

Highgate*Transportation*

New Henry Street, Bristol

Premises Management Plan
(HTp/22151/PMP/01/A)

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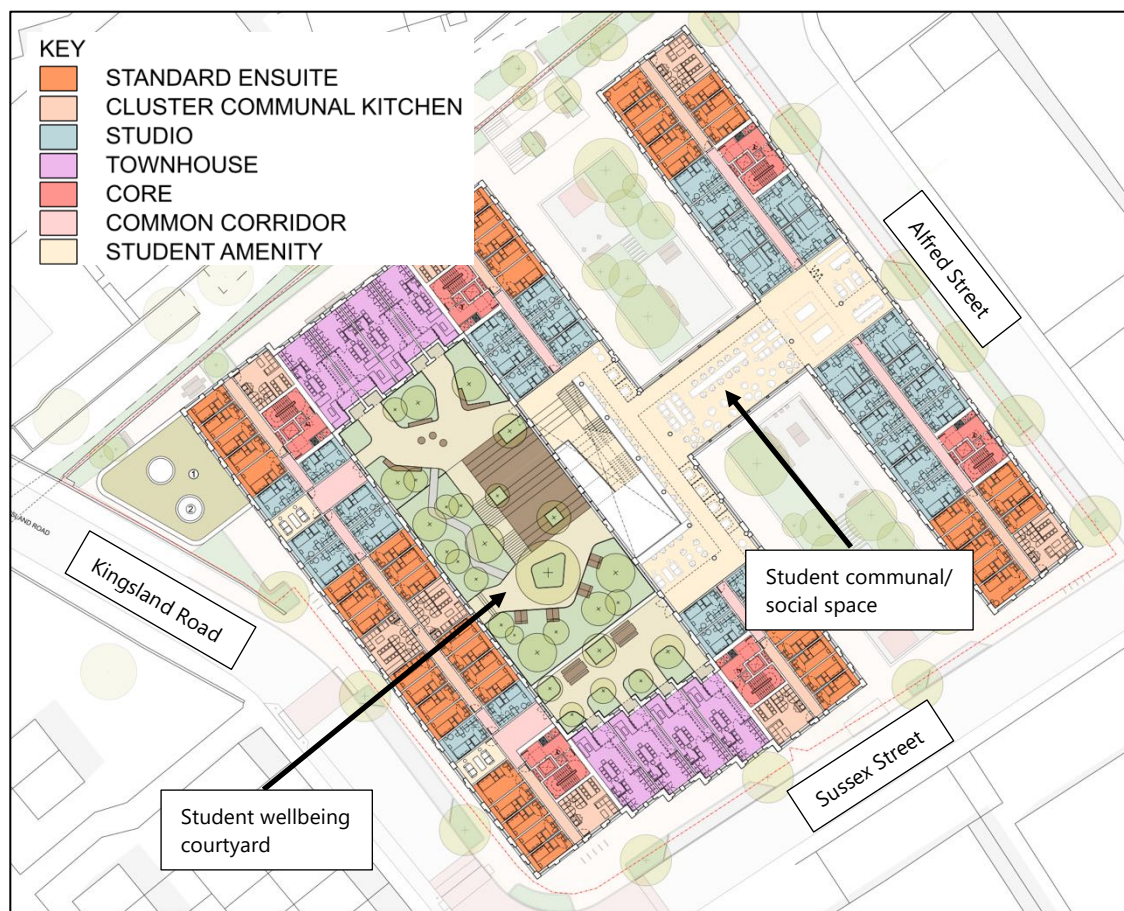
1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Premises Management Plan (PMP) for Dominus Bristol Limited in support of a full planning application to Bristol City Council (BCC) for the redevelopment of the existing warehouse site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:
- i. 705 purpose-built student accommodation bed spaces
 - ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
 - iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
 - iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
 - v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
 - vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)
- 1.2 The purpose of this PMP is to provide a strategy for the management of the movement of students in and out of the accommodation on the key moving days/periods with the aim of minimising congestion. A Student Management Plan is also prepared by Dominus Bristol Limited, which cross-refers to this PMP.
- 1.3 The PMP will also assist in ensuring that traffic associated with student arrivals and departures does not have an adverse impact on access to the adjacent St Philips Household Reuse and Recycling Centre.
- 1.4 It should be noted that future tenants will be actively discouraged from bringing a car into the administrative boundary of Bristol. The tenancy agreement will include a condition which will mean that keeping a car within the administrative boundary will be a breach of the agreement, resulting in the student being fined. Repeated breaches will result in disciplinary action which may include termination of the tenancy agreement. Separate arrangements may be made for students who are blue badge holders.
- 1.5 A Student Accommodation Travel Plan (reference 22151/SATP/01/A) has also been prepared by HTp in support of the planning application. This contains a range of information including local facilities, public transport timetables and the location of nearby public car parking spaces aimed at encouraging students and their visitors to travel by sustainable modes of transport.
- 1.6 An annotated extract of the Architect's proposed ground and first floor plans are provided as **Figure 1.1** and **Figure 1.2** respectively. It should be noted that the accommodation is provided over the first, second, third, fourth, fifth, sixth and seventh floors.

Figure 1.1 – Annotated extract of the Architect's proposed ground floor plan



Figure 1.2 – Annotated extract of the Architect’s proposed first floor plan



1.7 From these plans, it can be seen that:

- There are four car parking spaces along the Alfred Street frontage located within the application site boundary, which are proposed to be for blue badge holders;
- A 14.0 metre long loading bay is proposed on Alfred Street, in the middle of the four car parking spaces, which will also be within the site boundary;
- A 6.0 metre long drop-off bay is proposed for the north side of Sussex Street, which will be constructed beyond the back edge of the carriageway;
- The student accommodation reception and a social area are located on the ground floor;
- The student communal areas are located on the first floor;
- The pedestrian access is via the main reception which is accessed from New Henry Street;
- A 14.0 metre long loading bay is proposed on Kingsland Road;
- A 12.0 metre long loading bay is proposed on Sussex Street to serve the retail unit; and
- Student accommodation bed spaces are provided on floors one to seven inclusive via a combination of cluster bedrooms, townhouses, and studios together with cluster kitchens, circulation, and amenity space.

2.0 Student Moving in/Moving out Strategy

- 2.1 The key student movement days, which occur twice a year when tenancies end for the preceding year and commence for the forthcoming year, will be busy and site management will be essential to avoid congestion. Therefore, this PMP for the student moving in/moving out strategy sets out a regime to manage traffic associated with student arrivals and departures, to ensure that the development does not adversely affect surrounding occupiers and the local highway network.
- 2.2 It is also envisaged that the regime set out in the following paragraphs will assist in ensuring that traffic associated with student arrivals and departures does not have an adverse effect on access to the adjacent St Philips Household Reuse and Recycling Centre.
- 2.3 Move in days are expected to be during late September and move out days are expected to be spread out over May and June as courses end at different times. At the end of each term students will not be required to empty their room, only when the annual tenancy terminates.
- 2.4 The main intake of students will be over two specific weekends and traffic marshals will be employed to provide assistance. Specific dates will be agreed between the student accommodation provider and the local universities.
- 2.5 Arrangements will be made by Dominus Bristol Limited, the student accommodation provider, to ensure that deliveries and refuse and recycling collections are scheduled to avoid the beginning and end of term move in/move out dates.

Arrivals

- 2.6 All students will be advised on move in dates several weeks prior to the beginning of term. As part of the student application process, tenants will receive email updates and letters through the post, where requested, to remain informed of any relevant information regarding move in/move out.
- 2.7 To minimise the impact of traffic on the surrounding road network and ensure a physical spread of people through the development, site management will organise 20-minute time slots over the set weekends, typically between the hours of 08:00 and 20:00. As part of the tenancy application process, students will be asked to select preferred times. No more than seven students will be allocated the same 20-minute time slot.
- 2.8 It is envisaged that students will use the four car parking spaces along the Alfred Street site frontage together with the loading bay proposed, and the drop-off bay on Sussex Street, identified in **Figure 1.1**. All car parking spaces and loading bays will be cordoned off for the purposes of student moving in and moving out. Traffic marshals will be on hand to assist new arrivals where necessary.

- 2.9 To enable students to move their possessions swiftly, the social area/common room will act as a temporary storage area and large capacity hand trolleys (510mm by 1060mm) will be available to help transport luggage. A temporary welcome desk will be situated in the reception area where students can register and begin their tenancy. Students can then transfer their possessions to the bedrooms once their vehicle has been moved to nearby public car parks, such as Gardiner Haskins, as shown by **Figure 2.1**.

Figure 2.1 – Location plan



- 2.10 The entrance will be clearly signed on moving in days and marshals will be on hand to guide student arrivals. This will discourage congestion in the area.
- 2.11 Given the strategy set out above, 20-minute time slots are considered reasonable to allow for the arrival, registration, unloading/loading of items and departure of vehicles.
- 2.12 The reality is that a small proportion of the moving in will take place outside of the weekend period as not all students will arrive by car and some students could move into the accommodation earlier or later as several courses start at different times of year.
- 2.13 Students will be made aware prior to moving in that the allocated 20-minute time slots are fixed and those arriving outside their slot will be instructed to either return at the appropriate time, or where time slots have been missed, allocated an alternative slot. However, depending on how busy the site it, the site management may use their judgement to whether arrival times can be more flexible.
- 2.14 Personalised guidance and appropriate arrangements will be provided to international arrivals and those with disabilities. Information related to this will be available upon resident application.

2.15 Given the above, the moving in strategy is summarised as follows:

- i. Students will be allocated time slots of 20-minutes prior to moving in;
- ii. Students will be directed to arrive at the car parking spaces or loading bay along the Alfred Street site frontage and/or the drop-off bay on Sussex Street at the beginning of their time slot, which will be for student use only over the specified weekends. Traffic marshals will be on hand to assist;
- iii. Students will be directed to enter the building via the pedestrian accesses, then to the student accommodation reception area to register;
- iv. The entrance will be clearly signed on moving in days and staff will be on hand to guide student arrivals. This will discourage congestion in the area;
- v. Students will then return to their vehicle and take their luggage to the allocated storage area within social area/common room;
- vi. After 20-minutes, students will be instructed to move their vehicle to nearby public car parks, such as Gardiner Haskins; and
- vii. Students will then return and move their belongings from the temporary storage area to their bedroom and settle in.

Departures

2.16 Move out days are expected to be spread out over May and June as courses end at different times.

2.17 Around three weeks before the end of tenancies, students will be asked for their leaving date so that the site management are able to control vehicles as necessary and they may apply the same strategy as moving in if there is a particularly busy weekend forecast.

2.18 Should large numbers of students move out on the same day (for example Saturdays, or particular dates tying in with rental periods across the city), moving day procedures as set out above will be followed, with departure slots for vehicles given to residents.

3.0 Conclusion

- 3.1 This PMP aims to ensure that measures are in place to manage the arrivals and departures of residents on busy movement days. In addition, as part of the tenancy agreements, a condition will be included that will make it a breach of the tenancy if it is discovered a student tenant is keeping a vehicle within the administrative boundary of Bristol. Separate arrangements may be made for students who are blue badge holders.
- 3.2 These measures will ensure that the arrival of residents will not adversely affect surrounding occupiers, the local highway network, or access to the adjacent St Philips Household Reuse and Recycle Centre.
- 3.3 It should be noted that although this process will involve many vehicle movements, it is an irregular occurrence that will only happen twice a year on Alfred Street where existing traffic flows are low. The strategy assumes that each student will generate one vehicle. However, in reality not all students would arrive by car and traffic would be spread out over more than one weekend.
- 3.4 Given the above, this PMP is considered acceptable and it is envisaged that it will be secured via a Condition attached to any planning permission granted.