TECHNICAL NOTE

Job Name: 10-12 Whitworth Street West, Manchester

Job No: 333800316

Note No: TN01

Date: 14th September 2026

Prepared By: Nathan Caines: Graduate Transport Planner

Checked By: Jack Fawdington: Principal Transport Planner

Approved By: Brian Laird: Technical Director – Transport Planning

Subject: **Erection of a 39-storey purpose-built student accommodation building (Sui Generis)**

10-12 Whitworth Street West, Manchester, M1 5WY

Planning Application Reference: PLA-2026-000485

Transport Technical Note: Response to Local Highway Authority/TfGM Comments –

1. Introduction

1.1. This Technical Note [TN] has been prepared in response to comments received from Manchester City Council [MCC] Highways and Transport for Greater Manchester [TfGM] in relation to the proposed purpose-built student accommodation development at 10–12 Whitworth Street West, in Manchester.

1.2. The proposed development would provide 818 student bedspaces and would operate on a car-free basis. The planning application was supported by a Transport Statement [TS], Framework Travel Plan, Residential Management Strategy, Initial Construction Management Plan, Stage 1 Road Safety Audit and associated drawings.

1.3. This TN specifically addresses comments relating to trip generation, public transport distribution and capacity, accessibility by cycle, cycle parking, off-site highway works, the proposed loading bay and an updated review of highway safety. Where appropriate, it should be read alongside the submitted TS.

2. Trip Generation

2.1. MCC has requested further clarification regarding the selection of the TRICS survey sites used to forecast trip generation associated with the proposed development. MCC state that: *'The assessment should more clearly explain how the selected TRICS sites reflect the scheme's car-free nature, city centre location, proximity to university destinations, scale and adjacency to active travel infrastructure.'*

2.2. The submitted TS assessed multimodal trip generation using TRICS version 8.25.12. The assessment included seven weekday student accommodation surveys undertaken between November 2017 and June 2025. The selected sites accommodated between 200 and 1,100 residents and were located within town-centre or edge-of-town-centre locations.

2.3. The assessment identified a total daily person-trip generation of 1,449 trips.

2.4. In response to MCC's comments, the TRICS assessment has been reviewed. The Paddenswick Road, Hammersmith and Cambridge Road, Kingston upon Thames surveys have been removed because both are categorised as edge of town centre sites within residential zones and are not representative of the proposed site. The Paddenswick Road survey was also undertaken during COVID-19 restrictions in June 2021.

2.5. The availability of directly comparable TRICS surveys is limited. Nevertheless, the site selection has been reviewed to ensure that the six selected surveys are representative of the proposed development and were undertaken during the relevant university term time. The same six-site dataset has been used consistently throughout the total-person, multimodal and vehicle trip assessments, with the full TRICS output included as **Appendix A**.

2.6. Of the six selected surveys, two are located within town-centre locations and four within edge-of-town-centre locations. All six are located within built-up zones, reflecting the dense urban characteristics of the proposed development's city-centre location. The trip rates derived from the TRICS assessments undertaken in July and August 2026 have been compared, with the higher resultant trip rate adopted to provide a robust assessment as the sixth site.

2.7. The selected sites accommodate between 146 and 1,100 residents, within which the proposed 818-bed development falls. Parking provision ranges between zero and 62 spaces, with the dataset therefore including student accommodation developments with no or limited on-site parking.

2.8. The revised dataset therefore comprises large student accommodation developments in densely developed urban locations with limited parking provision and good access to sustainable transport. While the TRICS database (8.26.6) contains a limited number of sites which replicate every characteristic of the proposal, the revised selection is considered suitable for assessing the total person trip generation of the proposed car free, city centre development.

2.9. The resulting weekday morning and evening peak hour person trip rates and trip generation are summarised in **Table 1**.

Table 1: Trip Rates and Trip Generation for Total People – Whitworth Street Site

818 Bed PBSA	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Total People Trip Rates	0.02	0.142	0.162	0.125	0.067	0.192
Peak Hour Total People Trip Generation	16	116	133	102	55	157

Note: Trip Generation Subject to Rounding

2.10. MCC has also requested that the multimodal assessment accounts for the vehicle movements that could occur despite the car-free nature of the development. MCC states that: *'Whilst it is noted that the development will be car-free vehicle trips can still be anticipated. Therefore, the multi-modal trips should include private car, taxi and servicing use.'*

2.11. Although no resident car parking is proposed, some vehicle movements would be associated with the operation of the development. These would principally comprise private car drop-off and pick-up activity, taxis and private-hire vehicles, food and parcel deliveries, maintenance visits, refuse collection, accessible drop-off and managed move-in and move-out activity. These forecast vehicle movements are presented in **Table 2**, from 7am to 9pm on a weekday, using the TRICS output included as **Appendix A**.

Table 2: Forecast Vehicle Trip Generation by Vehicle Type – Whitworth Street Site

Time Segment	Arrivals				Departures				Two-Way			
	Private Car	Taxis	LGVs + OGVs	Total Vehicles	Private Car	Taxis	LGVs + OGVs	Total Vehicles	Private Car	Taxis	LGVs + OGVs	Total Vehicles
07:00-08:00	0	0	0	**1**	0	0	0	**1**	0	0	0	**2**
08:00-09:00	1	2	0	**2**	1	1	0	**2**	2	3	0	**5**
09:00-10:00	1	1	0	**2**	1	0	0	**1**	2	1	0	**3**
10:00-11:00	1	2	0	**3**	2	2	0	**3**	3	4	0	**7**
11:00-12:00	1	2	0	**2**		2	0	**3**	2	4	0	**6**
12:00-13:00	2	2	0	**4**	3	3	0	**6**	5	5	0	**10**
13:00-14:00	2	2	0	**4**	1	2	0	**3**	3	4	0	**7**
14:00-15:00	2	1	0	**3**	2	2	0	**4**	4	3	0	**7**
15:00-16:00	2	3	0	**5**	2	2	0	**4**	4	5	0	**9**
16:00-17:00	1	1	0	**2**	1	2	0	**3**	2	3	0	**6**
17:00-18:00	1	1	0	**2**	1	1	0	**2**	2	2	0	**3**
18:00-19:00	0	2	0	**2**	0	2	0	**2**	0	4	0	**5**
19:00-20:00	2	2	0	**4**	2	1	0	**3**	4	3	0	**7**
20:00–21:00	2	3	0	**5**	2	4	0	**6**	4	7	0	**10**
Daily Trips	**18**	**24**	**0**	**42**	**19**	**24**	**0**	**43**	**36**	**48**	**0**	**84**

Note: Trip Generation Subject to Rounding

2.12. **Table 2** forecasts a total of 84 two-way vehicle movements across the assessed day. Of these, 36 movements are identified as private cars and 48 as taxis, with no LGV or OGV movements forecast. Vehicle activity is generally distributed throughout the day, with five two-way movements forecast during the 08:00–09:00 period and three during the 17:00–18:00 period. The highest hourly demand comprises 10 two-way movements between 20:00 and 21:00. Overall, the forecast indicates that the car-free development would generate a relatively low level of vehicle activity.

2.13. The TRICS assessment forecasts no LGV or OGV movements. This should not be interpreted as indicating that the development would generate no operational servicing activity. Servicing is considered separately later in this TN, including refuse collections undertaken approximately two to three times per week and the proposed loading and management arrangements for deliveries, maintenance and other servicing activity. These movements will be controlled through the relevant servicing and delivery-management measures.

2.14. The total person-trip generation has subsequently been separated by mode using the revised multimodal TRICS output (**Appendix A**). **Table 3** summarises the anticipated number of trips made by walking, cycling, bus / tram and rail from 7am to 9pm on a weekday.

Table 3: Forecast Sustainable Trip Generation by Type – Whitworth Street Site

Time Segment	Arrivals					Departures					Two-Way				
	Walk	Cycle	Bus/ Tram	Rail	Total People	Walk	Cycle	Bus/ Tram	Rail	Total People	Walk	Cycle	Bus/ Tram	Rail	Total People
07:00-08:00	6	0	2	3	11	8	1	5	9	24	14	1	7	12	35
08:00-09:00	6	1	3	6	16	47	2	34	30	116	52	3	37	36	133
09:00-10:00	7	2	4	6	20	30	4	30	20	86	37	6	34	26	106
10:00-11:00	13	1	6	10	33	37	2	22	23	88	50	2	28	33	121
11:00-12:00	20	2	10	10	45	29	2	18	16	69	49	4	28	26	114
12:00-13:00	21	1	12	12	51	22	1	20	16	63	43	2	32	29	114
13:00-14:00	25	2	16	15	63	32	2	20	13	70	57	3	36	28	133
14:00-15:00	28	2	19	14	66	33	1	15	13	66	61	2	34	27	133
15:00-16:00	43	3	22	16	91	29	2	11	13	59	72	6	34	29	150
16:00-17:00	46	2	25	19	94	24	1	8	9	44	70	3	33	28	138
17:00-18:00	47	2	26	24	102	30	2	10	10	55	78	4	36	34	157
18:00-19:00	47	5	20	18	93	24	2	10	7	45	71	7	30	25	138
19:00-20:00	26	1	24	15	70	18	1	7	6	34	44	2	31	20	105

20:00–21:00	41	1	16	18	82	25	1	6	2	38	65	2	22	20	119
Daily Trips	**376**	**25**	**205**	**186**	**837**	**388**	**24**	**216**	**187**	**857**	**763**	**47**	**422**	**373**	**1696**

Note: Trip Generation Subject to Rounding

2.15. The identified vehicle movements would be operationally different from regular resident travel and would be managed through the relevant servicing and management arrangements.

2.16. The sustainable travel assessment forecasts 1,605 two-way walking, cycling and public transport trips across the assessed day, representing approximately 95% of the forecast 1,696 total-person trips. This comprises 763 walking trips, 47 cycling trips, 422 bus or tram trips and 373 rail trips.

2.17. During the 08:00–09:00 and 17:00–18:00 peak periods, sustainable modes account for 128 of 133 trips and 152 of 157 trips respectively. The assessment therefore demonstrates that most journeys associated with the car-free development are expected to be undertaken by sustainable modes.

2.18. The vehicle assessment forecasts a comparatively low level of activity, comprising 84 two-way vehicle movements across the assessed day, including five movements during the 08:00–09:00 period and three during the 17:00–18:00 period. Although the TRICS assessment does not forecast any LGV or OGV movements, it is recognised that servicing activity will occur in practice and will be controlled through the proposed loading arrangements and relevant management plans. Given the limited forecast demand and the proposed management measures, private-car, taxi and servicing movements can be accommodated without materially affecting the operation of the local highway network.

3. Construction Traffic Management Plan

3.1. MCC has requested clarification regarding the preparation and approval of the detailed Construction Traffic Management Plan [CTMP]. MCC states that: *'A full Construction Management Plan should be provided and conditioned.'*

3.2. A detailed CTMP has been prepared separately by Domis and does not form part of this Technical Note. The final detailed CTMP will be conditioned on any permission granted and submitted to MCC for approval before the commencement of the relevant construction works. Any necessary temporary highway arrangements and licences will be agreed separately.

4. Travel Plan

4.1. MCC has requested clarification regarding the preparation and implementation of the Full Travel Plan [TP]. MCC states that: '*The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent'*

4.2. The preparation, submission, implementation and monitoring of the TP will be conditioned on any permission granted. The Full TP will be submitted to MCC for approval in accordance with the timescales specified by that condition.

5. Design Considerations

5.1. MCC has requested clarification regarding the apparent overhang of the proposed building above the adopted footway. MCC states that: *'It is understood that upper-levels of the building will overhang the footway below and may therefore be subject to an Oversail license.'*

5.2. It is confirmed that no part of the proposed building will overhang the public adopted highway. A detailed drawing will be prepared and submitted to MCC demonstrating the relationship between the building envelope, the site boundary and the public adopted highway. This will confirm that the proposed building would be contained wholly within the site boundary and outside the public adopted highway at every level.

5.3. MCC have also separately identified concerns with regards to the potential extension of railway platforms at the adjacent Deansgate Station, noting that: *'The applicant's proposed development presents limited clearances which could prevent any future platform extensions'.*

5.4. In response, Stantec note that principally, no formal consultation has been provided by Network Rail in relation to this matter, whilst in addition, in 2023 Network Rail applied for formal consent to dispose of land directly infront of Deansgate Station (Whitworth Street West frontage – and an arch at 90 Hewitt Street), with the Office of Rail & Road (ORR) approving this disposal in 2025. The ORR subsequently identified that *"no other reasonably foreseeable railway use for this land was identified",* with the disposal permitted on grounds that railway operations would not be adversely affected.

5.5. Consequently, the aforementioned land is being redevelopment for non-rail purposes (public realm and commercial use). Accordingly, Stantec note that this represents the strongest possible indicator that no safeguarding exists with regards to future station expansion and the extension of the aforementioned platform. If further safeguarding of station infrastructure were required, it is considered that the ORR would not consent to the disposal of existing land as per the 2025 permission. As a result, the clearances referenced by MCC are considered to be immaterial in relation to the proposed development.

6. Public Transport Distribution and Capacity

6.1. MCC and TfGM have requested that public transport trips are separated between bus, rail and Metrolink and that the ability of the respective services to accommodate the forecast demand is considered. MCC states that: *"Proximity to Deansgate or Manchester Oxford Road should not be treated as sufficient evidence of available capacity, particularly with regard to station platform capacity at Deansgate station. Specifically, an evidence-based approach to estimate the levels of tram, rail and bus mode share for the site should be taken, as the Transport Statement currently only covers 'public transport' users."*

6.2. The site is located in a highly accessible city-centre location. The nearest bus stops are situated on Whitworth Street West approximately 100m from the site. Deansgate-Castlefield Metrolink stop is located approximately 70m from the site, while Deansgate railway station is approximately 150m away. Manchester Oxford Road railway station is located approximately 600m from the site.

6.3. The submitted TS identified services 1, X50 and 255 as operating from the nearby bus stops on Whitworth Street West. Table 4.1 of the TS recorded a combined total of 13 bus movements during the weekday morning peak hour, 14 during the weekday evening peak hour and 14 during the Saturday peak hour. A wider range of bus stops and services is also available within walking distance of the site.

6.4. The revised TRICS assessment separately identifies passengers travelling by rail and a combined bus/tram category. During the 08:00–09:00 period, the assessment forecasts 37 two-way bus or tram trips and 36 two-way rail trips, giving a total of 73 public transport trips. During the 17:00–18:00 period, 36 bus or tram trips and 34 rail trips are forecast, giving a total of 70 public transport trips.

6.5. Given the proximity of Manchester Metropolitan University and the University of Manchester, a significant proportion of routine journeys to education would be expected to take place on foot, by cycle or by bus through the Oxford Road corridor. Rail and Metrolink would be more likely to accommodate longer-distance and less frequent journeys, although some regular journeys may also be made by these modes.

6.6. To separate the combined TRICS bus/tram category, the relative proportions of journeys undertaken by bus and by underground, metro, light rail or tram have been obtained from the 2011 Census Method of Travel to Work dataset for MSOA E02006917: Manchester 060. These proportions have been normalised to provide a bus/Metrolink distribution and applied separately to the forecast arrivals and departures during each peak period.

6.7. The 2011 Census Method of Travel to Work data obtained from NOMIS records 177 journeys by bus, minibus or coach and 141 journeys by underground, metro, light rail or tram within the relevant local area. When normalised across these two modes, this produces a distribution of approximately 56% by bus and 44% by Metrolink. Applying this distribution to the combined TRICS bus/tram forecasts results in 21 bus and 16 Metrolink trips during the morning peak hour, and 20 bus and 16 Metrolink trips during the evening peak hour.

6.8. The NOMIS distribution therefore results in 21 two-way bus trips during the morning peak hour and 20 during the evening peak hour. When distributed across the 13 and 14 respective bus movements identified within Table 4.1 of the TS, this would equate to an average of approximately 1.6 additional development passengers per bus during the morning peak and 1.4 during the evening peak. Given the number of bus stops and services available within walking distance of the site and the regularity of those services, the forecast additional demand would be dispersed across multiple routes and would not materially affect the operation or capacity of the local bus network.

6.9. Most development-generated Metrolink trips are expected to use Deansgate-Castlefield because it is the closest Metrolink stop to the site and provides access to regular services in both directions. The NOMIS distribution forecasts 16 two-way Metrolink trips during both the morning and evening peak hours. Even if all 37 morning and 36 evening combined bus/tram trips were assigned to Metrolink as a sensitivity test, the resulting demand would be distributed across the regular services operating through the stop.

6.10. For the purposes of assessing rail demand, the forecast rail trips have been distributed equally between Deansgate and Manchester Oxford Road railway stations. This reflects the accessibility of both stations and the different routes and destinations served. The 50:50 distribution results in 18 two-way trips being assigned to each station during the morning peak hour and 17 two-way trips to each station during the evening peak hour.

6.11. On a directional basis, Deansgate railway station would accommodate approximately three arrivals and 15 departures during the morning peak hour and 12 arrivals and five departures during the evening peak hour. The same demand has been assigned to Manchester Oxford Road. This represents a maximum increase of 15 development passengers in the busiest direction at either station during any assessed hour. When distributed across the regular rail services operating from the two stations, the additional demand per service would be minor and would not materially affect train, station or platform capacity.

6.12. As a sensitivity test, if all forecast rail demand were assigned to Deansgate railway station, the maximum directional demand would comprise 30 departing passengers during the morning peak hour and 24 arriving passengers during the evening peak hour. These passengers would arrive and depart throughout the respective hour and would be distributed across the available services. Even under this conservative scenario, the additional demand would not be expected to materially affect platform operation or passenger capacity at Deansgate station.

6.13. Overall, the assessment forecasts a limited increase in public transport demand relative to the number and frequency of bus, Metrolink and rail services available near the site. The forecast trips would be distributed between several modes, stops, stations, routes and individual services. It is therefore considered that the available public transport network can easily accommodate the development-generated demand without a material effect on service or station/platform capacity.

7. Accessibility by Cycle

7.1. MCC and TfGM have requested further information regarding the integration of the development with the existing cycle facilities along Whitworth Street West. TfGM states that: *"The applicant should therefore demonstrate how the scheme integrates with the corridor and, where appropriate, contributes towards planned improvements, including segregated cycle access, wayfinding, short-stay cycle parking and public realm measures required to mitigate additional trip demand."*

7.2. The site is located within an established urban cycling environment with generally level topography. Whitworth Street West provides dedicated cycle infrastructure and forms an important connection between Oxford Road, Deansgate, Castlefield and the wider city centre.

7.3. National Cycle Network Route 6 runs along Albion Street, immediately east of the site, providing a direct connection to the wider cycle network. National Cycle Network Routes 55 and 66 are also located within approximately 5km of the site. The 5km cycle catchment includes Old Trafford, Salford Quays, central Salford and the principal university destinations.

7.4. The entrance to the internal cycle store will be located on the western side of the building and accessed directly from Cameron Street.

7.5. Cyclists travelling along the Whitworth Street West cycle facilities would be able to turn into Cameron Street and travel the short distance to the dedicated cycle entrance. Cyclists approaching from National Cycle Network Route 6 would be able to access Whitworth Street West from Albion Street and continue west along the northern site frontage before turning into Cameron Street. The arrangement provides a seamless connection between the surrounding cycle network and the internal cycle store.

7.6. The internal ground-floor cycle store will accommodate 139 cycles. Four Sheffield stands will also be provided within the public realm near the north-western corner of the site, accommodating up to eight visitor cycles. The detailed design will provide a clearly identifiable cycle entrance and an unobstructed transition from Cameron Street into the internal store. Given the short and direct connection from Whitworth Street West, no additional off-site cycle connection or highway wayfinding works are considered necessary. It is also expected residents will know the location of the bike store, minimising the need for wayfinding.

7.7. Any detailed amendments affecting the adopted highway or the cycle-lane markings on Whitworth Street West will be agreed with MCC and TfGM through the Section 278 process. This will ensure that a coherent pedestrian, cycle and public transport corridor is retained.

8. Cycle Parking

8.1. MCC and TfGM have requested that opportunities to increase the proposed cycle-parking provision are reviewed. MCC states that: *"It is therefore requested that the development maximise cycle parking provision wherever possible, with the aim of achieving the Council's preferred 25% provision level. This could comprise a combination of cycle store, Fusion Bikes and Beryl Bike facilities. In addition, the scheme should incorporate appropriate future-proofing measures to enable the provision of additional cycle parking should demand increase over time."*

8.2. The proposed development includes 139 secure cycle-parking spaces within a ground-floor cycle store, equivalent to approximately 17% of the 818 student bedspaces. The spaces would be provided using a combination of two-tier cycle racks and Sheffield stands.

8.3. The development would also provide ten Fusion Bikes for residents to use free of charge, increasing the overall provision to 18%. These would provide access to a bicycle without requiring residents to purchase, store or maintain their own cycle and would therefore actively encourage cycling among residents who do not own a bicycle.

8.4. Four Sheffield stands would be provided within the public realm near the north-western corner of the site, accommodating up to eight visitor cycles. MCC Highways has confirmed that the location of these visitor spaces is acceptable in principle.

8.5. It is acknowledged that MCC typically seeks cycle parking equivalent to 25% of bedspaces for PBSA developments. However, no adopted MCC policy has been identified which establishes a specific cycle-parking requirement of 25% for PBSA. MCC's consultation response describes 25% as its *'preferred'* provision level and requests that the development aims to achieve this figure wherever possible. The appropriate level of provision should therefore be considered on a site-specific basis, having regard to site constraints and the available evidence of likely demand.

8.6. The submitted TS reviewed approved PBSA developments in Manchester and identified that cycle-parking provision ranging from approximately 8% to 29% of bedspaces has previously been accepted. This included the nearby Fusion Deansgate South development, approved under planning application reference 129406/FO/2021, where cycle parking equivalent to approximately 17% of the proposed bedspaces was accepted.

8.7. Further supporting evidence is provided within the Healthy Streets Transport Assessment for Units 10 and 12 Forest Trading Estate, prepared by Velocity Transport Planning in August 2026. That assessment presents cycle-parking surveys undertaken at four Fusion and eight Unite PBSA developments. Across the four Fusion developments, recorded cycle demand ranged from 0.5% to 6.9% of bedrooms, with an average of 2.2%. Across the eight Unite developments, demand ranged from 1.41% to 4.9%, with an average of 2.9%.

8.8. Across all 12 surveyed PBSA developments, average recorded cycle-parking demand was equivalent to approximately 2.56% of bedspaces, while the highest demand recorded at an individual development was 6.9%. Applied to the proposed 818-bed development, these figures would equate to approximately 21 cycles based on the average demand and approximately 56 cycles based on the highest recorded demand. The proposed 139 internal spaces would therefore provide more than twice the capacity associated with the highest demand recorded across the comparator sites.

8.9. Additionally, the revised six-site TRICS assessment forecasts 47 two-way cycle trips across the assessed day, 7am to 9pm. This includes three two-way cycle trips during the 08:00–09:00 period and four during the 17:00–18:00 period. Although trip generation and cycle-parking accumulation are not directly equivalent measures, the forecast provides further evidence that expected cycle activity would remain materially below the proposed provision of 139 internal spaces.

8.10. The applicant acknowledges that the site's car-free nature, proximity to the university campuses and adjacency to established cycle infrastructure provide opportunities to encourage cycling. The proposed provision is not intended to prevent future cycle use. Instead, it provides substantial capacity above both the demand observed at comparable occupied PBSA developments and the level of activity forecast by the revised TRICS assessment.

8.11. Utilisation of the internal cycle store and Fusion Bikes will be monitored following occupation through the Full Travel Plan. If monitoring identifies sustained demand above the initial provision, the number of Fusion Bikes could be increased, subject to available storage capacity and operational requirements. This provides a proportionate way for responding to actual demand while continuing to encourage cycling among residents.

8.12. Overall, the proposed 139 secure internal cycle-parking spaces, ten Fusion Bikes and eight visitor spaces would provide a suitable level of provision for the development. In the absence of an adopted numerical PBSA standard and having regard to the approved Manchester comparators, observed utilisation at other occupied PBSA developments and the revised TRICS forecasts, there is no evidence that demand would approach the 205 spaces represented by MCC's preferred 25% provision level. The proposed provision is therefore considered appropriate, while the monitoring and potential expansion of the Fusion Bike scheme would allow the development to respond if demand increases following occupation.

9. Off-Site Highway Works

9.1. MCC has requested that the off-site highway works are expanded to include resurfacing of the footways surrounding the development. MCC states that: *"Additionally, it is requested that the following works are included: resurfacing of footways bounding the site."*

9.2. The submitted off-site highway works comprised the proposed loading bay on Whitworth Street West, the installation or modification of Traffic Regulation Orders [TROs] and amendments to the cycle-lane markings on Whitworth Street West.

9.3. Following discussions with the client, the applicant confirms that the LHA's requested off-site highway works are accepted, including the resurfacing of the footways bounding the site. The precise extent, specification and materials associated with the footway resurfacing and other off-site highway works will be agreed with MCC through the detailed-design and Section 278 process.

9.4. All works affecting the adopted highway will be subject to detailed approval by MCC and will be delivered at the applicant's cost through an appropriate Section 278 agreement.

10. Loading Bay

10.1. MCC has requested that the loading bay on Whitworth Street West is revised to retain a wider pedestrian route. MCC states that: *"The submitted plans are unclear on the exact retained width of footway whilst the loading bay is in place, but appears to indicate that the retained footway width will be narrow. It is requested that the applicant revisit the loading bay arrangement with a narrower width to retain more footway."*

10.2. The submitted TS proposed a loading bay on Whitworth Street West measuring approximately 3m wide with a 15m central bay length and an overall length of approximately 25m, including the associated tapers. The bay was designed to accommodate a refuse vehicle up to 11.5m in length.

10.3. When the loading bay is not in use, the area would form part of the wider pedestrian environment. When occupied by a refuse vehicle, the submitted arrangement retained a minimum footway width of approximately 1.3m behind the loading bay.

10.4. MCC's written consultation response states that a 2m footway should be retained behind the loading bay. During subsequent discussions, the MCC Highways Officer indicated that a retained width slightly below 2m may be acceptable, subject to review and agreement of the detailed arrangement. The loading bay has therefore been revised to reduce its width and increase the retained pedestrian route.

10.5. The revised loading bay would be approximately 2.8m wide, representing a reduction of around 0.2m from the submitted arrangement. Its central bay length would increase from approximately 15m to 18m, while its overall length, including the associated tapers, would increase from approximately 25m to 28m. These changes allow the minimum retained footway width to increase from approximately 1.3m to 1.66m.

10.6. The revised arrangement currently provides a minimum retained footway width of 2m, compared with approximately 1.3m within the submitted arrangement. There may be an opportunity to increase this width further through refinement of the landscaping adjacent to the building. The final minimum width will be confirmed through the detailed-design process and agreed with MCC.

10.7. Updated swept-path analysis demonstrates that the revised loading bay can accommodate the anticipated 11.5m refuse vehicle. The revised arrangement is shown on a drawing demonstrated in **Appendix B**.

10.8. Refuse vehicles would approach the loading bay eastbound along Whitworth Street West before crossing the westbound bus lane to enter the bay. Private refuse vehicles would require the appropriate permission where their route passes through the existing bus-gate restrictions. The associated cycle-lane markings would still commence, as shown on the revised off-site highway works drawing.

10.9. Refuse collection would be undertaken by a private contractor approximately two to three times per week. Building management would be responsible for moving bins between the ground-floor refuse store and the collection point immediately before and after collection.

10.10. The proposed bin-drag distance would be approximately 20m and the refuse store would provide approximately 2.5 days of storage. Written confirmation from Biffa confirms that the proposed collection arrangement is considered acceptable in principle.

10.11. Bins would not be stored permanently on the adopted highway and would be returned to the internal refuse store immediately following collection. Refuse collections would be managed to ensure that the retained pedestrian route is not obstructed.

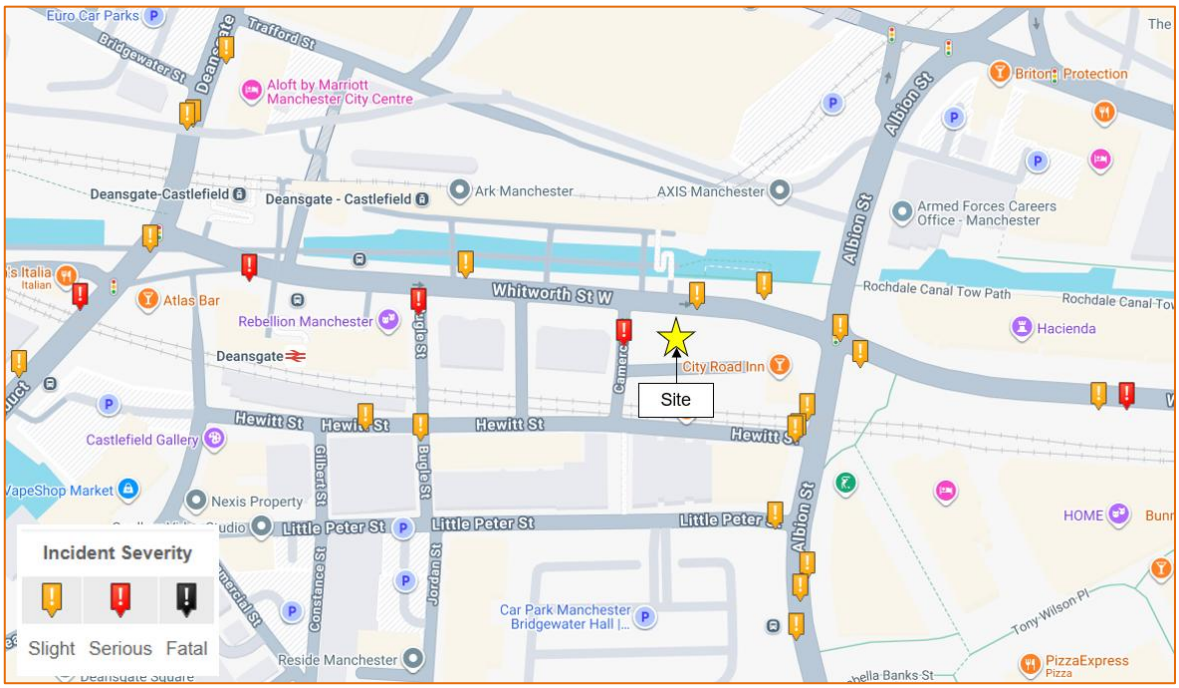
10.12. The revised proposal provides a material improvement in the retained footway width compared with the submitted arrangement. The final loading-bay dimensions, retained footway width, landscaping, kerb treatment, cycle-lane markings and vehicle tracking will be agreed with MCC and TfGM through the detailed-design and Section 278 process.

11. Highway Safety

11.1. MCC has requested that the submitted collision assessment is updated to include more recent data. MCC states that: *'Collision data has been assessed from the STATS19 reported road incidents database for 5 years up to 2023. It is requested that assessment include 2024 and available 2025 data.'*

11.2. In response to MCC's comments, updated collision data has been obtained from Crashmap including collision data from 2024 and available 2025 data. **Figure 1** demonstrates the recording findings for the local highway network, and **Table 4** follows summarising the collision data.

Figure 1: Collision Locations



Source: Crashmap.co.uk

Table 4: PIC Data Summary

Year/Severity	Slight	Serious	Fatal	Total
2021	2	-	-	**2**
2022	3	1	-	**4**
2023	4	1	-	**5**
2024	5	1		**6**
2025	5	3	-	**8**
Total	**19**	**6**	**-**	**25**

11.3. Examination of the PIC data as shown in **Table 4**, revealed that during the five-year period there have been a total of 25 collisions within the study area.

11.4. Of these, 19 were classed as slight collisions and six serious collisions.

11.5. Three slight collisions and one serious collision occurred along Whitworth Street. One serious collision occurred along Cameron Street in 2025.

11.6. An additional two reported collisions occurred on the junction between Whitworth Street West and A5103 Albion Street, and one slight collision occurred near the junction between Whitworth Street and A56 Bridgewater Viaduct.

11.7. It is Stantec's view that the collision frequency and severity do not indicate any specific highway safety issues that would be exacerbated by the occupation of the proposed development.

12. Summary

12.1. This TN has been prepared in response to the transport and highway matters raised by MCC Highways and TfGM in relation to planning application PLA-2026-000485.

12.2. The TRICS assessment has been updated using six term-time surveys within town-centre or edge-of-town-centre built-up locations. The trip rates derived from the July and August assessments were compared, with the higher rates adopted to provide a robust assessment. The assessment forecasts 1,696 two-way person trips across the assessed day, of which approximately 95% are expected to be undertaken on foot, by cycle or by public transport.

12.3. The assessment has also been expanded to identify private-car, taxi and goods-vehicle movements. The forecast indicates a comparatively low level of vehicle activity during the weekday morning and evening peak periods. Subject to the proposed loading arrangements and relevant management measures, these movements can be accommodated without materially affecting the operation of the local highway network.

12.4. Public transport demand has been separated between bus, Metrolink and rail, having regard to the site's location, likely student destinations and the accessibility of the available services. The resulting distribution has been used to consider the additional demand placed on nearby bus services, Deansgate-Castlefield Metrolink stop and the surrounding railway stations.

12.5. The proposed cycle access has been clarified, with a dedicated entrance provided from Cameron Street to the internal ground-floor cycle store. This provides a direct connection from the Whitworth Street West cycle facilities, while National Cycle Network Route 6 is located along Albion Street immediately east of the site.

12.6. The evidence supporting the proposed cycle-parking provision has also been reviewed. The development would provide 139 secure internal spaces, ten Fusion Bikes and eight visitor spaces. Evidence from comparable occupied PBSA developments and the revised TRICS assessment indicates that forecast demand would remain materially below the proposed internal capacity. The provision is therefore considered appropriate, with utilisation monitored through the Full Travel Plan and the potential to increase the number of Fusion Bikes if demand arises.

12.7. The applicant has accepted the requested off-site highway works, including resurfacing of the footways bounding the site. The Whitworth Street West loading bay has also been revised, with its width reduced to 2.8m and the retained footway increased from approximately 1.3m to a minimum of approximately 1.66m. The final footway width and loading-bay arrangement will be agreed with MCC and TfGM through the detailed-design and Section 278 process.

12.8. The highway-safety assessment has been updated to include 2024 and the latest available 2025 collision information. MCC has confirmed that the assessment area is acceptable and has raised no concerns regarding highway safety based on the submitted assessment. MCC has also accepted the principle of the car-free development and confirmed that the submitted Framework Travel Plan is acceptable.

12.9. A detailed Construction Traffic Management Plan has been prepared separately by DOMIS and will be secured through an appropriately worded planning condition on any permission granted for the site. The Student Move-In/Move-Out Strategy, Waste Management Strategy, Delivery Management Plan and Full Travel Plan can similarly be secured through planning conditions. It has also been confirmed that no part of the proposed building will overhang the adopted footway, and a detailed drawing will be provided to demonstrate the relationship between the building envelope and the adopted highway.

12.10. On the basis of the additional assessment, revised design information and proposed management measures, it is considered that the matters raised by MCC Highways and TfGM have been appropriately addressed. Subject to the detailed matters being secured through the Section 278 and planning-condition processes, the development would not result in an unacceptable effect on highway safety, the operation of the local highway network or the surrounding sustainable transport network.

TECHNICAL NOTE

Appendices

Appendix A TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: G - STUDENT ACCOMODATION

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 day
	LB	LAMBETH	3 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	RESIDE
Actual Range:	146 to 1100 (units:RESIDE)
Range Selected by User:	50 to 1140 (units:RESIDE)
Parking Spaces Range:	0 - 62

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 10/02/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Town Centre	2 days
Edge of Town Centre	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	6 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C3	6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1368 - 10250

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys
100,001 or More	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	2 surveys
500,001 or More	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
No	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a - Excellent	2 surveys
6b - Excellent	2 surveys
No PTAL Present	2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **CN-03-G-01** **STUDENT FLATS** **CAMDEN**
SAINT PANCRAS WAY
KING'S CROSS
Edge of Town Centre
Built-Up Zone
Number of residents: 571.00 RESIDE
Survey date: Tuesday 14/11/2017 Survey Type: Manual

2 **DY-03-G-02** **STUDENT ACCOMMODATION** **DERBY**
CATHEDRAL ROAD
DERBY
Town Centre
Built-Up Zone
Number of residents: 350.00 RESIDE
Survey date: Wednesday 25/09/2019 Survey Type: Manual

3 **LB-03-G-02** **STUDENT FLATS** **LAMBETH**
WESTMINSTER BRIDGE RD
LAMBETH
Town Centre
Built-Up Zone
Number of residents: 1100.00 RESIDE
Survey date: Tuesday 27/11/2018 Survey Type: Manual

4 **LB-03-G-03** **STUDENT ACCOMMODATION** **LAMBETH**
MILES STREET
VAUXHALL
Edge of Town Centre
Built-Up Zone
Number of residents: 210.00 RESIDE
Survey date: Tuesday 17/06/2025 Survey Type: Manual

5 **LB-03-G-04** **STUDENT ACCOMMODATION** **LAMBETH**
MILES STREET
VAUXHALL
Edge of Town Centre
Built-Up Zone
Number of residents: 454.00 RESIDE
Survey date: Wednesday 12/11/2025 Survey Type: Manual

6 **WM-03-G-02** **STUDENT FLATS** **WEST MIDLANDS**
RAGLAN STREET
COVENTRY
Edge of Town Centre
Built-Up Zone
Number of residents: 197.00 RESIDE
Survey date: Thursday 17/10/2013 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
IS-03-G-01	07-12-2012	No Private Car Surveys
KI-03-G-01	12-06-2019	July Assessment
WM-03-G-01	31-10-2011	Removed: Site re-surveyed by WM-03-G-02

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.001	0.001	0.002
08:00-09:00	6	480	0.003	0.003	0.006
09:00-10:00	6	480	0.002	0.001	0.003
10:00-11:00	6	480	0.004	0.004	0.008
11:00-12:00	6	480	0.003	0.004	0.007
12:00-13:00	6	480	0.005	0.007	0.012
13:00-14:00	6	480	0.005	0.004	0.009
14:00-15:00	6	480	0.004	0.005	0.009
15:00-16:00	6	480	0.006	0.005	0.011
16:00-17:00	6	480	0.003	0.004	0.007
17:00-18:00	6	480	0.002	0.002	0.004
18:00-19:00	6	480	0.003	0.003	0.006
19:00-20:00	6	480	0.005	0.004	0.009
20:00-21:00	6	480	0.006	0.007	0.013
21:00-22:00	1	197	0.015	0.020	0.035
22:00-23:00					
23:00-00:00					
Total Rates:			0.067	0.074	0.141

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total People

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.014	0.029	0.043
08:00-09:00	6	480	0.020	0.142	0.162
09:00-10:00	6	480	0.024	0.105	0.129
10:00-11:00	6	480	0.040	0.108	0.148
11:00-12:00	6	480	0.055	0.084	0.139
12:00-13:00	6	480	0.062	0.077	0.139
13:00-14:00	6	480	0.077	0.085	0.162
14:00-15:00	6	480	0.081	0.081	0.162
15:00-16:00	6	480	0.111	0.072	0.183
16:00-17:00	6	480	0.115	0.054	0.169
17:00-18:00	6	480	0.125	0.067	0.192
18:00-19:00	6	480	0.114	0.055	0.169
19:00-20:00	6	480	0.086	0.042	0.128
20:00-21:00	6	480	0.100	0.046	0.146
21:00-22:00	1	197	0.071	0.041	0.112
22:00-23:00					
23:00-00:00					
Total Rates:			1.095	1.088	2.183

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Cyclists

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.000	0.001	0.001
08:00-09:00	6	480	0.001	0.003	0.004
09:00-10:00	6	480	0.002	0.005	0.007
10:00-11:00	6	480	0.001	0.002	0.003
11:00-12:00	6	480	0.002	0.003	0.005
12:00-13:00	6	480	0.001	0.001	0.002
13:00-14:00	6	480	0.002	0.002	0.004
14:00-15:00	6	480	0.002	0.001	0.003
15:00-16:00	6	480	0.004	0.003	0.007
16:00-17:00	6	480	0.003	0.001	0.004
17:00-18:00	6	480	0.003	0.002	0.005
18:00-19:00	6	480	0.006	0.003	0.009
19:00-20:00	6	480	0.001	0.001	0.002
20:00-21:00	6	480	0.001	0.001	0.002
21:00-22:00	1	197	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.029	0.029	0.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

PSVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**480**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**480**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**480**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**480**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**480**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**480**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**480**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**480**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**480**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**480**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**480**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**480**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**480**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**480**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**197**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

OGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**480**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**480**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**480**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**480**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**480**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**480**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**480**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**480**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**480**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**480**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**480**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**480**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**480**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**480**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**197**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	27/11/2018 - 27/11/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Taxis

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.000	0.000	0.000
08:00-09:00	6	480	0.001	0.001	0.002
09:00-10:00	6	480	0.000	0.000	0.000
10:00-11:00	6	480	0.001	0.001	0.002
11:00-12:00	6	480	0.002	0.002	0.004
12:00-13:00	6	480	0.002	0.002	0.004
13:00-14:00	6	480	0.002	0.002	0.004
14:00-15:00	6	480	0.000	0.000	0.000
15:00-16:00	6	480	0.003	0.002	0.005
16:00-17:00	6	480	0.001	0.001	0.002
17:00-18:00	6	480	0.001	0.001	0.002
18:00-19:00	6	480	0.002	0.002	0.004
19:00-20:00	6	480	0.002	0.001	0.003
20:00-21:00	6	480	0.004	0.004	0.008
21:00-22:00	1	197	0.015	0.005	0.020
22:00-23:00					
23:00-00:00					
Total Rates:			0.036	0.024	0.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Cars

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.000	0.000	0.000
08:00-09:00	6	480	0.001	0.001	0.002
09:00-10:00	6	480	0.001	0.001	0.002
10:00-11:00	6	480	0.001	0.002	0.003
11:00-12:00	6	480	0.000	0.000	0.000
12:00-13:00	6	480	0.001	0.002	0.003
13:00-14:00	6	480	0.001	0.000	0.001
14:00-15:00	6	480	0.001	0.001	0.002
15:00-16:00	6	480	0.001	0.001	0.002
16:00-17:00	6	480	0.001	0.001	0.002
17:00-18:00	6	480	0.000	0.000	0.000
18:00-19:00	6	480	0.000	0.000	0.000
19:00-20:00	6	480	0.001	0.001	0.002
20:00-21:00	6	480	0.001	0.001	0.002
21:00-22:00	1	197	0.000	0.015	0.015
22:00-23:00					
23:00-00:00					
Total Rates:			0.010	0.026	0.036

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Vehicle Occupants

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.001	0.001	0.002
08:00-09:00	6	480	0.002	0.003	0.005
09:00-10:00	6	480	0.002	0.001	0.003
10:00-11:00	6	480	0.004	0.005	0.009
11:00-12:00	6	480	0.004	0.004	0.008
12:00-13:00	6	480	0.005	0.005	0.010
13:00-14:00	6	480	0.006	0.004	0.010
14:00-15:00	6	480	0.004	0.006	0.010
15:00-16:00	6	480	0.007	0.004	0.011
16:00-17:00	6	480	0.003	0.003	0.006
17:00-18:00	6	480	0.002	0.002	0.004
18:00-19:00	6	480	0.003	0.002	0.005
19:00-20:00	6	480	0.005	0.003	0.008
20:00-21:00	6	480	0.007	0.005	0.012
21:00-22:00	1	197	0.020	0.010	0.030
22:00-23:00					
23:00-00:00					
Total Rates:			0.075	0.058	0.133

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Pedestrians

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**480**	**0.007**	**0.010**	**0.017**
08:00-09:00	**6**	**480**	**0.007**	**0.057**	**0.064**
09:00-10:00	**6**	**480**	**0.008**	**0.037**	**0.045**
10:00-11:00	**6**	**480**	**0.016**	**0.045**	**0.061**
11:00-12:00	**6**	**480**	**0.025**	**0.035**	**0.060**
12:00-13:00	**6**	**480**	**0.026**	**0.027**	**0.053**
13:00-14:00	**6**	**480**	**0.031**	**0.039**	**0.070**
14:00-15:00	**6**	**480**	**0.034**	**0.040**	**0.074**
15:00-16:00	**6**	**480**	**0.052**	**0.036**	**0.088**
16:00-17:00	**6**	**480**	**0.056**	**0.029**	**0.085**
17:00-18:00	**6**	**480**	**0.058**	**0.037**	**0.095**
18:00-19:00	**6**	**480**	**0.058**	**0.029**	**0.087**
19:00-20:00	**6**	**480**	**0.032**	**0.022**	**0.054**
20:00-21:00	**6**	**480**	**0.050**	**0.030**	**0.080**
21:00-22:00	**1**	**197**	**0.051**	**0.030**	**0.081**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.511**	**0.503**	**1.014**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Public Transport Users

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.006	0.017	0.023
08:00-09:00	6	480	0.011	0.078	0.089
09:00-10:00	6	480	0.012	0.063	0.075
10:00-11:00	6	480	0.019	0.055	0.074
11:00-12:00	6	480	0.024	0.042	0.066
12:00-13:00	6	480	0.029	0.044	0.073
13:00-14:00	6	480	0.038	0.040	0.078
14:00-15:00	6	480	0.041	0.034	0.075
15:00-16:00	6	480	0.047	0.029	0.076
16:00-17:00	6	480	0.053	0.021	0.074
17:00-18:00	6	480	0.062	0.025	0.087
18:00-19:00	6	480	0.047	0.020	0.067
19:00-20:00	6	480	0.048	0.016	0.064
20:00-21:00	6	480	0.042	0.010	0.052
21:00-22:00	1	197	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.479	0.494	0.973

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Bus/Tram Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.002	0.006	0.008
08:00-09:00	6	480	0.004	0.041	0.045
09:00-10:00	6	480	0.005	0.037	0.042
10:00-11:00	6	480	0.007	0.027	0.034
11:00-12:00	6	480	0.012	0.022	0.034
12:00-13:00	6	480	0.015	0.024	0.039
13:00-14:00	6	480	0.020	0.024	0.044
14:00-15:00	6	480	0.023	0.018	0.041
15:00-16:00	6	480	0.027	0.014	0.041
16:00-17:00	6	480	0.030	0.010	0.040
17:00-18:00	6	480	0.032	0.012	0.044
18:00-19:00	6	480	0.025	0.012	0.037
19:00-20:00	6	480	0.029	0.009	0.038
20:00-21:00	6	480	0.020	0.007	0.027
21:00-22:00	1	197	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.251	0.263	0.514

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	17/10/2013 - 12/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Coach Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**480**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**480**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**480**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**480**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**480**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**480**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**480**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**480**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**480**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**480**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**480**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**480**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**480**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**480**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**197**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	50 - 1140 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total Rail Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	480	0.004	0.011	0.015
08:00-09:00	6	480	0.007	0.037	0.044
09:00-10:00	6	480	0.007	0.025	0.032
10:00-11:00	6	480	0.012	0.028	0.040
11:00-12:00	6	480	0.012	0.020	0.032
12:00-13:00	6	480	0.015	0.020	0.035
13:00-14:00	6	480	0.018	0.016	0.034
14:00-15:00	6	480	0.017	0.016	0.033
15:00-16:00	6	480	0.020	0.016	0.036
16:00-17:00	6	480	0.023	0.011	0.034
17:00-18:00	6	480	0.029	0.012	0.041
18:00-19:00	6	480	0.022	0.008	0.030
19:00-20:00	6	480	0.018	0.007	0.025
20:00-21:00	6	480	0.022	0.003	0.025
21:00-22:00	1	197	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.226	0.230	0.456

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Surveys manually removed from selection:	0

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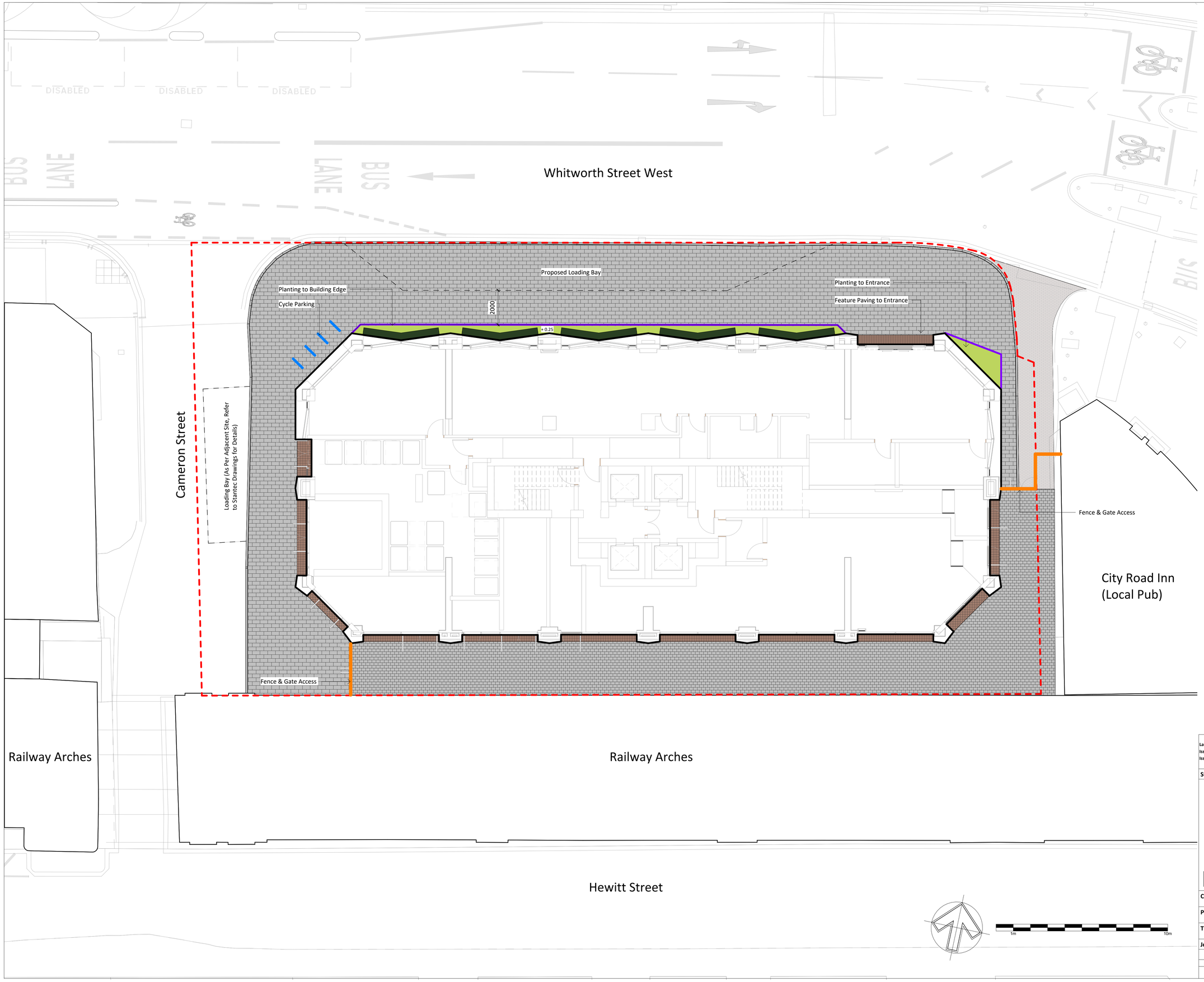
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Appendix B Drawings

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Unless otherwise stated all dimensions are in millimeters. Where dimensions are not given, drawings must not be scaled and the matter must be referred to the Landscape Architect. If the drawing includes conflicting details/dimensions the matter must be referred to the Landscape Architect. All dimensions must be checked on site. The Landscape Architect must be informed, by the Contractor, of any discrepancies before work proceeds.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT'S DRAWINGS.



Legend

Proposed Application Boundary

Hardworks Legend

PAV01 - PC Concrete Paving to MCC Standard
Paving Works to Public Footpath in Accordance with MCC

PAV02 - Permeable PC Concrete Paving

PAV03 - Natural Stone Paving Setts To Building

Existing Paving Setts To Be Retained

KED01 - Concrete Kerb
Paving Works to Public Footpath in Accordance with MCC

KED02 - Concrete Edging to Planting
Material: Sandblasted Ribbed Concrete
Size: 250mm Above Finished Ground Level

FCS01 - Cycle Stand

Fence and Gate Access
Refer to Architect's Plans & Details

Softworks Legend

Low Hedge Planting
Refer to Design and Access Statement for Planting Schedule

Ornamental Shrubs & Perennial Planting -
Refer to Design and Access Statment for Planting Schedule

Revision Notes	By/Chk	Date	Rev
Landscape Adjusted to Loading Bay	MP/AM	08/09/26	P09
Issue for planning	MP/AM	19/05/26	P08
Issue for planning	MP/AM	13/05/26	P07

Status: PLANNING

Park Hood
Chartered Landscape Architects

[redacted]

Client: FUSION

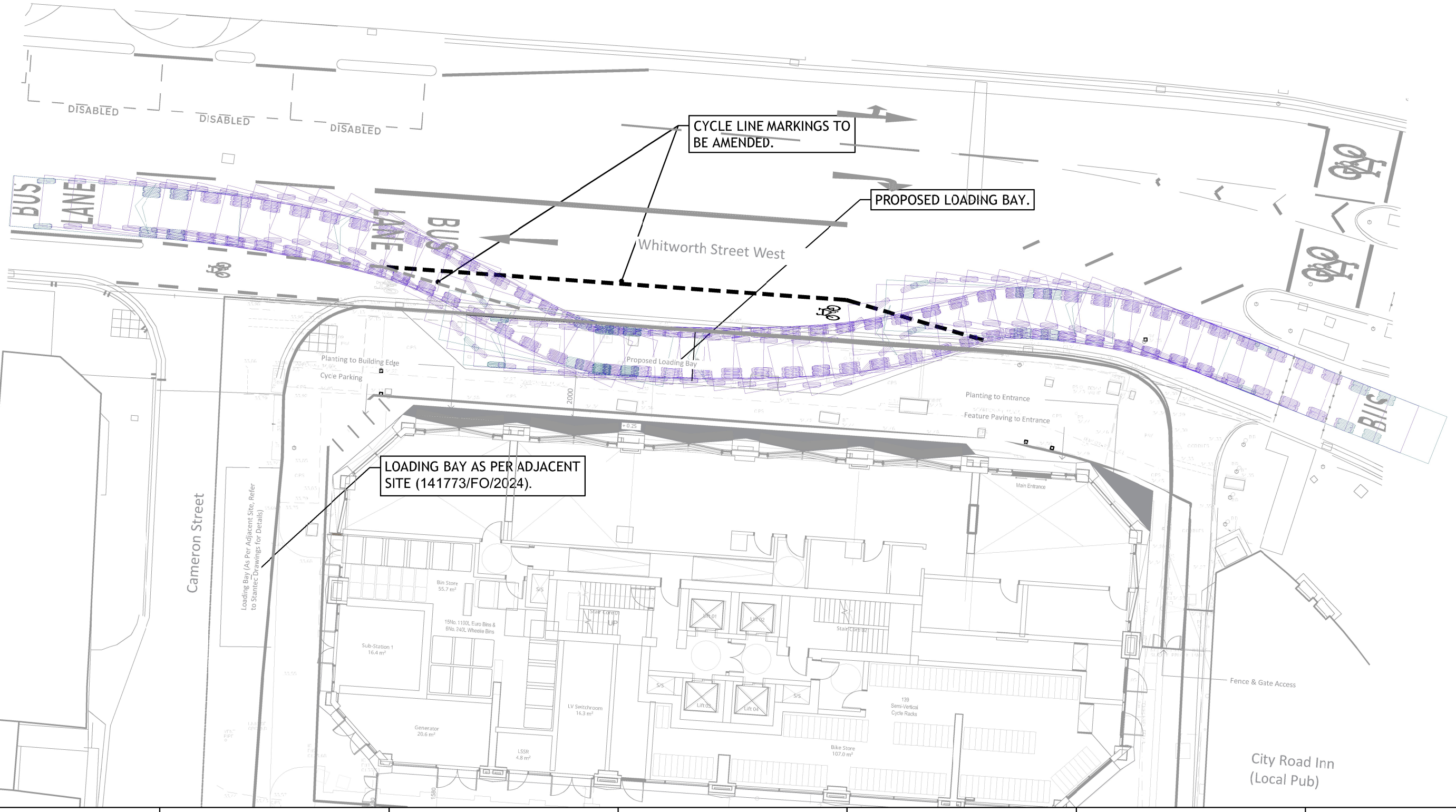
Project: Whitworth Street
2-4 Whitworth Street, Manchester

Title: Ground Floor Landscape Plan

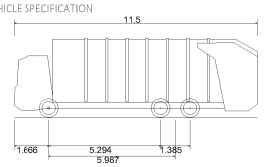
Job No: 8585 | **Scale@A1:** 1 : 100 | **Date:** October 2025

Drawing Number

Project	Originator	Volume	Level	Type	Role	Number	Revision
8585	PHL	XX	00	DR	L	2000	P09



VEHICLE SPECIFICATION



Eagle Elite 2 6x4 ncn rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Cearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

P03	UPDATED SITE LAYOUT					
	NC	10/09/26	BL	10/09/26	BL	10/09/26
P02	VEHICLE TRACKING					
	NC	03/09/26	BL	03/09/26	BL	03/09/26
P01	VEHICLE TRACKING					
	RF	18/04/26	RF	18/04/26	RF	18/04/26
REV	REVISIONS					
	DRAWN BY	DATE-D	CHK BY	DATE-C	APP BY	DATE-A

Stantec

CLIENT: FUSION GROUP

PROJECT: 10-12 WHITWORTH STREET WEST

TITLE: VEHICLE TRACKING - 11.5M LONG REFUSE VEHICLE

STANTEC PROJECT NO.	333800316
SCALE @ A3	1:250
STATUS DESCRIPTION	FOR SUBMISSION
STATUS	S4
DRAWING NO.	3330910224-STAN-XX-XX-DR-TP-3004
REVISION	P03