

Downing Living (Manchester South) Limited Partnership Incorporated

Plot 11 - Block C, First Street South,
Manchester

Transport Statement



Acknowledgements

Extracts from National Planning Policy, National Planning Practice Guidance, Manchester City Council Core Strategy (2012-2027), Greater Manchester Transport Strategy (2040) Local Transport Plan 4 and First Street Strategic Regeneration Framework has been included in this report.

Reference is made to Manchester City Council planning application reference 125573/FO/2019.

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

Highway adoption information has been obtained from Manchester City Council.

The Crashmap and Crashmap Pro Collision Analysis System v1.29 has been utilised to carry out a road traffic incident review. www.crashmap.co.uk

Operational information has been obtained from Downing Living (Manchester South) Limited Partnership Incorporated.

Information has been obtained from Greater Manchester's Open Data Infrastructure Mapping tool (GMODIN).

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Information has been obtained from the TfGM Cycle Network Map and Tram Network Map.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

Public transport information has been obtained from TfGM.

AUTODESK AutoCAD vehicle tracking software has been used to undertake swept path analysis.

Census 2011 data from Nomis has been used to predict modal split.

The TRICS database v7.10.1 has been used in this report to calculate traffic generations.

Information relating to folding bike lockers has been obtained from Cycle-Works.

Site location Plan and Development Plans have been obtained from Simpson Haugh Architects and OPEN (Optimised Environments Limited).

Downing Construction Management Plan Issue 9 dated 13.12.2021 for the discharge of pre-commencement planning condition relating to permission reference 125573/FO/2019 (March 2021).

Downing Block C PBSA Construction Management Plan Issue 4 dated 14.11.2023.

Vehicle tracking for the construction vehicle route has been provided by AJP Consulting Engineers.

Block C PBSA Drainage Strategy drawing reference FSS AJP ZZ 00 DR C – 1000 P03 has been provided by ARP Consulting Engineers.

Block C PBSA water connection plan has been obtained from United Utilities Water Limited.

Extant Development Electrical Supply drawing reference AU/1480/E001 P4 has been prepared by Ameen Utilities Engineering.

This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Downing Living (Manchester South) Limited Partnership Incorporated to prepare a Transport Statement in support of a full planning application for Purpose Built Student Accommodation (PBSA) at Plot 11 – Block C, First Street South, Manchester City Centre.
- 1.2 The site is a brown field site with a recent planning history and has extant consent for residential use. Planning permission reference 125573/FO/2019 was granted in March 2021 for the construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works. The consent is for four blocks A, B, C and D. Blocks A, B and D are being built out as per the consent, however, the current application seeks alternative proposals for Block C.
- 1.3 The development site subject to this application (Block C), currently has permission for 322 Co-living bed spaces in total, where each bed space is single occupancy. No commercial space was consented on the site as part of the extant consent.
- 1.4 The proposed PBSA would replace the extant Co-living development on the site and would provide a total of 555 student bed spaces.
- 1.5 A Transport Assessment was prepared by Sanderson Associates reference 11123/BL/002/03 (November 2019) in support of the planning application for the Co-living development on the site, which set out the transport implications of the consented development.
- 1.6 This Transport Statement is submitted in support of the planning application for the proposed PBSA and considers the net transport implications from the proposals. In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Statement also addresses key transport issues including:
 - the local highway network
 - the access arrangements to the proposed development
 - the existing use of the site
 - the proposed development and its operational facilities
 - the impact of the development on the local highway network in terms of highway safety
 - accessibility of the site in relation to sustainable transport and local facilities
- 1.7 For the benefit of the report, Sanderson Associates visited the site on Monday 5 June 2023, in order to observe and record the prevailing highway conditions.
- 1.8 A Travel Plan has been developed for the PBSA which sets out the strategies and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development. The Transport Statement should be considered in conjunction with the Travel Plan.

2. Planning Policy

2.1 *National Planning Policy*

2.1.1 On 5 September 2023 the latest National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. The following NPPF transport paragraph is most relevant to this proposed development:

2.1.2 At NPPF paragraph 38 it states that;

‘Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.’

2.1.3 In considering development proposals NPPF paragraph 110 states that;

‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’

2.1.4 NPPF paragraph 111 states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

2.1.5 NPPF paragraph 112 states in relation to paragraph 111 that:

‘Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.6 NPPF paragraph 113 concludes that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.2 *National Planning Practice Guidance*

2.2.1 The National Planning Practice Guidance (PPG) brings together National Planning Policy Framework. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

2.2.2 In relation to Transport PPG provides the following guidance:

- Transport evidence bases in plan making and decision taking - March 2015
- Travel Plans, Transport Assessments and Statements - March 2014

2.2.3 PPG *Transport evidence bases in plan* making and decision taking sets out the key issues that local planning authorities should consider in developing the transport base to support the Local Plan, including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- highlight and promote opportunities to reduce the need for travel where appropriate;
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- consider the cumulative impacts of existing and proposed development on transport networks;

- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- identify the short, medium and long-term transport proposals across all modes.

2.2.4 PPG *Travel Plans, Transport Assessments and Statements* sets out the key principles that should be taken into account in preparing a Transport Statement. NPPG states that Transport Statements are important as they can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.3 **Manchester City Council Core Strategy 2012 to 2027**

2.3.1 The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027.

2.3.2 For the purpose of this Transport Assessment, the following policies are considered of relevance:

2.3.3 Policy CC5: Transport.

The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example improvements to:

- remove buses and private cars from St Peter's Square
- create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square
- close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B.

2.3.4 It should be noted that the car parking standards in Appendix B of the Core Strategy state: “Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.”

2.3.5 Policy T1: Sustainable Transport.

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:-

- Improve choice by developing alternatives to the car.
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic*

2.3.6 Policy T2: Accessible Areas of Opportunity and Need.

The Council will actively manage the pattern of development to ensure that new development:-

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*

- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
- *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides 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. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
- *District Centres*
 - *Areas not within the City Centre or District Centres*

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*

2.3.7 Policy DM1: Development Management.

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.

- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
 - *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
 - *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
 - *Community safety and crime prevention.*
 - *Design for health.*
 - *Adequacy of internal accommodation and external amenity space.*
 - *Refuse storage and collection.*
 - *Vehicular access and car parking.*
 - *Effects relating to biodiversity, landscape, archaeological or built heritage.*
 - *Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
 - *Flood risk and drainage.*
 - *Existing or proposed hazardous installations.*
 - *Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-*
- a) *For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:*
- Year 2010 – Code Level 3;*
- Year 2013 - Code Level 4;*
- Year 2016 - Code Level 6; and*
- b) *For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.*

2.4 Greater Manchester Transport Strategy 2040; Local Transport Plan 4 (LTP4)

- 2.4.1 Greater Manchester Transport Strategy 2040 (January 2021) is led by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP).
- 2.4.2 The 2040 Vision is supported by policies and proposals for sustainable transport and regeneration. Seven mutually reinforcing principles are set out to improve Greater Manchester's transport system to ensure that it meets the needs of all customers:
- Integrated

- Inclusive
- Healthy
- Environmentally Responsible
- Reliable
- Safe and Secure
- Well Maintained and Resilient

2.5 First Street Strategic Regeneration Framework (SRF)

- 2.5.1 The SRF 2015 emphasises the importance of connectivity and mobility around the site. A major design objective was to provide “coordinated public realm spaces, linkages and connections to support improved accessibility”.
- 2.5.2 An extensive range of transport modes are available to the First Street site, including tram, train, bus, cycle and walking. The SRF recognises the importance of permitting car access to the site. However, the plan seeks to mitigate vehicular impacts by prioritising pedestrian and cycle access wherever possible, introducing traffic calming alignments / features and minimising the dominance of the private car.
- 2.5.3 The 2015 SRF was updated in 2018 - First Street Development Framework. This update sought to provide greater clarity over emerging proposals and did not impact on general development principles, as described above.
- 2.5.4 In 2020 a Development Framework addendum to the adopted 2018 First Street Development Framework was issued. It updates and expands on the development principles for the sites located along the western side of Medlock Street, within First Street Central. These sites were incorporated into the Framework area and a detailed analysis prepared.
- 2.5.5 The addendum also updates the development principles across the Framework area to reflect the Council’s Green and Blue Infrastructure Strategy (2015) and target to be net zero carbon by 2038. The document does not change the principles set out within the 2018 First Street Development Framework.

2.6 The Development in Planning Policy Context

- 2.6.1 This Transport Statement demonstrates that the development is highly sustainable and can be accessed by all people. The development will not have an unacceptable impact on highway safety and residual cumulative impacts on the road network would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 2.6.2 The planning application is supported by a Transport Statement and Travel Plan in accordance with the NPPF and PPG.
- 2.6.3 The development supports the general principles of sustainable transport set out within Manchester City Council Core Strategy and is in accordance with Policy T1, T2 and the transport elements of DM1.

-
- 2.6.4 The development does not conflict with the objectives of Greater Manchester Transport Strategy 2040.
 - 2.6.5 In accordance with the SRF, vehicle parking for the PBSA is to be kept to a minimum and the development focuses on active and public transport as a key principle of the site access strategy.

3. Planning History

- 3.1 In June 2016, planning permission was granted for the *“Demolition of on-site building and structures. Erection of a residential building (part 8, part 10, part 23 and part 26 storeys with roof plant, to accommodate 624 apartments (43 x studio, 210 x 1 bed, 328 x 2 bed, 15 x 2 bed duplex and 28 x 3 bed) (Use Class C3). Associated residential amenity uses including podium garden, ground floor commercial units (Class A1, A2, A3, A4, B1, D1 (crèche/day nursery and/or doctor's surgery) and D2 (gym use)) with associated access, servicing, parking and public realm.”* (Ref. 111170/FO/2016/C1) (‘the 2016 Planning Permission’).
- 3.2 The 2016 Planning Permission was amended through Non Material Amendment Ref. 115206/NMC/2017 to reduce the proposed 26 storey Block 3 to 25 storeys, the proposed 23 storey Block 2 to 22 storeys and increase the 8 storey Block 4 to 9 storeys (approved 13 February 2017). The Planning Permission was implemented on site through enabling works, but has not been progressed further.
- 3.3 In March 2021 planning permission reference 125573/FO/2019 was granted for the construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works. The permission has been implemented and phases A and B on the north and east parts of the site are currently under construction which commenced on 30 March 2022. Phase C has not commenced and is the site which is now seeking full planning consent for the proposed PBSA development.

4. Existing Situation

4.1 Site Location

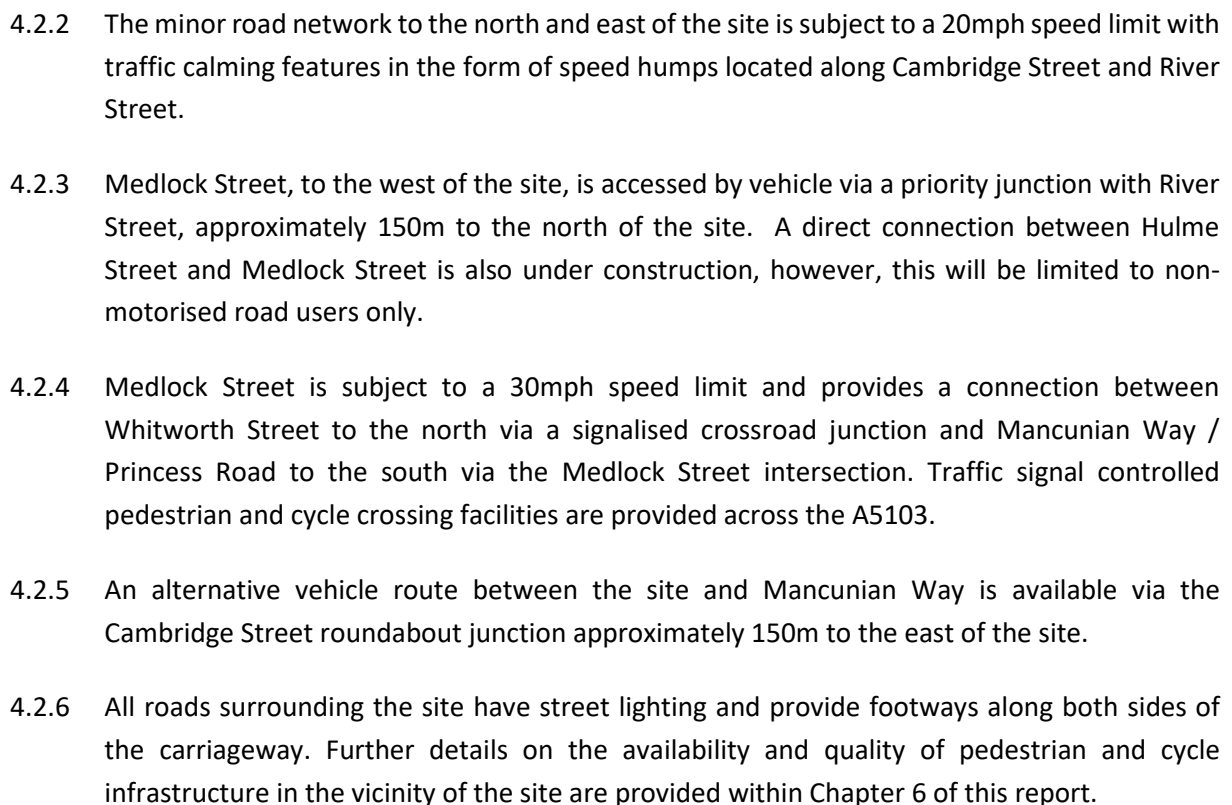
- 4.1.1 The site is located within the First Street South development site identified within the First Street Development Framework. Specifically it is the southern part of Plot 11 which comprises the application site and is bounded by Plot 11 to the north, Newcastle Street to the east, the A5103 and the A57(M) to the south and Medlock Street to the west. The location of the site is shown at **Figure 1**.

Figure 1 – Site Location Plan



4.2 Local Highway Network

- 4.2.1 Newcastle Street, which runs through the site between Hulme Street and Chester Street, has been the subject of legal closure. This stopping up process was undertaken as part of the 2016 Planning Permission. The current status of roads within and immediately surrounding the site are illustrated on **Figure 2**.



4.3 Traffic Regulation Orders

- 4.3.1 This section of the report identifies the type, number and extent of Traffic Regulation Orders (TROs) on the roads surrounding the site. A description of on-street parking facilities is also provided.

Link description: Newcastle Street, South of Chester Street

- Double yellow lines and an on carriageway cycle lane is present along the western side of the carriageway;
- Double yellow lines are present around the southern head of the road and eastern side of the carriageway preventing waiting at any time;

Link description: Chester Street, between Newcastle Street and Wilmott Street

- Double yellow lines are present along the northern side of the road, and also along the southern side of the road in proximity to the junctions with Newcastle Street and Wilmott Street, preventing waiting at any time;
- A single yellow line (approximate length of 40m) is present along the southern side of the carriageway. No signage is present indicating the times that the waiting restrictions apply. Therefore, a presumption of 8am – 6pm is applied;
- An on carriageway cycle path is present along the northern side of the road;

Link description: Wilmott Street, South of Chester Street

- 16 N^o Pay & Display parking bays are present along the western side of the carriageway;
- Double yellow lines are present around the southern head of the road, and in proximity to the junction with Chester Street, preventing waiting at any time;
- A single yellow line (approximate length of 40m) is present along the eastern side of the carriageway. No signage is present indicating the times that the waiting restrictions apply. Therefore, a presumption of 8am – 6pm is applied;

Link description: Wilmott Street, between Chester Street and Hulme Street

- Double yellow lines are present along the western side of the carriageway, and on the eastern side in proximity to the junctions of Hulme Street and Chester Street, preventing waiting at any time;
- 9 N^o Pay & Display parking bays are present along the eastern side of the carriageway;
- Double yellow lines are also present for approximately 10 metres on the eastern side of the carriageway across an access point, preventing waiting at any time;

Link description: Chester Street, between Wilmott Street and Cambridge Street

- Double yellow lines are present in proximity to the Wilmott Street and Cambridge Street junctions, as well as a 7m extent along the northern side of the carriageway, preventing waiting at any time;
- Single yellow line restrictions are present in proximity to the entrance to New Medlock House;

- 11 N° Pay & Display parking bays are present along the northern side of the carriageway, and 8 N° are present along the southern side of the carriageway;

Link description: Hulme Street, between Wilmott Street and Cambridge Street

- Double yellow lines are present on both sides of the carriageway in proximity to the Cambridge Street junction, and extend for approximately 40m along the southern side of the carriageway only, preventing waiting at any time;
- A single yellow line (approximate length of 75m) is present along the northern side of the carriageway. No signage is present indicating the times that the waiting restrictions apply. Therefore, a presumption of 8am – 6pm is applied;
- 4 N° Pay & Display parking bays are present along the southern side of the carriageway, as well as 2 N° Electric Vehicle Charging (EVC) spaces;

Link description: Cambridge Street, between Hulme Street and Chester Street

- 6 N° Pay & Display parking bays are present along the western side of the carriageway, whilst an additional 4 N° Pay & Display parking bays are present along the eastern side of the carriageway along with a bus stop layby;
- The remainder of this link is occupied by double yellow lines and zig zag markings, preventing waiting at any time;

Link description: Cambridge Street, between Chester Street and Cambridge Street roundabout junction

- Double yellow lines are present along both sides of the carriageway, preventing waiting at any time;

Link description: River Street, between Hulme Street and Anne Horniman Street

- Double yellow lines are present along both sides of the carriageway, preventing waiting at any time;

Link description: River Street, Anne Horniman Street and Medlock Street

- Double yellow lines are present along both sides of the carriageway, for approximately 20m from the junction with Anne Horniman Street, preventing waiting at any time;
- A layby is present on the northern side of the carriageway, incorporating a bus stop and a 20m Goods Vehicle loading bay;
- 3 disabled badge holders only spaces are available on the northern side of the carriageway;

Link description: Medlock Street, between River Street and Medlock Street roundabout junction

- Double yellow lines are present along both sides of the carriageway, preventing waiting at any time;

4.3.2 In summary, a number of on-street parking spaces (58) are present on the local highway network. However, these are all subject to Pay & Display charges. In addition, there are 2 N^o EVC spaces and 3 N^o blue badge spaces. The residual kerbside space is covered by either single yellow line or double yellow line waiting restrictions.

4.3.3 It is therefore considered that the highway network surrounding the site is not conducive to long-stay vehicle parking. However, short-stay and loading facilities are present to accommodate servicing and deliveries.

4.4 Personal Injury Road Traffic Collision Data

4.4.1 Personal injury collision data has been reviewed from the online resource Crashmap. The accident data for the most recent 5 year period 2018-2022 has been investigated on the local highway network surrounding the site. Copies of the Incident reports are contained at **Appendix A**.

4.4.2 The study area at **Figure 3** includes; the roads immediately adjacent to the site, the Hulme Street and Chester Street junctions with Cambridge Street, the River Street junction with Medlock Street, as well as the entry / exit arms of the Medlock Street / Mancunian Way and Cambridge Street / Mancunian Way roundabout junctions.

Figure 3 – Personal Injury Road Traffic Incident Study Area (Source: www.crashmap.co.uk)



4.4.3 Within the study area there have been a total of 11 incidents recorded within the 5 year period; of which, 10 were classified as being 'slight' in severity, and 1 was 'serious' incidents. No incidents resulting in fatalities have been recorded within the study period.

4.4.4 An analysis of the data is provided. With reference to **Figure 3**, the data has been summarised in 5 incident zones;

→ A5103 Mancunian Way;

- Medlock Street;
- Cambridge Street / Hulme Street;
- Cambridge Street / Chester Street; and,
- Cambridge Street roundabout junction.

A5103 Mancunian Way

- 4.4.5 Slight incident ref 201806A140370 occurred on 1st February 2018 at 23:58 in dark conditions with street lights present and lit. The collision involved a vehicle proceeding normally along the carriageway, not on a bend and a pedestrian in the carriageway crossing from the driver's offside. The slight casualty was the pedestrian.
- 4.4.6 Slight incident ref 2021061135095 occurred on 2nd November 2021 at 23:44 in dark conditions with street lights present and lit. The collision involved a vehicle proceeding normally along the carriageway, not on a bend and a vehicle in the act of turning left. The driver of the vehicle sustained slight injury.
- 4.4.7 Serious incident ref 202106109781 occurred on 12th October 2021 at 17:30 in daylight conditions. The collision involved a vehicle proceeding normally along the carriageway, not on a bend and a pedestrian crossing on a pedestrian crossing facility from the driver's nearside. The serious casualty was the pedestrian.

Medlock Street

- 4.4.8 Slight incident ref 201806A139891 occurred on 21st January 2018 at 02:30 in wet and dark conditions with street lights present and lit. The collision occurred at a junction and involved a vehicle proceeding normally along the carriageway, not on a bend and a stationary pedestrian in the centre of the carriageway. The slight casualty was the pedestrian.
- 4.4.9 Slight incident ref 201806E150890 occurred on 23rd November 2018 at 16:30 in dark conditions with street lights present and lit. The collision involved two vehicles both proceeding normally along the carriageway, not on a bend. The drivers of both vehicles sustained slight injury.
- 4.4.10 Slight incident ref 201806A151888 occurred on 14th December 2018 at 11:52 in dry and daylight conditions. The collision involved a vehicle in the act of turning left and a pedal cyclist proceeding normally along the carriageway, on a right hand bend. The slight casualty was the cyclist.
- 4.4.11 Slight incident ref 201906A157461 occurred on 30th May 2019 at 12:00 in wet and daylight conditions. The collision occurred at a junction and involved a vehicle in the act of turning left and a pedal cyclist proceeding normally along the carriageway, not on a bend. The slight casualty was the cyclist.

- 4.4.12 Slight incident ref 202006A172043 occurred on 2nd June 2020, at 13:40 in daylight conditions. The collision involved two vehicles with a vehicle slowing down or stopping and a vehicle proceeding normally along the carriageway, not on a bend. The driver and passenger of the vehicle slowing down or stopping sustained slight injuries.

Cambridge Street / Chester Street

- 4.4.13 Slight incident ref 2021061033052 occurred on 8th March 2021 at 16:45 in dry and daylight conditions. The collision occurred at a crossroads between a vehicle and a pedal cyclist with both proceeding normally along the carriageway, not on a bend. The slight casualty was the cyclist.
- 4.4.14 Slight incident ref 2021061122225 occurred on 3rd November 2021 at 15:00 in dry and daylight conditions. The collision occurred at a crossroads with a vehicle proceeding normally along the carriageway, not on a bend and a vehicle waiting to proceed but is held up. The driver of the vehicle waiting to proceed sustained slight injury.

Cambridge Street roundabout junction

- 4.4.15 Slight incident ref 201806E148502 occurred on 24th September 2018 at 22:30 in dark conditions with street lights present and lit. The collision involved two vehicles with one proceeding normally along the carriageway and a second vehicle proceeding normally along the carriageway, on a right hand bend. The driver of the vehicle on the bend sustained slight injury.

Summary

- 4.4.16 The location of the incidents are spread out within the search area with a slight cluster at the Cambridge Street / Chester Street junction. There is a recently installed traffic signal controlled pedestrian crossing on Cambridge Street which will assist pedestrians crossing at this junction.
- 4.4.17 A total of 45% of incidents resulted in driver casualties, with 27% involving cyclist casualties and 27% involving pedestrian casualties. The serious casualty was a pedestrian. No fatalities are recorded.
- 4.4.18 The majority of trips from the development on a daily basis are likely to use the recently improved pedestrian and cyclist crossing facilities on the A5103 immediately south of the site as part of a journey to the main University campuses to the southeast. It is considered that the improved crossing facilities will assist both pedestrians and cyclists at this location from a safety perspective.

5. Proposed Development

5.1 Overview

5.1.1 The development scheme is to construct a Purpose Built Student Accommodation (PBSA) (sui generis) for up to approximately 555 students. The scheme will be a predominantly car free development, with sustainable travel options providing for daily access. However, access to the development is still required for servicing, access to mobility spaces and also to assist at the start and end of term for the purpose of students moving in and out of the accommodation. The Architects site layout plan can be found at **Appendix B**.

5.1.2 Downing is highly experienced with the development and operation of student residential developments which are predominantly car free schemes. Examples of similar existing Downing operational sites are contained at **Table 1** and shows 20 sites providing over 8,000 student residential bed spaces. The vast majority of the sites are predominantly car free.

Table 1 – Downing Operational PBSA Sites

Development	City	No. of beds	Car Parking Spaces	Disabled Parking Bays
Atlas	London	573	0	2
City Club	Coventry	168	0	0
City Point	Coventry	385	0	2
City Side	Leeds	474	0	0
City Village	Coventry	553	0	2
Electra	Liverpool	90	0	0
Holbrook	London	497	0	2
Lyra	London	209	6	0
Myrtle Street	Liverpool	12	0	0
New Park	Edinburgh	323	21	0
Pound Field	London	133	0	1
Railyard	Cambridge	591	0	2
River Street	Manchester	792	0	2
The Arch	Liverpool	241	0	0
The Kingfisher	Exeter	203	0	0
The View	Newcastle	404	0	2
Vega	London	843	0	2
Verde	Newcastle	544	0	2
West View	Glasgow	310	0	0
West Village	Glasgow	701	0	0
Total		8046	27	19

5.1.3 The proposed PBSA development comprises a mixture of studio apartments and cluster flats with a total of 555 student bed spaces. Ancillary and support facilities proposed to be provided as part of the PBSA development include:

- Reception and foyer
- Communal lounges/ chill out amenity space
- Communal kitchen and dining space
- Communal dining rooms
- Study spaces
- Games Room
- Gymnasium
- On site laundry
- On site management support office and welfare facilities
- Internal secure cycle storage
- Internal secure refuse storage
- External amenity space

5.1.4 Staff at the PBSA will comprise up to 6 on site at any one time Monday to Saturday for normal daily activities and 1 on Sundays with the following details:

- 1 X Halls Manager – Monday to Saturday, hours 8am – 5pm
- 1 X Assistant Manager Monday to Saturday, hours 9am – 6pm
- 1 X Customer Service Associate (CSA) – Monday to Saturday, hours 8am – 5pm
- 1 X Customer Service Associate (CSA) – Monday to Saturday, hours 9am – 6pm
- 1 X Maintenance operative – Monday to Saturday, hours 8am – 5pm
- 1 x Housekeeper – Monday to Saturday, hours 8am - 12pm
- 1 x Housekeeper – Monday to Saturday, hours 12pm – 5pm
- 1 x Security – Monday to Saturday, hours 6pm to 8am,
- 1 x Security – Sunday, hours 8am to 8pm
- 1 x Security – Sunday, hours 8pm to 8am

5.1.5 A CCTV system will be included as part of the development and this will provide a link to the management office. These images will be visible and able to be monitored on a continuous basis. The CCTV surveillance will cover the common parts, entrance areas and amenity space, as well as the site perimeter, and will be in operation 24 hours each day in accordance with statutory regulations.

5.2 Pedestrian Access

5.2.1 Pedestrian access to the PBSA block main reception and foyer area is from the Newcastle Street elevation on the eastern side of the building leading to a lift and stair core to all floors. Pedestrian emergency escape routes are located on the west side of the building.

5.2.2 All external doors will have at grade thresholds and 24 hour security measures to control access to the buildings. Pedestrian access to the development will be enabled by an individually addressable key fob. This will permit access into the development, the accommodation and the communal facilities.

- 5.2.3 Public elements of the scheme will be fully accessible and allow for level circulation for all users. A communal accessible toilet will be provided at ground floor level. Reception desks will be equipped with a lowered surface or management strategy to facilitate disabled users with such rooms readily fitted with an induction loop. Signage and wayfinding will be clearly provided to ensure all users and inhabitants can navigate their way around the scheme with ease.

5.3 *Cyclist Access*

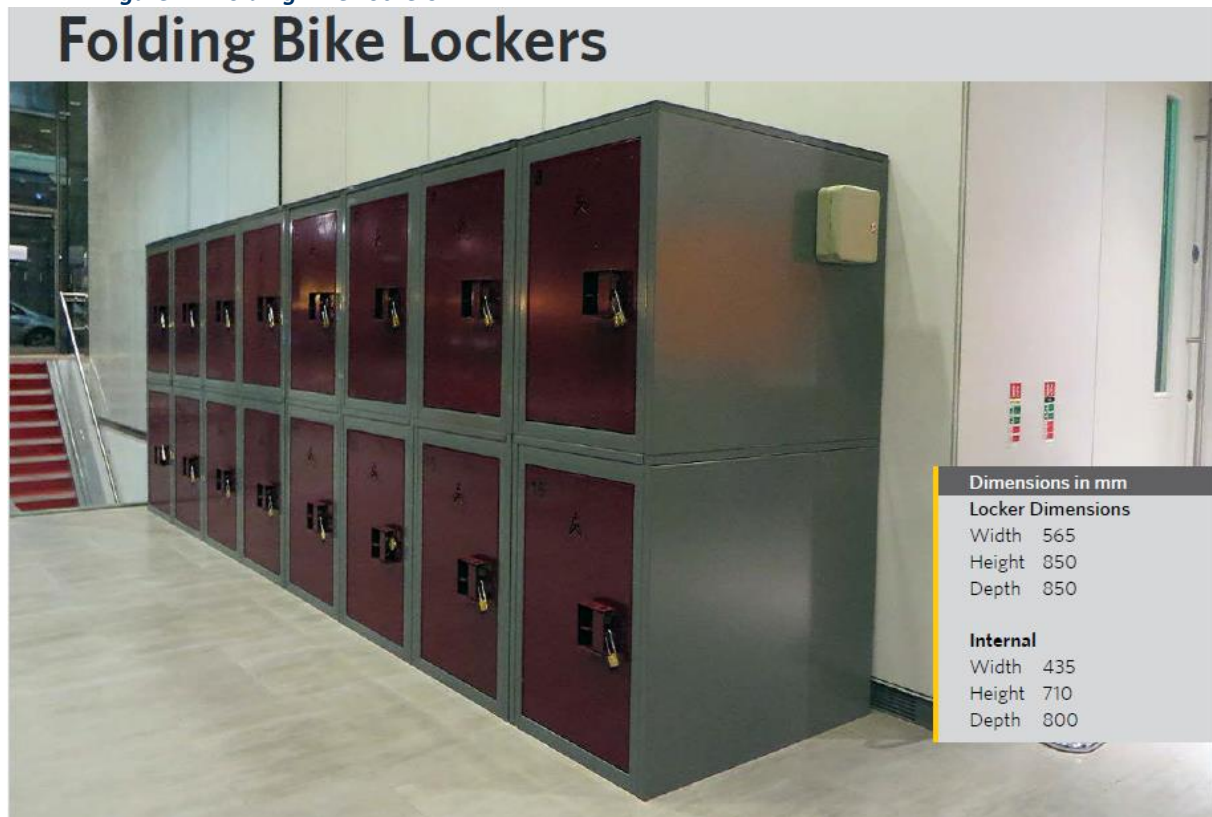
- 5.3.1 Cyclist access to the PBSA block is from the door located on the east side of the building and accessed from Newcastle Street. Within the building, a cycle lift accesses the internal cycle stores at first floor level.
- 5.3.2 The external door will have at grade threshold and 24 hour security measures to control access to the building. To accommodate all types of cycle, the cycle lift will have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm.

5.4 *Cycle Parking*

- 5.4.1 Downing recognise that cycling is an important mode of transport for residents to access education establishments and the city. Sustainable and active modes of transport are a crucial component of their operational strategy and ties in with their environmental, social and governance goals, as it recognises the financial, health and wellbeing effects this has on residents.
- 5.4.2 Downing have undertaken resident's surveys which indicate that only 5.2% of respondents use a bicycle as their main mode of transport for getting to/from University. Over years of operational experience, Downing have seen cycle stores within their schemes under utilised, with a very low level of individual ownership of bicycles. From their tenant engagement practices, tenants often do not see the value in purchasing a bicycle outright for personal use due to factors including; good public transport links, cost and potential theft.
- 5.4.3 To address these concerns Downing will provide and promote a free to hire bike scheme at the site. Downing's paper on free to hire bicycle provision at First Street Block C is contained at **Appendix C**. The operator will provide 86 folding bikes for use by residents located within secure lockers at the internal cycle store. This provision represents bikes for 15.5% of the bedspaces. The scheme will ensure that the number of trips taken by bicycle are far greater than if bicycle spaces were solely for private bikes. In this respect, residents will have access to regularly maintained bikes without having the expense of buying, maintaining, or insuring their own bicycle. The bicycle scheme is free of charge and works by a student booking a slot online/via the Downing app to borrow a bike from one of the cycle lockers. Downing have employed similar schemes at other Downing PBSA sites, and they have worked successfully.

5.4.4 The bike lockers are double stacked and an example these used by Downing at other PBSA sites is shown at **Figure 4**.

Figure 4 – Folding Bike Lockers



- 5.4.5 By introducing a free to hire bicycle provision on an unlimited basis this scheme can alleviate some of these concerns around outright bicycle ownership and be available as and when residents would require them.
- 5.4.6 As part of the bike hire scheme, Downing will continually review demand and usage of the bicycle provision and increase supply should that be required. As part of Downings environmental, social and governance strategy they have committed to promoting the use of the bicycle provision through their 'Green Living' campaign.
- 5.4.7 Downing Students are committed to providing free to use bikes that are available to their residents in line with the wider travel plan for the scheme. Data on usage of the scheme will be kept and made available should this be requested.
- 5.4.8 Downing recognise that some students may prefer to have their own bike at the accommodation. To address this Downing will provide an additional 30 cycle parking spaces within the internal secure cycle store in the form of 15 double stack bike racks. This provision represents additional cycle parking for 5.4% of the bedspaces and accords with Downing's resident's surveys which identifies 5.2% cycle use amongst residents.
- 5.4.9 A further 12 short stay visitor spaces will be provided within the public realm with 6 x Sheffield stands. These spaces may also support the demand for cycle parking from online courier deliveries requested by Students.

5.5 *Vehicle Access*

- 5.5.1 Vehicle access to the site is from Newcastle Street on the eastern side of the development. Access to the wider highway network is from priority junctions on Cambridge Street to the east and Medlock Street to the north.
- 5.5.2 The development proposes a service layby on the west side of Newcastle Street adjacent to the site frontage for the purpose of service deliveries and also to assist at the start and end of term for the purpose of students moving in and out of the accommodation.
- 5.5.3 The development will provide two mobility car parking spaces to the east of the building on Chester Street, located within 30m walking distance of the building entrance.

5.6 *Vehicle Parking*

- 5.6.1 Student accommodation is a sui generis use and the City of Manchester's Core Strategy does not have a specific parking standard for student residential development.
- 5.6.2 The development is a 'motorised vehicle free' scheme and will not provide car parking for residents, students or staff: it will be a predominantly car free development, with sustainable travel options providing for daily transport requirements.
- 5.6.3 The proposed student residential scheme is appropriate for a no car parking development. Car ownership amongst students is generally low, and the site's highly accessible location offers every opportunity to generate trips by walking, cycling and public transport. Therefore the provision for parking within the site is not essential as it is unlikely that the majority of student occupants will have regular use of a vehicle.
- 5.6.4 The parking restrictions on the surrounding streets effectively self-regulate the no vehicle parking policy at the site. Parking is permitted on some local streets in the vicinity of the site providing limited stay pay and display parking.
- 5.6.5 The PBSA management team will manage the explicit requirement that there is to be no use of cars by students who reside at the property. As part of their tenancy agreement, students will be required to agree not to bring vehicles into the area during their occupancy period. Compliance with this requirement will be closely managed, with an escalating penalty process being imposed for any known breaches. As an ultimate sanction, tenancy agreements may be terminated for persistent offenders.
- 5.6.6 Swept path analysis has been undertaken for the proposed mobility spaces on Chester Street and is detailed on drawing 155345-001 at **Appendix D**.

5.7 *Servicing*

- 5.7.1 A servicing and deliveries layby is proposed on Newcastle Street on the site frontage. The layby is convenient for the refuse bin internal storage area and associated service access doors located at the southern end of the building on the ground floor.

-
- 5.7.2 The bin store allocation is based upon 60 litres per occupant at 3 collections per week. This equates to 17 bins and can accommodate recycling provision.
- 5.7.3 Swept path analysis has been undertaken of the proposed layby using an 11.85m long large refuse vehicle. This is larger than the Manchester City Council standard 11.5m refuse vehicle and larger than all other service vehicles which could be expected at the site on a regular basis. The tracking therefore represents a worst case service vehicle scenario. The tracking is detailed on drawing 155345-002 at **Appendix D**.
- 5.7.4 The principle of the service vehicle turning head at Hulme Street/Newcastle Street is the same as that previously approved for the 2021 Co-living planning consent on the site as part of application 125573/FO/2019.

6. Construction Phase

6.1 Overview

- 6.1.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Suitably worded planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway.
- 6.1.2 Subject to planning, the development would commence in 2025 with an approximate 2 year build out for completion time for the student intake in August 2027.
- 6.1.3 The development site is part of a wider extant consent for residential use under planning permission reference 125573/FO/2019 (March 2021) for the construction of four blocks; A, B, C and D. Blocks A, B and D are currently being built out as per the consent, however, the current application seeks alternative proposals for Block C.
- 6.1.4 A Construction Management Plan (CMP) was prepared by Downing for the discharge of pre-commencement planning condition imposed by Manchester City Council relating to the development currently under construction. The CMP is issue 9 dated 13.12.2021 and included the previous proposals for the Block C site, with a construction duration of 100 weeks following commencement.
- 6.1.5 The CMP identified the route for construction traffic for the duration of the construction phase for blocks A, B, C and D. The main vehicular entrance to site is from Chester Street onto a site one-way system exiting onto Hulme Street. This route is currently in use for the current construction of Blocks A, B, D and would have also been used for Block C if the previous proposals for the Block C site were constructed as per the extant planning consent.
- 6.1.6 In relation to access for construction traffic, the CMP states that:

‘In preparation of the traffic management plan, Downing Construction met with Veronica Wong and Paul Broadhurst from MCC on July 20th 2021 and agreed the existing highway closures could be maintained for our development. DCL will make formal applications accordingly in line with the proposed below and the drawings provided in the appendix.

- *Currently, the vehicular access to the site is gained from Chester Street. There is a constant flow of traffic on all of the surrounding main streets, which will be taken into consideration as part of the Traffic Management Plan, particularly when deliveries to site are occurring and mobile plant is manoeuvring around the site.*
- *The majority of vehicles accessing site will be delivering materials, although initially there will be a number of vehicles removing excavated materials, equipment and surplus-waste materials. The number of wagons arriving on site at one time should be minimal, but this will vary depending on the activities being progressed at any particular time.*
- *Access/egress arrangements for the site will allow for safe pedestrian and vehicular access onto and from the site that also has the least impact on members of the public and surrounding land users.*
- *Trained and competent banks-men will control all vehicular movement in and around the site.*

6.1.7 The approved construction vehicle routing plan, which is currently in use, has been extracted from the CMP and is shown at **Figure 5**. Vehicle tracking for the construction vehicle route is included within the CMP and is shown at **Figure 6**.

Figure 5 – Extant Development Construction Management Plan; Traffic Routing Plan (Not to Scale)

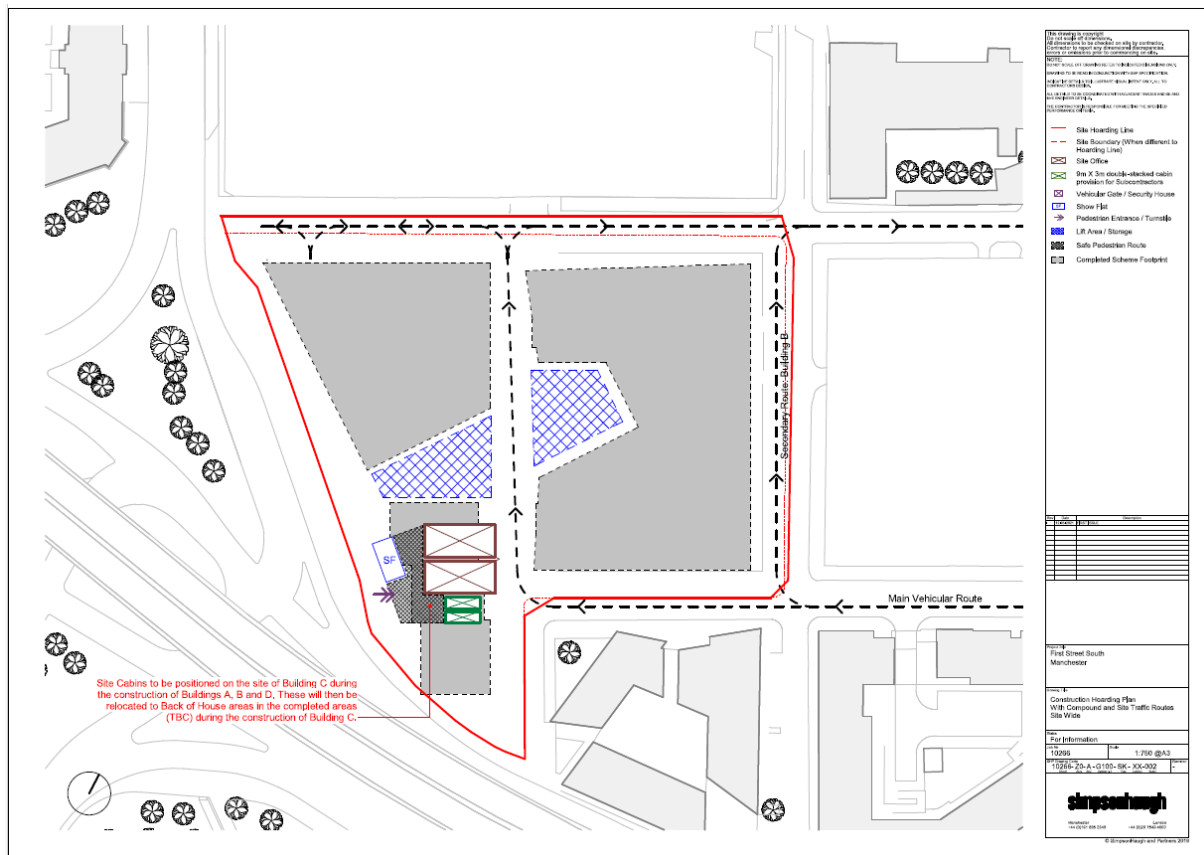
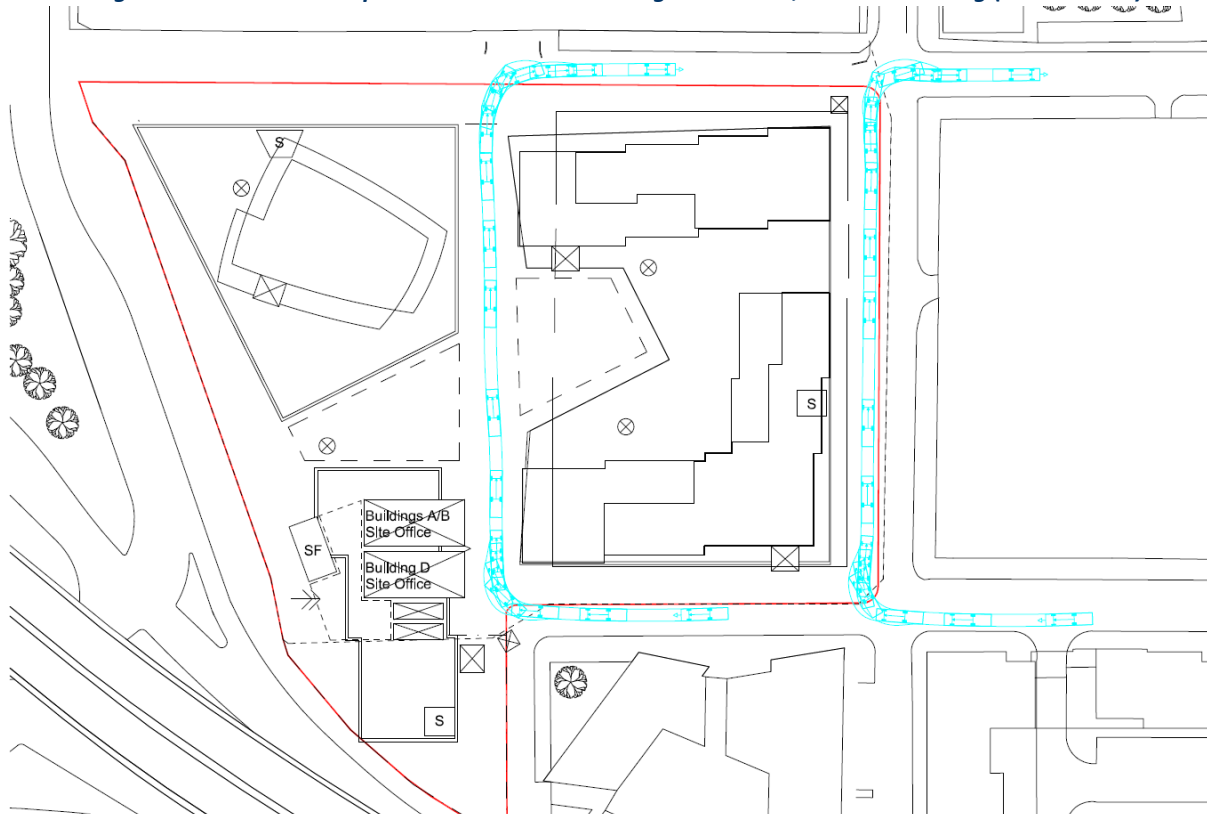


Figure 6 – Extant Development Construction Management Plan; Vehicle Tracking (Not to Scale)



6.2 Block C Construction Management Plan (CMP)

6.2.1 A new CMP has been prepared by Downing for the current Block C planning application proposals, which has been submitted as part of the planning application. The report is issue 4 dated 14.11.2023. The CMP contains specific information relating to the revised Block C proposals under the following chapter headings:

- Introduction and scheme overview
- Access to and traffic circulation around the site
- Surrounding land use and restrictions
- Environmental
- Access and site set up
- Procedural Matters
- Proposed works
- Key Information
- Summary Statement

6.2.2 The CMP identifies a proposed start date of 10 March 2025 and a proposed completion date of 17 August 2027, with an approximate construction duration of 127 calendar weeks. This is 27 weeks longer than set out within the CMP for the previous Block C proposals.

6.2.3 The CMP sets out the following proposed construction vehicle access strategy:

‘Vehicular access will be from the Cambridge Street junction on the Mancunian Way, along Cambridge Street, turning into Chester Street and then into Newcastle Street and onto site. There will be Entry and Exit gates for vehicular traffic, which will be manned at all times when the gates are open. Provision for cleaning site traffic wheel deposits will be in place to ensure surrounding roads are kept clean.

Application will be made to Manchester City Council to temporarily close Newcastle Street to general traffic, and to construct a temporary access from Newcastle Street onto Medlock Street for the duration of the works. This will enable a one way system for vehicular traffic through the site which will avoid vehicles having to turn around or back down Chester Street.

There will be a separate security gate for pedestrians (both site operatives and visitors) with a designated and clearly defined pathway leading to the welfare compound, to ensure that traffic and pedestrian segregation can be maintained at all times.’

6.2.4 The CMP acknowledges the surrounding land uses and restrictions, which states:

‘The site is in very close proximity to the Mancunian Way and Manchester City Centre, which can become heavily congested at peak times of the working day. It is paramount to maintain vehicular and pedestrian access to and from the city centre and road links.

The site is currently being occupied by the contractor working on phases A and B of the 11 First Street South development, and is within a securely hoarded area.

Downing Construction Limited will engage with Manchester City Council when applying for and obtaining any necessary permits for oversailing agreements and the movement of abnormal loads and ensure continuous cooperation with them throughout the construction phase.

Immediate neighbours include two Unite student accommodation residences namely New Medlock Street development and Parkway Gate. Also phases A and B of the Plot 11 First Street South Co-Living developments will be completed. Consideration and on-going liaison will be given to our neighbours throughout the works with every effort made to minimise any disruption.’

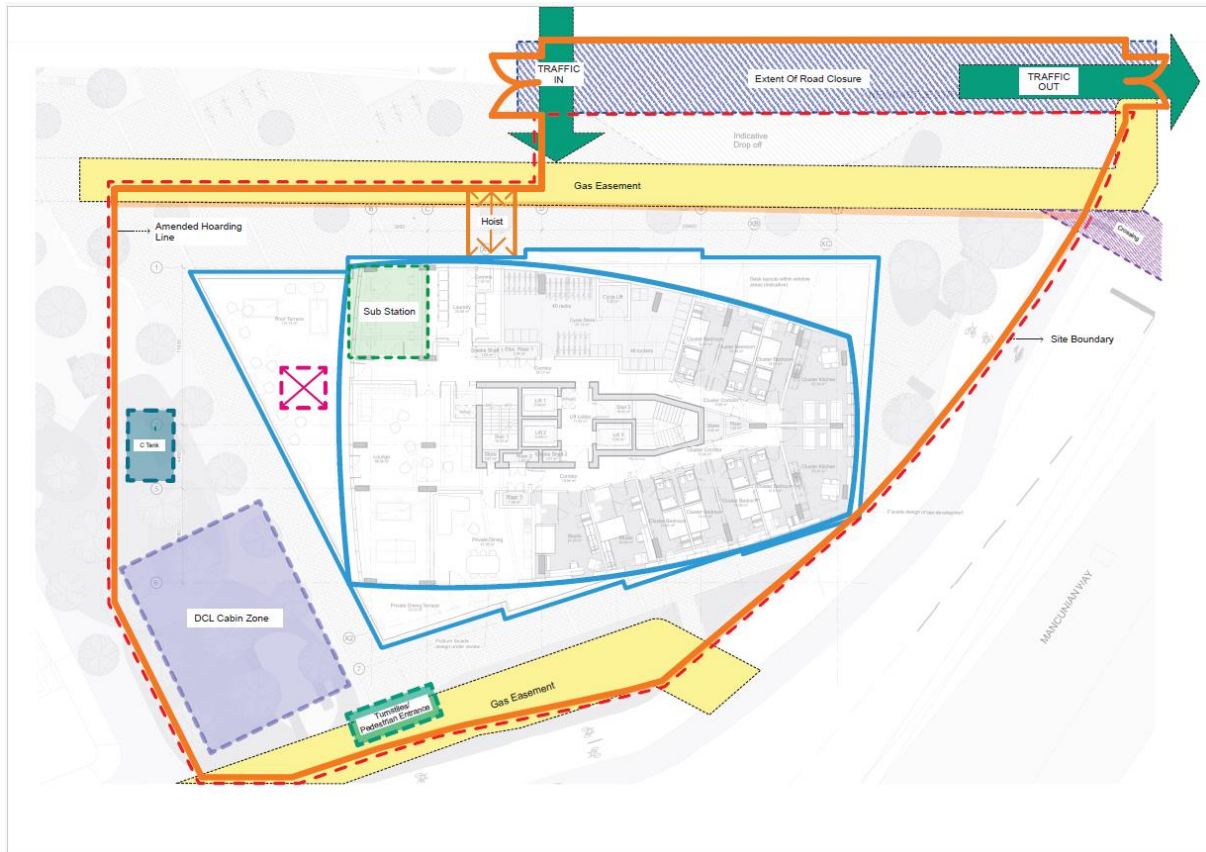
6.2.5 In relation to access for construction traffic the CMP states that:

- *‘Maintaining access and a flow of traffic on the surrounding main roads will be taken into consideration as part of the Traffic Management Plan, particularly when deliveries to site are occurring and mobile plant is manoeuvring around the site.*
- *The number of lorries arriving on site will vary, but this will depend on the activities being progressed at any particular time.*
- *Access/egress arrangements for the site will allow for safe pedestrian and vehicular access onto site that has the least impact on members of the public and surrounding land users.*
- *Trained and competent traffic marshals will control all vehicular movement in and around the site.*
- *Deliveries will be scheduled to avoid busy rush hour periods and also a build-up of site traffic.*

- There will be regular liaison with our neighbours throughout the construction phase.
- Parking will not be available on site, and all operatives will be encouraged to use public transport where possible.'

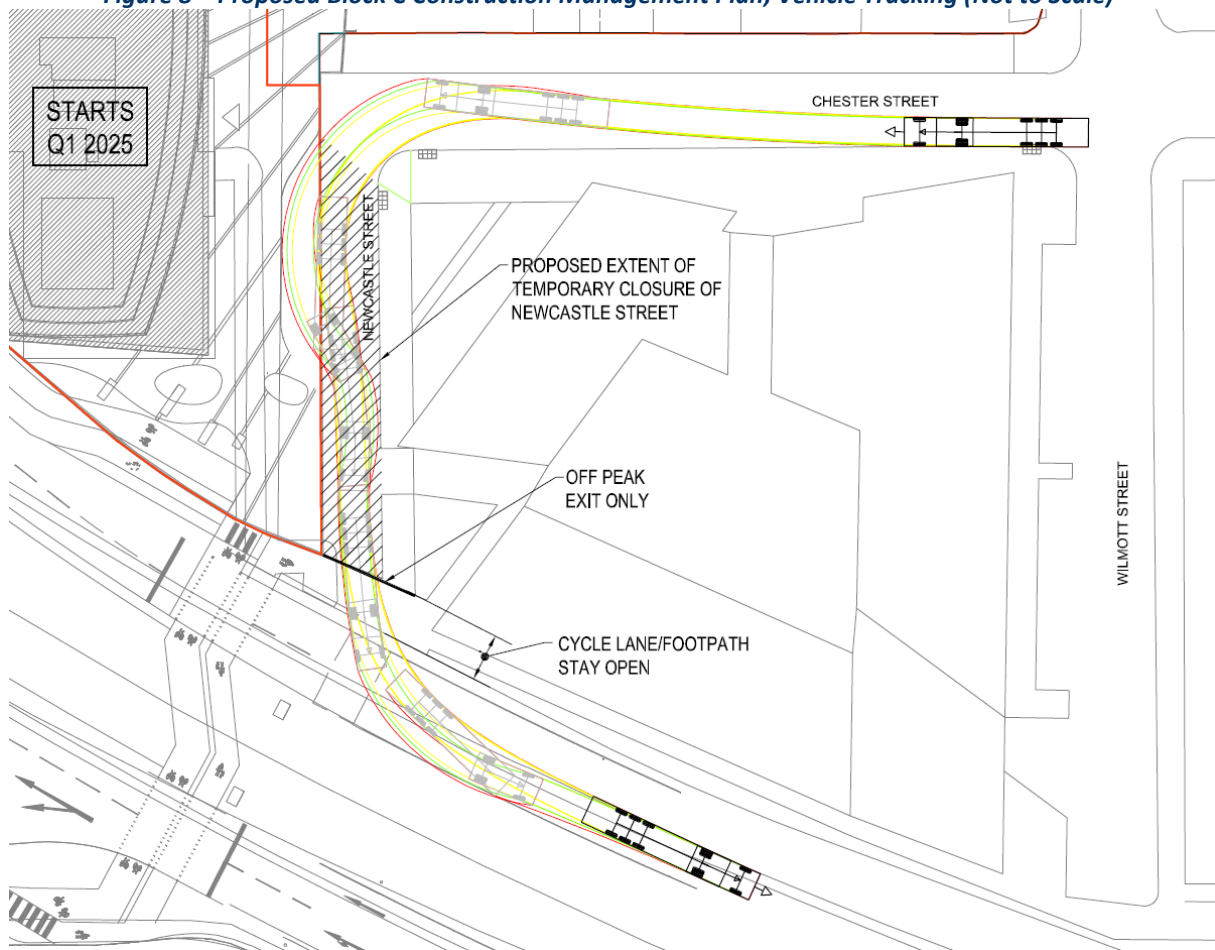
6.2.6 The proposed construction vehicle routing plan has been extracted from the CMP and is shown at **Figure 7**.

Figure 7 – Proposed Block C Construction Management Plan; Traffic Routing Plan (Not to Scale)



6.2.7 Vehicle tracking for the construction vehicle route has been prepared by AJP Consulting Engineers for an articulated heavy goods vehicle, with an extract shown at **Figure 8**.

Figure 8 – Proposed Block C Construction Management Plan; Vehicle Tracking (Not to Scale)



6.2.8 The proposed construction vehicle access route is from the Cambridge Street junction on the Mancunian Way, along Cambridge Street, turning into Chester Street towards Newcastle Street. This is the same construction vehicle route that is consented for the current construction works, which includes the Block C site. There are no additional transport implications for construction vehicles accessing the site, using the approved route, for the duration of the construction phase for the Block C planning application proposals.

6.2.9 The proposed exit route for construction vehicles is different to that approved for the current construction works for Blocks A, B and D to the north of the site. Instead of vehicles using the current site one-way system exiting onto Hulme Street (which will not be available following completion of these works) an application will be made to Manchester City Council to temporarily close Newcastle Street to general traffic, and to construct a temporary exit from Newcastle Street onto the A5103 Medlock Street for the duration of the works. This will enable a one way system for vehicular traffic through the site which will avoid vehicles having to turn around or back down Chester Street. To reduce the impact of this proposal on the A5103, deliveries will be timed to avoid network peak hour periods. Pedestrian and cyclist facilities on Newcastle Street and across the A5103 will be maintained throughout the construction phase with trained and competent traffic marshals controlling all vehicular movement on and off site.

6.2.10 Once the construction phase is completed, the temporary Newcastle Street road closure would be removed and the temporary vehicle exit onto the A5103 would be permanently removed and the highway reinstated to previous conditions.

6.2.11 The proposed temporary construction vehicle exit has benefits for the local highway network, which are summarised:

- Construction traffic associated with the Block C site would not exit using Hulme Street and Cambridge Street, as previously consented for construction on this site. This will significantly reduce construction HGV traffic using these local roads to access the A57(M) for the duration of the construction phase.
- Construction vehicles exiting the site will directly access the primary highway network (A5103) and strategic highway network (A57(M)) immediately to the east. Minimising the distance to access these routes will have highway benefits by reducing the construction traffic impact on local roads and by concentrating construction traffic movements on roads which are better placed to accommodate HGV traffic.
- The one way exit route will remove the need for construction traffic to turn around on the site and exit back along Chester Street to Cambridge Street. This will limit HGV construction traffic on this route.

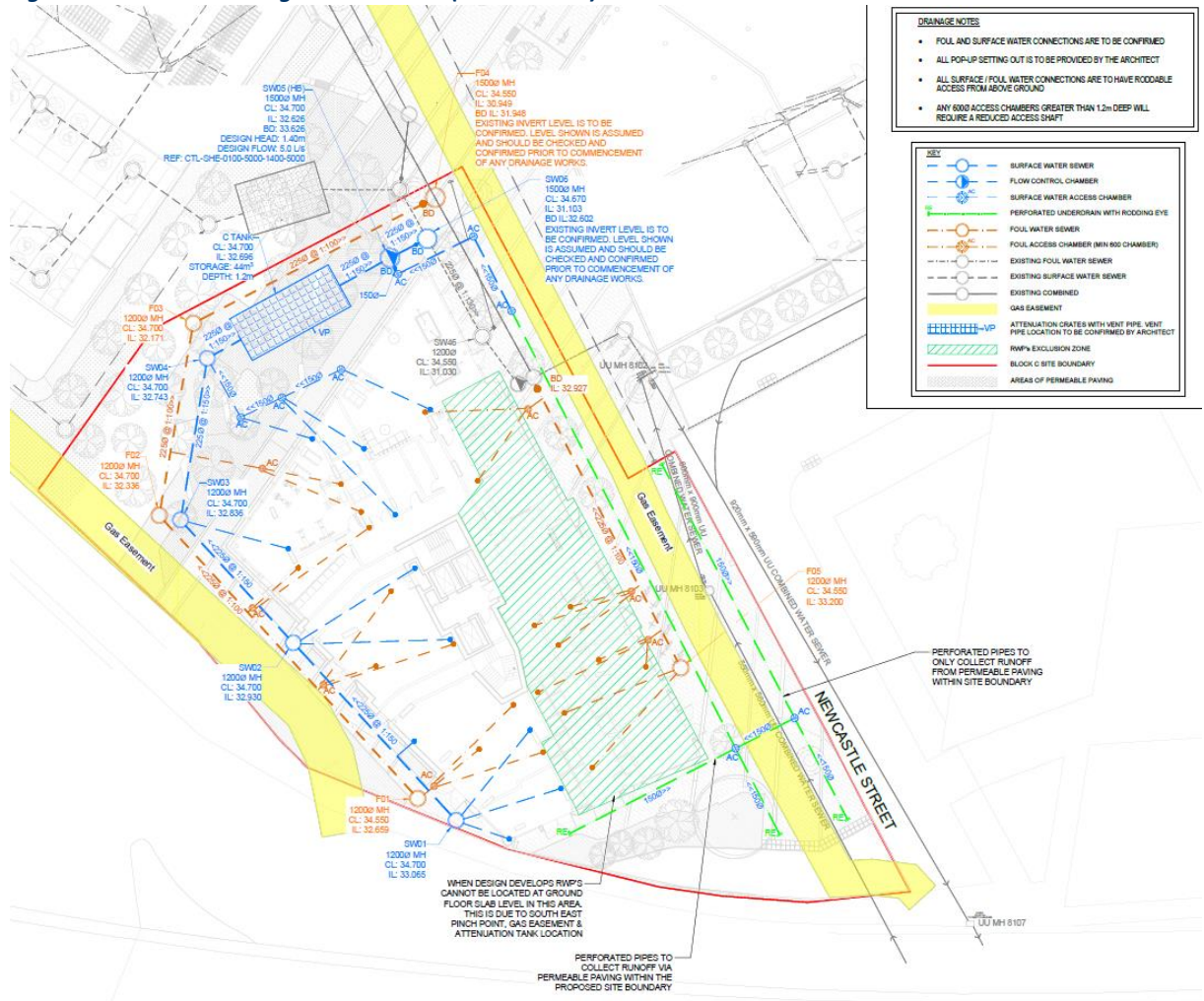
6.3 *Block C Utility Connections*

6.3.1 The Block C site has extant consent for development which the current application proposals will supersede. Nevertheless, the extant development proposals would have required utility connections which would have been part of the current construction works on the wider site had the extant proposals for Block C been progressed. Therefore the principle of utility connections required for the Block C site is already established.

Drainage Connections

6.3.2 The Block C surface water sewer and foul water sewer connections will be made within the site and connect to infrastructure already implemented as part of the construction of Blocks A, B and D. **Figure 9** is an extract of ARP Consulting Engineers drawing reference FSS AJP ZZ 00 DR C – 1000 P03, which shows the outline drainage strategy for the Block C planning application proposals with the new foul and surface water connections in the northeast corner of the Block C site. The construction of the drainage connections will therefore have no impact on the adjacent public highway network.

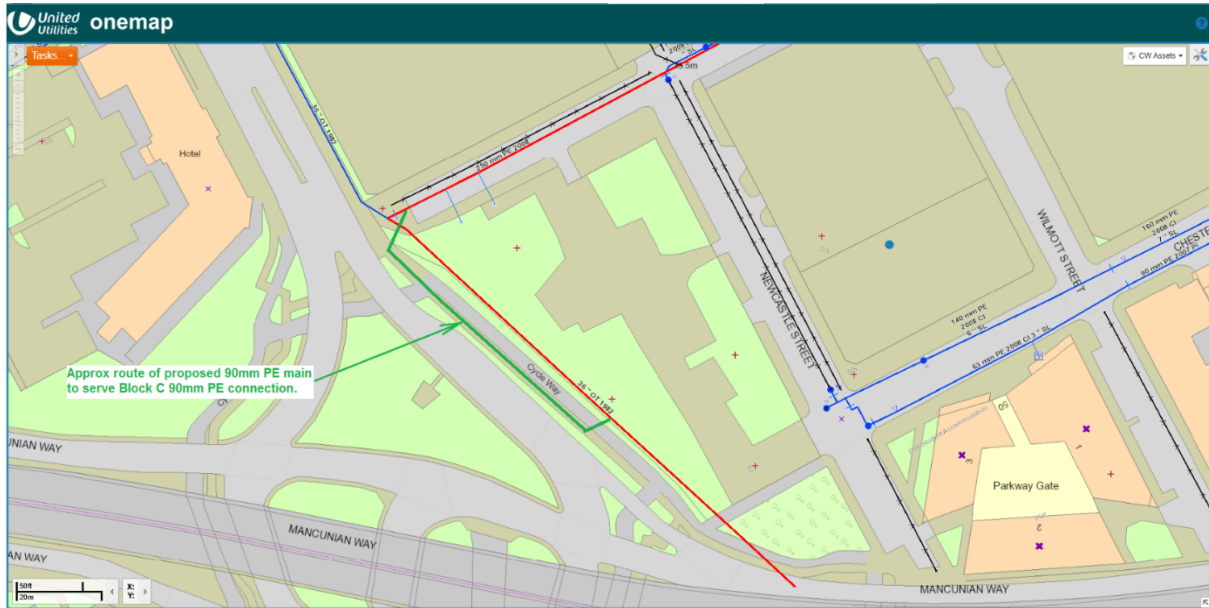
Figure 9 – Block C Drainage Connections (Not to Scale)



Water Connection

6.3.3 The water connection to Block C is the same as previously proposed as part of the extant development on the wider site that includes the Block C site and, therefore, the principle is already established. The connection will be made by United Utilities Water Limited. The plan provided by United Utilities at **Figure 10** shows the connection from the western side of the site with works within the footway/cycleway on the east side of the A5103. The works are separated from the A5103 by a highway verge and therefore the traffic management impact on the A5103 should be minimal. The works will temporarily impact the cycle footway adjacent to the A5103 and the A5103 pedestrian/cycle crossing. United Utilities will be responsible for the traffic management associated with the water connection works.

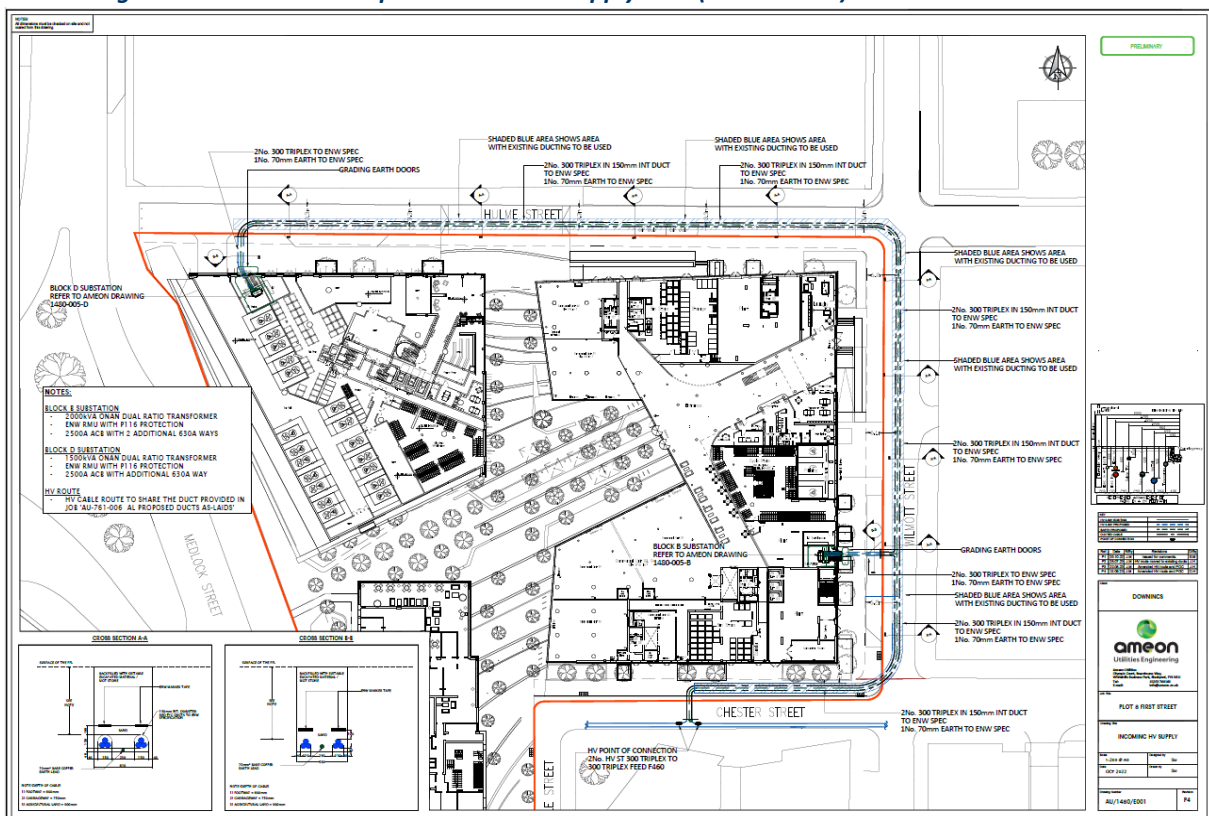
Figure 10 – Block C Water Connection (Not to Scale)



Electrical Connection

6.3.4 The electrical connection the Block C site for the current planning application proposals has not yet been finalised with the utility provider. The approved incoming high voltage supply to the extant development currently under construction, which includes the Block C site, is shown on Ameen Utilities Engineering drawing reference AU/1480/E001 P4 with an extract at **Figure 11**. The drawing shows an electrical supply within the footway on the north side of Chester Street.

Figure 11 – Extant Development Electrical Supply Plan (Not to Scale)



6.3.5 The electrical supply to the Block C PBSA will potentially be different to that previously proposed as the PBSA now includes a substation within the building on the south east corner and fronting Newcastle Street, which will require a new connection. At this stage it is anticipated that the new electrical supply to the Block C substation will be from the existing infrastructure located in Chester Street. Any traffic management works associated with the new electrical supply to the PBSA substation will be limited to Chester Street and Newcastle Street in the immediate vicinity of the site, which is a no through vehicle route, and therefore would have very limited implications for local vehicular access. The utility provider will be responsible for the traffic management associated with the electrical connection works.

7. Sustainable Accessibility

7.1 Introduction

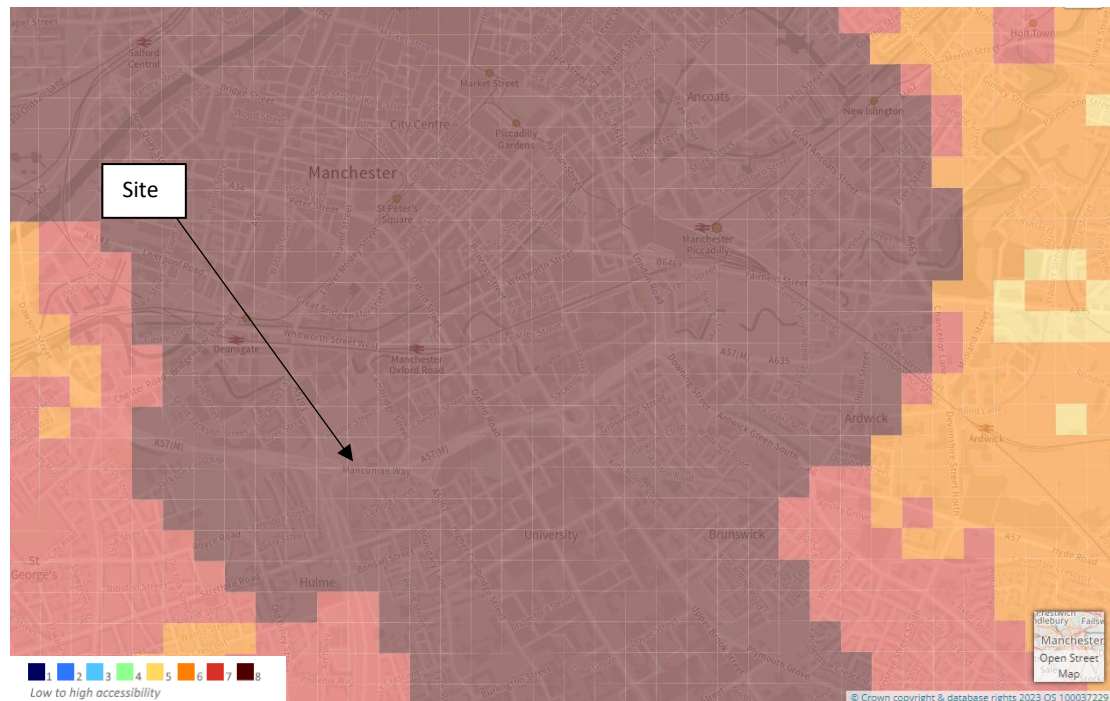
- 7.1.1 At a local level Greater Manchester has a vision to become the first city region in the UK to have a fully joined up cycling and walking network. The 'Greater Manchester's cycling and walking infrastructure' document sets out the 'Beelines' vision and the proposal is to *'connect every neighbourhood and community in Greater Manchester as well as a clear strategy for effective delivery of a network that will make cycling and walking a viable choice for those that don't do so now.'* And, *'crucially, the proposed network is not for people who already cycle or walk for the majority of their journeys. Its focus is to enable the two thirds of people who currently use their car, as their main mode of transport.'*
- 7.1.2 This section of the report provides a detailed audit of the site's accessibility by both active and public transport moves, including;
- Walking;
 - Cycling;
 - Bus;
 - Tram; and,
 - Rail.
- 7.1.3 A Travel Plan has also been developed for the site which sets out the strategies and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development.

7.2 Overview

- 7.2.1 The site is located within Manchester City Centre and benefits from an excellent level of accessibility to various forms of public transport, and also to a comprehensive network of pedestrian and cycle infrastructure. Greater Manchester's Open Data Infrastructure Mapping tool (GMODIN), an extract of which is provided at **Figure 12**, shows that the site has an accessibility level rating of '8', which is the highest achievable level of accessibility.

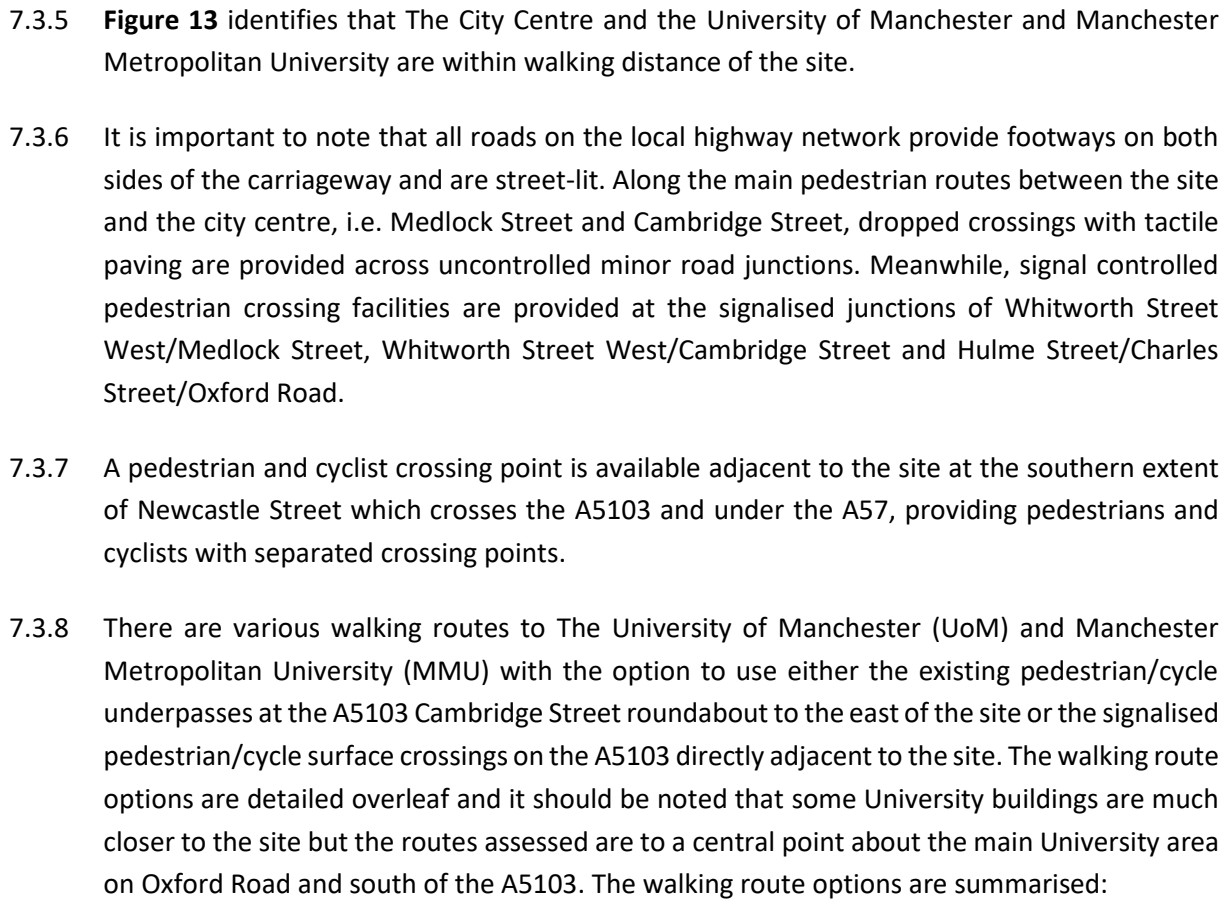
Figure 12 – Greater Manchester Accessibility Level Map

[GMODIN]



7.3 Accessibility on Foot

- 7.3.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”
- 7.3.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 7.3.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 7.3.4 **Figure 13** identifies the 1000m and 2000m walking isochrones from the site which indicate areas that are accessible to the site on foot.



- Walk east on Chester Street crossing Wilmott Street and Cambridge Street (traffic signal pedestrian crossing) and then walk south (traffic free pedestrian and cyclist route) on Oxford Road (traffic signal crossings on Oxford Road). The walking distance is approximately 1.4km (19 minutes).
- Walk south on Newcastle Street – use the signalised crossing across the A5103 and under the A57(M) – travel east on Loxford Street – cross at the signalised crossing across Higher Cambridge Street and use the pedestrian walkway to travel east crossing Lower Chatham Street and Lower Ormond Street – travel east on Cavendish Street and then south on Oxford Road. The walking distance is 1.4km (19 minutes).
- Walk south on Newcastle Street and walk east on the A5103 (north side) towards Cambridge Street Junction and use the traffic free underpass to reach Cambridge Street – travel south down Cambridge Street and then east using the pedestrian footways through University Green and then south on Oxford Road. The walking distance is 1.3km (17 minutes). The route using the A5103 underpass may be undesirable for pedestrians at night time and due to potential antisocial behaviour. There are equally accessible routes (as detailed above) which avoid the need to use this underpass.

7.3.9 There are routes of high quality for pedestrians along the pedestrian desire lines identified with footways on both sides of the carriageway, signalised crossings at main road junctions and street lighting.

7.3.10 In summary, it is considered that the quality of existing pedestrian infrastructure along the main routes between the site and the city centre to the north and the site and the University of Manchester and Manchester Metropolitan University to the south are good. The surrounding infrastructure is considered to be conducive to pedestrian movement and would not present a barrier to walking for future residents and users of the site.

7.4 Accessibility by Cycle

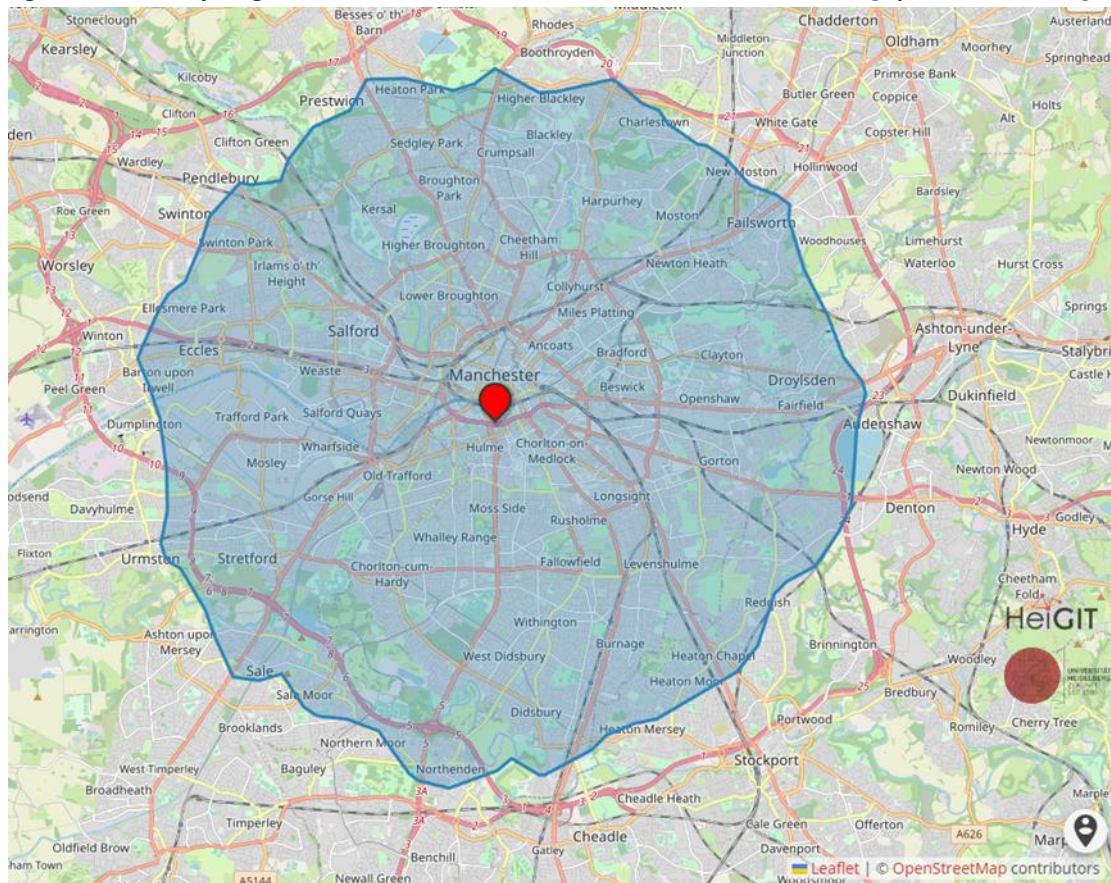
7.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

7.4.2 **Figure 14** identifies destinations that lie within an 8km cycling distance of the site.

Figure 14 – 8km Cycling Isochrone

[OpenRouteService]

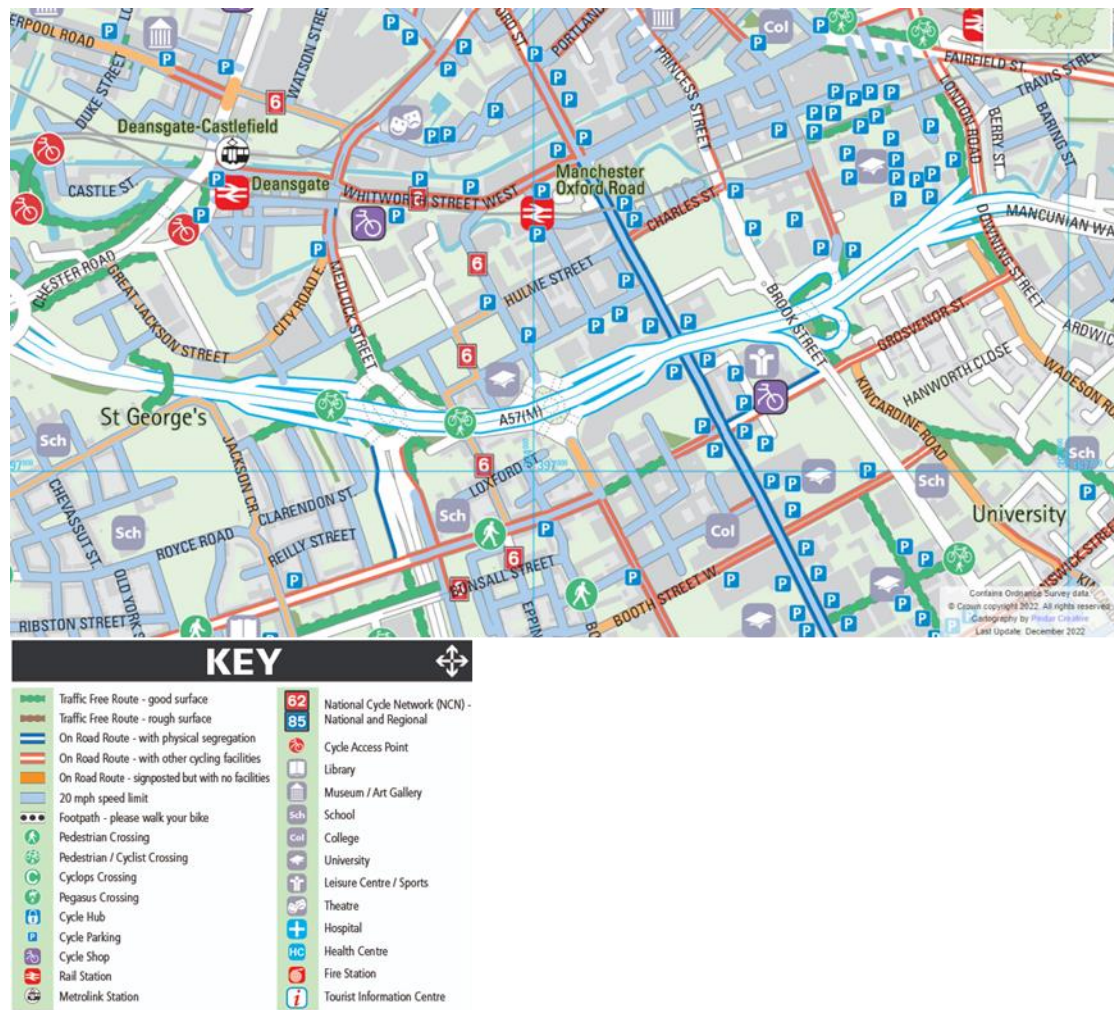


7.4.3 **Figure 14** shows that all of Manchester City Centre, the University of Manchester and Manchester Metropolitan University, as well as many surrounding areas are located within cycling distance of the site. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility.

7.4.4 The extract at **Figure 15** is from The Transport for Greater Manchester Cycle Network Map and it identifies the location, extent and classification of cycle routes on the local highway network in the vicinity of the site. It also indicates the location of cycle parking, cycle hubs and cycle shops as well as Toucan crossing points.

Figure 15 – Extract from TfGM Cycle Network Map

[TfGM]



- 7.4.5 The cycle map identifies that a mixture of 'on road' and 'traffic free' routes are present in the vicinity of the site. This includes National Cycle Route 6 which runs directly along the site frontage on Newcastle Street and then Chester Street and Wilmott Street before heading east on Hulme Street.
- 7.4.6 On-street cycle parking facilities are available within about a 3 minute walking distance of the site at the Cambridge Street junctions with Hulme Street and Chester Street, respectively. A total of 12 Sheffield Stands are provided which can accommodate 24 cycles.
- 7.4.7 A Cycle Hub is located at Oxford Road station and cycle shops are located within relatively close proximity; one within first street north and one on Hillcourt Street, approximately 570m from the site.
- 7.4.8 The TfGM Bee Network bike hire scheme has a station located on Chester Street within a 3 minute walking distance of the site. The station has 4 cycle docks. There are 7 dock station sites within the central Universities core around Oxford Road.
- 7.4.9 The development will provide 86 bicycles for residents use as part of a free to hire bike scheme, together with an additional 30 residents cycle parking spaces and 12 short stay visitor spaces.

7.4.10 It is considered that the development site has an excellent level of accessibility by cycle and the existing cycle infrastructure on the surrounding highway network will encourage cycling as a mode of travel for residents and staff.

7.4.11 The provision of secure cycle parking facilities will be monitored to ensure that an adequate level is provided to meet the demand required by its users, and the shared cycle facilities will make cycling accessible to those who want to cycle but do not necessarily wish, or have means to, own a cycle.

7.5 Accessibility by Bus

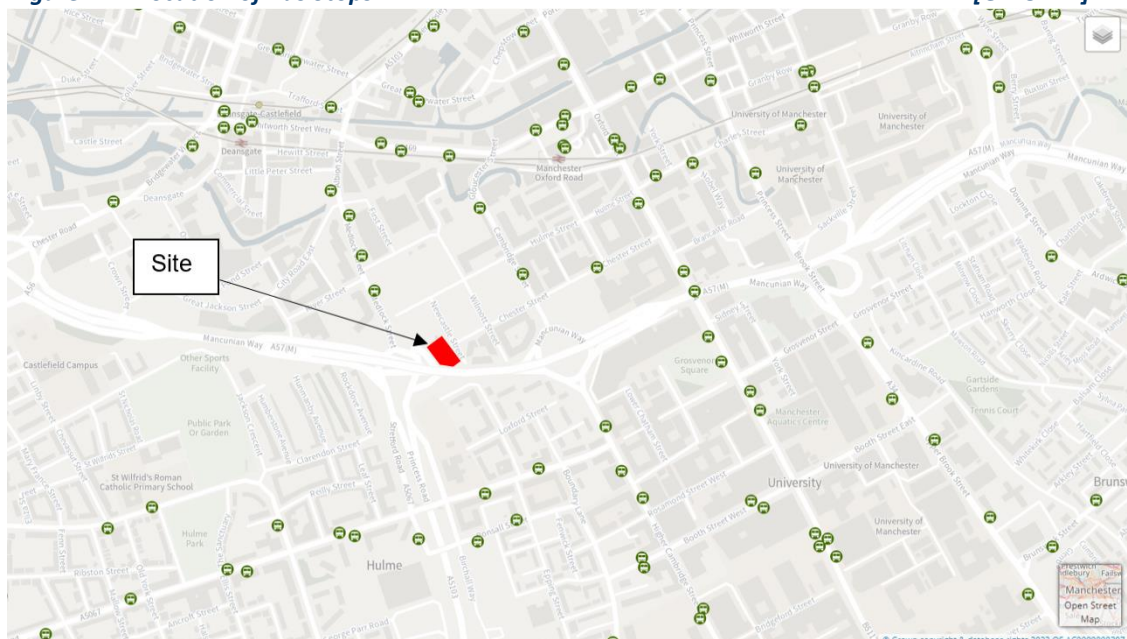
7.5.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.” **Figure 16**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 16 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

7.5.2 With reference to TfGM’s GMODIN map, an extract of which is provided at **Figure 17**, the closest bus stops to the site are located on Cambridge Street (approximately 200-260m from the site) and Medlock Street (approximately 190-300m from the site). Bus stops providing additional services are also present along Oxford Road (approximately 430m from the site) and Whitworth Street West (approximately 440-470m from the site).

Figure 17 – Location of Bus Stops



7.5.3 It should be noted that the facilities along Oxford Road are part of the ‘Wilmslow Road bus corridor’, which is regarded as one of the busiest routes in Europe with a timetabled service frequency of at least one bus per minute in each direction on Monday to Friday daytimes.

7.5.4 The services and frequencies available at the stops on Medlock Street, Cambridge Street and Whitworth Street West are summarised at **Table 2**.

Table 2 – Summary of bus services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
101	Piccadilly Gardens – Moss Site - Wythenshawe	15 mins	30 mins	30 mins
102	Piccadilly Gardens – Manchester City Centre - Chorlton	No Service	No Service	60 mins
103	Manchester Airport – Wythenshawe – Piccadilly Gardens	30 mins	25/60 mins	60 mins
256	Piccadilly Gardens – Hulme - Flixton	15 mins	30/60 mins	30 mins

7.5.5 These buses provide access to key places students are likely to want to travel to such as Manchester City Centre and also connect to other transport hubs in the city and to Manchester airport.

7.5.6 The Manchester city centre free bus service 1 also stops on Whitworth Street West next to Deansgate Station and facilitates travel around Manchester, stopping in areas such as Spinningfields, Chinatown and The Gay Village. This provides residents with a free service around the city centre. The frequency of this free bus is as follows:

Monday to Friday

→ 07:00-19:00 – every 10 minutes

→ 19:00-23:30 – every 30 minutes

Saturday

→ 07:00-08:30 – every 15-30 minutes

→ 08:30-19:00 – every 10 minutes

→ 19:00-23:30 – every 30 minutes

Sunday and public holidays

→ 10:00-18:00 – every 10 minutes

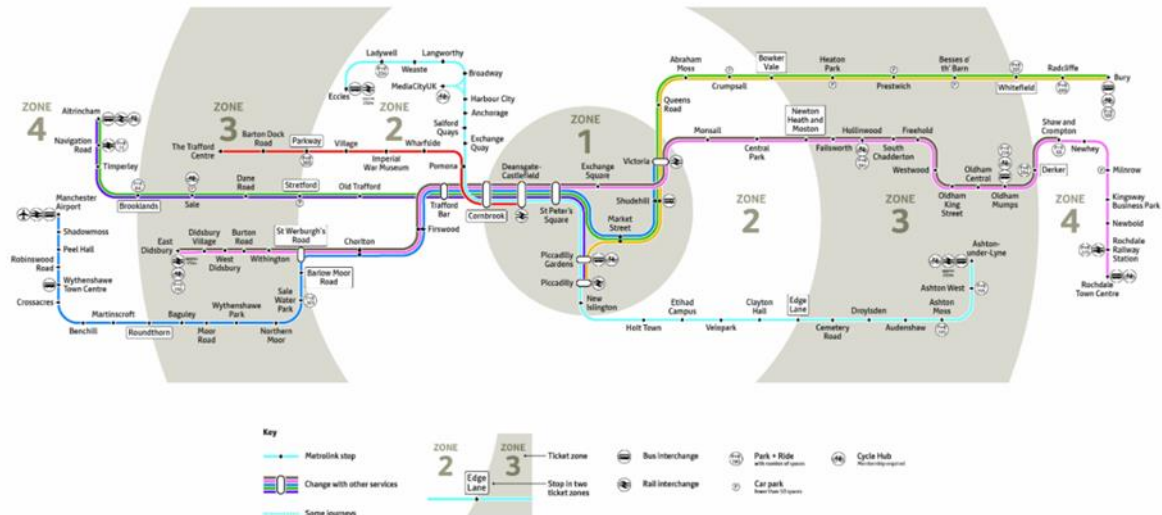
7.5.7 In summary, it is considered that a range of frequent bus services are readily available within the recommended walking distance of the site, and that they collectively provide an excellent level of connectivity between the site and most of Greater Manchester.

7.6 Accessibility by Tram

7.6.1 Manchester's Metrolink is a tram network consisting of seven lines which extend from the City centre to Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport and Rochdale. **Figure 18** shows the tram network map.

Figure 18 – Greater Manchester tram network map

[TfGM]



7.6.2 The closest tram stop to the site is Deansgate-Castlefield station; located at a walking distance of approximately 560m which equates to around a 7 – 8 minute walk. The station is located within Network Zone 1 and provides direct access to 7 Metrolink lines. Each of these lines provides trams with a frequency of 12 minutes and services to Manchester Airport are every 20 minutes in the early hours.

7.6.3 Deansgate-Castlefield station can be accessed from the site via a 9 minute walk travelling west on the A5103 to Medlock Street, then walking north up Medlock Street and turning west (left) on Whitworth Street West/B6469. This route has good pedestrian infrastructure in place as there are footways on each side of the carriageway and street lighting available. There are four opportunities for pedestrians to cross Medlock Street at signalised and pedestrian island crossing facilities.

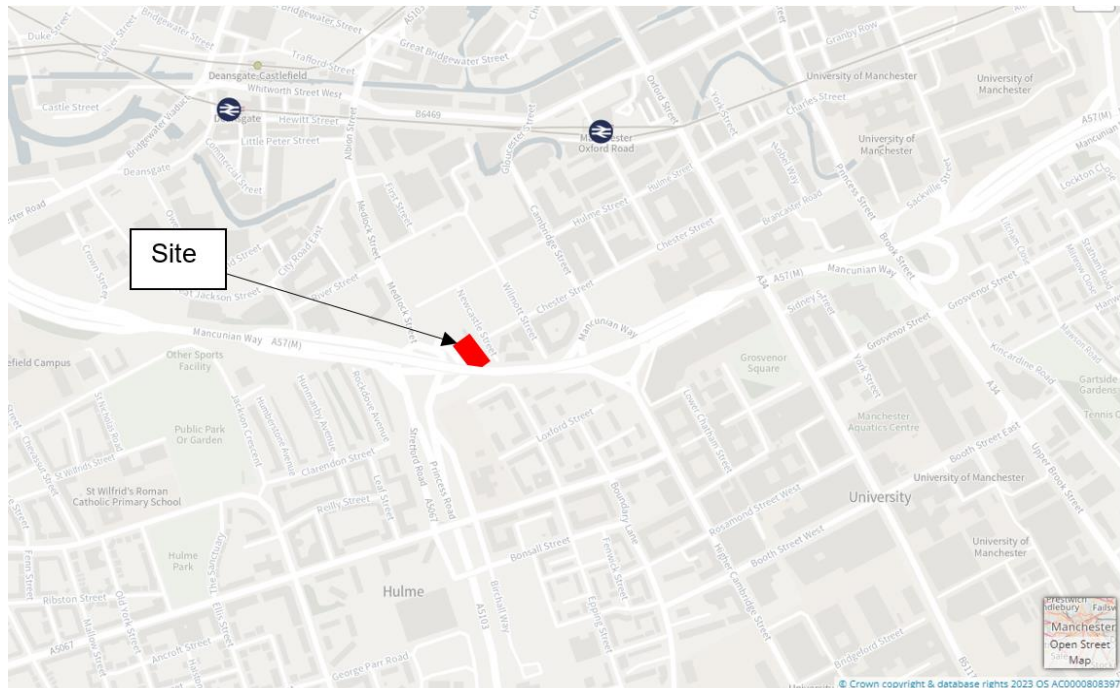
7.6.4 It is considered that site's location provides an excellent level of accessibility to Manchester's Metrolink tram network.

7.7 Accessibility by Rail

7.7.1 The closest train stations to the site are Oxford Road and Deansgate; these are located approximately 460m and 580m / 6-8 minute walk from the site. The location of each station is indicated in **Figure 19**.

Figure 19 – Location of Train Stations

[GMODIN]



- 7.7.2 Deansgate station provides access to services operated by Northern Rail, whilst Oxford Road station provides access to services operated by Northern Rail as well as other rail service providers including TransPennine Express, East Midlands Trains and Transport for Wales. Both stations provide access to a frequent level of rail services with destinations nationwide.
- 7.7.3 Whilst a small number of cycle parking spaces are available at Deansgate, a much greater level is provided at Oxford Road with the 72 racks and stands and the availability of a new cycle hub.
- 7.7.4 Deansgate station is located opposite Deansgate-Castlefield tram station and so is again a 9 minute walk from the site. It is accessed by walking and cycling by travelling west across the A5103, north up Medlock Street and west on Whitworth Street West/B6469. There is a cyclist only signalised cycle crossing at the Medlock Street junction which connects to a shared cycle footway and then an on carriageway cycle path along Medlock Street, facilitating travel to the station by cycling.
- 7.7.5 Manchester Oxford Road station is located a 10 minute walk from the site and is accessed by walking east on Chester Street, north on Cambridge Street, east on Whitworth Street West and south on Station Approach. On carriageway cycle paths are present for parts of Whitworth Street West for cyclists. This route is attractive to pedestrians due to the footways on each site of the carriageway and signalised crossings across the main junctions of Gloucester Street and Whitworth Street West and Whitworth Street West and Station approach.
- 7.7.6 It is considered that the site's location provides an excellent level of accessibility to the public rail network.

- 7.7.7 An area at Manchester Oxford Road station is available for vehicles to drop individuals off and pick them up. Marked bays on Whitworth Street West close to the station are designated to taxis, with the space for approximately 6 vehicles. Similar bays designated to taxis are available opposite Deansgate station with the space for approximately 6 taxis.

7.8 *Accessibility Summary*

- 7.8.1 The site is highly accessible by both active and public passenger transport arrangements. As such, future residents and visitors will have an attractive choice of sustainable travel options which will reduce the need to travel by car.
- 7.8.2 A Travel Plan has been developed for the site which sets out the strategies and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development.

8. Multimodal Traffic Generations

8.1 Co-Living Planning Consent Multimodal Generations

- 8.1.1 The site has planning consent for Co-living residential apartments under extant consent reference 125573/FO/2019 (March 2021). Block C would have provided 322 co-living bedspaces (single occupancy).
- 8.1.2 The Co-living application was supported by a Transport Assessment report prepared by Sanderson Associates reference 11123/BL/002/03 dated November 2019. The Transport Assessment set out the development trip generations for that development at Section 6 of the report. The TRICS assessment was based on the total number of bedrooms in the development.
- 8.1.3 The multimodal traffic generations for the Co-living block on the application site, which would be replaced by the PBSA, have been estimated using the traffic data in the Transport Assessment submitted for the extant consent. Previously, the scheme was assessed as a whole (with no granular data available specifically for Block C), however, based on the overall findings, and that Block C would have accommodated 322 people, total people generations have been calculated and summarised at **Table 3**.

Table 3 – Total People Generations for 322 People

Time Period	Trip Rates		Total People Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.047	0.276	15	89	104
PM Peak 17:00-18:00	0.182	0.081	59	26	85
Daily	1.362	1.388	439	447	886

- 8.1.4 To predict the volume of trips made by other modes of travel, the Transport Assessment used the 2011 Census: Method of Travel to Work data has been used for the local area (Manchester 057 MSOA). This data identified the modal splits for the purpose of travel to work, which are summarised at **Table 4**.

Table 4 – 2011 Census: Method of Travel to Work data (excluding car drivers)

Method of Travel to Work	% by non-car drivers
Underground, metro, light rail, tram	4.2%
Train	10.5%
Bus, minibus or coach	20.4%
Taxi	0.5%
Motorcycle, scooter or moped	0.3%
Passenger in a car or van	3.1%
Bicycle	4.0%
On foot	56.4%
Other method of travel to work	0.7%
Total	100.0%

- 8.1.5 The proportions given in **Table 4** have been adjusted to discount those driving to work as well as those working from home as no 'trip' would be generated. The trips by mode at **Table 5** could therefore be expected.

Table 5 – Multimodal Generations for 322 Bedrooms

Method of Travel to Work	%	AM Peak 08.00-09.00	PM Peak 17.00-18.00	Daily (two-way)
Underground, metro, light rail, tram	4.2%	4	4	37
Train	10.5%	11	9	93
Bus, minibus or coach	20.4%	21	17	181
Taxi	0.5%	1	0	4
Motorcycle, scooter or moped	0.3%	0	0	3
Passenger in a car or van	3.1%	3	3	27
Bicycle	4.0%	4	3	35
On foot	56.4%	59	48	500
Other method of travel to work	0.7%	1	1	6
Total People	100.0%	104	85	886

8.2 PBSA Multimodal Generations

- 8.2.1 The TRICS database has been interrogated to predict modal generations for the PBSA. The TRICS selection criteria only includes weekday surveys for student accommodation sites in Town Centre and Edge of Town Centre locations. The TRICS search was further refined to remove surveys undertaken when travel restrictions were in place as a result of the Covid19 pandemic.

- 8.2.2 The TRICS data can be found at **Appendix E** and the predicted generations are summarised at **Table 6** for the proposed PBSA with 555 students.

Table 6 – Multimodal Trips for the proposed PBSA comprising 555 Students

Time Period	Pedestrians	Cyclists	Public Transport Users	Total People
07:00-08:00	9	0	10	21
08:00-09:00	29	2	34	65
09:00-10:00	24	3	28	56
10:00-11:00	27	1	29	58
11:00-12:00	26	2	25	58
12:00-13:00	31	1	31	67
13:00-14:00	38	2	33	78
14:00-15:00	33	2	28	66
15:00-16:00	38	2	29	73
16:00-17:00	34	1	27	64
17:00-18:00	39	2	33	75

18:00-19:00	37	3	29	73
19:00-20:00	34	1	28	66
20:00-21:00	44	1	32	81
Total	443	23	396	901

8.2.3 The TRICS data identifies a substantial proportion of trips by public transport. This is likely to be an overestimation for this site due to the close proximity of the site to the Manchester University and Manchester Metropolitan University campuses and the good facilities available for walking and cycling, including the traffic signal controlled pedestrian and cycle crossing on the A5103 between the site and the main University campuses. The closest University buildings are within 300m walking distance (4 minute walk) of the site and the central point of the University campuses is approximately 1km (12.5 minute walk). Cycle times are significantly less. Therefore the proportion of public transport users has been adjusted by 50% with the trips reassigned equally between walking and cycling. The adjusted multimodal trips for the proposed PBSA are summarised at **Table 7**.

Table 7 – Adjusted Multimodal Trips for the proposed PBSA comprising 555 Students

Time Period	Pedestrians	Cyclists	Public Transport Users	Total People
07:00-08:00	12	2	5	21
08:00-09:00	38	10	17	65
09:00-10:00	31	10	14	56
10:00-11:00	34	8	14	58
11:00-12:00	33	8	13	58
12:00-13:00	39	9	16	67
13:00-14:00	46	10	16	78
14:00-15:00	40	9	14	66
15:00-16:00	46	9	15	73
16:00-17:00	41	7	13	64
17:00-18:00	48	10	17	75
18:00-19:00	44	10	14	73
19:00-20:00	41	8	14	66
20:00-21:00	52	9	16	81
Total	545	119	198	901

8.2.4 The adjusted modal trips for the PBSA show approximately 63% of overall trips on foot with 14% cycling and 23% using public transport.

8.2.5 A comparison of the PBSA modal generations with the extant Co-living use for Block C is summarised at **Table 8**.

Table 8 – Comparison of Modal Generations for Block C Uses (Co-living to PBSA)

Mode/ Time Period	Block C Co-living 322 Beds	Block C PBSA 555 Students	Net Difference Co-living to PBSA
08:00-09:00			
Pedestrians	59	38	-21
Cyclists	4	10	+6
Public Transport Users	36	17	-19
Total People	104	65	-39
17:00-18:00			
Pedestrians	48	48	0
Cyclists	3	10	+7
Public Transport Users	30	17	-13
Total People	85	75	-10
Daily			
Pedestrians	500	545	+45
Cyclists	35	119	+84
Public Transport Users	181	198	+17
Total People	886	901	+15

8.2.6 The comparison shows that the proposed change of use for Block C from the extant Co-living residential accommodation to PBSA would result in an overall reduction in walking, public transport use and total people trips in the traditional network peak hour periods, with a modest increase in cycling during these periods. Overall, total people trips are very similar between the two uses with the PBSA use showing modest daily increases in walking, cycling and public transport use. These net increases, spread over the course of a day, are unlikely to result in any adverse impacts on the local highway and public transport infrastructure.

8.3 PBSA Vehicle Generations

8.3.1 The development is a motorised vehicle free scheme and no parking is being provided on site for the development and no alternative free parking is available within the vicinity. It has therefore been assumed that car ownership would be negligible and it is highly unlikely that the development will generate significant vehicle trips on a daily basis.

8.3.2 The TRICS data has been interrogated to identify the predicted development vehicle generations that are not associated with either servicing or taxi use at the site. Of the total vehicle generations identified from the TRICS data for the PBSA, only 5 trips (total per day) are not service vehicle or taxi trips. This is low and could be representative of trips generated by the proposed two mobility spaces on a daily basis. The TRICS data therefore supports the assumption that PBSA sites which are similarly located to the application scheme do not generate significant vehicular traffic from student use.

8.3.3 The total two way vehicle generations for the PBSA comprising 555 students is summarised at **Table 9**.

Table 9 – Total Two Way Vehicle Generations for the PBSA Comprising 555 Students

Time Period	Light Goods Vehicles	Heavy Goods Vehicles	Other service vehicles	Taxis	Other Vehicles	Total Vehicles
07:00-08:00	0	0	1	0	0	1
08:00-09:00	0	0	1	0	1	2
09:00-10:00	0	0	1	0	0	1
10:00-11:00	1	0	1	1	0	3
11:00-12:00	2	0	0	2	0	4
12:00-13:00	1	0	2	2	0	5
13:00-14:00	2	0	1	1	1	5
14:00-15:00	2	0	0	0	3	5
15:00-16:00	2	0	0	2	0	4
16:00-17:00	1	0	1	1	0	3
17:00-18:00	0	0	1	1	0	2
18:00-19:00	0	0	1	3	0	4
19:00-20:00	1	0	1	2	0	4
20:00-21:00	1	0	1	4	0	6
14hr Total	13	0	12	19	5	49

8.3.4 The data shows that the development could be expected to generate a total of 19 two way taxi trips (10 taxis) and a total of 25 two way service vehicle trips (12/13 service vehicles) per day over a 14 hour period (07.00-21.00hrs). The data shows that vehicle trips are spread throughout the day with negligible implications in the traditional network peak hour periods. The service vehicle trips will predominantly comprise light goods and smaller delivery vehicles. The TRICS data predicts no Heavy Goods Vehicles. This is due to rounding and whilst refuse vehicles will attend the site and these are classed as Heavy Goods Vehicles, they will not visit every day. Based on the number of refuse bins proposed the refuse collection strategy would result in two collections per week.

8.3.5 The maximum number of vehicle trips in any one hour is 6 at 20.00-21.00hrs. This equates to approximately 1 arrival and 1 departure every 20 minutes. This is very modest and would have a negligible effect on the local highway network. The proposed service turning facilities and service layby will mean that servicing can take place off the public highway.

- 8.3.6 To further investigate and validate the predicted servicing demand from the PBSA, Downing have recently commissioned surveys at three of their existing PBSA car free sites in London associated with a similar development scheme in London, which is a car free scheme in a highly accessible location. The surveys logged service and deliveries by time and vehicle type. The surveys were undertaken between Tuesday 5 June and Thursday 7 June 2023. A total of 7 survey days were returned. The site location and details are as follows:
- Atlas; 52 South Lambeth Road, London, SW8 1DN (578 students)
 - Vega; 6 Miles Street, London, SW8 1GH (841 students)
 - Lyra; The Lyra, Portal Way, London, W3 6BJ (209 students)
- 8.3.7 The surveys were undertaken between 08.00 hrs and 18.00 hrs (10 hours covering the core of the day). The Hall Managers have confirmed that the sites get very little traffic outside of these times and any food deliveries have to be met outside of the buildings after these times.
- 8.3.8 The survey results show that the number of service and delivery vehicles within the survey period is between 7 and 18 vehicles daily and the average is 11 vehicles. The number of vehicles does not particularly reflect the size of the PBSA with the largest site surveyed having 12 vehicles and the smallest having 7 to 10 vehicles. This is likely to be because parcel/post deliveries make up the vast majority of vehicle trips at the PBSA's accounting for between 60% and 80% of trips from the surveys undertaken. Retailers and parcel distribution firms have worked to streamline deliveries in recent times as a result of the increase in demand for online retailing. This means that deliveries from retailers are coordinated with couriers so that a single delivery with multiple parcels is made to a single area or location. This has the effect of reducing the number of individual courier trips. For the PBSA sites this results in a reduced number of individual courier trips as deliveries are coordinated which is reflected in the survey results.
- 8.3.9 The survey results show that food deliveries by supermarkets is very low at the surveyed PBSA's and that fast food deliveries account for between 15% and 25% of trips.
- 8.3.10 In terms of vehicle size, the largest service vehicle recorded was a refuse collection vehicle and this only occurred once at one of the sites within the seven survey days. This demonstrates that refuse collection is not a daily occurrence and that the refuse vehicle is the worst case vehicle that can be regularly expected. The surveys show that vans are the most common delivery vehicle and account for on average 60% to 80% (variance across survey sites). The surveys also showed that the majority of fast food deliveries were made by motorcycle.
- 8.3.11 The TRICS assessment for this PBSA predicts 13 daily service delivery vehicles. This is above the average from the summary above and it is therefore considered that the TRICS assessment is validated.

9. Student Transport Management Plan

9.1 Overview

- 9.1.1 This Student Transport Management Plan provides a mechanism for the control of accommodation changeover and associated movements to and from the site at the beginning and end of each tenancy. Managing arrivals and departures will reduce the transport impact on the highway network. The accommodation management will use their best endeavours to ensure that the system in place works and will liaise with the Local Authority and Police should any associated traffic problems arise. The process will be carefully monitored and actively managed in conjunction with the developments Travel Plan.
- 9.1.2 Downing is highly experienced with the development and operation of student residential developments which are predominantly car free schemes. Downing operate 20 sites nationwide providing over 8,000 student residential bed spaces. The vast majority of the sites are predominantly car free.
- 9.1.3 Downing carefully manage the changeover of residents at their student accommodation sites to ensure a smooth transition and to minimise the traffic impact. Through Downing's experience of the planned management of the arrivals process, the managed arrival measures put in place are always sufficient to accommodate the demand.
- 9.1.4 The development provides no on site car parking spaces for residents. All residents 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 resident before the start of their tenancy, together with details of the sustainable travel opportunities for arrivals and departures.
- 9.1.5 Residents pick up and drop off can be accommodated by car from the on street Pay & Display parking areas on the surrounding streets or by using one of the city car parks within a short walking distance of the site. Management staff will be present on the appointed days to assist residents in locating their accommodation quickly and ensuring that any vehicles can move off quickly.
- 9.1.6 The Management Plan provides a mechanism for the control of vehicle movements to and from the site at peak arrivals and departures at the beginning and end of each tenancy agreement. Managing arrivals and departures will reduce the impact on the highway network during peak weekday times. The accommodation management will use their best endeavours to ensure that the system in place works and will liaise with the Local Highway Authority should any associated traffic problems arise. The process will be carefully monitored.

9.2 *Student Travel Information*

- 9.2.1 Downing provide all new tenants with an arrival pack which includes important information prior to arrival and includes details for the arrival and drop off procedure. The development provides no on site car parking spaces for residents. All residents 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 resident before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures. Attached at **Appendix F** is an example of a new tenant's arrival document prepared for Downing's River Street Tower PBSA which is located approximately 300m from the site. A similar arrival pack will be developed for the proposed PBSA site which will be tailored to the specific site and will include details for the online arrivals booking process. The travel information will be actively managed as part of the developments Travel Plan.
- 9.2.2 The arrival pack will be issued by the accommodation management team based on site. The management team will be responsible for ensuring that the details contained within the welcome pack are kept up to date.
- 9.2.3 A digital copy of the welcome pack will be available on the accommodation website and referenced within marketing materials.

9.3 *Move In Process*

- 9.3.1 Upon being advised of their success in being granted a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. During this process, all students will be notified that there is strictly no onsite private parking available. 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.
- 9.3.2 For students arriving at accommodation:
- The majority of tenancy agreements start in September and arrivals are staggered with the majority checking in close to tenancy start date in September.
 - The onsite reception will be open between the hours of 8am – 8pm for check in periods with out of hours cover also available for arrivals.
 - Arrivals are required to pre-book a time slot with 15 minutes allocated for each arrival. Students would be unable to gain access to their accommodation outside this period.
- 9.3.3 Based on Downing's experience of changeover periods at their PBSA sites using online booking, arrivals will be managed at the PBSA with three anticipated sessions per day:
- Morning Slot 8am to 12pm (4 hours)
 - Afternoon slot 1pm to 4pm (3 hours)
 - Evening slot 5pm to 8pm (3 hours)

- 9.3.4 The system is dynamic and can be easily adapted to accommodate the number of check in stations required for the arrival demand on any day and for any session, as the number and time of arrivals will be known in advance through the booking system. Also, crucially, the system can be used to regulate arrivals by limiting the number of slots available to book per day and per session. From past experience, the vast majority of students comply with these scheduling requirements and arrive when requested.
- 9.3.5 To further assist in a smooth intake, additional staffing support will be provided during the arrivals period both on site. Staff will be highly visible and will direct students to the check in stations located in reception.
- 9.3.6 For students arriving from overseas and expected to arrive outside of these hours, Downing have procedures in place at the PBSA to make the necessary arrangements to accommodate out of hours arrivals.
- 9.3.7 The site is highly accessible by public passenger transport arrangements. Sustainable travel information will be included on the marketing web site for the PBSA and within the resident's arrival pack, which will provide up to date information on public transport opportunities at the PBSA. As such residents will be actively encouraged to arrive at the PBSA using sustainable travel which will reduce the need to travel by car.
- 9.3.8 During the off-loading process at check in, the student will move their baggage into a secure dedicated storage area at the ground floor level of the accommodation. The students will not be allowed to offload their belongings immediately into their allocated room. This requirement will limit the amount of time taken to off load any vehicles. Information will be provided to students on public car parking areas within the locality that can be used for drop off parking.
- 9.3.9 From Downing's experience, the spread of arrivals is typically over a month period with a higher proportion arriving in the weeks closest to the start of term. The spread of arrivals over a month period and with multiple managed arrival slots available per day will assist in reducing the transport impact associated with changeover periods.

9.4 Move Out Process

- 9.4.1 The moving out of accommodation process has different managing requirements. Students typically leave their accommodation at different times due to courses finishing at different times. Student departures are therefore staggered across a longer period of time.
- 9.4.2 For students departing accommodation:
- Residents typically depart accommodation in July and August
 - Departures are spread dependant on resident's university course end date and plans to travel home and can depart anytime / any day before the tenancy end date.
 - Due to departures being spread over an extended period, Downing have not found it generally necessary for residents to book time slots for departures.

9.4.3 As with arrivals, students will be encouraged to depart the PBSA accommodation using sustainable travel which will reduce the need to travel by car. Students will be aware that there are parking restrictions in the vicinity of the site that limit parking.

9.4.4 In the event that departing by car is the only option, students will be able to book a departure slot and permitted 15 minutes to load luggage. During the loading process, students will not be allowed to load their belongings into a vehicle directly from their room. The student will first move their baggage to a secure dedicated storage area at the ground floor level of the accommodation. This requirement will limit the amount of time taken to load any vehicles.

9.5 *During Tenancy*

9.5.1 The development is a 'motorised vehicle free' scheme and will not provide any operational car parking for students or staff (excluding the two disabled parking bays); it will be a predominantly car free development, with sustainable travel options providing for daily transport requirements.

9.5.2 The PBSA management team will manage the explicit requirement that there is to be no use of cars by students who reside at the property. As part of their tenancy agreement, students will be required to agree not to bring vehicles into the area during their occupancy period. Compliance with this requirement will be closely managed, with an escalating penalty process being imposed for any known breaches. As an ultimate sanction, tenancy agreements may be terminated for persistent offenders.

9.5.3 Newcastle Street and Chester Street are local access roads which are directly adjacent to the site and have double yellow line restrictions which will further discourage students to bring their car to the development. Further to this the wider highway network within reasonable walking distance of the site has parking restrictions which would limit the ability for students to park a vehicle for extended periods. Students would be unable to obtain any controlled parking zone permits.

9.5.4 The location of the PBSA reception area off Newcastle Street and CCTV coverage of the building perimeter will allow staff to monitor student and visitor access as well as the disabled and drop off parking area to ensure no parking issues will occur at the development, particularly during at occupation and departure times.

9.6 *Information for Visitors*

9.6.1 No parking will be available for visitors on the site. Parking is prohibited at all times on Newcastle Street and the surrounding area has parking restrictions.

9.6.2 The site is highly accessible by public transport and visitors would have the option to use extensive and frequent public transport with connections to hubs facilitating wider public transport accessibility.

-
- 9.6.3 There are approximately 400 off street public car parking spaces within 400m walking distance (5 minutes) of the site with further on street pay and display spaces within this distance.
 - 9.6.4 Details of taxi services operating in the area will be displayed on notice boards in the reception area and will be available from reception staff.
 - 9.6.5 Details of sustainable travel at the site will be available on the accommodation web site and within reception.

10. Summary and Conclusions

- 10.1 Sanderson Associates Consulting Engineers has been appointed by Downing Living (Manchester South) Limited Partnership Incorporated to prepare a Transport Statement in support of a full planning application for Purpose Built Student Accommodation (PBSA) at Plot 11 – Block C, First Street South, Manchester City Centre.
- 10.2 The site is a brown field site with a recent planning history and has extant consent for residential use. Planning permission reference 125573/FO/2019 was granted in March 2021 for the construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works. The consent is for four blocks A, B, C and D. Blocks A, B and D are being built out as per the consent, however, the current application seeks alternative proposals for Block C.
- 10.3 Block C currently has planning permission for 322 Co-living bed spaces in total, where each bed space is single occupancy. No commercial space was consented on the site as part of the extant consent. The proposed PBSA would replace the extant Co-living development on the site and would provide a total of 555 student bed spaces.
- 10.4 The development is a ‘motorised vehicle free’ scheme and will not provide car parking for residents, students or staff: it will be a predominantly car free development, with sustainable travel options providing for daily transport requirements. The proposed student residential scheme is appropriate for a no car parking development. Car ownership amongst students is generally low, and the site’s highly accessible location offers every opportunity to generate trips by walking, cycling and public transport. Therefore the provision for parking within the site is not essential as it is unlikely that the majority of student occupants will have regular use of a vehicle.
- 10.5 The parking restrictions on the surrounding streets effectively self-regulate the no vehicle parking policy at the site. Parking is permitted on some local streets in the vicinity of the site providing limited stay pay and display. Longer stay parking is available at public car parks within walking distance of the development, which is convenient for visitors who will not have on-site parking.
- 10.6 Pedestrian access to the PBSA block main reception and foyer area is from the Newcastle Street evaluation on the eastern side of the building leading to a lift and stair core to all floors. Pedestrian emergency escape routes are located on the west side of the building. All external doors will have at grade thresholds and 24 hour security measures to control access to the buildings. Pedestrian access to the development will be enabled by an individually addressable key fob. This will permit access into the development, the accommodation and the communal facilities.

- 10.7 Cyclist access to the PBSA block is from the door located on the east side of the building and accessed from Newcastle Street. Within the building, a cycle lift accesses the internal cycle stores at first floor level. The development will provide 86 bicycles for residents use as part of a free to hire bike scheme, together with an additional 30 residents cycle parking spaces and 12 short stay visitor spaces.
- 10.8 The development will provide two mobility car parking spaces to the east of the building on Chester Street, located within 30m walking distance of the building entrance.
- 10.9 A servicing and deliveries layby is proposed on Newcastle Street on the site frontage. The layby is convenient for the refuse bin internal storage area and associated service access doors located at the southern end of the building on the ground floor. The bin store allocation is based on two collections per week. Swept path analysis has been undertaken of the proposed layby using the largest (worst case) vehicle which could be expected at the site on a regular basis.
- 10.10 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway. Subject to planning, the development would commence in 2025 with an approximate 2 year build out for completion time for the student intake in August 2027. A Construction Management Plan has been submitted as part of the planning application. Measures are proposed to minimise the impact of construction vehicles on the local highway network for the duration of the construction period. The traffic implications for the new utility connections to the PBSA site are anticipated to be localised with minimal traffic management implications for the public highway.
- 10.11 An assessment of multimodal traffic generations from the PBSA has been undertaken which shows 60% of overall trips on foot with 14% cycling and 22% using public transport. A comparison has been undertaken of the PBSA modal generations with the extant Co-living use for Block C. The comparison shows that the proposed change of use for Block C from the extant Co-living residential accommodation to PBSA would result in an overall reduction in walking, public transport use and total people trips in the traditional network peak hour periods, with a modest increase in cycling during these periods. Overall, total people trips are very similar between the two uses with the PBSA use showing modest daily increases in walking, cycling and public transport use. These net increases, spread over the course of a day, are unlikely to result in any adverse impacts on the local highway infrastructure.

- 10.12 An assessment of vehicular traffic generations for the proposed PBSA has been undertaken. The assessment supports the assumption that PBSA sites which are similarly located to the application scheme do not generate significant vehicular traffic from student use. The assessment demonstrates that the development could be expected to generate a total of 19 two way taxi trips (10 taxis) and a total of 25 two way service vehicle trips (12/13 service vehicles) per day over a 14 hour period (07.00-21.00hrs). The data shows that vehicle trips are spread throughout the day with negligible implications in the traditional network peak hour periods. The service vehicle trips will predominantly comprise light goods and smaller delivery vehicles. The maximum number of vehicle trips in any one hour is 6 at 20.00-21.00hrs. This equates to approximately 1 arrival and 1 departure every 20 minutes. This is very modest and would have a negligible effect on the local highway network. The proposed service turning facilities and service layby will mean that servicing can take place off the public highway.
- 10.13 The site has a very high level of accessibility to a range of amenities in the local area which are accessible through high quality pedestrian and cycle infrastructure, therefore encouraging the use of active travel. The local public transport services are both extensive and frequent with the sites Greater Manchester Accessibility level rating of 8. The available public transport services provide extensive options for residents, visitors and staff at the site to travel using public transport for destinations throughout Manchester and beyond. The site is therefore ideally located to promote sustainable transport modes in accordance with relevant National and Local Planning Policy requirements.
- 10.14 There does not appear to be any inherent road traffic injury accident issues on the local highway network that would be materially affected by the development proposals.
- 10.15 A Student Management Plan is included within this Transport Statement which sets out measures to manage the arrival and departure of student residents during peak activity periods at the start and end of tenancy agreements. The process and management of such will form part of the information pack sent out to all students prior to occupation and repeated upon re occupation.
- 10.16 The planning application is supported by a Transport Statement and Travel Plan in accordance with NPPF and NPPG. The development supports the general principles of sustainable transport set out within Core Strategy and is in accordance with Policy T1, T2 and the transport elements of DM1. The development is in accordance with the First Street Strategic Regeneration Framework. The development does not conflict with the objectives of Greater Manchester Transport Strategy 2040.
- 10.17 The Transport Statement process has demonstrated that applying paragraph 111 of the NPPF, the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development on any mode of transport are not severe in transport terms, consequently, the planning application should be supported on transport grounds in accordance with National Planning Policy Framework. Furthermore, due to the development being car free there would be a beneficial effect on the road network.



Appendix A

Full Crashmap Report

Area of Interest (AOI) Information

Area : 71,136.48 m²

Jan 17 2024 11:25:07 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	11	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Atten ded	Accident_Dat eTime	Year	Number_of_v ehicles	Number_of_c asualties	Easting
1	None	Slight	Police officer attended crash scene	September 24, 2018	2018	2	1	383985
2	None	Slight	No officer attended crash scene	January 21, 2018	2018	1	1	383672
3	None	Slight	Unknown	November 3, 2021	2021	2	1	383972
4	None	Serious	No officer attended crash scene	October 12, 2021	2021	1	1	383853
5	None	Slight	Police officer attended crash scene	November 2, 2021	2021	2	1	383814
6	None	Slight	Police officer attended crash scene	March 8, 2021	2021	2	1	383985
7	None	Slight	No officer attended crash scene	June 2, 2020	2020	2	2	383713
8	None	Slight	Police officer attended crash scene	November 23, 2018	2018	2	2	383690
9	None	Slight	No officer attended crash scene	December 14, 2018	2018	2	1	383715
10	None	Slight	Police officer attended crash scene	February 1, 2018	2018	1	1	383858
11	None	Slight	Police officer attended crash scene	May 30, 2019	2019	2	1	383665

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	397138	Manchester	A5103	Fine without high winds	Roundabout	Dry	30	Darkness: street lights present and lit
2	397243	Manchester	A5103	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
3	397216	Manchester	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
4	397097	Manchester	A5103	Raining without high winds	Dual carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights
5	397098	Manchester	A5103	Fine without high winds	Dual carriageway	Wet or Damp	50	Darkness: street lights present and lit
6	397216	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	397180	Manchester	A5103	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
8	397164	Manchester	A5103	Fine without high winds	Dual carriageway	Dry	30	Darkness: street lights present and lit
9	397175	Manchester	A5103	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
10	397097	Manchester	A5103	Fine without high winds	One way street	Dry	30	Darkness: street lights present and lit
11	397248	Manchester	A5103	Raining without high winds	Dual carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
3	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Not at or within 20 metres of junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	0	0	0
5	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	Crossroads	No physical crossing facility within 50 metres	1	0	0	0	1	0
7	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
8	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
9	Mini roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0
10	Not at or within 20 metres of junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	0	0	0
11	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	0	1	0	1	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=201806E148502	1
2	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=201806A139891	1
3	1	0	0	0	Manchester City	Auto traffic signal	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=2021061122225	1
4	1	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=2021061097981	1
5	1	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=2021061135095	1
6	0	0	0	1	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=2021061033052	1
7	1	1	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=202006A172043	1
8	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=201806E150890	1
9	1	0	0	1	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorep-ortservice?reportId=201806A151888	1

10	1	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A140370	1
11	0	1	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A157461	1

Report produced from CrashMap Pro



Appendix B

Site Plan



This drawing is copyright.
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

Student Accommodation			Amenity/ Circulation		Storage/Riser/Corridor
	Planning boundary		Studio Bedroom		Accessible Studio
	Ownership boundary		Cluster Bedroom		Accessible Cluster
			Cluster Kitchen		Plant/BOH
					Core
					Amenity/Entrance
					Management



First Street South, Block C, Manchester

PLANNING

General Arrangement Plan
Ground Floor

10474-SHP-ZC-A-B5D8-G200-PL-00-001

November 2023

P01

10474

1 : 200 @A3

simpsonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000



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All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

Student Accommodation				Amenity/ Circulation		
	Planning boundary	 Studio Bedroom	 Accessible Studio	 Core	 Storage/Riser/Corridor	
		 Cluster Bedroom	 Accessible Cluster	 Amenity/Entrance	 Management	
	Ownership boundary	 Cluster Kitchen		 Plant/BOH		



First Street South, Block C, Manchester

PLANNING

General Arrangement Plan
Level 01

10474-SHP-ZC-A-B5D8-G200-PL-01-001

November 2023

P01

10474

1 : 200 @A3

simpsonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000

Appendix C

Downing Paper on Free to Hire Bicycle Provision – First Street Block C



Free to hire bicycle provision – First Street Block C

Sustainable and active modes of transport are a crucial component of our operational strategy and ties in with our ESG goals, as it recognises the financial, health and wellbeing effects this has on residents.

The proposals provide 21% bicycle space provision (116 spaces) for students, plus a further 12 spaces for visitors. 86 of the spaces include bikes provided by the operator for use by residents, which ensures the number of trips taken by bicycle are far greater than if bicycle spaces were solely for private bikes.

In this respect, residents will have access to regularly maintained bikes without having the expense of buying, maintaining, or insuring their own bicycle. The bicycle scheme is free of charge and works by a student booking a slot online/via our app to borrow a bike. All students are provided with locks and encouraged to wear a helmet.

Over our years of operation, we have seen cycle stores within our schemes under-utilised, with a very low level of individual ownership of bicycles. From our tenant engagement practices, tenants often do not see the value in purchasing a bicycle outright for personal use due to the following factors:

- A good provision on public transport links in the locality
- Cost
- Theft

By introducing a free to hire bicycle provision on an unlimited basis this scheme can alleviate some of these concerns around outright bicycle ownership and be available as and when residents would require them.

Results from our recent resident survey indicate that 5.2% of respondents use a bicycle as their main mode of transport for getting to/from University.

We will review demand and usage of the bicycle provision and increase supply should that be required. As part of our ESG strategy we will promote the use of this bicycle provision through our 'Green Living' campaign.

Downing Students are committed to providing free to use bikes that are available to our residents in line with the wider travel plan for the scheme. Data on usage of the scheme will be kept and made available should this be requested.



Appendix D

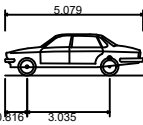
Swept Path Analysis Drawing 155345-001

Swept Path Analysis Drawing 155345-002



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- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



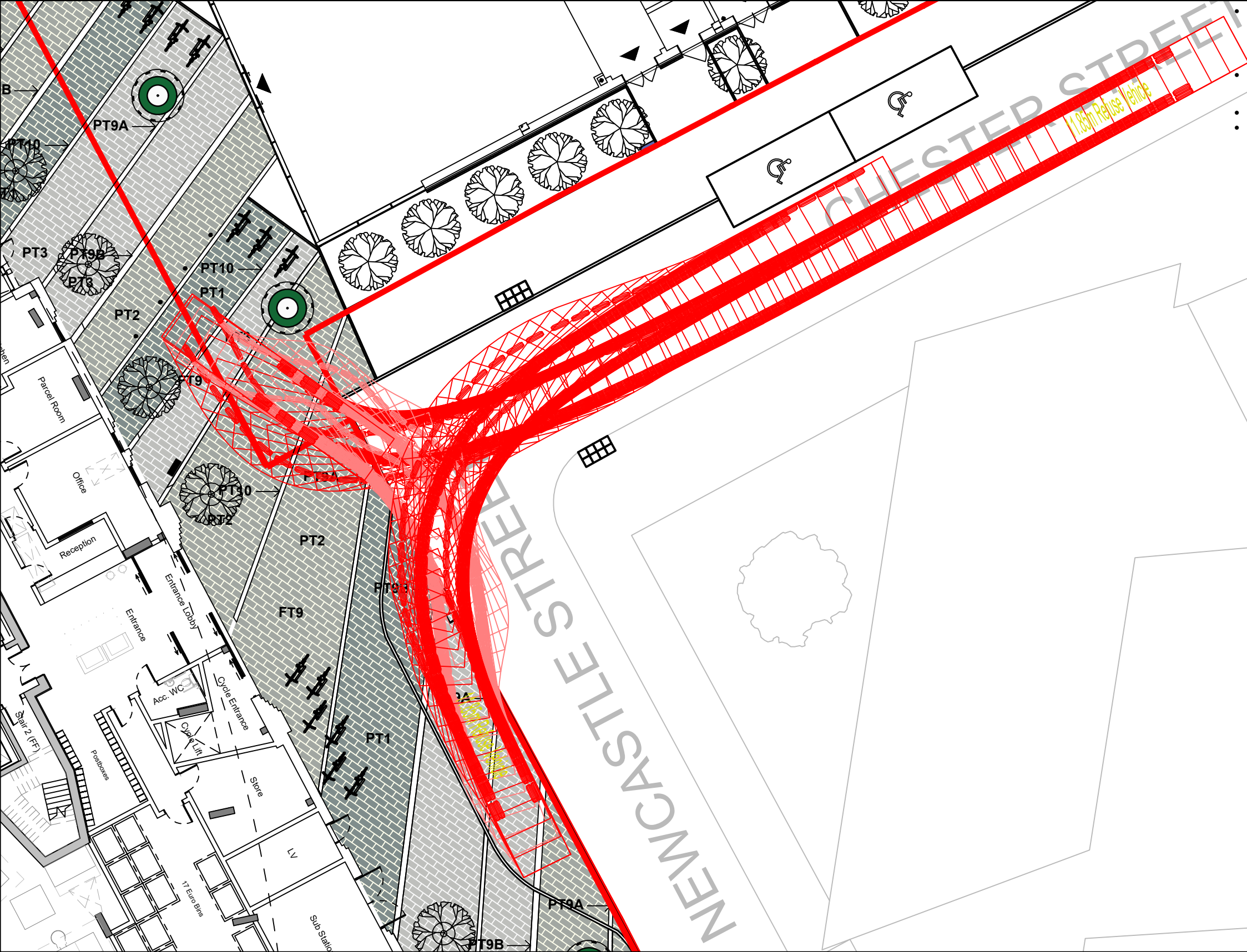
Highways | Traffic | Transportation | Water

T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Block C First Street,
Manchester

Swept Path Analysis of
Large Car Into Parking Bays

A	Base layout amended	AA	09.11.23	IEL	Scale 1:200		Drawn By ECT	
					Drawing Size A3		Checked By IEL	
					Date June 2023		Approved By IEL	
						Drawing Number		Rev
Rev	Amendment	Drawn	Date	Checked		155345-001		A



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- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.

11.85m Refuse Vehicle	
Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.000m

 <div>Highways Traffic Transportation Water</div> <div>T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk</div>	Block C, First Street Manchester		A	Base layout amended	AA	09.11.23	IEL	Scale 1:200		Drawn By ECT	
	Swept Path Analysis of 11.85m Large Refuse Vehicle							Drawing Size A3		Checked By IEL	
								Date June 2023		Approved By IEL	
									Drawing Number 155345-002		Rev A
			Rev	Amendment	Drawn	Date	Checked				



Appendix E

Full TRICS Output

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	KI KINGSTON	2 days
	LB LAMBETH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 200 to 1100 (units:)
 Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/06/21

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Thursday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	2
Edge of Town Centre	4

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	4

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	3 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	1 days
No	5 days

PTAL Rating:

No PTAL Present	1 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	571	
	Survey date: TUESDAY	14/11/17	Survey Type: MANUAL
2	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	HM-03-G-01	STUDENT FLATS	HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD HAMMERSMITH		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	235	
	Survey date: THURSDAY	31/10/19	Survey Type: MANUAL
4	KI-03-G-01	STUDENT FLATS	KINGSTON
	PENRHYN ROAD KINGSTON UPON THAMES		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	200	
	Survey date: WEDNESDAY	12/06/19	Survey Type: MANUAL
5	KI-03-G-02	STUDENT FLATS	KINGSTON
	CAMBRIDGE ROAD KINGSTON UPON THAMES NORBITON		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	300	
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL
6	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: TUESDAY	27/11/18	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	Covid-19

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HM-03-G-02	25/06/21	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 20.37

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	491	0.001	5	491	0.001	5	491	0.002
08:00 - 09:00	5	491	0.002	5	491	0.002	5	491	0.004
09:00 - 10:00	5	491	0.001	5	491	0.000	5	491	0.001
10:00 - 11:00	5	491	0.003	5	491	0.003	5	491	0.006
11:00 - 12:00	5	491	0.003	5	491	0.004	5	491	0.007
12:00 - 13:00	5	491	0.004	5	491	0.005	5	491	0.009
13:00 - 14:00	5	491	0.005	5	491	0.004	5	491	0.009
14:00 - 15:00	5	491	0.004	5	491	0.005	5	491	0.009
15:00 - 16:00	5	491	0.004	5	491	0.004	5	491	0.008
16:00 - 17:00	5	491	0.002	5	491	0.003	5	491	0.005
17:00 - 18:00	5	491	0.002	5	491	0.002	5	491	0.004
18:00 - 19:00	5	491	0.004	5	491	0.004	5	491	0.008
19:00 - 20:00	5	491	0.004	5	491	0.004	5	491	0.008
20:00 - 21:00	5	491	0.004	5	491	0.005	5	491	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.046			0.089

Parameter summary

Trip rate parameter range selected:

200 - 1100 (units:)

Survey date date range:

01/01/15 - 25/06/21

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

1

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	491	0.000	5	491	0.000	5	491	0.000
08:00 - 09:00	5	491	0.000	5	491	0.000	5	491	0.000
09:00 - 10:00	5	491	0.000	5	491	0.000	5	491	0.000
10:00 - 11:00	5	491	0.001	5	491	0.001	5	491	0.002
11:00 - 12:00	5	491	0.002	5	491	0.002	5	491	0.004
12:00 - 13:00	5	491	0.002	5	491	0.002	5	491	0.004
13:00 - 14:00	5	491	0.001	5	491	0.001	5	491	0.002
14:00 - 15:00	5	491	0.000	5	491	0.000	5	491	0.000
15:00 - 16:00	5	491	0.002	5	491	0.002	5	491	0.004
16:00 - 17:00	5	491	0.001	5	491	0.001	5	491	0.002
17:00 - 18:00	5	491	0.001	5	491	0.001	5	491	0.002
18:00 - 19:00	5	491	0.003	5	491	0.003	5	491	0.006
19:00 - 20:00	5	491	0.002	5	491	0.002	5	491	0.004
20:00 - 21:00	5	491	0.004	5	491	0.004	5	491	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL OGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	491	0.000	5	491	0.000	5	491	0.000
08:00 - 09:00	5	491	0.000	5	491	0.000	5	491	0.000
09:00 - 10:00	5	491	0.000	5	491	0.000	5	491	0.000
10:00 - 11:00	5	491	0.000	5	491	0.000	5	491	0.000
11:00 - 12:00	5	491	0.000	5	491	0.000	5	491	0.000
12:00 - 13:00	5	491	0.000	5	491	0.000	5	491	0.000
13:00 - 14:00	5	491	0.000	5	491	0.000	5	491	0.000
14:00 - 15:00	5	491	0.000	5	491	0.000	5	491	0.000
15:00 - 16:00	5	491	0.000	5	491	0.000	5	491	0.000
16:00 - 17:00	5	491	0.000	5	491	0.000	5	491	0.000
17:00 - 18:00	5	491	0.000	5	491	0.000	5	491	0.000
18:00 - 19:00	5	491	0.000	5	491	0.000	5	491	0.000
19:00 - 20:00	5	491	0.000	5	491	0.000	5	491	0.000
20:00 - 21:00	5	491	0.000	5	491	0.000	5	491	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	459	0.000	6	459	0.000	6	459	0.000
08:00 - 09:00	6	459	0.001	6	459	0.002	6	459	0.003
09:00 - 10:00	6	459	0.001	6	459	0.004	6	459	0.005
10:00 - 11:00	6	459	0.000	6	459	0.002	6	459	0.002
11:00 - 12:00	6	459	0.001	6	459	0.003	6	459	0.004
12:00 - 13:00	6	459	0.001	6	459	0.001	6	459	0.002
13:00 - 14:00	6	459	0.002	6	459	0.001	6	459	0.003
14:00 - 15:00	6	459	0.002	6	459	0.001	6	459	0.003
15:00 - 16:00	6	459	0.003	6	459	0.001	6	459	0.004
16:00 - 17:00	6	459	0.001	6	459	0.000	6	459	0.001
17:00 - 18:00	6	459	0.002	6	459	0.001	6	459	0.003
18:00 - 19:00	6	459	0.003	6	459	0.002	6	459	0.005
19:00 - 20:00	6	459	0.001	6	459	0.000	6	459	0.001
20:00 - 21:00	6	459	0.001	6	459	0.001	6	459	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	459	0.004	6	459	0.013	6	459	0.017
08:00 - 09:00	6	459	0.005	6	459	0.047	6	459	0.052
09:00 - 10:00	6	459	0.007	6	459	0.037	6	459	0.044
10:00 - 11:00	6	459	0.010	6	459	0.038	6	459	0.048
11:00 - 12:00	6	459	0.016	6	459	0.031	6	459	0.047
12:00 - 13:00	6	459	0.023	6	459	0.033	6	459	0.056
13:00 - 14:00	6	459	0.030	6	459	0.039	6	459	0.069
14:00 - 15:00	6	459	0.027	6	459	0.032	6	459	0.059
15:00 - 16:00	6	459	0.041	6	459	0.027	6	459	0.068
16:00 - 17:00	6	459	0.040	6	459	0.021	6	459	0.061
17:00 - 18:00	6	459	0.040	6	459	0.030	6	459	0.070
18:00 - 19:00	6	459	0.041	6	459	0.026	6	459	0.067
19:00 - 20:00	6	459	0.041	6	459	0.020	6	459	0.061
20:00 - 21:00	6	459	0.056	6	459	0.024	6	459	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.381			0.418			0.799

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	459	0.004	6	459	0.014	6	459	0.018
08:00 - 09:00	6	459	0.005	6	459	0.056	6	459	0.061
09:00 - 10:00	6	459	0.009	6	459	0.042	6	459	0.051
10:00 - 11:00	6	459	0.013	6	459	0.039	6	459	0.052
11:00 - 12:00	6	459	0.018	6	459	0.027	6	459	0.045
12:00 - 13:00	6	459	0.024	6	459	0.032	6	459	0.056
13:00 - 14:00	6	459	0.025	6	459	0.034	6	459	0.059
14:00 - 15:00	6	459	0.025	6	459	0.026	6	459	0.051
15:00 - 16:00	6	459	0.033	6	459	0.020	6	459	0.053
16:00 - 17:00	6	459	0.033	6	459	0.015	6	459	0.048
17:00 - 18:00	6	459	0.043	6	459	0.017	6	459	0.060
18:00 - 19:00	6	459	0.033	6	459	0.019	6	459	0.052
19:00 - 20:00	6	459	0.036	6	459	0.014	6	459	0.050
20:00 - 21:00	6	459	0.045	6	459	0.013	6	459	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.346			0.368			0.714

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 20.37

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	459	0.009	6	459	0.028	6	459	0.037
08:00 - 09:00	6	459	0.012	6	459	0.106	6	459	0.118
09:00 - 10:00	6	459	0.017	6	459	0.083	6	459	0.100
10:00 - 11:00	6	459	0.024	6	459	0.081	6	459	0.105
11:00 - 12:00	6	459	0.038	6	459	0.066	6	459	0.104
12:00 - 13:00	6	459	0.051	6	459	0.069	6	459	0.120
13:00 - 14:00	6	459	0.062	6	459	0.079	6	459	0.141
14:00 - 15:00	6	459	0.056	6	459	0.063	6	459	0.119
15:00 - 16:00	6	459	0.081	6	459	0.051	6	459	0.132
16:00 - 17:00	6	459	0.077	6	459	0.038	6	459	0.115
17:00 - 18:00	6	459	0.087	6	459	0.049	6	459	0.136
18:00 - 19:00	6	459	0.081	6	459	0.050	6	459	0.131
19:00 - 20:00	6	459	0.082	6	459	0.037	6	459	0.119
20:00 - 21:00	6	459	0.106	6	459	0.040	6	459	0.146
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.840			1.623

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL LGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	491	0.000	5	491	0.000	5	491	0.000
08:00 - 09:00	5	491	0.000	5	491	0.000	5	491	0.000
09:00 - 10:00	5	491	0.000	5	491	0.000	5	491	0.000
10:00 - 11:00	5	491	0.001	5	491	0.001	5	491	0.002
11:00 - 12:00	5	491	0.001	5	491	0.002	5	491	0.003
12:00 - 13:00	5	491	0.000	5	491	0.001	5	491	0.001
13:00 - 14:00	5	491	0.002	5	491	0.002	5	491	0.004
14:00 - 15:00	5	491	0.002	5	491	0.002	5	491	0.004
15:00 - 16:00	5	491	0.002	5	491	0.002	5	491	0.004
16:00 - 17:00	5	491	0.001	5	491	0.001	5	491	0.002
17:00 - 18:00	5	491	0.000	5	491	0.000	5	491	0.000
18:00 - 19:00	5	491	0.000	5	491	0.000	5	491	0.000
19:00 - 20:00	5	491	0.001	5	491	0.000	5	491	0.001
20:00 - 21:00	5	491	0.000	5	491	0.001	5	491	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.012			0.022

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	491	0.001	5	491	0.001	5	491	0.002
08:00 - 09:00	5	491	0.001	5	491	0.000	5	491	0.001
09:00 - 10:00	5	491	0.001	5	491	0.000	5	491	0.001
10:00 - 11:00	5	491	0.002	5	491	0.001	5	491	0.003
11:00 - 12:00	5	491	0.001	5	491	0.002	5	491	0.003
12:00 - 13:00	5	491	0.002	5	491	0.003	5	491	0.005
13:00 - 14:00	5	491	0.003	5	491	0.002	5	491	0.005
14:00 - 15:00	5	491	0.002	5	491	0.002	5	491	0.004
15:00 - 16:00	5	491	0.002	5	491	0.002	5	491	0.004
16:00 - 17:00	5	491	0.002	5	491	0.002	5	491	0.004
17:00 - 18:00	5	491	0.001	5	491	0.001	5	491	0.002
18:00 - 19:00	5	491	0.001	5	491	0.001	5	491	0.002
19:00 - 20:00	5	491	0.002	5	491	0.001	5	491	0.003
20:00 - 21:00	5	491	0.001	5	491	0.001	5	491	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.019			0.041



Appendix F

Example Student Welcome Travel Information Pack

Dear XXXX

RE: Flat XX Room XX, River Street Tower, Block A, 2 River Street Manchester M15 5GQ

We look forward to welcoming you to River Street Tower.

Below you will find important information about what you need to know before you arrive.

You can collect your keys and move into your room from 12 September 2020.

COVID: Your safety and wellbeing is our top priority. For your protection and that of our staff, in line with the Government guidance, we have measures in place for everyone's protection please follow the directions given by our staff and familiarise yourself with the notices posted in your Halls and follow the directions contained in them. Don't forget to check notices regularly as these will be updated in line with government directives from time to time.

If you are unwell please do not come to your accommodation until you are confident that you do not have Corona Virus symptoms and do not need to isolate. For more information visit www.gov.uk/coronavirus.

Moving in days are extremely busy and to avoid congestion and enable social distancing kindly note that only one other person will be able to accompany you into the building. Our teams are working very hard to assist our customers however, with the extra measures in place there will be times where you might have to wait, we therefore ask for your patience and co-operation.

- On entering the building please use the hand sanitiser provided and wear a facemask during this seasonally busy period.
- Always use a tissue or sneeze into your elbow if necessary to limit the spread of germs.
- Remember to wash your hands regularly, for at least 20 seconds, or use sanitiser, throughout the day and in particular when you enter your flat and after touching objects. Always use a tissue or sneeze into your elbow if necessary to limit the spread of germs.

Failure to follow this guidance you may result in you being unable to move in.

Prior to Collecting Your Keys

Prior to moving in, you must:

1. Log in to your online Downing Students account at <https://bookings.downingstudents.com/Pages/Login/Login.aspx?wf=Login> 1. complete the Induction.
2. Book an arrival appointment by following <https://RST.appointedd.com/> 2. and selecting the option to book an arrival slot from the drop down menu. Please note where available you will be able to select an earlier arrival date however this cannot exceed period of 3 days before your start date.
3. Ensure your guarantor (if you have one) has signed and returned their agreement at least 24 hours before your move in appointment.



4. Pay any monies due and ensure the balance is cleared at least 24 hours in advance of your move in appointment

Collecting Your Keys



Your keys will be available from reception. You must book an arrival appointment (see point 2 above).

Remember you may only be accompanied by one other person and everyone must wear a mask.

On arrival please familiarise yourself with the notices posted in your accommodation and follow the directions/procedures contained in them. Check them daily, as rules and guidance is frequently updated. Details of systems to keep you safe are also available on our Downing Students website at www.downingstudents.com/covid-19-update/

Please ensure that you bring a form of Photo Identification as you CANNOT collect your keys without it.

Reception Opening Hours



Normal Reception hours are Monday to Friday 8am - 6pm and Saturday 8am - 5pm

However, reception opening hours will be extended from 8am to 7pm on:-

Saturday 12th September and Sunday 13th September

Saturday 19th September and Sunday 20th September

Saturday 26th September and Sunday 27th September

Saturday 3rd October and Sunday 4th September

Please note that the above dates are main move-in weekends and it will be busy.

Arriving out of Hours



If you are unable to book a suitable slot on our arrival system, please contact us at least 48 hours prior to your arrival on 0161 989 4500 or email us at riverstreet@downingstudents.com so that we can make the necessary arrangements.

Parking



Kindly note that there is no parking on site and you will therefore be allowed 10 minutes to unload.

Unloading



We politely ask that you drop off/unload as quickly as possible and then use the local parking facilities nearby. Trolleys will be available for unloading.

Please be aware that weekends are the busiest days for moving in and there may be congestion etc. around the site; therefore you might prefer to move in on a weekday after commencement of your tenancy.

Bedding and Kitchen Packs



If you prefer to travel light and would like to pre-purchase Bedding or Kitchen Packs to be delivered to your room in time for your arrival, please visit

<https://www.unikitout.com/?partner=Downing%20Students>

Enter in Code DOWNING10 to receive your discount.

Council Tax Exemption Certificate



In accordance with your tenancy agreement you must supply us with a copy of your Student Council Tax Exemption Certificate/proof of full time student status as soon as possible; this is available from your University registration office.

Post & Parcels



We will only accept deliveries for bedding and kitchen packs ordered from our partner UniKitOut prior to your tenancy start date.

Frequently Asked Questions



If you have any queries please refer to the Online induction at <https://bookings.downingstudents.com/Pages/Login/Login.aspx?wf=Log in> or our Frequently Asked Questions section at <https://www.downingstudents.com/about/faqs/>

Don't forget to join the Facebook Resident Group and meet new friends before you arrive at River Street Tower at <https://www.facebook.com/groups/RiverStreetResidents20.21/>

Downing Students is committed to providing the highest standards of accommodation and we've been working hard to make sure that everything is ready for your arrival. We hope that you will be delighted with your accommodation.

Yours sincerely

The Downing Students Team River
Street Tower

t: 0161 989 4500

e: riverstreet@downingstudents.com

When approaching from the North take the Manchester ring road westward until junction 12 and follow M602 on same approach as approaching from the West.

When approaching from the South follow M56 onto the Princess Road following signs for the city centre. At Medlock street junction carry straight over taking the first left onto river street.

Follow the M67 into A57 Hyde Rd, then continue, Follow the A57 until Medlock street junction taking the 3rd exit, followed by the first left onto River Street

Approaching from the west follow the M602 onto Regent street, follow right at the end of the street onto A57 Mancunian Way. Approaching Medlock street junction take the off ramp and take the first left onto River Street.

When arriving by air, leave by your gate and walk 7 minutes to the train station, you will need to take the train marked Liverpool Lime Street and get off at DEANSGATE, 8 stops into the journey.

Alternatively, you can use the light rail/tram, getting on the Navy Line and riding 20 stops to the Deansgate-Castlefield stop.

The walk from both stations will take 5-8 minutes, you will see River Street Tower when you exit the stations.

Journey times and costs vary depending on your destination, but take around one hour to central London.

You can book with Manchester Airports preferred taxi partner by following the link below:
<https://www.manchesterairport.co.uk/getting-to-and-from/by-taxi/>

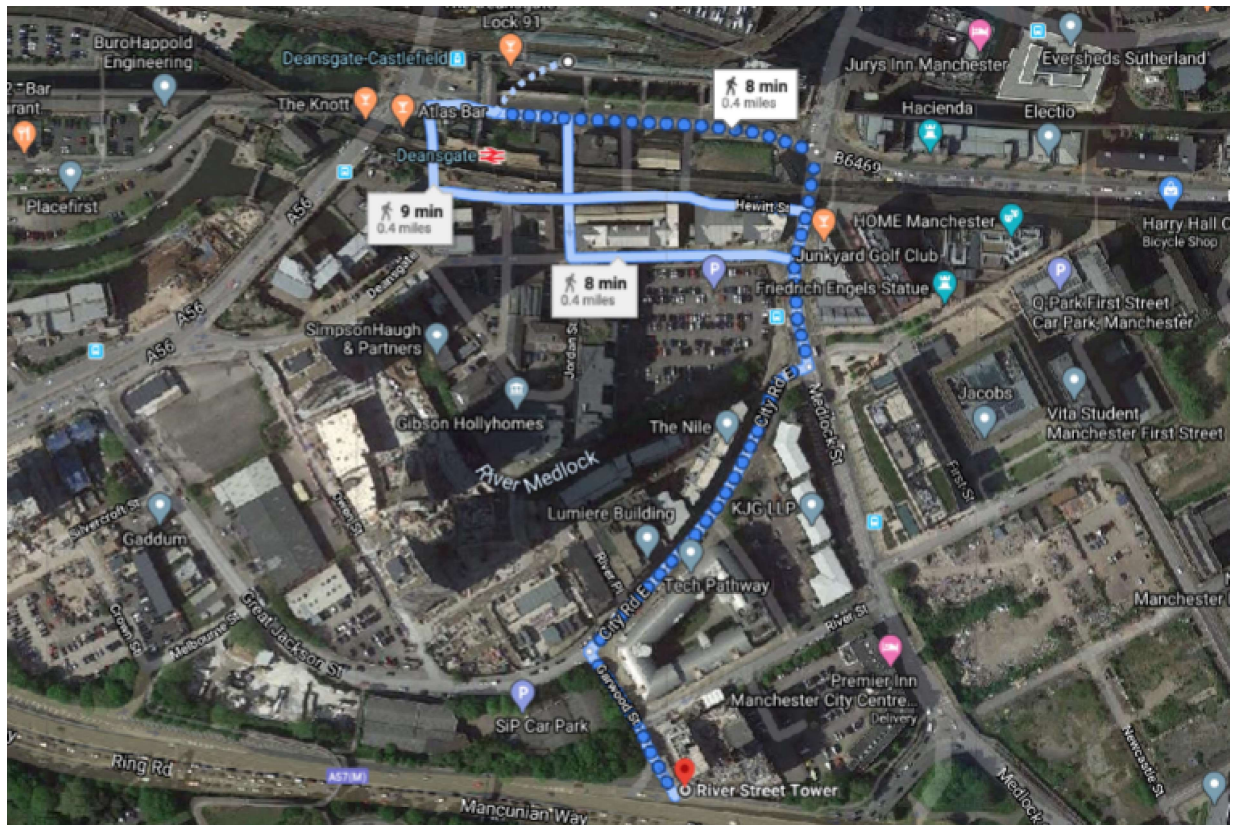
*Downing Students recommend that you pre-book your taxi to ensure you are charged fairly

When arriving by train into Manchester Piccadilly, take the light rail/tram blue or purple line to Deansgate-Castlefield a total of 3 stops.

The walk will take 5-8 minutes, you will see River Street Tower when you exit the stations.

Full details about Transport for Manchester can be found following this link <https://tfgm.com/>

Please see the below map, giving the fastest route from the station to River Street Tower.





FAIRHURST



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Huddersfield, WF4 4TD



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