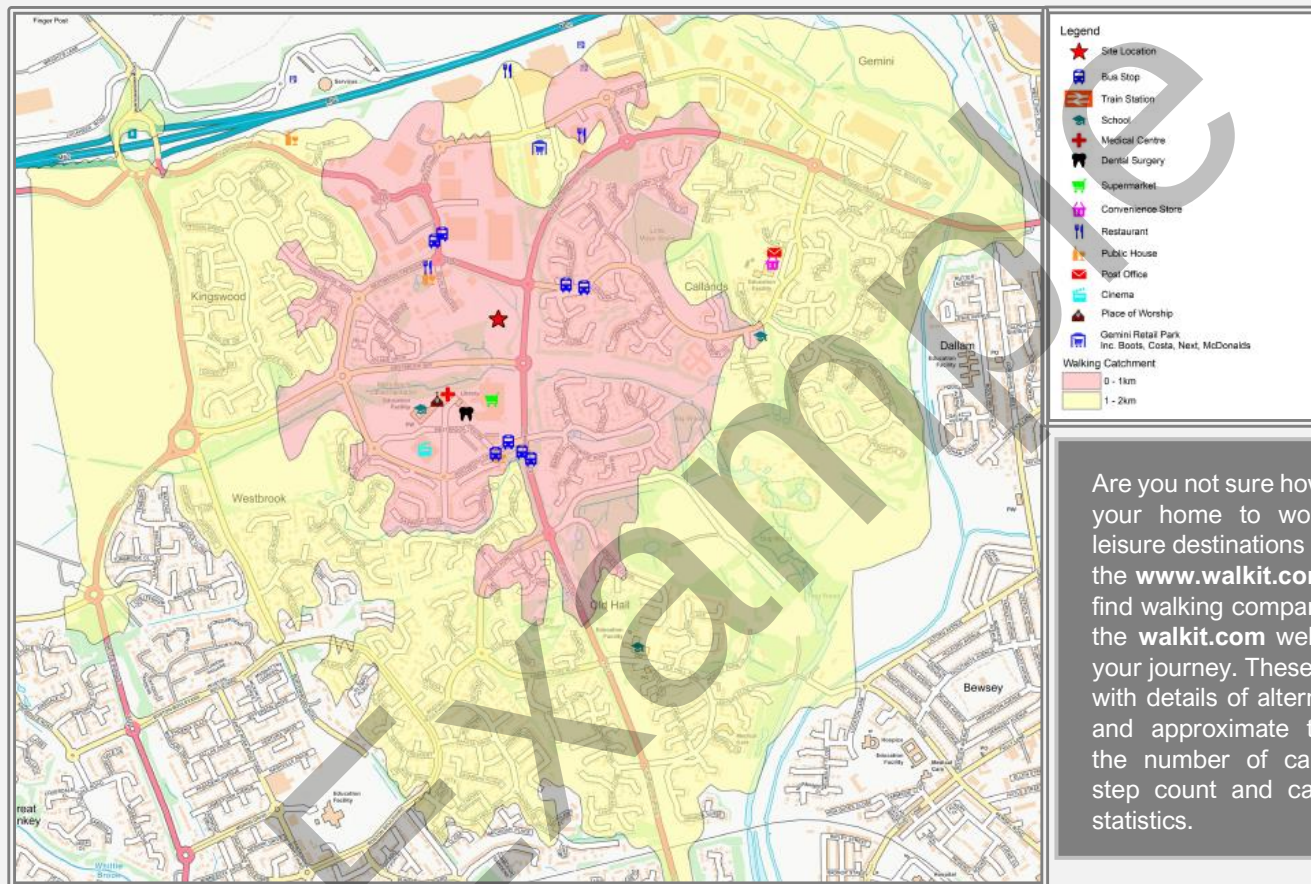
You can access a wide range of amenities within a 2km walking distance of your home, which means that it would take you no more than around 25 minutes to access the entirety of the local area. A plan illustrating the location of such amenities is provided overleaf.



Benefits of walking:

- *Walking is a great form of **exercise**, which keeps you fit.*
- *A half an hour brisk walk per day can **reduce the risk of heart disease** by half.*
- *Walking **costs nothing** and offers a wide range of benefits to you and the community.*
- *Walking is an **environmentally friendly** activity. Every time you choose to walk instead of driving, you are reducing the air pollution caused by traffic. By regularly walking, you are making a positive impact on the environment.*

For more information about walking visit: ...



Are you not sure how to get from your home to work, retail or leisure destinations on foot? Use the www.walkit.com website to find walking companions, or use the [walkit.com](http://www.walkit.com) website to plan your journey. These provide you with details of alternative routes and approximate travel times, the number of calories burnt, step count and carbon saving statistics.



Cycling

Your new neighbourhood is suitable for cycling as it is reasonably flat and benefits from being in the vicinity of a number of cycle routes. Cycling is a great way for you to get regular exercise, with the added benefit of a guaranteed arrival time, cycling can be a healthy and safe way to travel. It's both quicker than walking and cheaper than driving a car.

... Cycle Map shows that the roads surrounding your new home are recommended to be used by cyclists of moderate experience, with other roads recommended to be used by cyclists with slightly more experience.

This Welcome Pack also provides you with a plan showing a 5km catchment for cycling. This encompasses areas such as... Cycling could be seen as a viable form of commutable transport for you if you work in and around your neighborhood's surrounding areas.

You can also cycle to nearby Railway Stations as part of a linked cycle-rail trip. It would take you approximately 15 minutes to reach... The journey time to this station is approximately 11 minutes.

Your Local Cycle Shops

Decathlon

...

D&M Cycles

...

Cyclehouse

...

Benefits of Cycling:

- Cycling is '**green**' – you can feel good about doing your bit for the environment.
- Cycling is **quick** – for short journeys under 5-miles cycling is twice as fast as a car in traffic.
- Cycling is **cheap** – no bus, train or season tickets is required.



If you would like to find people cycling on similar routes, try using online journey matching database:

CycleBUDI

www.bikebudi.liftshare.com

Activity Junkie

www.activityjunkie.com/en/tag/4/cycling

WalkBUDI and CycleBUDI schemes are part of the National Lift Share Network and are simple and free to use. They match individuals with others walking or cycling the same direction so they can do it together. The matches are displayed in both table and map format, allowing the users to easily find the most suitable match.

Did you know that ...people who cycle regularly enjoy fitness level equal to that of a person who is 10 years younger?

An extract of the ... Cycle Map focusing on your home location is provided overleaf. You can download the whole map by following this link: ...

Wondering how to keep your bike secure? You can sign up to BikeRegister and get your bike security-marked. You can access BikeRegister by following this link: <https://www.bikeregister.com/>

When riding your bike in public, you should always make sure you lock it up in a dedicated cycle space. Ensure you lock your bike up at home too by not leaving it in hallways and sheds. Should your bike be of a high value, it's always worth adding it to your home insurance policy.

If your bike ever gets stolen, you should report this to the Police by calling 101.



As a resident in at ..., you should be aware that ... offer free Bikeability level 2 cycle training to 10 year olds through their primary schools. The more advanced level 3 is also available to teenagers.

... also offer free training if you're over 16 and live, work or study in There are Bikeright Freewheeling cycling courses for everyone from beginners to experienced riders. This is ran by friendly instructors who are fully accredited, and courses are available during daytime, evenings, and weekends. So feel free to undertake a course that suits your lifestyle.

BikeRight offers one-to-one Cycle Skills lessons for children in ..., at a cost of £60. The lessons usually last for two hours and you can make a booking by following the below link:

<https://bikeright.co.uk/courses/family/>

You can access both Bikeability and Bikeright by following these links:

<https://bikeability.org.uk/>

<https://www.bikeright.co.uk/sponsors>

To book a place on a cycle training course follow this link:

<https://www.bikeright.co.uk/courses/individual/>





Public Transport

The nearest bus stops are located on ...

The services available within an acceptable walking distance from your neighbourhood are shown in the table below. These bus stops provide flagposts and display timetable information. These provide access to a range of destinations for you to travel to for employment, retail, education or leisure purposes. Areas reachable by bus include...

This Welcome Pack also provides you with extract from (TfGM's) Public Transport Map displaying the routes of the bus services outlined in the below table.

Service No.	Route	Approximate Freq (services per hour)					
		AM Peak	Mid-day	Mon-Fri PM Peak	Evening	Sat	Sun
17		2	2	0	0	2	1 service every 2 hours
17A	...	2	0	0	0	0	0
17C		0	0	2	1	0	0
254	...	1	0	0	0	0	0
263	...	2	0	0	0	0	0

The ... bus services are operated by ... You can save money with 'Touch & Go'.

You will need to pre-load the ticket of your choice, then every time you travel just show the driver the ticket on your phone or touch your smartcard on the card reader on the bus. There's no deposit and, not only would it save you money, it would give you unlimited travel on any regular bus.

Take a look at this option by following this link: ...

It's also worth using the Traveline website to get information on departure times, along with Bus Checker and Moovit. Links to these websites are provided below:

<https://www.traveline.info/>

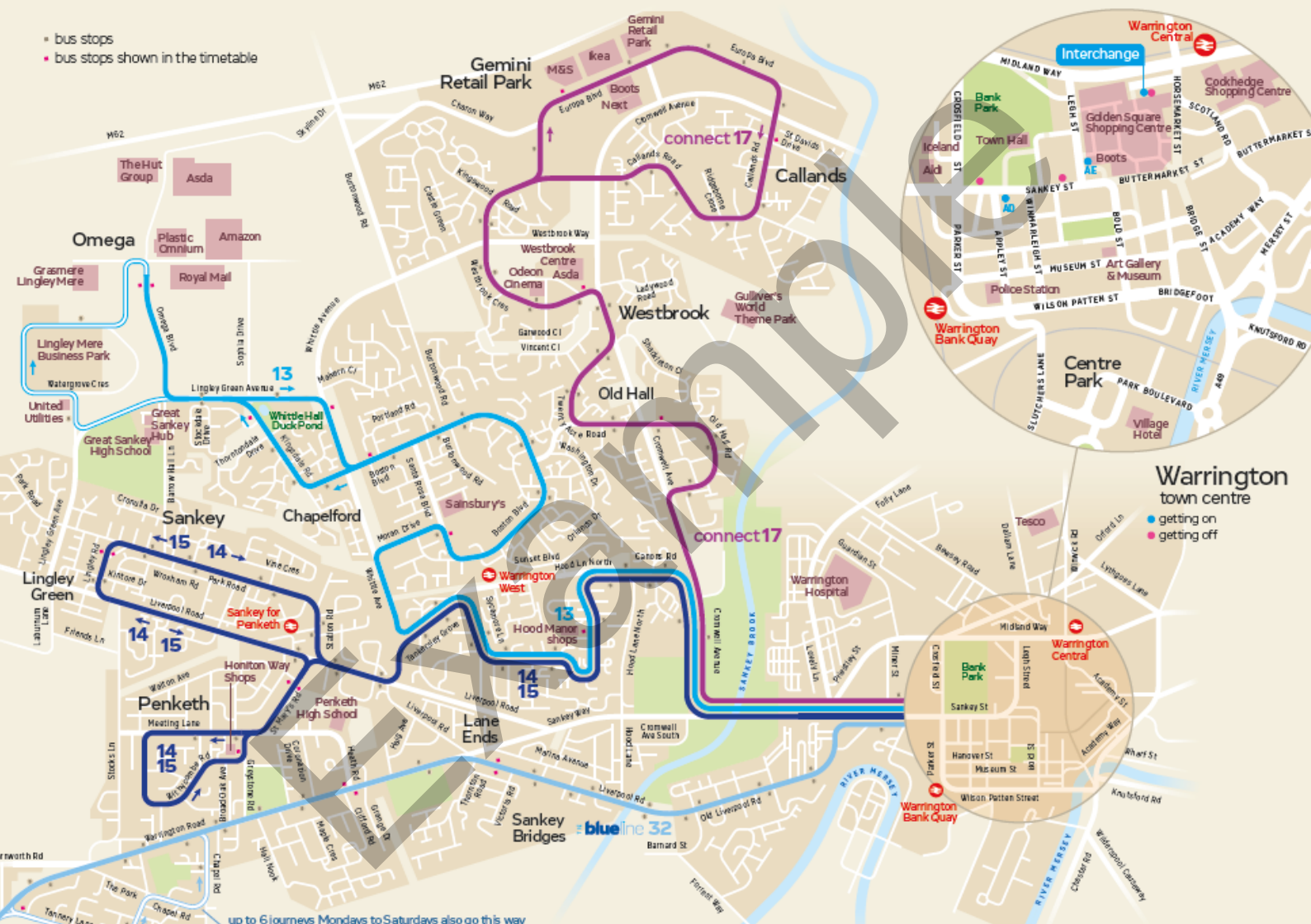
<http://www.buschecker.com/app/UK/>

<https://moovitapp.com/>



UK Bus Checker

- bus stops
- bus stops shown in the timetable



Warrington town centre

- getting on
- getting off

up to 6 journeys Mondays to Saturdays also go this way

Rail Services

... stations are all located within 5km of your new home. As noted earlier in the Welcome Pack, the opportunity exists for you to cycle to these stations as part of a linked cycle/rail trip.

A summary of the cycle facilities at each of these railway stations is provided below.

Facility	Station		
	Example Station	Example Station	Example Station
Bicycle Parking	Stands and Wheel Racks	Stands and Wheel Racks	Stands
Sheltered Storage	Yes	Yes	Yes
Storage Location	Cycle spaces are available outside the main entrance and on Platform 3/4	Storage located on Platforms 1 and 2	Storage within the cycle storage area
Storage Spaces	36	116	32



You can reach ... by getting on the ... bus service from near your home.

For more information and rail enquires, the following websites may be of help:

www.nationalrail.co.uk

www.thetrainline.com

Should you be over your state pension age, you are entitled to a Senior Rail Card/Bus Pass. You can purchase a Senior Rail Card from National Rail. Rail Cards are issued free of charge and are valid for 1 year.

When National Rail have received your completed application and supporting information, if you qualify, they will provide you with a code which can be redeemed on the National Rail website. A Senior Rail Card gives you 1/3 off a wide range of train fares, not free travel.

Should you be eligible, you can apply for a Senior Rail Card by following this link: [...](#)



National Rail



trainline



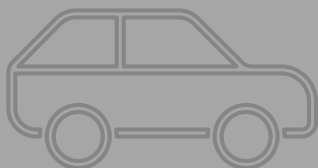
Car Share

Car Sharing, also known as Liftshare or carpooling, is a scheme where two or more people arrange to share a car journey. Car sharing has many financial, social and environmental benefits.

Travelling with other people by car is an easy way to cut your CO₂ emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give car sharing a go? Given the location of your local community, there is great potential for you to car share. It may be with a neighbour who works close to you who you can split the cost of travel with. You may be able to explore the benefits of car sharing by attending a 'Personalised Travel Planning Day' where you can find out who in your local community travels in the same direction as you on a daily basis.

You can also register your details online in order to find potential car sharers in your area. The websites are provided below.



Benefits of car sharing:

- Reduces travel costs as you will spend less on petrol and car insurance.
- Reduces wear and tear on your own vehicle.
- Helps reduce congestion. Did you know that there are an estimated 10 million empty seats on the UK roads every day during peak hours? Car sharing helps to fill those empty seats and reduce congestion.

There are internet-based car sharing schemes available. Why not try one of the following websites:

www.liftshare.com

Or try one of the following local taxi firms:

...

Moped/Motorbike

Travelling by a motorcycle is cheaper than by car and is also a more environmentally friendly option. Motorcycles also take up less road space so help to reduce congestion.

If you would like to learn to ride a motorcycle or a moped, you need to pass Compulsory Basic Training (CBT), which remains valid for 2 years upon completion.

The CBT is not a test, but rather a 5-part modular training course run over the duration of one day.

You don't have to pass your motorcycle theory test before completing CBT. After successful completion of the CBT you can ride a moped or a motorbike up to 125cc and with a power output of up to 11kW on the road.

You must use L plates until you pass your full motorcycle test.

Your closest motorbike test centre can be found at: <http://www.dft.gov.uk/fyn/practical.php>

Your Travel Plan Coordinator is available to provide you with guidance in relation to the way you travel and provide further information about the sustainable transport methods available to you.

For information on **walking** visit
www.walkit.com

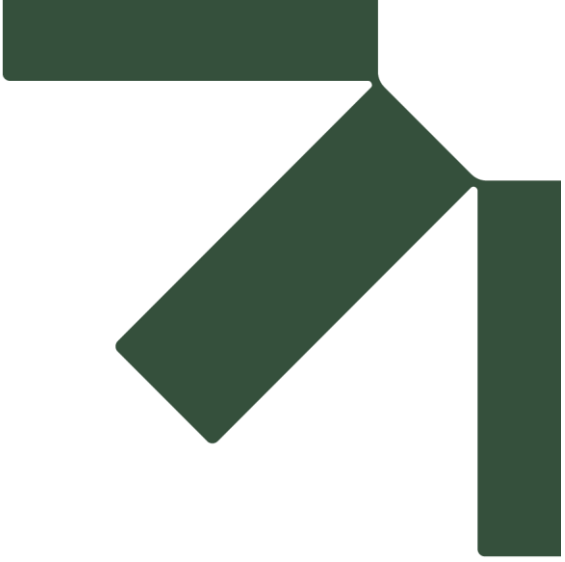
For information on **cycling** visit:
www.sustrans.org.uk
www.bikebudi.liftshare.com
www.activityjunkie.com/en/tag/4/cycling

For **bus timetables** visit:
...

For **rail enquiries** visit:
www.nationalrail.co.uk
www.thetrainline.com

For information about **car sharing** visit:
www.liftshare.com

Your local Travel Plan Coordinator is ... on behalf of Vectos and should you have any questions regarding travel please contact: ...



Appendix C Example Resident Travel Survey

Discharge of Condition No. 27 - Framework Travel Plan

Union Tower 2, St John's

Union Living Ltd

SLR Project No.: 432.P01386.00002

29 August 2024

Union T2 Travel Survey

Please complete this Survey by _____(date)

1 **Name*** _____

2 **Apartment Number *** _____

Providing your name / address is not essential but it does help us target measures.

3 **Gender**

- 1 ☐ Male (inc. transgender men)
2 ☐ Female (inc. transgender women)
3 ☐ Prefer to self describe as _____
(please specify)
4 ☐ Rather not say

4 **Age**

- 1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

5 **Are you in Employment/Education?**

- 1 ☐ Full Time 2 ☐ Part Time 3 ☐ No

6 **How many days do you typically travel to Work or for Education and at what time?**

Days _____ Start Time _____
Finish Time _____

7 **On your last trip for Work /Education, which form of transport did you use?**

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Scooter
10 ☐ Other (specify) _____

8 **How long did that journey take?**

- 1 ☐ 0 to 10 minutes
2 ☐ 11 to 15 minutes
3 ☐ 16 to 30 minutes
4 ☐ 31 to 45 minutes
5 ☐ More than 45 minutes

9 **On your last trip for shopping or leisure, which form of transport did you use?**

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram

- 6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Scooter
10 ☐ Other (specify) _____

9 **How long did that journey take?**

- 1 ☐ 0 to 10 minutes
2 ☐ 11 to 15 minutes
3 ☐ 16 to 30 minutes
4 ☐ 31 to 45 minutes
5 ☐ More than 45 minutes

11 **Do you have a Bike at Union T1?**

- 1 ☐ Yes 2 ☐ No

12 **Have you used the Bee Network Hire Bikes?**

- 1 ☐ Yes 2 ☐ No

13 **If so how many times in the last 6 months**

14 **Do you have a Disability that may affect your travel arrangements?**

- 1 ☐ Yes 2 ☐ No

15 **If there are any issues which prevent you from cycling please indicate all that apply below:**

- 1 ☐ Concerns over Road safety
2 ☐ Security and risk of theft
3 ☐ Weather
4 ☐ Fitness/Ability to ride
5 ☐ Lack of cycle lanes
6 ☐ Cost
7 ☐ Maintenance problems
8 ☐ Other (specify) _____

16 **Do you own a car?**

- 1 ☐ Yes 2 ☐ No

17 **If yes where is it normally parked.**

18 **Your views and ideas are important, so please add any other comments about your travel experiences.**



Making Sustainability Happen