



# Vehicle Access Strategy

**One Medlock Street, Manchester**

**Dominus Medlock Street Ltd**

Prepared by:

**SLR (trading as Vectos (North) Limited)**

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.065701.00001

9 February 2024

Revision: 01

## Revision Record

| Revision | Date                   | Prepared By | Checked By | Authorised By |
|----------|------------------------|-------------|------------|---------------|
| 01       | 9 February 2024        | AT          | IE         | GD            |
|          | Click to enter a date. |             |            |               |
|          | Click to enter a date. |             |            |               |
|          | Click to enter a date. |             |            |               |
|          | Click to enter a date. |             |            |               |

## Basis of Report

This document has been prepared by SLR (trading as Vectos (North) Limited) (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Dominus Medlock Street Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



## Table of Contents

|                                                     |          |
|-----------------------------------------------------|----------|
| <b>1.0 Introduction .....</b>                       | <b>1</b> |
| Background.....                                     | 1        |
| Scope of Report.....                                | 1        |
| <b>2.0 Policy Context .....</b>                     | <b>2</b> |
| Introduction .....                                  | 2        |
| Relevant Policy Guidance .....                      | 2        |
| <b>3.0 Vehicular Access Strategy .....</b>          | <b>4</b> |
| Vehicle Access.....                                 | 4        |
| Servicing .....                                     | 4        |
| Disabled Access .....                               | 5        |
| Emergency Vehicle Access.....                       | 5        |
| Taxi Drop Off and Pick Up .....                     | 7        |
| Student Arrival and Departure Management Plan ..... | 7        |
| <b>4.0 Summary and Conclusion .....</b>             | <b>9</b> |
| Summary .....                                       | 9        |
| Conclusion .....                                    | 9        |

## Figures in Text

|                                                |   |
|------------------------------------------------|---|
| Figure 3.1: Emergency Vehicle Access Plan..... | 6 |
| Figure 2.2: Drop Off Area Plan.....            | 8 |

## Appendices

|                   |                                                                     |
|-------------------|---------------------------------------------------------------------|
| <b>Appendix A</b> | <b>Site Layout Plan</b>                                             |
| <b>Appendix B</b> | <b>Swept Path Analysis</b>                                          |
| <b>Appendix C</b> | <b>MCC Private Taxi &amp; Food/ Parcel Delivery – Guidance Note</b> |



## 1.0 Introduction

### Background

- 1.1 SLR have been instructed by Dominus Medlock Street Ltd and Premier Inn Hotel Ltd to provide a Vehicle Access Strategy to discharge a planning condition of a consented planning approval for an office and purpose-built student accommodation (PBSA) development at One Medlock Street in Manchester.
- 1.2 The approved planning application relates to the One Medlock Street planning application (Ref: 135419/FO/2022) which was approved by Manchester City Council (MCC) in November 2023.
- 1.3 That planning application was supported by a Transport Assessment, Framework Travel Plan, and a Waste & Servicing Strategy.
- 1.4 The permitted application seeks to discharge the pre-commencement Condition 72 that relates to Block B of the site in accordance with the phasing plan. The condition states the following:

*Prior to the commencement of development within the Block B phase (with the exception of site clearance and demolition works), a vehicular access strategy for servicing, disabled parking and emergency and drop-off/pick-up vehicles shall be submitted to and approved in writing by the City Council as local planning authority. The approved strategy shall be fully implemented prior to first occupation of Block B and retained as long as Block B is in use. Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.*

### Scope of Report

- 1.5 The information provided with the planning application has been used to inform this Vehicle Access Strategy and written in line with Condition 72, to establish the means of vehicular access to and from the development in the means of the public, highway safety and the protection of residential amenity.
- 1.6 Therefore, this report will discuss relevant policy guidance for this specific site and set out the servicing access, disabled parking, emergency vehicle access, operational drop off and pick up and student arrival and departure management.



## 2.0 Policy Context

### Introduction

- 2.1 This Vehicle Access Strategy has been prepared in line with the following policy and guidance documents:
- Manchester's Local Development Framework: Core Strategy Development Plan; and
  - MCC Guidance on Private Taxi and Food/ Parcel Delivery Note.

### Relevant Policy Guidance

#### **Manchester's Local Development Framework: Core Strategy Development Plan**

- 2.2 The Manchester's Local Development Framework Core Strategy Development Plan was adopted in July 2012 and sets out the vision for Manchester over a period of 15 years from 2012 to 2027.
- 2.3 The main policy that relates to this Vehicle Access Strategy is Policy DM1. Policy DM1 sets out the Development Management guidance for a new development and reviews issues relating to refuse storage and collection and vehicle access and car parking.

#### **MCC Private Taxi and food Guidance Note**

- 2.4 The MCC Private Taxi and Food Guidance Note was published in August 2023 and sets out the MCC's approach to facilitating vehicle/ cycle activity associated with Private Taxi & Food/ Parcel Deliveries for new residential development within the city. The full guidance note can be read in **Appendix C**.
- 2.5 The note sets out suggestions for drop off and pick up activities:
- The development will ideally provide an off-highway location to accommodate all drop off/ pick up activity at the site, including vehicular and cycle activity;
  - The application will need to justify the numbers of trips associated with taxi, food and parcel deliveries and demonstrate how this activity can be accommodated within the site or adopted highway;
  - The development will have illustrations of all vehicle/ cycle activity to be accommodated within the site, that does not impact the adopted highway and footway; and
  - If drop off and pick up cannot be accommodated internally, the application is required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi and Food/ Parcel Deliveries.



- 2.6 There is additional guidance on management strategy for food and parcel deliveries, where the development will need to consider the following:
- A designated delivery drop off point that works with the management or housing staff of the development for drop off point delivery vehicles;
  - If permitted there should be display signage in common areas to guide delivery drivers to the drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;
  - Set House Hours and specific delivery hours for residents of the development where possible, especially during peak times;
  - Regularly review the drop off process with feedback from residents, delivery drivers and staff to identify any areas for improvement;
  - Consider a delivery holding area for the residents who may not be immediately available to receive their orders;
  - Monitor security concerns for residents of the development; and
  - Encourage feedback regarding their delivery experiences to help assess the efficiency process and identify potential issues that need to be addressed.
- 2.7 This site will ensure to take into account the relevant guidance stated above to manage resident home-deliveries.



## 3.0 Vehicular Access Strategy

### Vehicle Access

- 3.1 There are two vehicle access points into the site from River Street, connected within the site to create a loop road around the student accommodation building to operate in an anti-clockwise direction. The westernmost of these access points is in the location of the former Premier Inn car park access at the western edge of the site. This is known as Edge Street and will provide access to the front of the student accommodation building including two disabled car parking spaces. This route also acts as the main service route for servicing vehicles to access the service yard to the rear of the building.
- 3.2 There is an access route between the two buildings providing access to the service area and the disabled parking spaces for the office building. The access route then emerges back onto River Street.
- 3.3 The approved site layout plan is shown in **Appendix A**, illustrating the main vehicle access points to the site.
- 3.4 Access to Edge Street and the service route is controlled using automatic bollards. Access would be offered for those with a proximity fob key or via a telecoms unit and granted access. A second access gate with similar controls is in place on entry to the service yard.

### Servicing

- 3.5 As described the development includes a dedicated servicing area within the site that can be accessed from River Street. This service route loops around the student accommodation building in an anti-clockwise direction with vehicles heading south along Edge Street and back to River Street via the access road running between the two buildings.
- 3.6 The service route has been designed to accommodate the movement of a 11.5 metre refuse vehicle which is the largest vehicle expected. A swept path assessment showing this vehicle type navigating the service route is shown in **Appendix B**.
- 3.7 The site includes an access gate to the service yard area on the eastern side of the student accommodation building to control movement in and out of the service yard.
- 3.8 For light goods deliveries they have the choice of coming into the service yard or if available to use the on street pay and display parking bays on River Street for delivery drop offs.



## Disabled Access

- 3.9 The office building has a total of six disabled car parking spaces which can be accessed through the route between the two buildings.
- 3.10 The student accommodation building includes two disabled parking spaces that can be accessed along Edge Street at the front of the building.
- 3.11 Additionally, there are on-street car parking spaces on River Street that blue badge holders can use for free and for an unlimited time. For disabled people arriving by taxi, there is space for drop off activity on River Street close to each of the building entrances and space on Edge Street within the site to drop off.

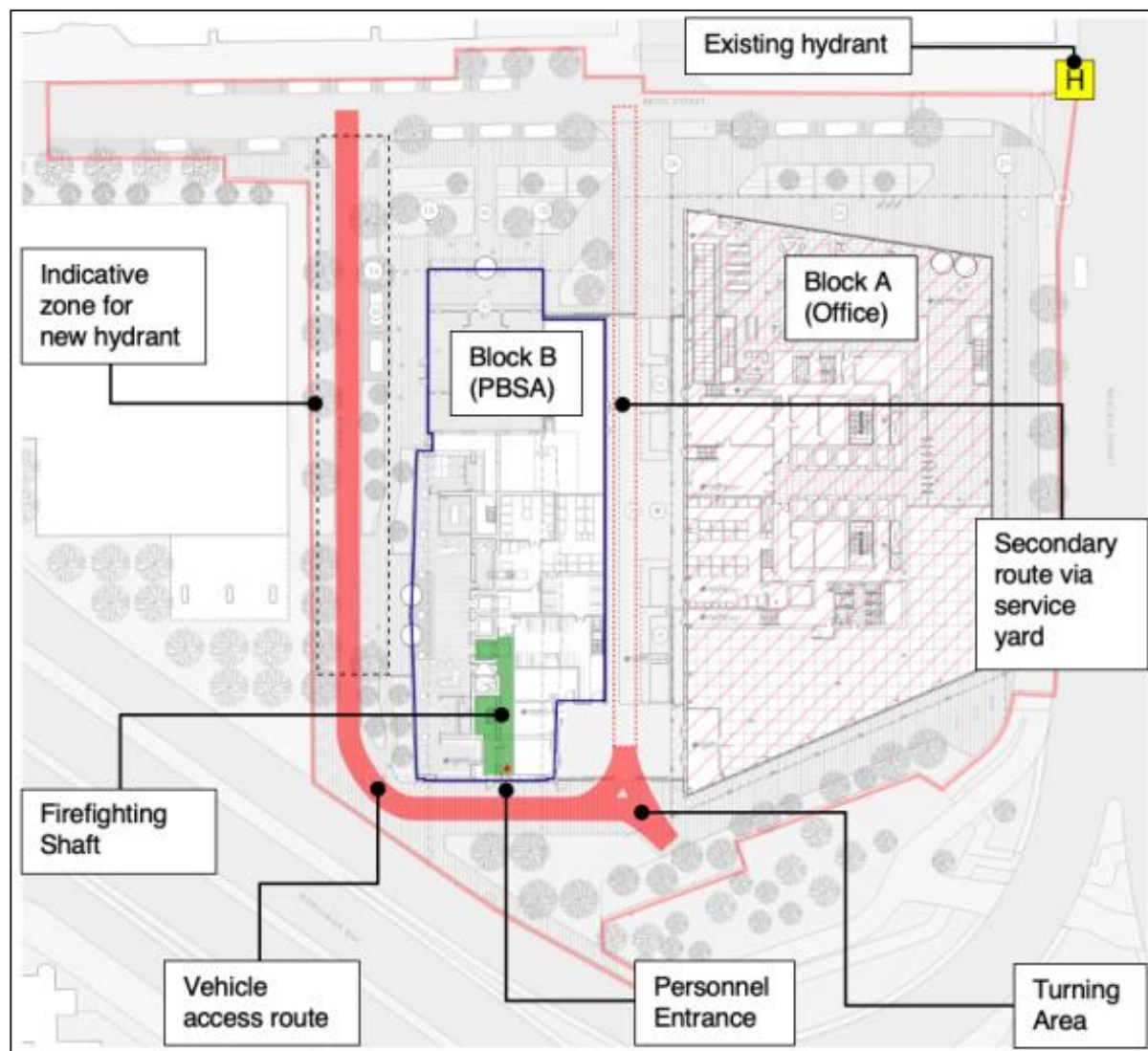
## Emergency Vehicle Access

- 3.12 A Fire Statement document was submitted in October 2022 in support of the planning application for One Medlock Street with regards to Emergency Vehicle Access.
- 3.13 In accordance with the approved Fire Statement the following information is provided for Emergency Vehicle Access:
- *Fire service vehicle access is provided via Edge Street on the West of the site. This provides access to within 18 metres of the firefighting shaft at the South of the site and will be within sight of the inlet for emergency replenishment of the water tank.*
  - *Turning facilities are provided at the entrance of the service yard due to the access road exceeding 20 metres. A secondary route is available through the service yard. A new hydrant will be provided on the west of the site due to existing hydrants being more than 90m from the building entrance.*
  - *The building internally is provided with a firefighting shaft to serve all floors of the building, with firefighting stair, firefighting lift, wet rising main and mechanically vented lobbies/corridors. A second outlet for the wet rising main will be included within the second stair.*



- 3.14 The location of the route access point, firefighting shaft and hydrants are shown below in **Figure 3.1**.

**Figure 3.1: Emergency Vehicle Access Plan**



- 3.15 Fire service vehicles will approach via River Street before entering site on Edge Street. Edge Street will meet the following requirements for a pump appliance:

- Min. width of road between kerbs = 3.7 metres.
- Min. width of gateways = 3.1 metres.
- Min. clearance height = 3.7 metres.
- Min. carrying capacity = 12.5 tonnes.

- 3.16 Edge Street exceeds 20 metres therefore turning facilities will be provided at the gate to the service yard. The turning area has initially had the swept path assessed, and this will be updated to incorporate the updated landscaping and service yard fence/gate once finalised. Access to the firefighting shaft is at the southern end of Edge Street.



## Taxi Drop Off and Pick Up

- 3.17 The trip forecast for taxi, drop-off and pickups has been presented in the TA and forecast at just over 50 taxi movements per day.
- 3.18 It is expected that Taxis would use the parking bays on River Street if they are available. If they are not available then drivers can access the service area within the site.
- 3.19 The proposed operation of drop off and pick up services will otherwise follow guidance set out by MCC. This guidance is further discussed within the Policy Context in **Section 2** of this report.

## Student Arrival and Departure Management Plan

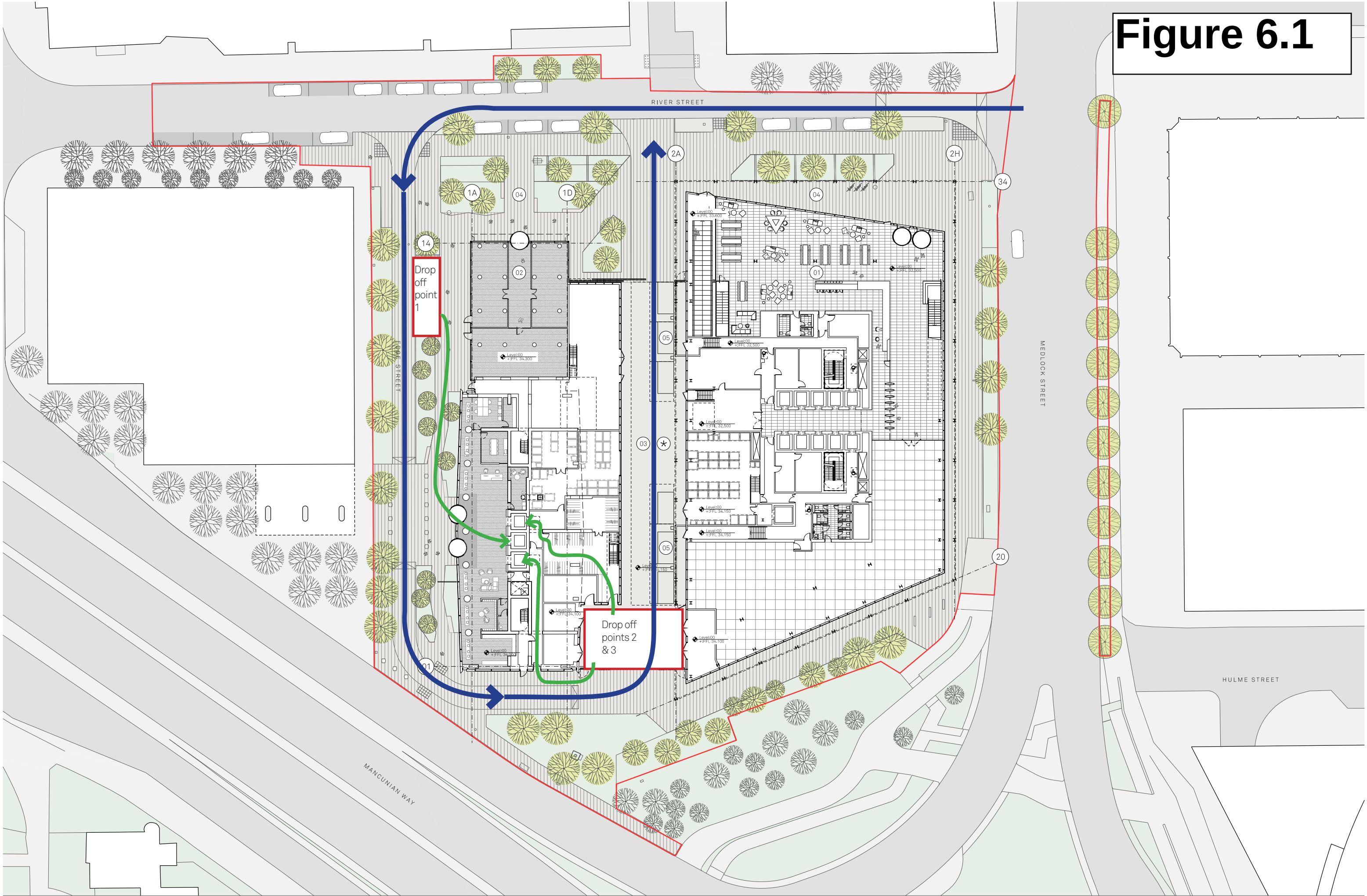
- 3.20 A Student Management Plan has been developed to include details of how vehicular movements will be managed for the arrival and departure of students at the start and end of each academic year and how they will be controlled to avoid any problems of traffic congestion in the area associated with this activity.
- 3.21 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures.
- 3.22 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point students will be notified of the limited parking availability on site and the accessibility by modes other than the car. Each student will be allocated a specific time slot in which they must arrive to take occupancy of their room. It will be stressed to each student that the time slot must be adhered to, in order to ensure a smooth check in and to minimise any localised disruption in terms of traffic congestion and vehicular movements.
- 3.23 The plan of the drop off areas is shown in **Figure 2.2** overleaf.



### **Figure 3.2: Drop Off Area Plan**



Figure 6.1



Notes:

Site Application Boundary

PLAN KEY:

- 01 Block A
- 02 Block B
- 03 Service area
- 04 Proposed landscaping
- 05 Internal parking bays & electrical charging points
- 06 External parking bays & electrical charging points
- Service area - surface finish to match external context.

For further information please refer to the landscape strategy drawings

|               |                    |             |                                 |         |            |
|---------------|--------------------|-------------|---------------------------------|---------|------------|
| Project Name: | One Medlock Street | Title:      | Ground Floor Proposed Site Plan | Scale:  | 1:250 @ A1 |
| Drawn:        | HM                 | Checked:    | MH                              | Status: | Planning   |
| Project:      | 100                | Drawing No: | _MP_02_2200                     | Rev:    | H          |
| Date:         | 07/10/22           | Issued for: | Planning                        |         |            |

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW

0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figure dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit [www.jonmatthewsarchitects.com](http://www.jonmatthewsarchitects.com)

## 4.0 Summary and Conclusion

### Summary

- 4.1 SLR have been instructed by Dominus Medlock Street Ltd and Premier Inn Hotel Ltd to provide a Vehicle Access Strategy for a consented planning application of an office and purpose-built student accommodation (PBSA) development at One Medlock Street in Manchester.
- 4.2 This Vehicle Access Strategy has been written to discharge the pre-commencement condition 72 which requires the following:

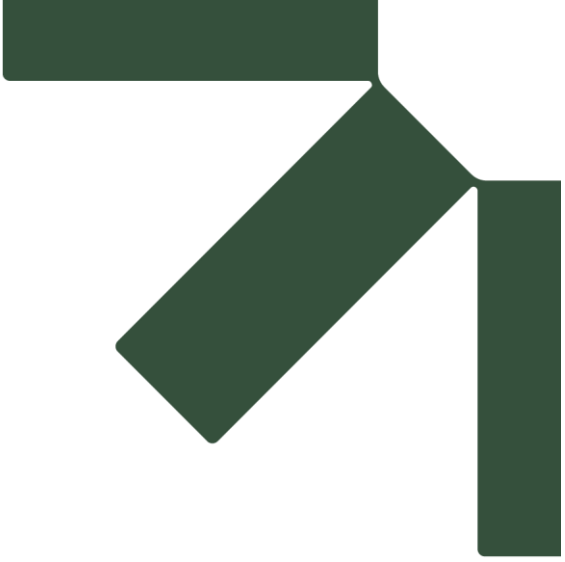
*Prior to the commencement of development within the Block B phase (with the exception of site clearance and demolition works), a vehicular access strategy for servicing, disabled parking and emergency and drop-off/pick-up vehicles shall be submitted to and approved in writing by the City Council as local planning authority. The approved strategy shall be fully implemented prior to first occupation of Block B and retained as long as Block B is in use. Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.*

- 4.3 This report has established the main vehicle access to the site for servicing access, disabled parking, emergency vehicles, operational drop off and pick up and student arrival and departure management. In addition, there has been consideration in recent guidance to manage residential home deliveries and the measures have been incorporated into the access strategy.

### Conclusion

- 4.4 It is concluded that the development has an appropriate access strategy which allows for servicing vehicles, emergency vehicles, taxi's, food, and parcel delivery activity to be undertaken in an efficient manner to and from the development site.





# Appendix A    Site Layout Plan

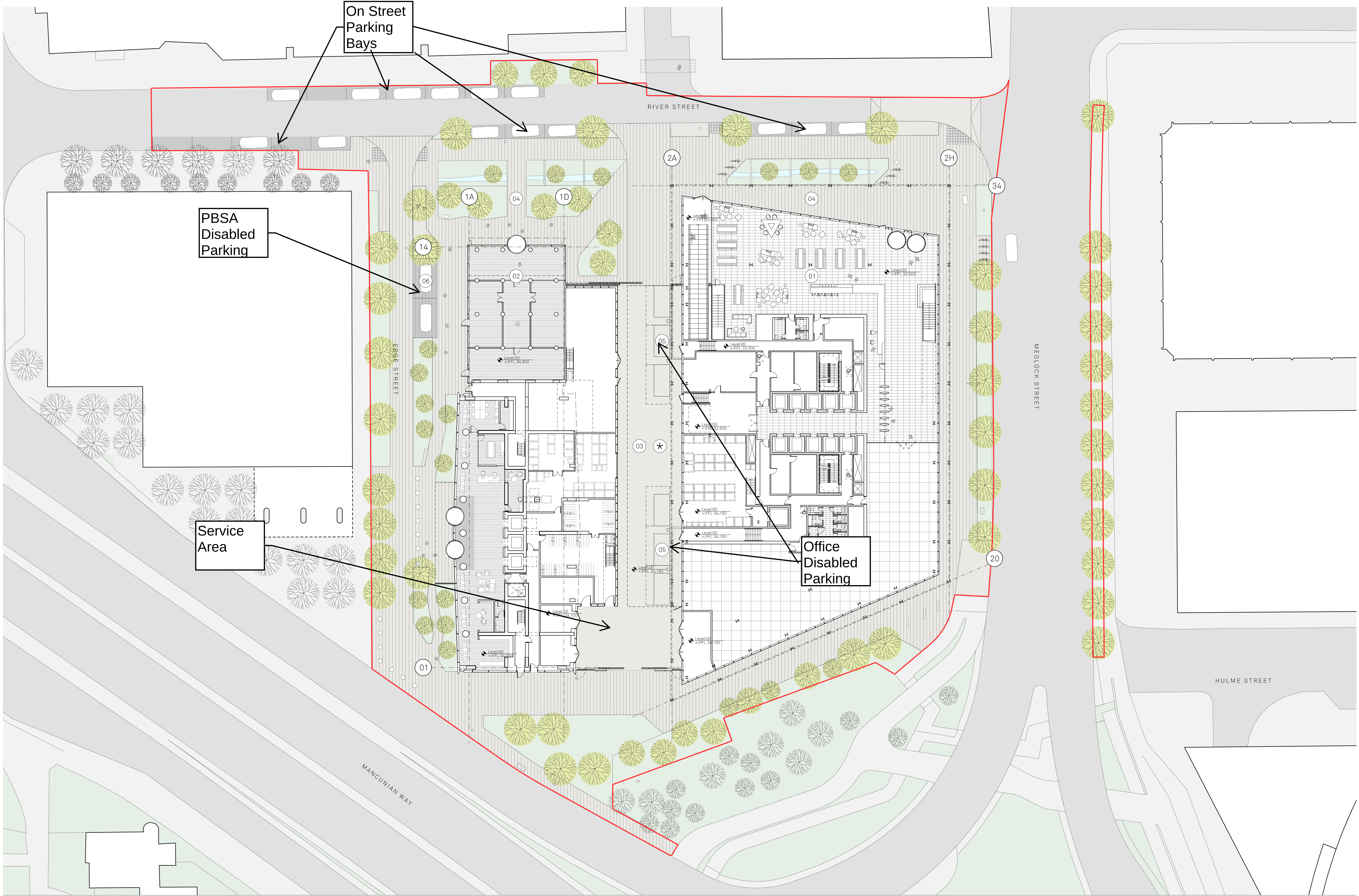
## **Vehicle Access Strategy**

**One Medlock Street, Manchester**

**Dominus Medlock Street Ltd**

SLR Project No.: 410.065701.00001

9 February 2024



Notes:

Site Application Boundary

PLAN KEY:

01

Block A

02

Block B

03

Service area

04

Proposed landscaping

05

Internal parking bays & electrical charging points

06

External parking bays & electrical charging points

★

Service area - surface finish to match external context.

For further information please refer to the landscape strategy drawings

Project Name:  
One Medlock Street

Drawn:  
HM

Checked:  
MH

Details:  
L

Title:  
Ground Floor Proposed Site Plan

Status:  
Planning

Issued for Planning

Scale:  
1:250 @ A1

Project:  
100

Drawing No:  
\_MP\_02\_2200

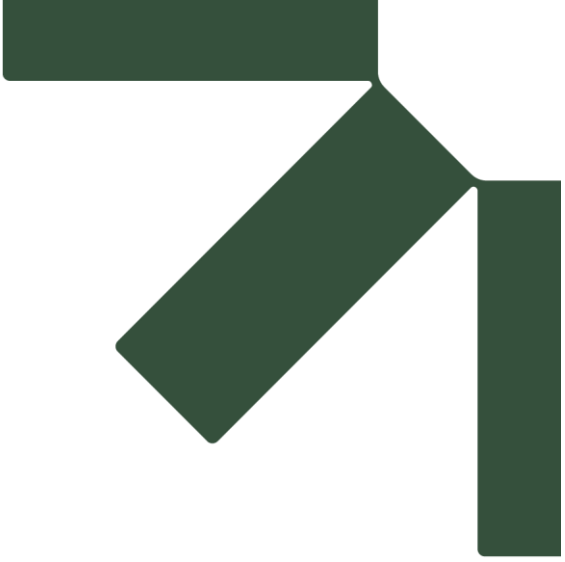
Rev:  
L

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW

0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit [www.jonmatthewsarchitects.com](http://www.jonmatthewsarchitects.com)



# Appendix B    Swept Path Analysis

## Vehicle Access Strategy

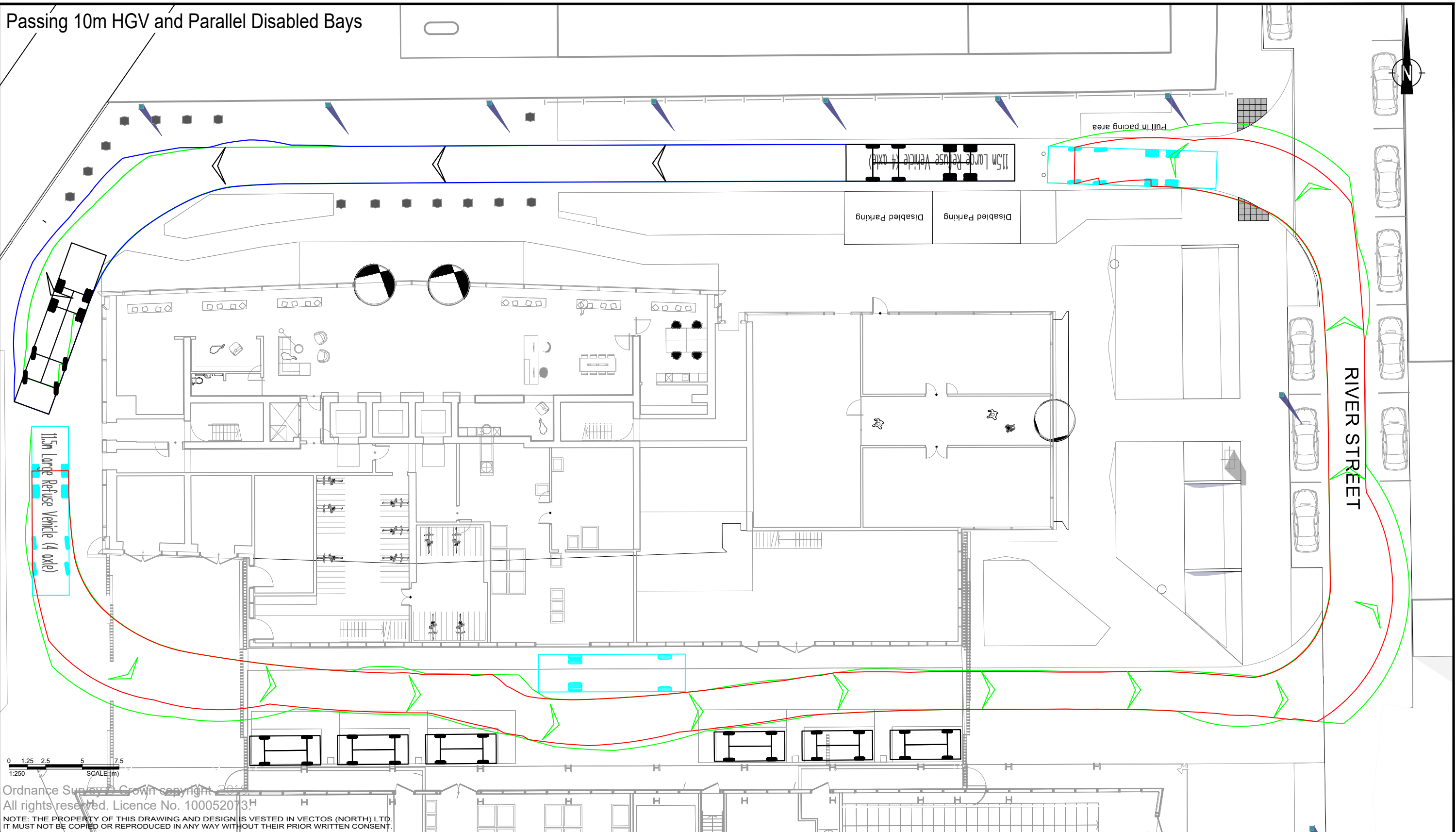
**One Medlock Street, Manchester**

**Dominus Medlock Street Ltd**

SLR Project No.: 410.065701.00001

9 February 2024

Passing 10m HGV and Parallel Disabled Bays



Ordnance Survey © Crown copyright, 2013  
All rights reserved. Licence No. 100052073  
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.  
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)  
Overall Length 11.500m  
Overall Width 2.500m  
Overall Body Height 3.750m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Wall to Wall Turning Radius 11.330m

Premier Inn, River Street

Swept Path Analysis - Refuse Vehicle

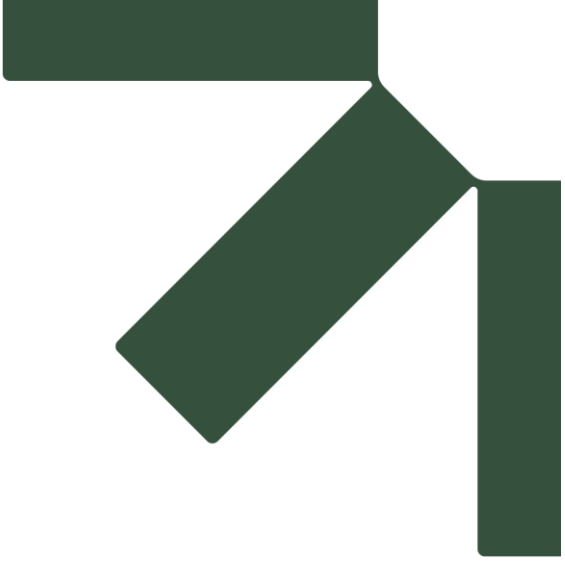
|              |                |                   |                        |
|--------------|----------------|-------------------|------------------------|
| DRAWN:<br>CG | CHECKED:<br>GD | DATE:<br>11.10.22 | SCALES:<br>1:250 at A3 |
|--------------|----------------|-------------------|------------------------|

Ask Real Estate Ltd

**vectos.**

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008 e: manchester@vectos.co.uk

|                                  |                |
|----------------------------------|----------------|
| DRAWING NUMBER:<br>VN91290 TR116 | REVISION:<br>. |
|----------------------------------|----------------|



# **Appendix C    MCC Private Taxi & Food/ Parcel Delivery – Guidance Note**

## **Vehicle Access Strategy**

**One Medlock Street, Manchester**

**Dominus Medlock Street Ltd**

SLR Project No.: 410.065701.00001

9 February 2024

### **Private Taxi & Food / Parcel Delivery – Guidance Note**

This note sets out Manchester City Council's approach to facilitating vehicle / cycle activity associated with Private Taxi & Food / Parcel Deliveries for new residential developments within the city.

In order to fully understand the potential impacts of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.

6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.



Making Sustainability Happen