Plot H, Sister

Framework Travel Plan

January 2025

PREPARED FOR

RGRE Ltd, ID Manchester Ltd and The University of Manchester

Framework Travel Plan

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CONTENTS

1. Introduction 2
1.1. Purpose and Objectives 2
1.2. Framework Travel Plan Contents 2
2. Travel Plan Management 3
2.1. Lifespan 3
2.2. Travel Plan Co-ordinators 3
2.3. Liaison with Manchester City Council 3
2.4. Travel Plan Targets 3
2.5. Annual Travel Surveys 3
2.6. Communication Strategy 3
3. Local Transport Context and Access to the Development 5
3.1. Site Location 5
3.2. Existing Land Use 5
3.3. IDM Strategic Regeneration Framework 6
3.4. Walking and Wheeling 7
3.5. Cycling 9
3.6. Public transport 11
3.7. Car Club 14
3.8. Highway Network 15
3.9. On-Street Parking and Traffic Regulation Orders (TROs) 16
3.10. Off-Street Parking Supply 17
3.11. Electric vehicle charging 18
4. Development Proposals 19
4.1. Development Overview 19
4.2. Public Realm, Changes to Highway and Pedestrian and Cycle Access 19
4.3. Cycle Parking 21
4.4. Car Parking 23
4.5. Move in / Move Out 23
5. Travel Plan Measures 24
5.1. Travel Information 24
5.2. Walking Measures 24
5.3. Cycling Measures 24
5.4. Public Transport Measures 24
5.5. Promotion of Car Club 25
6. Summary of Travel Plan Actions and Measures 26
Appendix A: Proposed Development Plans 28

1. Introduction

This report has been prepared by Civic on behalf of RGRE Ltd, ID Manchester Ltd and The University of Manchester and is submitted with the planning application for Plot H at Sister (also/formerly known as Innovation District Manchester, or IDM). A Transport Assessment is submitted under separate cover.

The proposed development at Plot H is for Purpose Built Student Accommodation (PBSA), comprising 1,041 units and approximately 600sqm of flexible commercial uses (Use Class E) on the ground floor. The proposals include public realm improvements on the western edge of the site adjacent to the Princess Street / Charles Street junction. The provision of a new pedestrian route is also proposed along the northern edge of the site on Altrincham Street, between the proposed building and existing viaduct.

Proposed development plans are included at Appendix A.

1.1. Purpose and Objectives

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. It is noted that the highly accessible location of the development and its car-free nature are key measures in supporting travel by sustainable modes.

This Travel Plan is currently aimed at the development team, marketing team and building/site managers. When the development is occupied the Travel Plan will be aimed at people living at the development.

The overarching aim of the Travel Plan is to reduce dependence on travel by private car.

The objectives of the Travel Plan are to:

- Minimise the number of single occupancy car journeys to/from the development.
- Encourage and enable people living at the development to travel by sustainable modes.
- Provide quality travel information to residents about their travel choices.

1.2. Framework Travel Plan Contents

The contents of the Framework Travel Plan are as follows:

- Section 2 sets out how the Travel Plan will be managed.
- Section 3 provides details of the local transport network.
- Section 4 sets out the development proposals and how these will help support sustainable journeys.
- Section 5 sets out the Travel Plan measures.
- Section 6 provides a summary of the actions and measures required to effectively implement the Travel Plan.

This Framework Travel Plan has been created following guidance from the TfGM Travel Plan Toolkit[1] and MCC's Active Travel Strategy[2].

[1] https://travelplantoolkit.tfgm.com/ [Accessed 11/11/25]
[2] https://democracy.manchester.gov.uk/documents/s38131/Appendix%201%20draft%20Manchester%20Active%20Travel%20Strategy%20and%20Investment%20Plan-compressed.pdf [Accessed 11/11/25]

2. Travel Plan Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 1.

2.1. Lifespan

The Travel Plan will continue as a formal process for 5 years after occupation, after which the formal responsibility for monitoring and reporting will cease.

2.2. Travel Plan Co-ordinators

A Travel Plan Coordinator (TPC) will be appointed by the developer who will implement the Travel Plan on behalf of students living at the development.

The responsibilities of the TPC are as follows:

- Delivering the actions in Table 1 and measures in Table 2 which have 'Travel Plan Coordinator' in the responsibility column.
- Carrying out surveys and reporting on findings to Manchester City Council (MCC).
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for residents requiring information.

2.3. Liaison with Manchester City Council

This Travel Plan will be submitted to MCC to assist in determining the planning application. Thereafter, the Travel Plan Coordinator will liaise regularly with MCC to discuss survey findings and best practice.

2.4. Travel Plan Targets

Targets are important for providing a measure of success of the Travel Plan. Targets will be set following the first annual travel surveys (see Section 2.5) which will provide an important baseline.

The Framework Travel Plan target is as follows:

- No residents travelling to study by private vehicle (unless if they are disabled).

2.5. Annual Travel Surveys

The Travel Plan Coordinator will carry out a travel survey within 3 months of first occupation. These will be repeated each year.

This is an opportunity to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for travelling from the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking.

A prize will be offered to encourage participation in the survey.

Annual Monitoring Reports

After each annual survey, the Travel Plan Coordinator will produce a Monitoring Report, to be issued to MCC for discussion. This will contain the following information:

- How many of the student bedrooms are occupied
- Travel survey methodology and results
- Analysis of qualitative survey responses
- Survey of cycle parking utilisation and results analysis
- An analysis on the effectiveness of the Travel Plan
- Proposals for changes/additions to agreed measures

2.6. Communication Strategy

The sustainable transport options for travelling to and from the development should be clearly promoted to residents moving to the development. Potential methods of communication include:

- Development website, newsletters to residents and posters / notice boards around the development can all be used to promote sustainable travel options, initiatives and the benefits.
- Engaging with residents before they move in about the car-free development and sustainable transport aspirations.
- The Travel Plan Coordinator will produce sustainable travel information for dissemination to residents.

3. Local Transport Context and Access to the Development

3.1. Site Location

The site is located in the southeast of Manchester city centre, as shown in Figure 1.

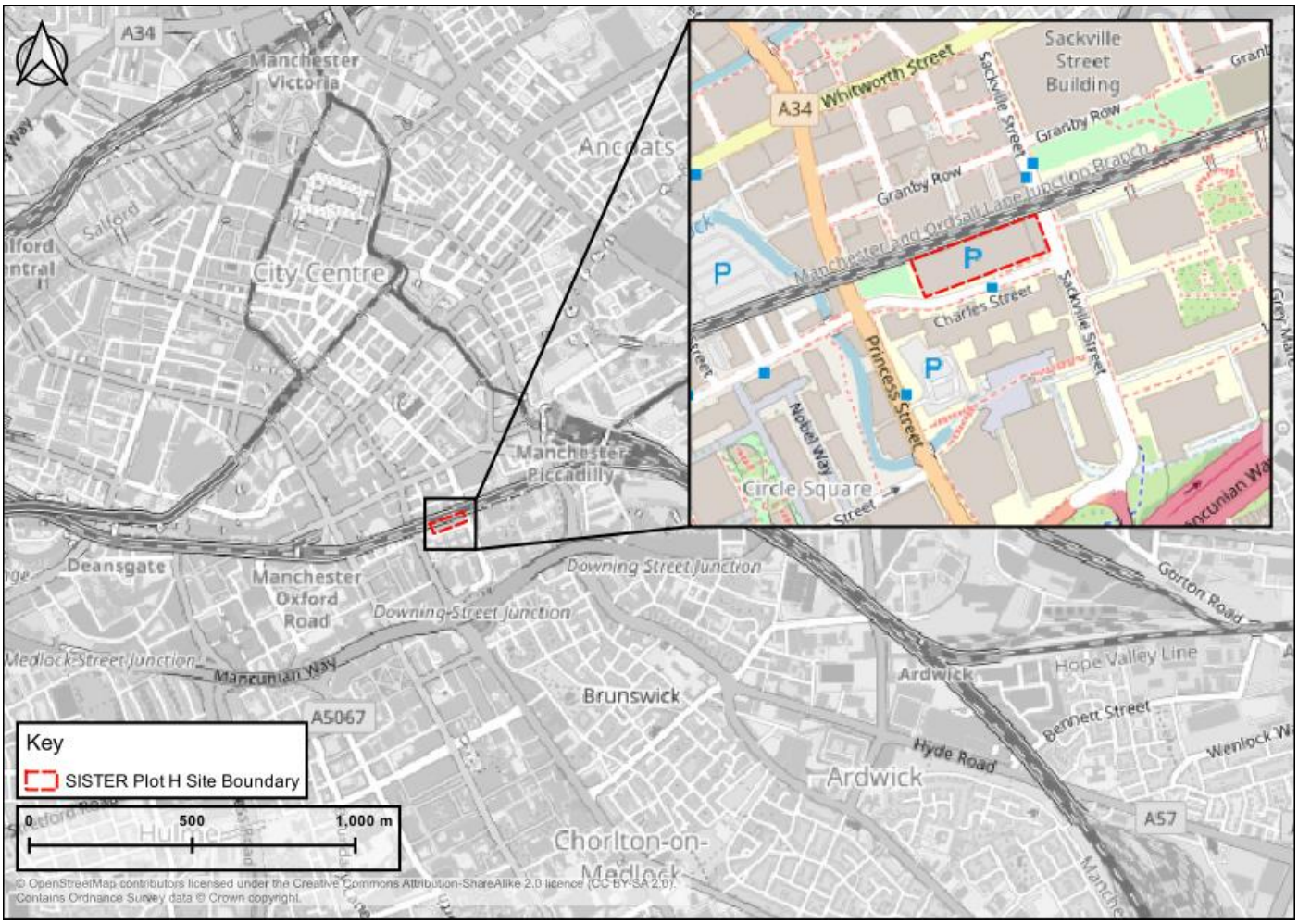


Figure 1: Site location

The site is bound by Princess Street to the west, Charles Street to the south, Sackville Street to the east, and Altrincham Street and the rail viaduct to the north.

3.2. Existing Land Use

The site currently accommodates a vacant multi-storey car park (MSCP) and associated commercial units (retail and sui generis bar uses). The MSCP was closed in October 2024, and a separate planning application (Planning Ref. 143741/FO/2025) has been submitted for the demolition of the MSCP and commercial units to prepare the site for development.

3.3. IDM Strategic Regeneration Framework

The site sits to the west of the former UMIST Campus and is covered by the IDM Strategic Regeneration Framework 2023 (IDM SRF), as shown in Figure 2. The draft SRF for ID Manchester was officially endorsed by Manchester City Council's Executive Committee in October 2023. The location of the site within the wider IDM SRF area is shown in Figure 2.

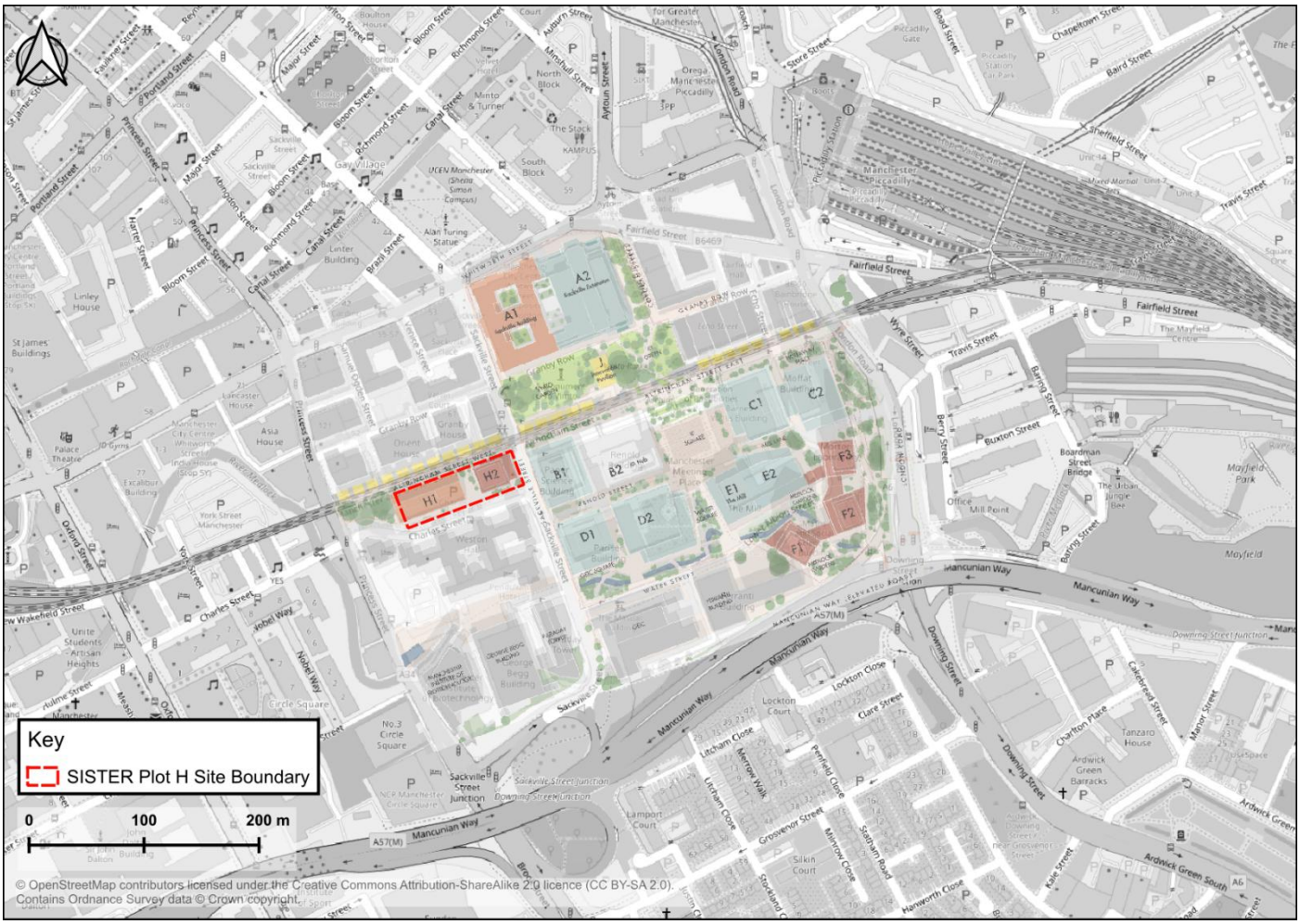


Figure 2: Plot H location within the wider Sister masterplan

Access principles set out in the SRF pertaining to Plot H are as follows:

- Capping and widening of Altrincham Street East to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Oxford Road Corridor, enlivened by re-activated railway arches.
- Deliveries and servicing limited to the periphery of the Framework Area. Vehicles (other than maintenance and emergency vehicles) should be restricted from entering the principal areas of public realm wherever possible.
- Altrincham Street and London Road offer the opportunity for wide pathways with cycle lanes off the public road and dwell spaces. Altrincham Street is perfectly positioned to form an extension to Manchester's Bee Network.
- By designing for sustainable modes of transport and linkages to adjacent public transport hubs, developments can seek to minimise use of private cars to travel to or from the Framework Area.

These principles have been considered throughout the design process for the proposed development.

3.4. Walking and Wheeling

3.4.1. Access to Amenities

Walking distances from the site, in 5-minute increments, are shown in Figure 3.

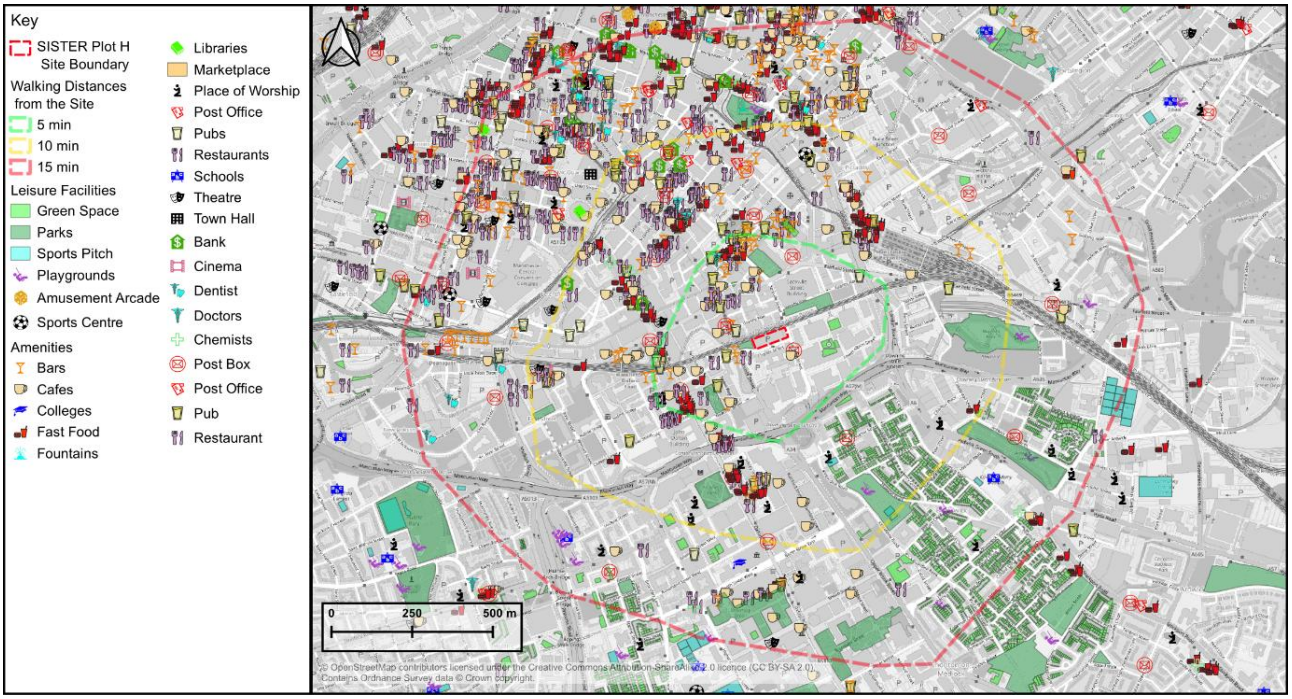


Figure 3: Walking distances with amenities and leisure facilities around the site.

The figure shows that the majority of the city centre is within a 15-minute walking distance of the site, meaning that a range of employment, education, retail, health and leisure opportunities are accessible on foot.

The development is located within 500m and 750m of the main Manchester Metropolitan University and University of Manchester main campuses respectively, making this a highly accessible location for students to live and commute from.

There is a range of amenities within a 5-minute walk of the site, including cafes, restaurants, pubs and bars. Green spaces such as Mayfield Park and Ardwick Green Park can be accessed within a 10-minute walk of the site. Moreover, Manchester Piccadilly and Manchester Oxford Road train stations are within a 5 to 10-minute walk of the development.

Walking is therefore likely to be a popular choice for many residents of the proposed development for their daily journeys.

3.4.2. Pedestrian Accessibility

Pedestrian access directly into the site is currently limited. There is no footway on the northern side of Charles Street adjacent to the site. Footways are in however in place on the southern side of Charles Street, Princess Street to the west, and Sackville Street to the east. Footways in the vicinity are of reasonable quality, and generally of an acceptable width (i.e. more than 2m). Dropped kerbs are provided at key crossing points, although some of these crossing points lack tactile paving. A signalised pedestrian crossing is provided at the Princess Street / Charles Street junction, facilitating access to/from the site from the west. There are no existing formal crossing points along Sackville Street to the east of the site, although this road is subject to significant change as part of the IDM SRF area.

There is an existing path along the northern edge of the site, which follows the alignment of the viaduct, however this access is currently gated to prevent access.

The footway network around the site is shown in Figure 4.



Figure 4: Pedestrian infrastructure immediately surrounding the site.

3.5. Cycling

Cycling infrastructure surrounding the site is shown in Figure 5.

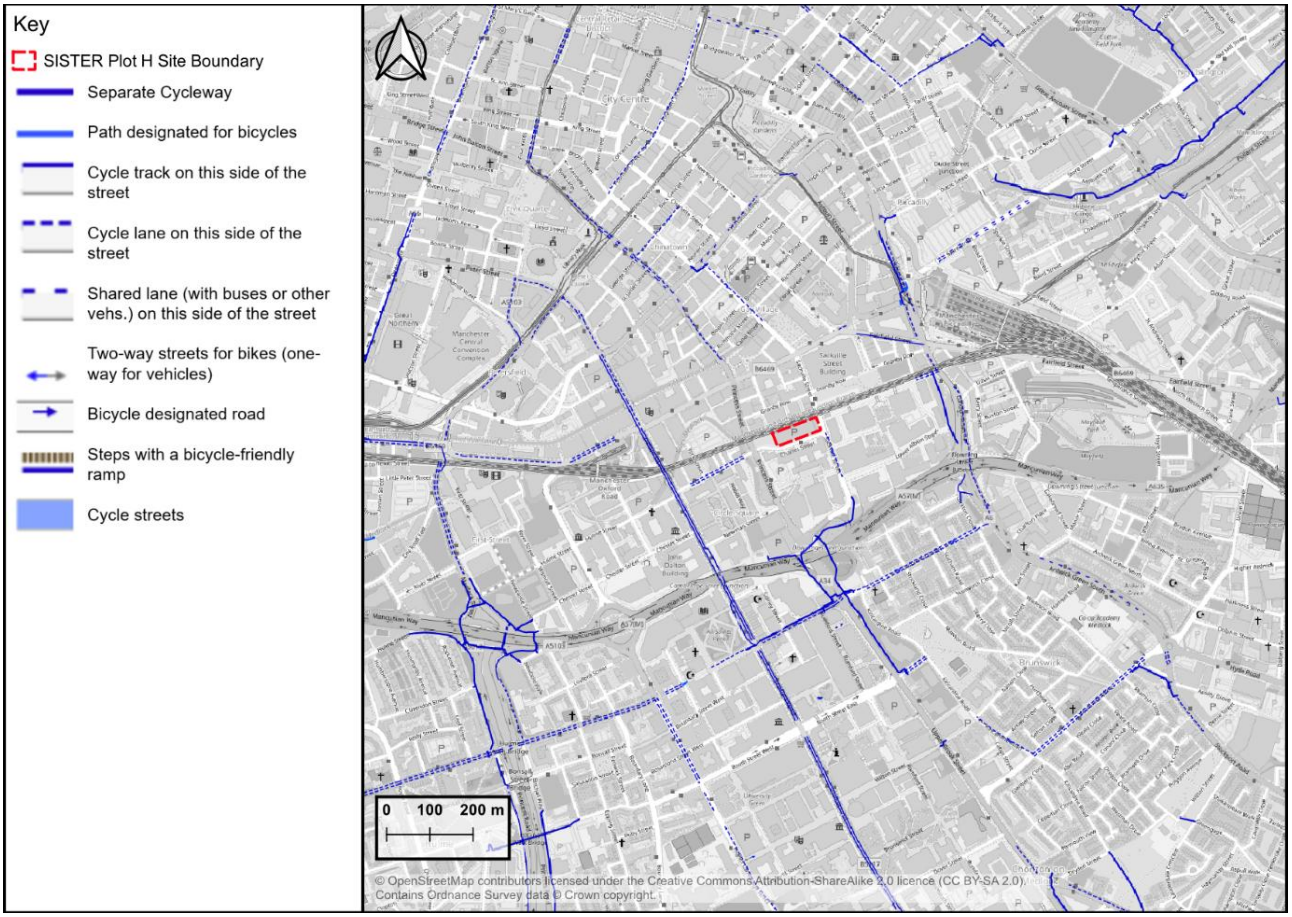


Figure 5: Cycling infrastructure around the site.

The figure shows that there are various cycle routes surrounding the site. Closest to the site boundary are on-street cycle lanes on Sackville Street, to the east of the site and on Charles Street to the west of the site, both of which are short sections of on-carriageway cycle lane. The Oxford Road Corridor to the west is served by high-quality segregated cycleways, providing a safe and pleasant environment for cyclists travelling north-south to/from the city centre and surrounding neighbourhoods. Further to this, the site is also within 500m of cycle routes on an east-west alignment, to the south of A57 along Grosvenor Street and Stretford Road.

Public cycle parking in the form of 8 Sheffield stands is provided at the junction of Princess Street and Charles Street. Adjacent to this, there are 8 Beryl Bike cycle hire docks. This location and other cycle hire locations are shown in Figure 6

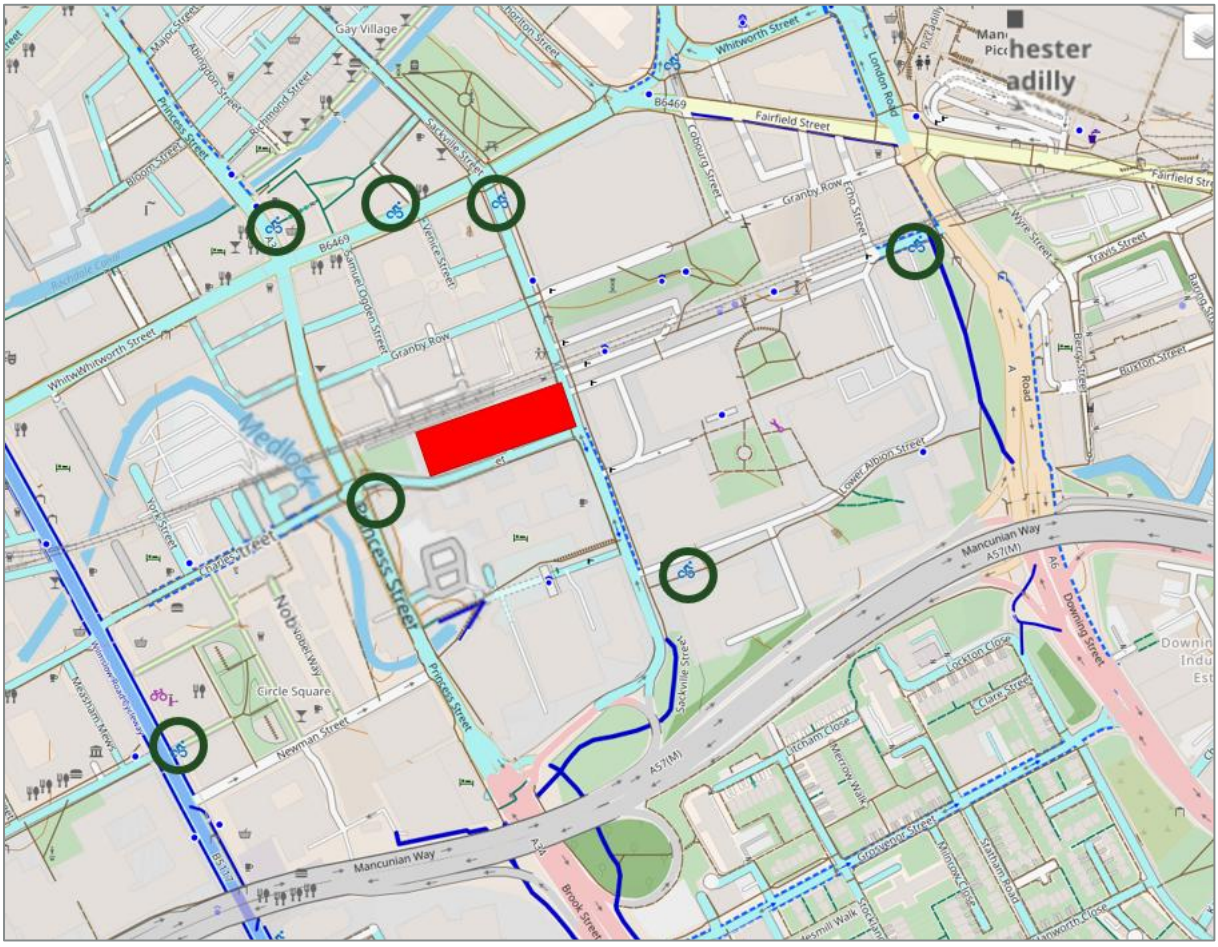


Figure 6: Cycle hire locations

The availability of cycle hire in close proximity of the site will enable residents of the proposed development to conveniently access a hire bike, further encouraging cycling trips.

The highly accessible location of the proposed development, along with recent and ongoing investment in city centre cycle infrastructure, will encourage residents of the site to choose cycling as a mode of transport.

3.6. Public transport

3.6.1. Greater Manchester Accessibility Levels

The Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time and service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site and surrounding area score an 8 on the GMAL scale, which indicates that the site is highly accessible by public transport. Figure 7 shows the GMAL in the area surrounding the site.

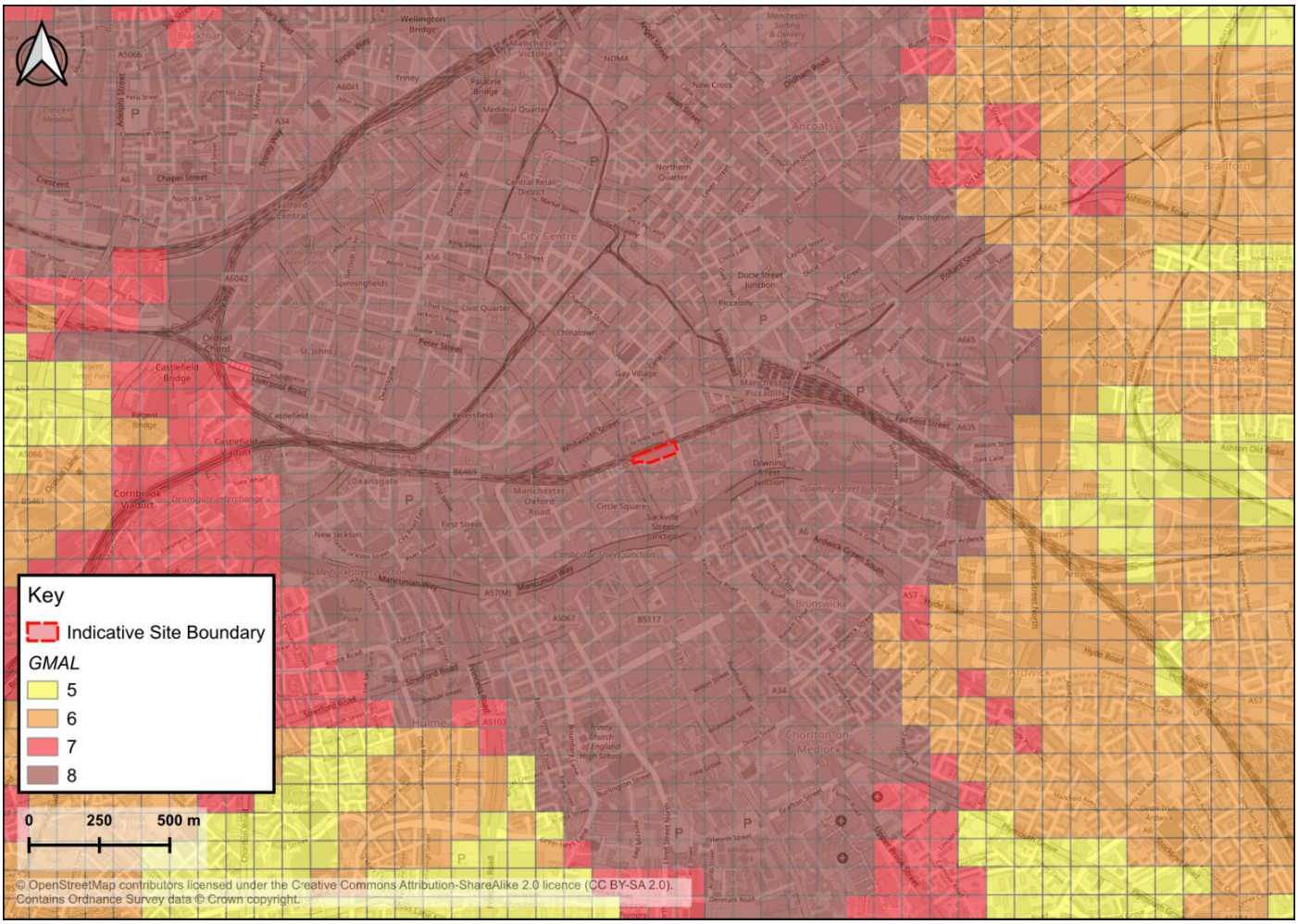


Figure 7: GMAL Levels around the site.

3.6.2. Bus

Public transport infrastructure around the site is shown in Figure 8.

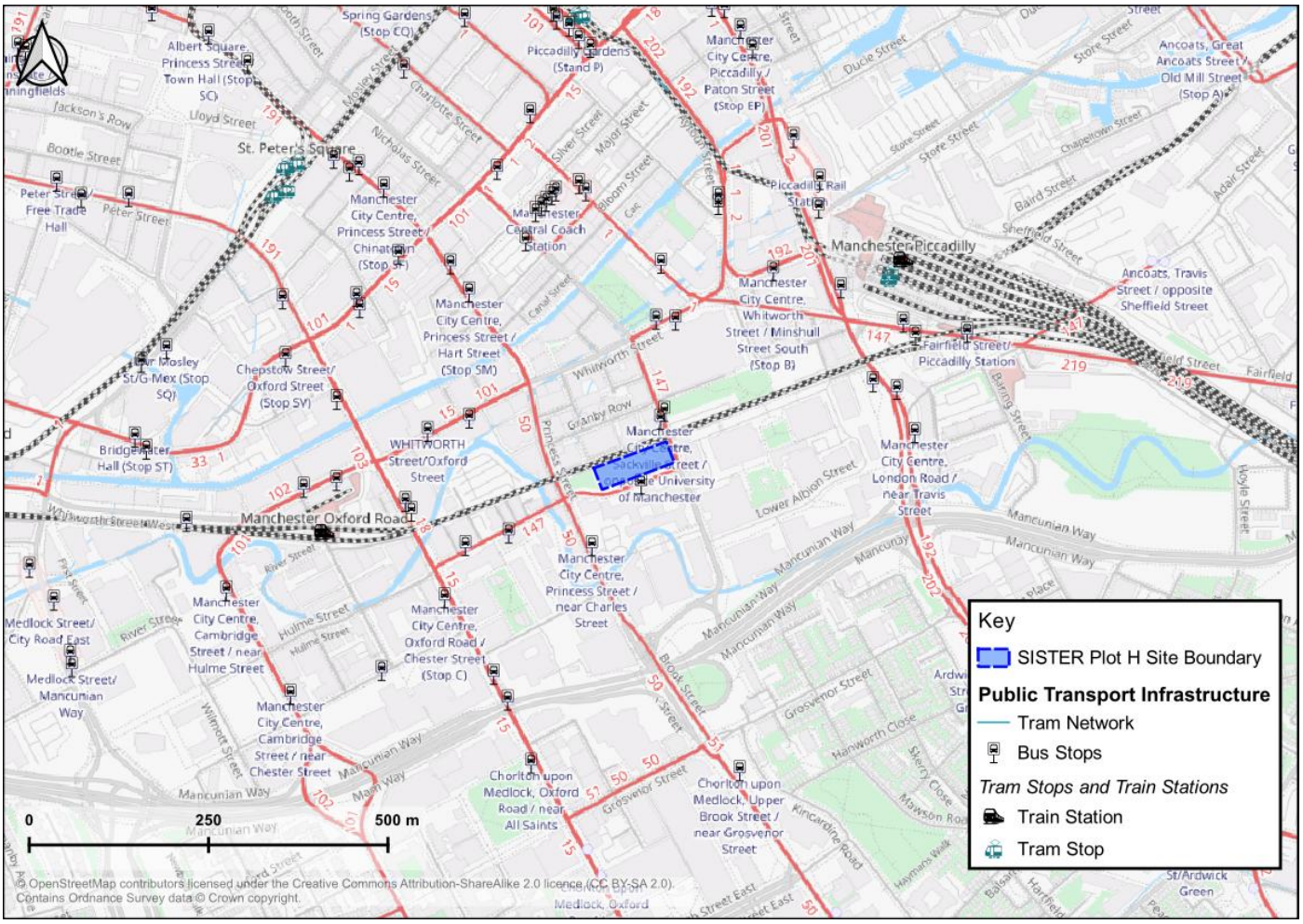


Figure 8: Public transport infrastructure around the site.

As shown in Figure 8, the nearest bus stop to the site is located immediately to the south of the site on Charles Street. Bus stops are also located on Sackville Street, approximately 20m northeast of the site. These stops are served by the 147 bus, which routes between Manchester city centre and West Didsbury. Further stops with additional high-frequency services are located on Princess Street, London Road and Whitworth Street. The Oxford Road Corridor is located a 300m walk from the site and provides over 30 buses per hour in both directions.

The range of high frequency bus services available within 400m walking distance of the site will make bus an attractive transport options for residents of the proposed development.

3.6.3. Tram

As shown in Figure 8, the nearest tram stops to the site are St Peter's Square and Manchester Piccadilly, both of which are an 800m walk from the site. St Peter's Square is a key interchange stop, served by all nine tram lines, and providing tram services every 1-2 minutes.

The map of the tram network is shown in Figure 9, and demonstrates the range of destinations that can be accessed by tram. The high frequency of service and range of available destinations will make tram an attractive travel option for residents of the site.

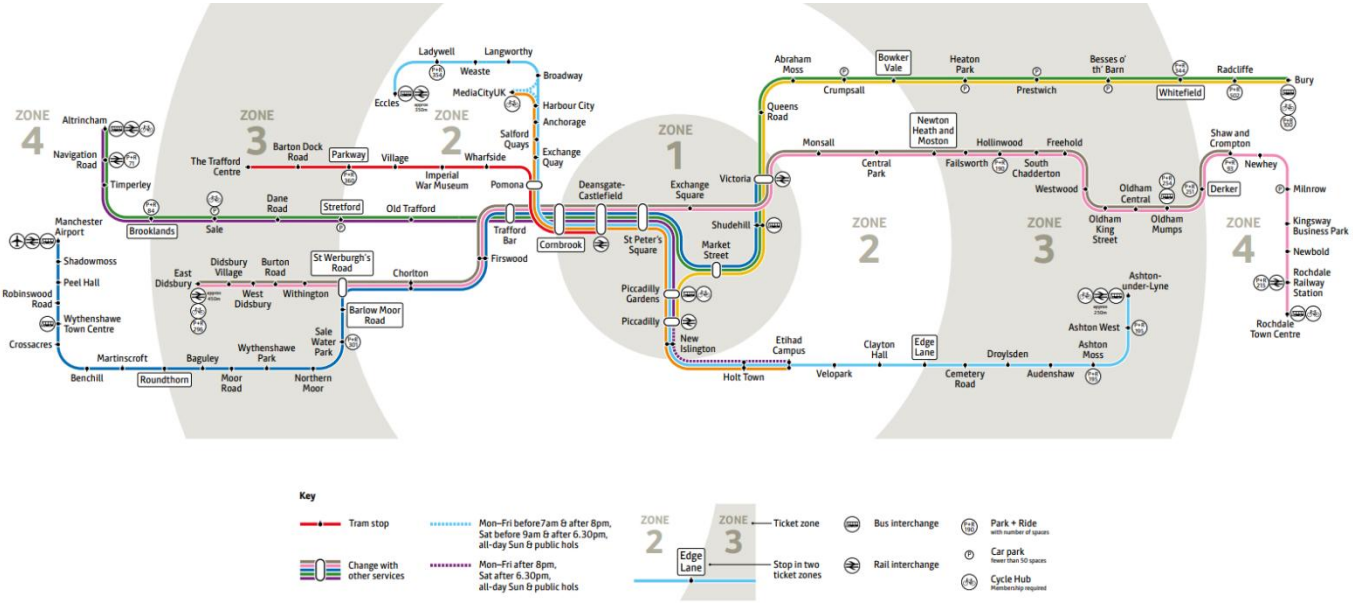


Figure 9: Map of tram network

3.6.4. Train

The closest train station to the site is Oxford Road station, located a 500m walk from the site. Trains are available to Manchester Airport, Wigan, Blackpool, Norwich, Llandudno, Liverpool, Edinburgh, Glasgow and stations within Manchester for connections to destinations around the national rail network. At the time of writing (October 2025) over 18 trains per hour serve this station.

Manchester Piccadilly station is an 800m walking distance from the site. It serves as the principal rail station of Manchester and hosts intercity and cross-country services, connecting various national destinations such as London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth. It also provides regional services to Liverpool, Leeds, Sheffield, Newcastle, and York, and local commuter services within Greater Manchester. Approximately 35-40 trains per hour serve this station.

The proximity of stations, high frequency of service and range of available destinations will make train an attractive travel option for residents of the site.

3.7. Car Club

Enterprise Car Club offers a fixed-point car club service in Manchester. This scheme enables users to hire a vehicle from a fixed location and return it to the same location at the end of the session. A map of the car club car locations is shown in Figure 10.

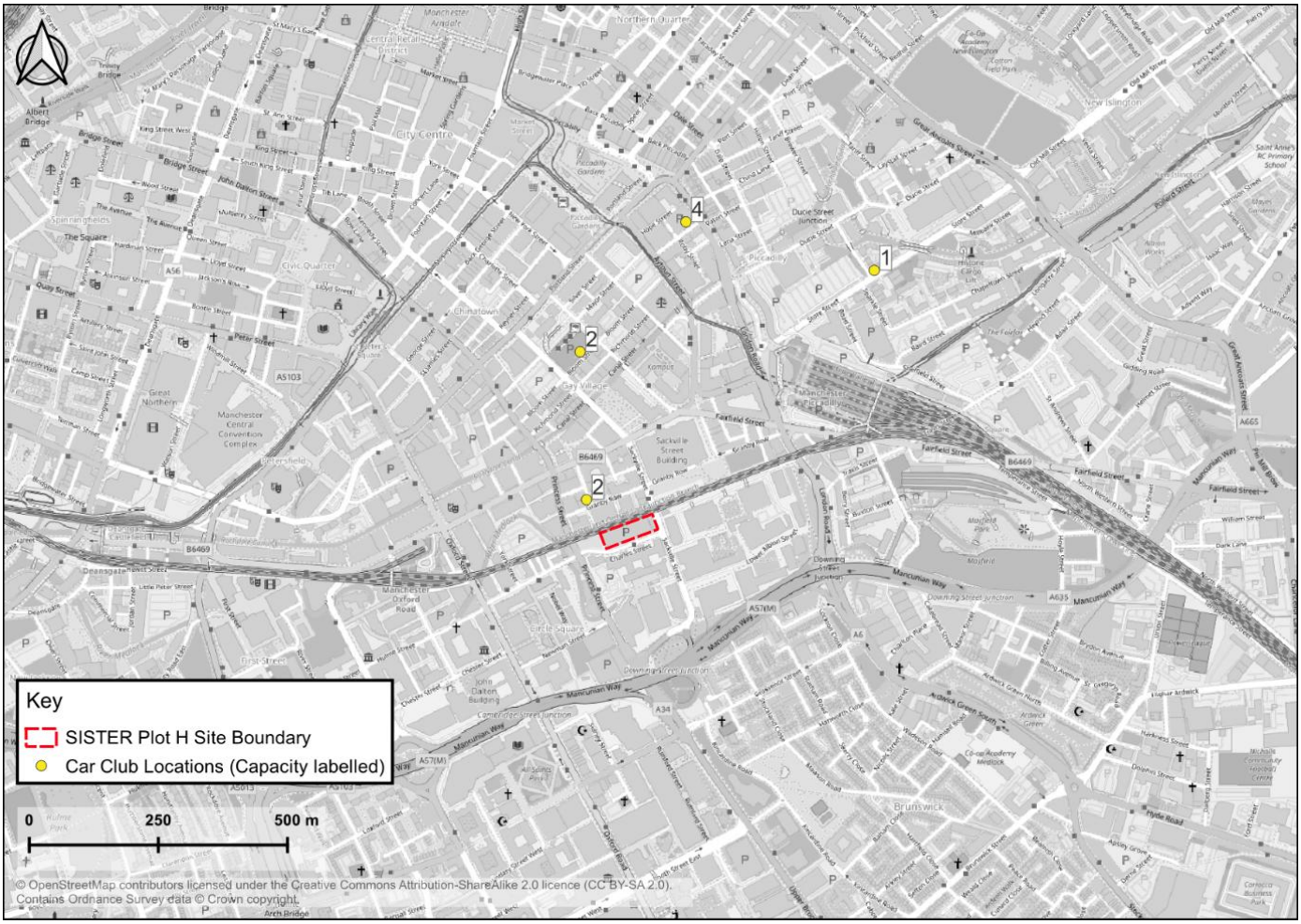


Figure 10: Car club locations

There are 7 car club vehicles within 1km of the site, the closest being on Granby Row which offers two vehicles. The availability of car club vehicles will enable residents of the site to have access to a car or van without the need to own one.

3.8. Highway Network

The site is bound by Charles Street to the south, Sackville Street to the east, Princess Street to the west, and Altrincham Street and the railway viaduct to the north. The highway network around the site is shown in Figure 11.

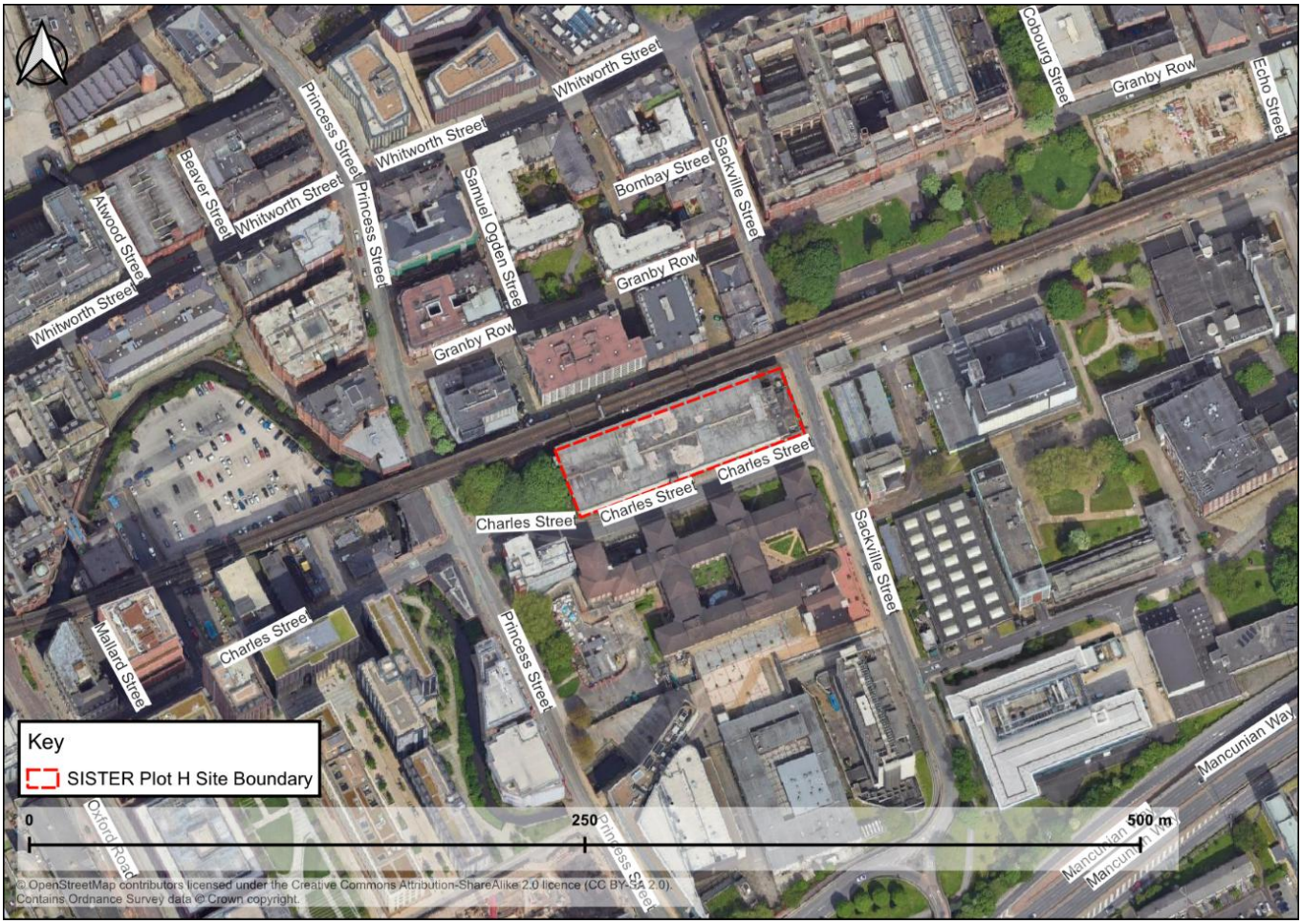


Figure 11: Highway network surrounding the site

Charles Street consists of a two-way carriageway and a footway on the south side of this carriageway. The carriageway width varies between 7-7.5m. The carriageway widths on Sackville Street and Princess Street also vary between 7-7.5m wide.

Sackville Street is a two-way road to the north of its junction with Charles Street. This is a priority-controlled junction with Charles Street being the minor arm. Southbound traffic approaching this junction must turn left onto Charles Street, as the section of Sackville Street to the south of the junction is one-way northbound. To the south, Sackville Street connects to Princess Street and the A57(M). The section of Sackville Street to the south of its junction with Charles Street also features a northbound-only cycle lane, which is a combination of on and off-carriageway.

Princess Street forms a signalised crossroads junction with Charles Street immediately to the west of the site. Each arm at this crossroads has signalised pedestrian crossing points with appropriate tactile paving and dropped kerbs. Princess Street is a two-way road that connects to the A34 (Upper Brook Street) and the A57(M) to the south of the site. It also connects to John Dalton Street and Cross Street to the north.

Following its junction with Princess Street, Charles Street terminates to the west at its junction with Oxford Road, which runs parallel to Princess Street.

The proposed development will provide a new footway on the northern side of Charles Street. The intention is for the new footway to be formally adopted by MCC, as per pre-application discussions.

3.9. On-Street Parking and Traffic Regulation Orders (TROs)

As it borders the site, Charles Street is fully restricted to parking, with double yellow lines on both sides of the carriageway. Princess Street and Sackville Street are similarly fully restricted for parking where they abut the site. There are 7 standard parking bays and 1 accessible bay on Sackville Street to the south-east of the site. These are public bays on a pay & display system.

The site is located within Manchester's controlled parking zone (CPZ) area, as shown in Figure 12.

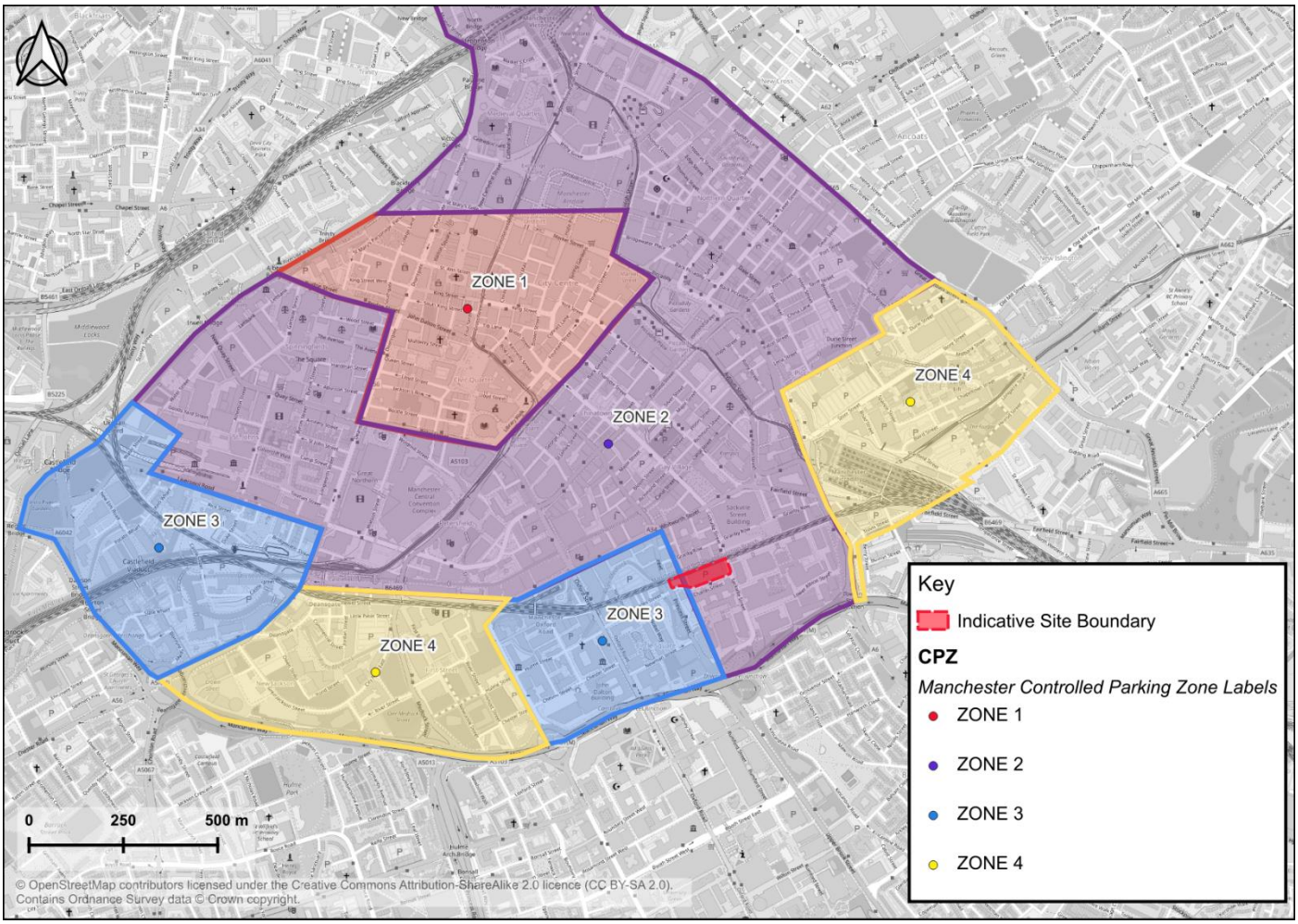


Figure 12: Manchester Controlled Parking Zones (CPZ)

The zones reflect areas where there are charges for on-street parking. In Zones 1 and 2, vehicles can be parked for up to two hours at a charge of £7 for two hours. In Zone 3, vehicles can be parked for up to three hours at a charge of £5 for three hours. The site sits across Zone 2 and Zone 3 of the CPZ, meaning that parking on the streets around the site is available for up to two or three hours.

3.10. Off-Street Parking Supply

Off-street car parking facilities around the site are shown in Figure 13.

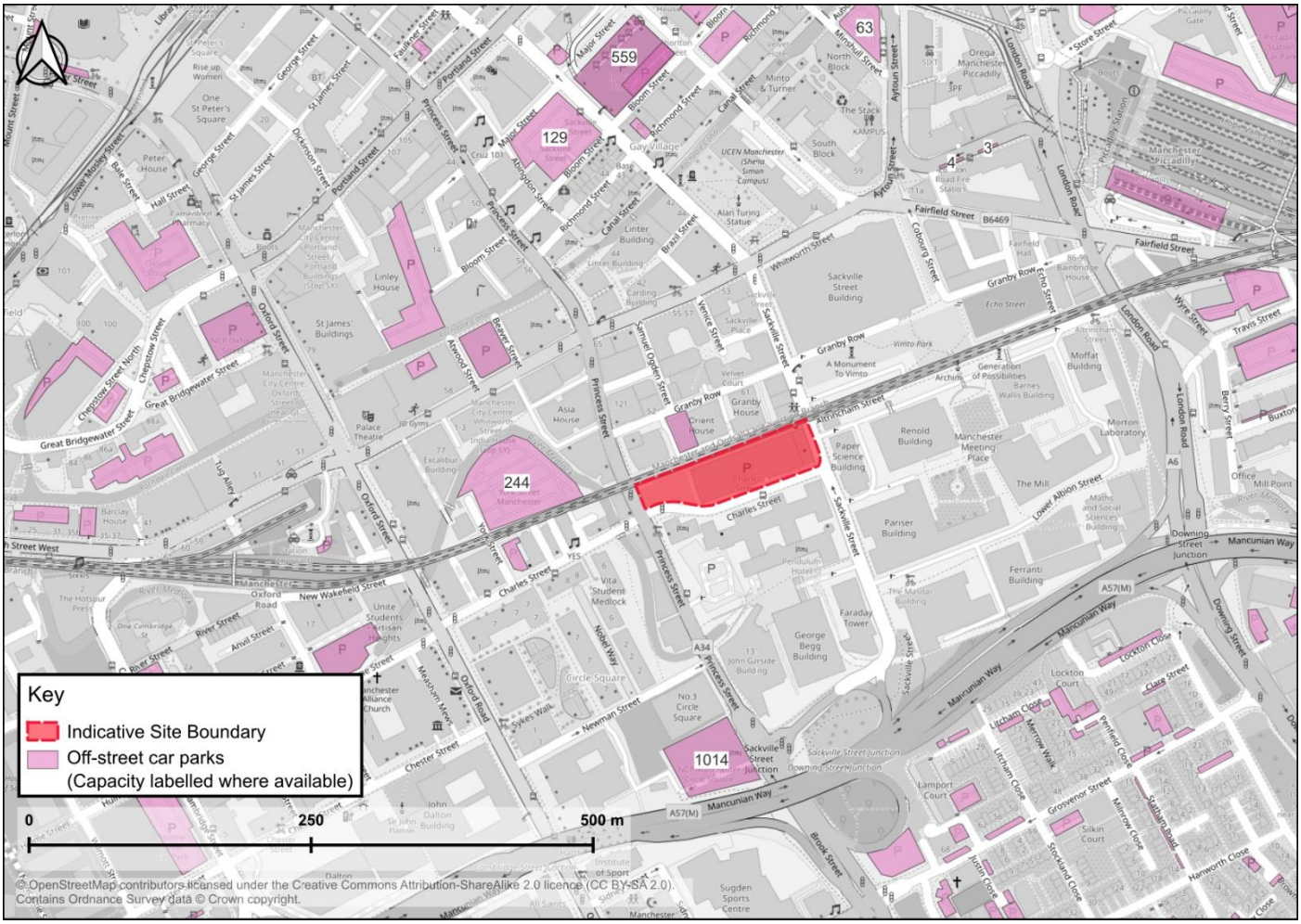


Figure 13: Off-street car parks around the site.

Due to its location within central Manchester, there are several off-street car parking facilities with a high capacity for parking close to the site. To the north of site, there is a large off-street car park that can be accessed from Granby Row.

3.11. Electric vehicle charging

The locations of publicly accessible electric vehicle charge points in the area are shown in Figure 14. There are 7 public EV charging points within 1km of the site.

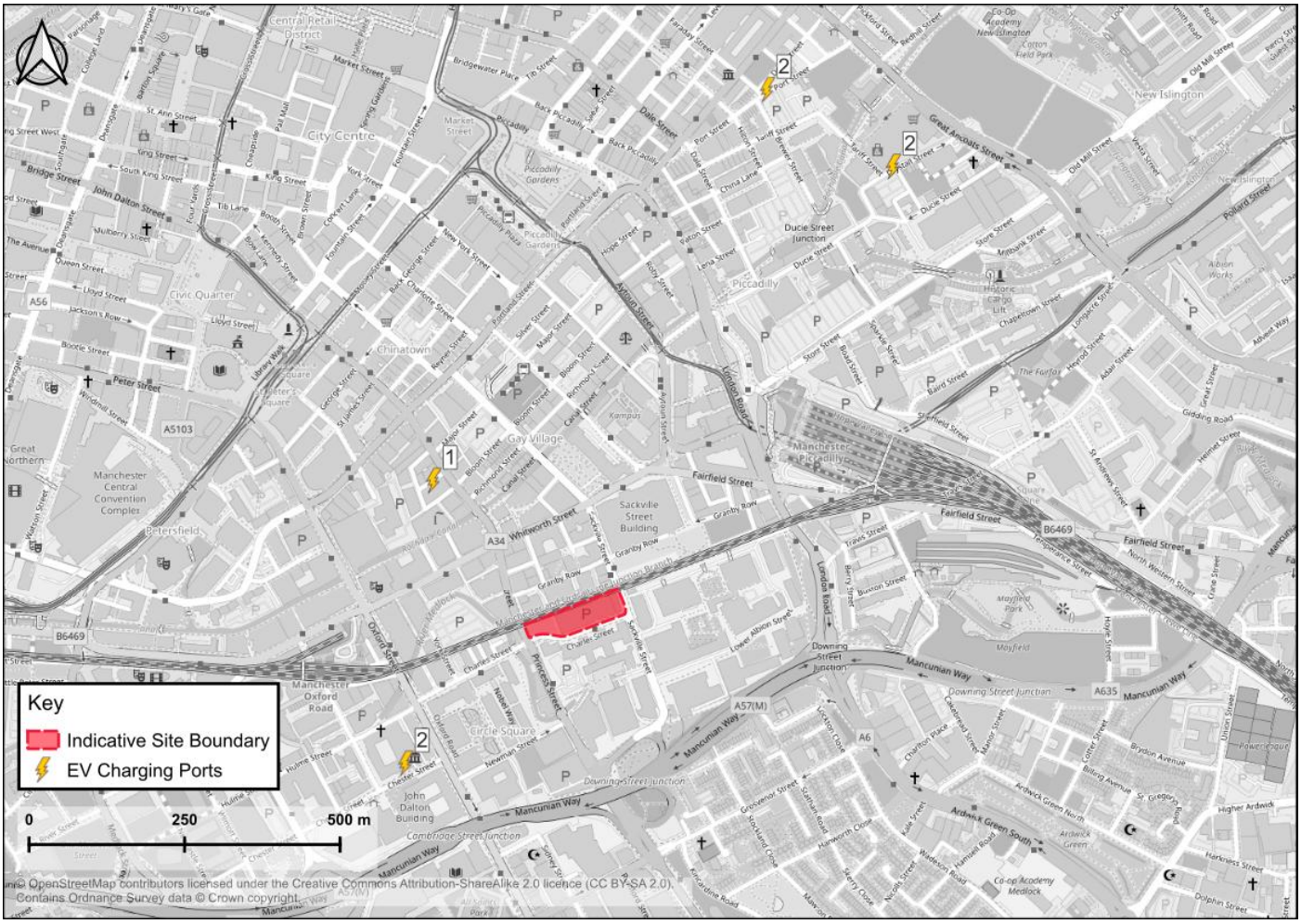


Figure 14: Electric vehicle charging locations

4. Development Proposals

This section sets out the development proposals and details of access to the proposed development by all modes.

4.1. Development Overview

The proposed development is for Purpose Built Student Accommodation (PBSA), comprising:

- 1,041 student residential units;
- Approximately 600sqm of flexible commercial uses (Use Class E) on the ground floor;
- 64 resident cycle parking spaces;
- 26 visitor cycle parking spaces within the public realm; and
- Associated landscaping.

Development plans are included at Appendix A.

4.2. Public Realm, Changes to Highway and Pedestrian and Cycle Access

An overview of the proposed public realm, pedestrian and cycle access strategy is shown in Figure 15.

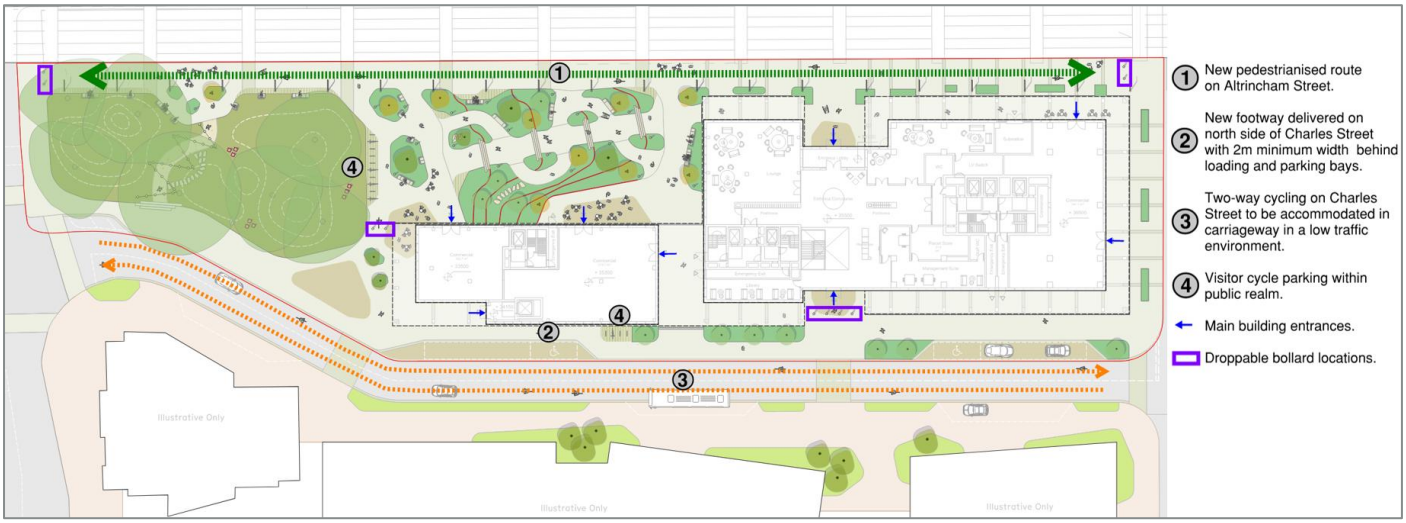


Figure 15: Proposed public realm, pedestrian and cycle access

All footways bounding the site will be resurfaced as part of the proposals. All access points no longer required to the footway will be reinstated, and tactile paving and dropped kerbs provided at all new crossing points.

4.2.1. Altrincham Street

The main entrance to the development will be from Altrincham Street, which runs along the northern edge of the site. Altrincham Street is not currently a publicly accessible route; however, it is proposed to provide a new pedestrianised route (minimum 4m width) through the development, connecting into public realm proposals for the section of Altrincham Street to the east as part of the wider Sister masterplan.

Retractable bollards will be in place at each end of Altrincham Street within the site boundary, in order to provide vehicle access to the railway arches if required in future.

Pedestrian entrances to the three commercial units are also proposed from the north via Altrincham Street and the proposed area of public realm.

Cycling is not proposed on this section of Altrincham Street in order to reduce spatial conflicts between pedestrians and cyclists, and to avoid a complex entry/exit arrangement for cyclists travelling via Princess Street and Charles Street to the west. To discourage use of Altrincham Street as a route by cyclists, the proposed cycle route via Sackville Street and Charles Street will be clearly signed. Bollards at each end of Altrincham Street and design features within

the public realm will signal that this is a pedestrianised area, further discouraging cycling. The anticipated level of pedestrian activity in the area will also act as a deterrent. Cyclists accessing the potential future commercial uses in the arches on Altrincham Street would be expected to access the site via Charles Street and park their cycle at one of the blocks of Sheffield stands located within the public realm (See Section 4.3.2 for further details of visitor cycle parking).

4.2.2. Charles Street

The southern edge of the site is bounded by Charles Street, which currently has a wide carriageway with no footway provision on the northern side. It is proposed to narrow the carriageway to a minimum of 6m, although wider where required to allow passage of two buses. Two-way operation of Charles Street will be retained for all vehicle movements.

A second pedestrian entrance to the eastern block is proposed from Charles Street, as well as a pedestrian entrance to access the basement lift within the western block (providing access to the cycle store and bin store).

The narrowing of Charles Street from its existing form will enable the delivery of a footway on the northern side of the carriageway. This will be delivered at a minimum of 2m width at pinch points behind loading bays, although the footway will be significantly wider than 2m along most of its length. It is proposed than the newly provided footways are to be adopted. The building colonnade will provide additional unadopted covered footway width along part of the site frontage.

Charles Street is proposed as an on-carriageway cycle route, as it connects into existing cycle infrastructure on Sackville Street and the section of Charles Street to the west. As shown in Figure 16, the section of Charles Street bordering the site is the most direct route to connect into the existing cycle network in the area.

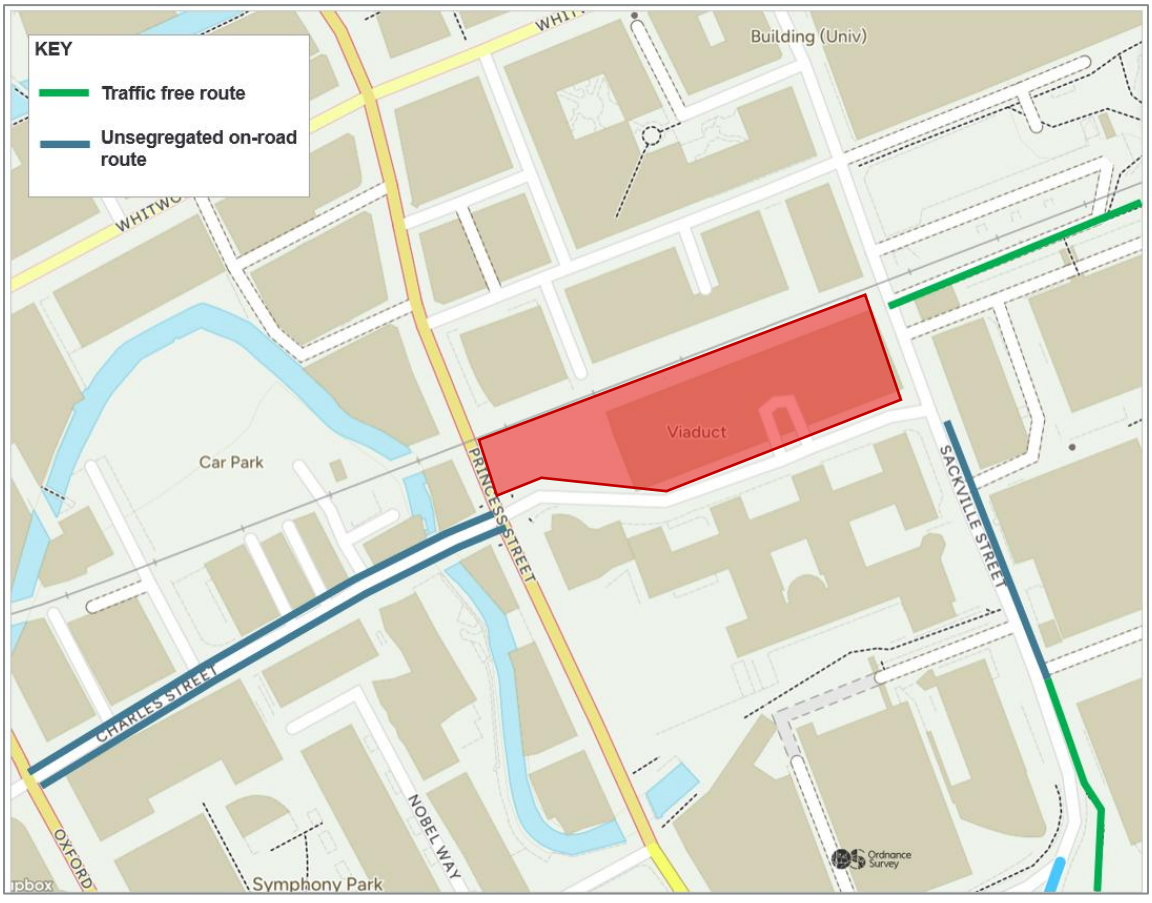


Figure 16: Existing cycle network

Charles Street is currently a low-traffic environment, and the proposed development being car-free will continue to support this. As vehicle movements on Charles Street are under 2,500 vehicles per day (See Section 2.9.2 of the accompanying Transport Assessment), it is proposed that cycling on Charles Street and on Sackville Street (between Altrincham Street and Charles Street) will be in carriageway, with no dedicated cycle infrastructure proposed, other than wayfinding/signage.

Cycling is not proposed on Altrincham Street in order to reduce spatial conflicts between pedestrians and cyclists, and to avoid a complex entry/exit arrangement for cyclists travelling via Princess Street and Charles Street to the west.

4.3. Cycle Parking

4.3.1. Residential Cycle Parking

Plot H will be served by 64 cycle parking spaces in total, which equates to a ratio of 1 cycle space for every 16 bedrooms (i.e. 6.2% provision). Of the total number of cycle spaces, 6 spaces will be able to accommodate accessible / larger cycles. The remaining spaces will be provided on double height racks.

A cycle maintenance stand will be provided within the basement, just outside the cycle store, clearly visible to residents accessing the cycle store and basement lift.

It is also proposed to provide a bike hire docking station within the public realm of the site for use by residents.

Cycle hire availability

Cycle hire points in the vicinity of the site are shown in Figure 6. The figure shows that within 400m of the site, there are seven cycle hire points with space for over 60 hire bikes. The closest cycle hire point is adjacent to the southwest corner of the site at the junction of Charles Street and Princess Street, with 8 docks.

It is also proposed to provide a bike hire docking station within the public realm of the site. It is considered that convenient cycle hire would be an attractive alternative to private cycle ownership, particularly for students, as it would remove the need to move a private cycle from their home address to their term time address.

To further encourage use of cycle hire, Beryl Bike hire vouchers will be provided to new residents.

4.3.2. Visitor Cycle Parking

Visitor parking will be accommodated by 14 Sheffield stands in the public realm, providing space for up to 28 cycles. There will be spread across two locations within the public realm (See Figure 15), including close to building entrances for use by cycle couriers.

4.3.3. Cycle Store Access

The cycle store is to be located within the basement, accessible via a lift from a dedicated entrance on Charles Street. The route for residents accessing the cycle store from Charles Street is shown in Figure 17. Note that residents will also be able to access the cycle store from within the building via the basement corridor.

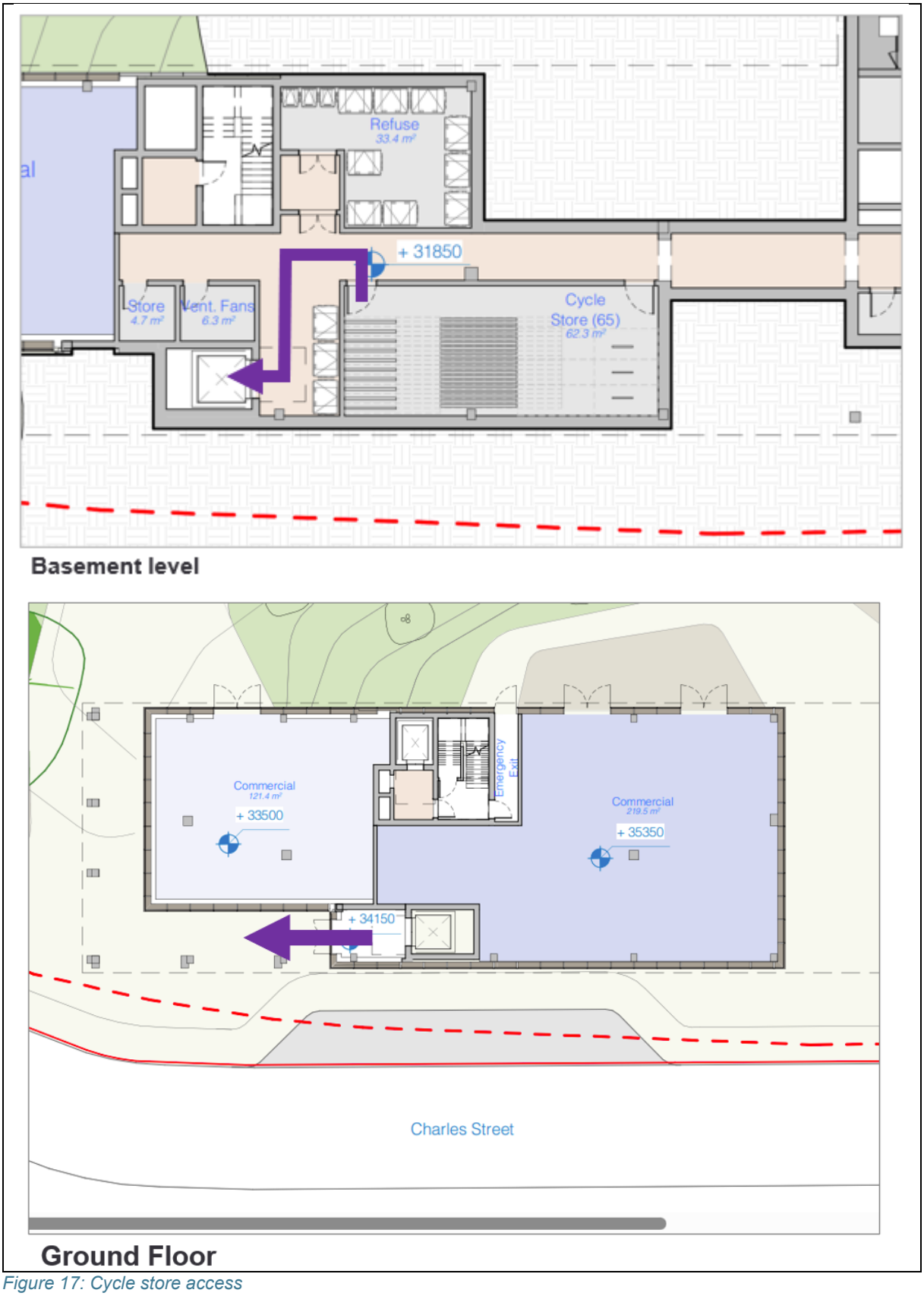


Figure 17: Cycle store access

4.4. Car Parking

4.4.1. Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development. It has been agreed with MCC highway officers that this is a sustainable location for a car-free development, as long as disabled parking is included.

4.4.2. Disabled Car Parking

Two disabled parking bays are proposed on Charles Street in a lay-by arrangement. These have been located as close to building entrances as possible (within 50m), whilst optimising the operation of the highway network and servicing arrangements for the proposed development.

4.5. Move in / Move Out

Loading associated with move in / move out days at the start and end of term will be accommodated within the loading bays proposed on Charles Street.

It is understood that a move-in / move-out strategy will be required as a planning condition. The operator will engage with neighbouring PBSAs to support the development of the strategy. An overview of the potential strategy is provided below.

The busiest days in terms of transport impact are likely to be when people are moving in. This is a once-a-year event that is not representative of the day-to-day activity at the site and will therefore be well planned to avoid disruption as much as possible. Students will generally arrive at their accommodation during the first week of the rental period at the start of the academic year, with the weekends being the busiest. To facilitate these movements, the management will organise a schedule of time slots for occupants to unload their belongings from the loading bays on Charles Street.

The procedure could be as follows:

- Occupants book a time slot in advance and are provided with details of where to unload, and where to park afterwards if needed.
- On arrival, they will be met by a member of the management team who will check they have arrived at the correct time before allowing them to park and unload.
- Unloading then takes place for the allocated time, it may be appropriate to have a ‘holding area’ for belongings being unloaded to speed up the process, this could be one of the common areas on the ground floor.
- Drivers leave to park in one of the nearby car parks and then belongings can be moved from the holding area to rooms.

A few slots at the end of the day should be kept open for anyone who misses their time slot and is not able to book one for another day.

At the end of term, the process can be reversed, although it may work to be more flexible as occupants may leave as soon as they have finished with their exams. Typically, this is spread out over several weeks.

5. Travel Plan Measures

As the proposed development is yet to be constructed and occupied, this Framework Travel Plan is a working document and represents the first stage in the Travel Plan process. The Travel Plan should be updated and adapted throughout its lifetime to reflect the status of the development and the progress of the Travel Plan.

The following measures are expected to be implemented by the Travel Plan Coordinator. The measures outlined below are intended to be reviewed and monitored periodically. The measures listed are not exhaustive, and the Travel Plan Coordinator should explore other potential measures where appropriate to respond to the needs of the development and its residents.

5.1. Travel Information

As outlined in Section 2.6, the Travel Plan Coordinator will be responsible for communicating the Travel Plan and associated initiatives to residents. This may include the following communication methods:

- Development website
- Newsletters
- Welcome Pack
- Information boards in communal areas.

5.2. Walking Measures

The highly accessible location of the site, along with its proximity to a range of local amenities and the university campuses, will make walking an attractive travel choice for residents. Public realm improvements on Charles Street and Altrincham Street to be delivered as part of the proposed development will further enhance the local walking environment.

Measures to further encourage walking amongst residents may include:

- Organised walking groups for residents to explore the local area and socialise.
- Promotional events such as National Walking Month or the 'Next Steps' programme led by Living Streets[3].

5.3. Cycling Measures

The provision of secure cycle parking within the development, and cycle parking and a cycle hire docking station within the public realm will help promote cycling. Measures to further encourage cycling amongst residents may include:

- Provision of Beryl Bike vouchers to new residents.
- Promotion of the local Beryl Bike hire scheme.
- Provision of a cycle maintenance stand.
- Promotion of local cycle routes through communications with residents.
- Explore partnerships with local cycle shops which may facilitate vouchers or discounts for residents.
- Practical advice on cycle maintenance and safety.
- Advertisement of local bicycle user groups (either through the University or other local groups).
- Promotional events such as National Cycle Week.

5.4. Public Transport Measures

The proposed development benefits from its proximity to high frequency bus, tram and train services. Measures to further encourage public transport use may include:

- Up to date travel information provided in communal areas, such as:
  - www.nationalrail.co.uk
  - https://tfgm.com/plan-a-journey/schedules

[3] https://www.livingstreets.org.uk/walk-to-school/universities/

- Promotion of fare / ticketing information including relevant offers and discounts (eg. All Terms Bee Bus Ticket[4]).

5.5. Promotion of Car Club

The proposed development is car-free, which will naturally encourage residents to travel sustainably. Enterprise Car Club operates within Greater Manchester, and offers the option for occasional car use when required. Details of the nearest Car Club locations to the site are provided in Section 3.7. The Travel Plan Coordinator will highlight the availability of the Car Club to residents through their communications.

[4] https://tfgm.com/tickets-and-passes/all-terms-bee-bus-student

6. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 1 and
Table 2, and will be in place for the lifetime of the Travel Plan, which is until 5 years after the first student move into to the development.

Table 1: Summary of Travel Plan Actions.

Action	Responsibility	Timeframe
Appoint Travel Plan Coordinator (TPC)	Developer	3 months before first occupation
Communicate the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for people living at the development requiring information (and staff of commercial units for BREAAM purposes only)	TPC	Ongoing
Carry out annual travel surveys of resident (and staff of commercial for BREEAM purposes only)	TPC	Within 3 months of first occupation, repeated annually for 5 years
Produce monitoring report for discussion with MCC	TPC	Within 2 months of the end of the survey period each year, for a period of 5 years.

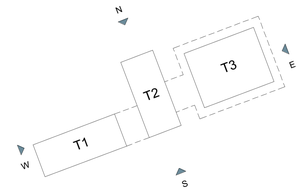
Table 2: Summary of Travel Plan Measures.

Measure	To Support	Responsibility	Timeframe
Travel information provided to residents to promote sustainable travel through the following channels: • **Development website** • **Newsletters** • **Welcome Pack** • **Information boards in communal areas.**	Sustainable travel choice	TPC	Before first occupation, then ongoing
Ample secure cycle parking provided, including 6 spaces for larger cycles (e.g. recumbent cycles, tricycles, cargo cycles).	Cycling	Developer	Construction
Cycle maintenance stand to be provided within the basement of the development	Cycling	Developer	Construction
Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances.	Cycling	Developer	Construction
Advertisement of local bicycle user groups (either through the University or other local groups).	Cycling	TPC	Ongoing
Promotional events such as National Cycle Week	Cycling	TPC	Ongoing
Practical advice on cycle maintenance and safety.	Cycling	TPC	Ongoing
Explore partnerships with local cycle shops which may facilitate vouchers or discounts for residents.	Cycling	TPC	Before first occupation, then ongoing

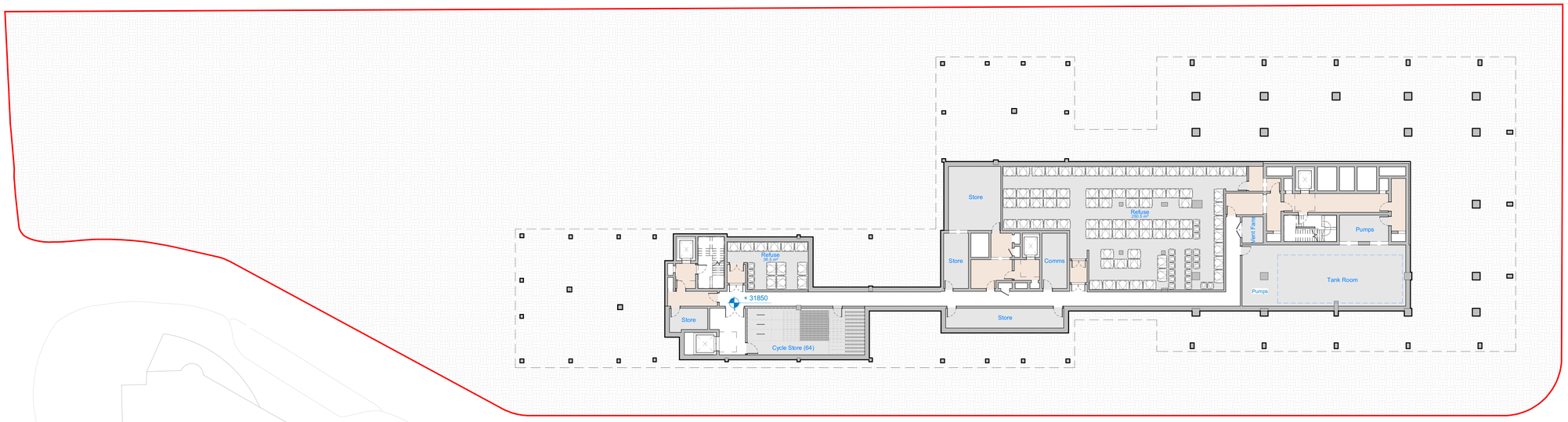
Promotion of local cycle routes through communications with residents.	Cycling		Ongoing
Promotion of the local Beryl Bike hire scheme.	Cycling		Ongoing
Explore provision of bike hire docking station within the public realm of the site.	Cycling	Developer	Construction
Beryl Bike hire vouchers to be provided to new residents.	Cycling	Developer / TPC	On occupation
New walking route on Altrincham Street connecting into existing walking network	Walking	Developer	Construction
Organised walking groups for residents to explore the local area and socialise.	Walking	TPC	Ongoing
Promotional events such as National Walking Month or the 'Next Steps' programme led by Living Streets	Walking	TPC	Ongoing
Promotion of fare / ticketing information including relevant offers and discounts	Public transport	TPC	Ongoing
Highlight the availability of the Car Club to residents through their communications	Car Club	TPC	Ongoing
Measures from BREAAM purposes only	**To Support**	**Responsibility**	**Timeframe**
Provision of adequate, accessible, secure cycle parking for long and short stay	Cycling	Developer	Construction
Providing new commercial units on site will provide a local amenity	Walking	Developer	Development design
Take part in walking initiatives such as National Walking Month in May	Walking	Occupier Travel Plan Coordinator	Ongoing
Offer cycle to work scheme	Cycling	Occupier Travel Plan Coordinator	Ongoing
Offer season ticket loans to staff	Public transport	Occupier Travel Plan Coordinator	Ongoing

Appendix A: Proposed Development Plans

DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.



(Railways Arches at Ground Level)



Charles Street

Rev:	Details:	Date:
011	Design Freeze #2 Issue inclusive of: Red line boundary amendment as requested by client. Internal room layout adjustments in Tower 02; roof layout changes; updated landscaping proposals; access door added to level 3 plant for roof access.	01/12/25
010	Tower 2 core updated to fire engineer comments. Ground Floor and Basement layouts updated to suit.	17/10/25
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
07	Cycle spaces reduced following LA comments	17/07/25
06	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
05	Layout updated to reduce extent of basement outside of the ground floor boundary.	26/06/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Basement Level

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-B1-DR-A-(--)199

current revision date:
01/12/25

revision:
011

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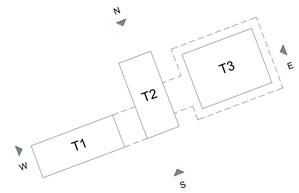
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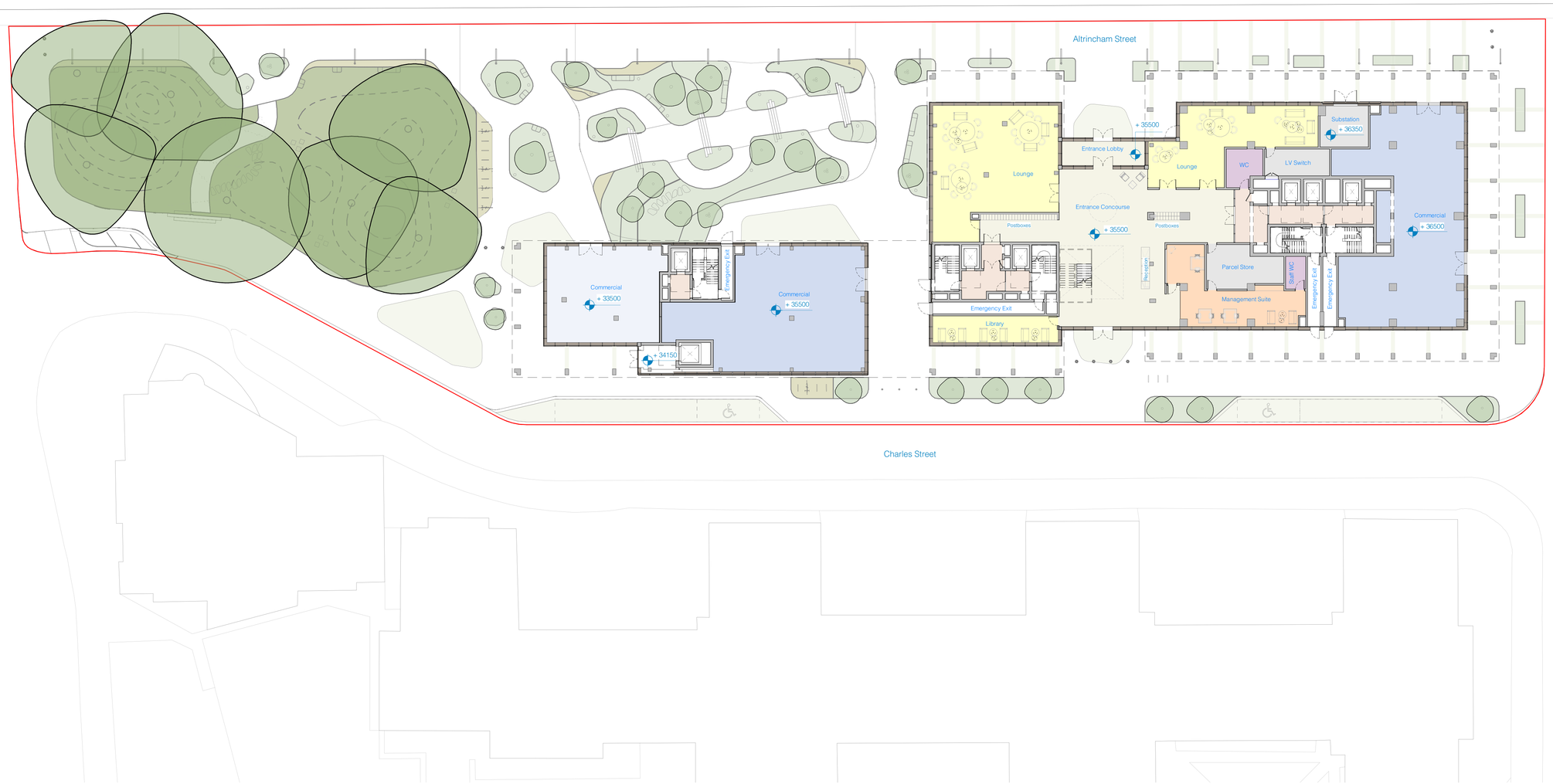
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Rev:	Details:	Date:
011	Design Freeze #2 Issue inclusive of: Red line boundary amendment as requested by client. Internal room layout adjustments in Tower 02; roof layout changes; updated landscaping proposals; access door added to level 3 plant for roof access.	01/12/25
010	Tower 2 core updated to fire engineer comments. Ground Floor and Basement layouts updated to suit.	17/10/25
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Level 00/01 layout revision.	29/08/25
07	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
06	Issued for review of planning boundary.	18/07/25
05	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Level 00

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-00-DR-A-(--)200

current revision date:
01/12/25

revision:
011

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THIS DRAWING WAS PLOTTED ON:
13/01/2026

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
18/11/2025	5		Update to Charles Street Kerb Alignment	EP
25/11/2025	6		Design Freeze Issue #2	EP
13/01/2026	7		Planning	CL

KEY

GENERAL INFORMATION

PLANNING APPLICATION BOUNDARY

HARDWORKS

S1.0 SURFACE TYPE A
Natural Stone Paving
To Primary Areas & Routes

S2.0 SURFACE TYPE B
Natural Stone Setts
To Banding

S3.0 SURFACE TYPE C (GREEN GAP)
Green Gap Concrete Block

S4.0 SURFACE TYPE D
Natural Stone Contrasting Paving
To Courtyards and Entrances

S5.0 SURFACE TYPE E
Self-Binding Gravel
To Existing Green Space (no dig construction)

S6.0 STEEL RETAINING EDGING
Terrace Edging

S7.0 TACTILE PAVING
To Crossings and Steps

S8.0 MACADAM
To Vehicular Areas
To Engineer's Detail & Specification

S9.0 NATURAL STEPPING STONE
To Softwork Areas

SOFTWORKS

CLEAR-STEM TREE PLANTING
Extra Heavy Standard (with underground guying)
Refer to Planting Schedule

MULTI-STEM TREE PLANTING
2-3 Metre (with underground guying)
Refer to Planting Schedule

EXISTING RETAINED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

OPEN MIX
Refer to Planting Schedule

WOODLAND & SHADE MIX
25mm of remedial topsoil
Refer to Planting Schedule

EXISTING TREE ROOT PROTECTION ZONES
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

EXISTING REMOVED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

GREEN GAP PAVING
Concrete block/grass seed mix

ORIGINATOR
Layer.studio
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Client
RG GROUP

Project
Plot H, SISTER
Manchester

Drawing Title
GENERAL ARRANGEMENT

Created By	Checked By	Scale	Sheet Size
CL	MW	1:250	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
451	LYR	XX	ZZ	DWG	L	1001

Work Stage	Status	Revision
2	Planning	7

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