



FULL TRAVEL PLAN FOR MANCHESTER QUEENS ROAD LIMITED

TRAVEL PLAN REVIEW 1

the niu HOTEL

IRISH TOWN WAY

MANCHESTER

M8 0RB

TO DISCHARGE CONDITION 8b

PLANNING REF: 115313/FO/2017

Manchester Queens Road Ltd
2nd Floor
Berkeley Square House
London
W1J 6BD

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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 ADL Traffic & Highways Engineering Ltd have been appointed by Manchester Queens Road Ltd to provide this Travel Plan Review 1 to discharge Condition 8b of Planning Permission ref: 115313/FO/2017 for the niu Loom Hotel at Irish Town Way, Manchester.
- 1.1.2 The purpose of the Travel Plan is to present the results of the Year 1 travel survey for the niu Loom Hotel at Irish Town Way. This document has been prepared to encourage and implement proposals which will encourage staff at the hotel to travel by more sustainable modes.

1.2 Planning History

- 1.2.1 Planning permission was granted on the 16th May 2017 for the construction of a 135 bed hotel with associated parking and landscaping. The planning reference is 115313/FO/2017. A copy of the decision notice is provided as Appendix 1.0.
- 1.2.2 Condition 8 of refers to the provision of a Full Travel Plan. It states:

“8a) Based on the principles of the submitted Framework Travel Plan, before the development hereby approved is first occupied a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development***
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time***
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car***
- iv) measures for the delivery of specified travel plan services***
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car”***

8b) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason: To assist promoting the use of sustainable forms of travel to the hotel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007)."

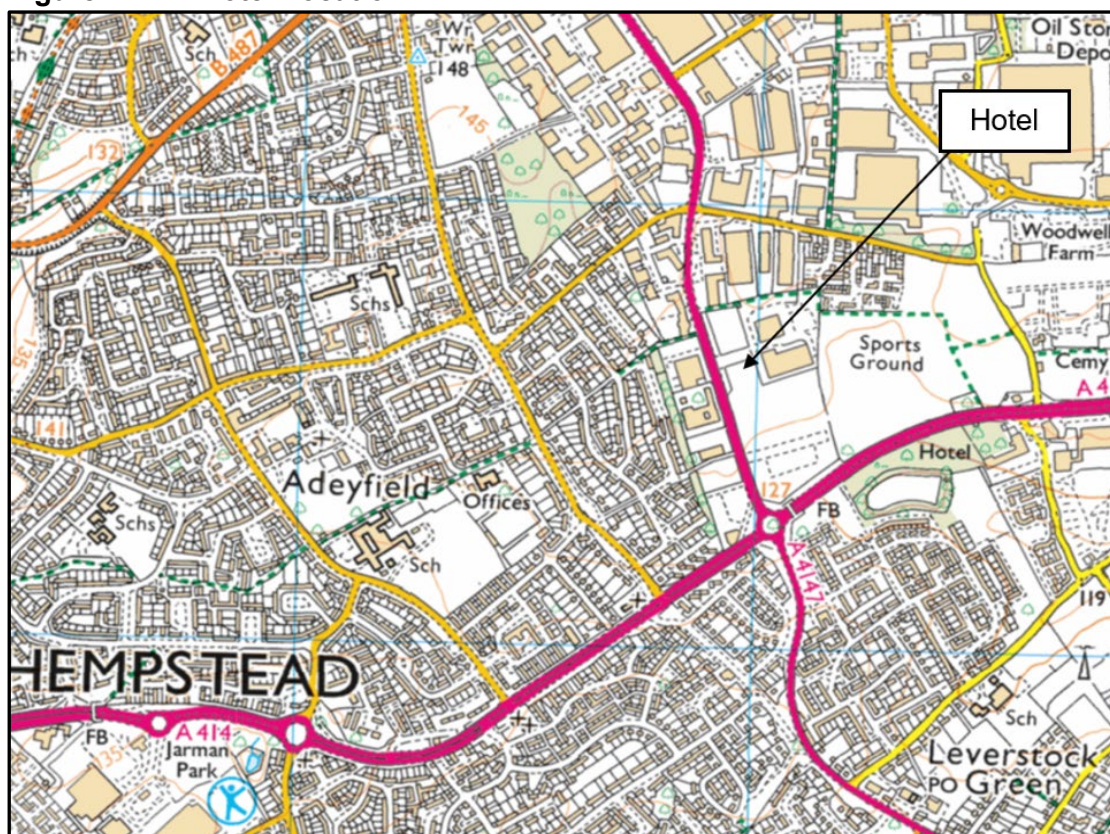
1.2.3 Condition 8a has been previously dealt with by a Travel Plan prepared by ADL dated the 24th of October 2019.

1.2.4 This travel plan has been prepared to discharge Condition 8b and the results of the travel surveys are provided in Chapter 2.0 of this report. As explained in Section 1.3 the surveys have been delayed due to the severe and unprecedented impact of the COVID 19 pandemic on the operation of the hotel.

1.3 Hotel Details

1.3.1 The Hotel is located off Irish Town Way, adjacent to the Irish World Heritage Centre, Manchester. The location of the hotel is provided below as Figure 1A:

Figure 1A Hotel Location



- 1.3.2 The hotel opened on the 19th December 2019 and was forced to close soon after due to the COVID-19 lockdown in March 2020. The hotel only reopened again on the 17th May 2021.
- 1.3.3 The Hotel is comprised of 135 bedrooms. There are 110 car parking spaces provided with two electric vehicle charging points and four disabled bays. There are 14 cycle parking spaces provided in the form of seven secure, covered Sheffield stands. A plan of the hotel is provided as Appendix 2.0.
- 1.3.4 There are currently 7 staff employed full time, and 3-7 staff on site at any one time.
- 1.3.5 There are 5 deliveries and 3 refuse collections that occur at the hotel per week.

1.4 Policy Guidance

1.4.1 The measures outlined in this TP have been drawn from UK and local area best practice guidance, specifically Transport for Greater Manchester's adopted travel plan checklist, outlined in 'Transport for Sustainable Communities' (2013).

1.4.2 The Travel Plan has also been developed according to guidance set out in;

- National Planning Policy Framework (2021)
- National Planning Practice Guidance
- Department for Transport 'Making Travel Plans Work'
- Department for Transport 'Essential Guide to Travel Planning'

1.5 Aims and Objective of the Travel Plan

Aims

1.5.1 The aim of this Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys that are made by car.

Objectives

1.5.2 The objectives of the Travel Plan are outlined below:

- a) To increase staff and guest awareness of the advantages for travel by more environmentally friendly modes.
- b) To introduce measures that will encourage staff travel by modes other than car.

1.5.3 The Travel Plan is a strategy for implementing change in staff transport patterns. The objective of the Plan is to reduce the reliance of car in favour of more environmentally friendly modes of transport.

- 1.5.4 Guest transport can be encouraged towards sustainable modes but guests may well be travelling significant distances to visit Manchester which determines their travel choices. Therefore, set targets for reducing guest travel by car are not reasonable and have not been applied.

2.0 STAFF TRAVEL INFORMATION

2.1 2011 Census Data

2.1.1 The October 2019 used 2011 Census data for the Cheetham Ward, Greater Manchester to establish the existing travel to work patterns in the local area. A summary of the local travel to work statistics is provided below in Table 2A,

Table 2A 2011 Census Travel to Work Data

Mode of Travel	No of People Cheetham Ward	%
Van/Car Driver	3,131	38%
On Foot	2,232	27%
Bus or coach	1,661	20%
Van/Car Passenger	342	4%
Train	302	4%
Underground, Metro or Light Rail	244	3%
Bicycle	148	2%
Taxi	176	2%
Motorcycle	21	0%
Other	96	1%
Total	8353	100%

2.1.2 Based on the Census data provided in Table 2A, 38% of people in Cheetham Ward could be expected to travel to work by car. The majority of people in the ward are still likely to travel to work by non-car modes with 27% walking, 2% cycling and 27% using public transport

2.2 May 2021 Survey Details

2.2.1 Item (ii) of Condition 8 of planning permission 115313/FO/2017 details a requirement to survey hotel staff within 3-months of opening. As stated previously, the Hotel initially opened in December 2019, however closed in March 2020 until May 17th, 2021, due to the COVID-19 pandemic and lockdowns. As a result, the surveys were delayed and have been carried out in May 2021.

2.2.2 The surveys were undertaken by 5 staff members which equates to a response rate of 71%. This represents a good sample of the staff currently employed at the hotel.

2.2.3 A copy of the questionnaire is provided as Appendix 3.0 and this was provided to staff online.

2.3 May 2021 Survey Results

2.3.1 The surveys have been analysed to produce a database, showing how staff at the Hotel travel to and from work. Table 2B outlines the modal split recorded in the May 2021 survey.

Table 2B 2021 Staff Travel Modes to the niu Loom Hotel

Mode	%
Foot	40%
Car driver	20%
Bus	20%
Dropped off	0%
Cycle	0%
Motorcycle	0%
Tram	20%
Car passenger, share with employee	0%
Taxi	0%
Train	0%
Total	100%

2.3.2 As shown in Table 2B, staff at the niu Loom recorded a relatively low level of car travel at 20%. This means that there may only be 1-2 members of staff travelling by car on coincidental shifts. The level of staff driving to work is significantly lower than the level shown in the 2011 Census data (38%).

2.3.3 The results demonstrate that 40% of staff currently walk to the hotel, 20% travel by bus and the remaining 20% travel by tram. Table 2B also demonstrates that the level of staff using sustainable modes of transport was higher than what would be expected based on 2011 Census data (56%).

2.3.4 The breakdown of journey time and distance travelled recorded in the May 2021 survey is shown in Tables 2C and 2D below.

Table 2C 2021 Journey Times to Work

Time Taken	% of Staff
0-5 minutes	0%
5-10 minutes	40%
10-20 minutes	0%
Over 20 minutes	60%
Total	100%

Table 2D 2021 Distance Travelled to Work

Distance in Miles	% of Staff
0-1 miles	40%
1-3 miles	0%
3-5 miles	40%
More than 5 miles	20%
Total	100%

2.3.5 Table 2D demonstrates that 40% of staff live within 3 miles of the hotel and 80% live within 5 miles of the hotel,

2.3.6 The 2021 travel survey recorded staff attitudes towards mode change to:

- Walking
- Cycling
- Car sharing with another employee
- Using public transport

2.3.7 The results are summarised in Table 2E below:

Table 2E 2021 Mode Change Attitudes

Mode	Positive	Negative
Walk	40%	60%
Cycle	20%	80%
Car Share	80%	20%
Public Transport	40%	60%

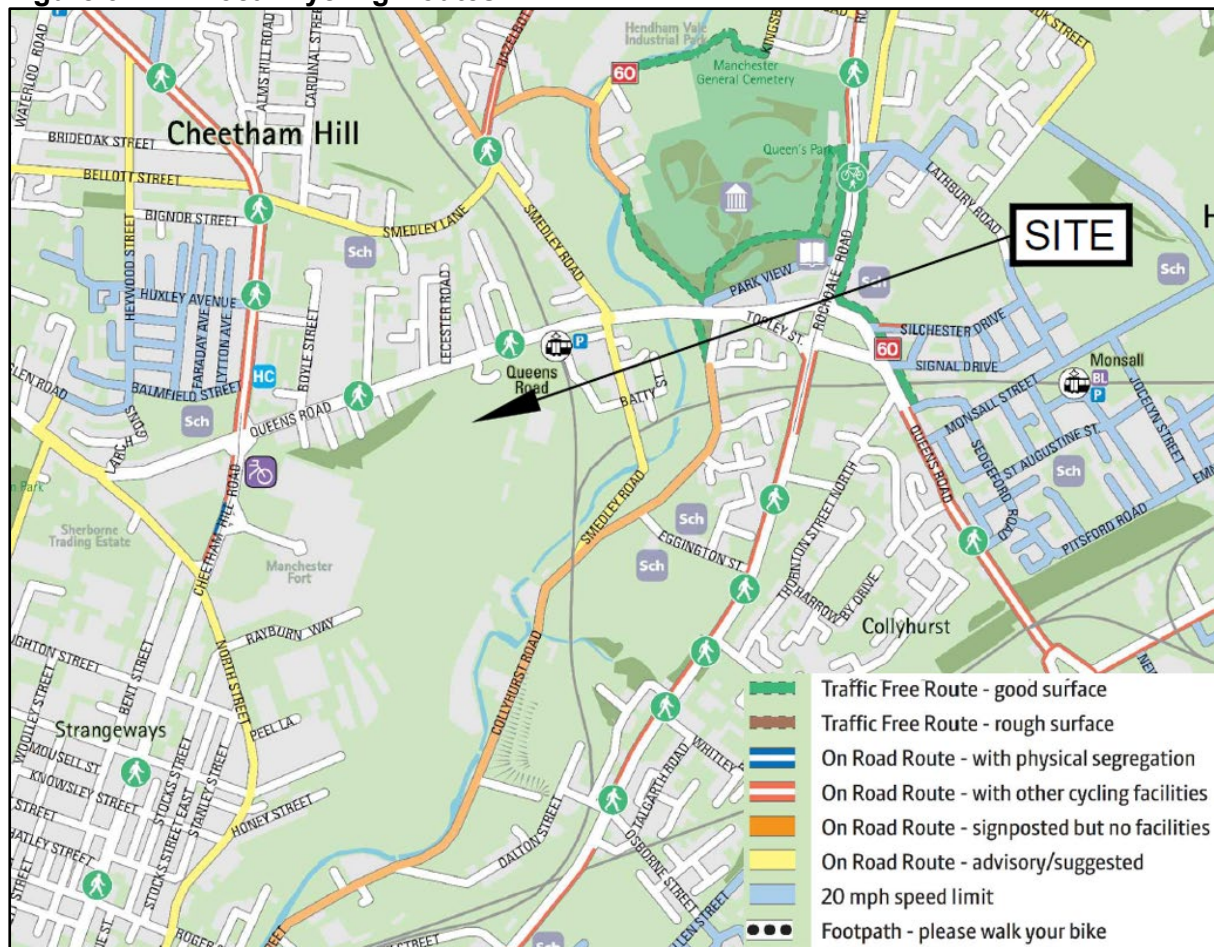
2.3.8 Table 2E demonstrates that 80% of staff have a positive attitude to car sharing. However, due to the small number of staff who drive to work an informal car sharing would suffice.

3.0 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 The pedestrian network in the vicinity of the hotel is well developed, as would be expected for a mature urban environment.
- 3.1.2 There are footways on both sides of Queens Road which benefit from street lighting facilities. There is a signalised pedestrian crossing facility located 75 metres east of the Irish Town Way priority junction. Pedestrians are also able to utilise comprehensive pedestrian crossing facilities to navigate the Cheetham Hill Road junction to the west of the development.
- 3.1.3 There are also informal pedestrian crossing facilities on Irish Town Way.
- 3.1.4 As previously stated, the development is situated adjacent to the Irish World Heritage Centre which will likely be one of the principal pedestrian destinations from the hotel. The entrance to the hotel is therefore orientated to provide an easy link between the hotel and the Irish World Heritage hotel.
- 3.1.5 Queens Road is not a dedicated cycle route. However, it is subject to a 30mph speed limit and is suitable for on-street cycling.
- 3.1.6 There is cycling infrastructure in the form of advisory cycle lanes and bus lanes that can be used by cyclists on Cheetham Hill Road, both north and south of the junction with Queens Road.
- 3.1.7 There are also shared cycle/pedestrian paths and on road cycling infrastructure located to the east of the hotel on the A664 Rochdale Road, which is within 700 metres cycling distance from the Irish Town Way T-junction via Queens Road.
- 3.1.8 A map showing the cycle routes in the vicinity of the hotel is provided on the following page as Figure 3A.

Figure 3A Local Cycling Routes



3.1.9 The hotel is therefore reasonably accessible to pedestrians and cyclists.

3.2 Public Transport

Bus

3.2.1 There are bus stops located to the rear of the hotel on Queens Road. The stops provide a 'hail and ride' service and are served by bus route No 151. Bus 151 provides a service to Mandley Park which runs at a rate of 1 per hour during daytime periods.

3.2.2 There are further stops located on Cheetham Hill Road, with a stop offering a northbound service approximately 530 metres from the Irish Town Way T-junction and a stop offering a southbound service located approximately 620 metres from the junction. The stops are served by routes 41, 135 and 151.

3.2.3 Additional stops are provided on Smedley Road within a walking distance of 370 metres northeast of the Irish Town Way T-junction. The stops are served by routes 56 and 156. A plan displaying the location of bus stops near to the hotel is displayed below as Figure 3B.

Figure 3B Bus Stop Locations



3.2.4 A summary of the services offered by the stops located in the vicinity of the hotel is provided below as Table 3A.

Table 3A Bus Services

No	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
151	Hollinwood – Mandley Park	1/hr	1/hr	-
41	Middleton – Sale	4/hr	4/hr	2/hr
135	Bury to Manchester	8/hr	8/hr	6/hr
56	Manchester Circular	2/hr	2/hr	-
156	Manchester – Middleton	2/hr	2/hr	1/hr
Total		17/hr	17/hr	9/hr

3.2.5 The hotel is therefore served by up to 17 buses per hour Monday to Saturday and 9 per hour on Sundays.

Train

3.2.6 Queens Road Light Rail Station is located within 300 metres walking distance of the hotel access via Irish Town Way. The station provides services to Manchester Piccadilly at a rate of 6/hr, services to Bury at a rate of 10/hr and services to Altrincham at rate of 3/hr.

3.2.7 Other destinations are also available via interchanging on Manchester's tram network.

3.3 Greater Manchester Accessibility Level

3.3.1 The site has a Greater Manchester Accessibility Level (GMAL) rating of 6 which indicates that the site benefits from a very good level of accessibility.

3.4 Cars and Taxis

3.4.1 Queen's Road is classified as a distributor road that provides access to a number of residential roads in the vicinity of the site. Queens Road also provides access to Cheetham Hill Road to the west and Rochdale Road to the east, both of which are also classified as distributor roads which can be used to access the M60 Motorway.

3.4.2 Both Cheetham Hill Road and Rochdale Road can also be used to access Manchester City Centre to the south of the site.

3.4.3 The site also benefits from taxi availability, including mobile applications such as Uber.

3.5 Coach

3.5.1 It is expected that some guests will arrive as part of a coach group.

3.5.2 The hotel has rights for coach parking within the Irish World Heritage Centre car park.

4.0 TRAVEL PLAN CO-ORDINATOR

Introduction

- 4.1 The Travel Plan Co-ordinator (TPC) at 'the niu Hotel' is the General Manager. They are a senior member of staff and therefore have sufficient influence amongst the other employees to promote the initiatives within the plan.
- 4.2 The Travel Plan Co-ordinator retains a copy of this Travel Plan to assist them in implementing and updating the plan.
- 4.3 The Travel Plan Co-ordinator duties will form part of the role of the appointed General Manager; therefore they will be expected to be allowed sufficient time to resource to implement the Travel Plan as part of their employment package.
- 4.4 The Travel Plan Co-ordinator commenced their position on first occupation in December 2019. Contact details for the TPC are provided as follows:

Contact: **Matt Shiells-Jones**
 Email: m.shiells-jones@the.niu-hotels.com
 Telephone: 07741144769

- 4.5 The Travel Plan Co-ordinator will be responsible for the following:

Responsibilities

- Implementing some of the measures included in this TP
 - Promoting and encouraging the use of travel modes other than the private car.
 - Publicising the travel plan initiatives through a robust marketing strategy.
 - Issuing staff induction travel packs.
 - Regularly monitoring the effectiveness of adopted policies.
- 4.6 The Travel Plan Co-ordinator is based at the hotel and takes responsibility for the associated data base and the monitoring of the Travel Plan.

- 4.7 The Travel Plan Co-ordinator role forms part of their role as General Manager therefore sufficient time allocation and resourcing is expected to be included as part of their employment package.

Administration

- 4.8 Administration of the Travel Plan involves the maintenance of the necessary systems, data and paperwork, consultation and promotion. The duties are permanent and regular updating of the Plan document is part of the responsibility of the Travel Plan Co-ordinator. An annual review will take place to ensure that all measures contained within the Travel Plan are update and accurate. Any change in the nominated person will be notified to Manchester City Council.
- 4.9 A filing system will be established and maintained, for recording all correspondence relating to the Travel Plan, the results of periodic monitoring and the results of each annual review.
- 4.10 In the interest of confidentiality, the Travel Plan Administrator alone will hold the database and be responsible for the release of information. This information will be released on request. However, in the interests of security, no individual staff member details will be released.
- 4.11 The Travel Plan staff database will be reviewed annually. New staff joining the hotel will be entered into the database on commencement of employment and staff leaving employment with the office will be removed.

Consultation

- 4.12 The success of the Travel Plan will rely on the support and assistance of the staff. The Travel Plan Administrator will retain close contact with all members of the staff.

Management Structure and Support

- 4.13 The General Manager of the hotel will be supported in their role as Travel Plan co-Ordinator by the Regional General Manager as well as head office.

5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

5.1 Travel Plan Measures

Staff Transport Information Packs

- 5.1.1 New staff are provided with Transport Information packs when being inducted. The Information Packs include walking and cycling information, as well as information about public transport. A copy of the Staff Transport Information Pack provided as Appendix 4.0.

Walking Measures

- 5.1.2 The following walking websites are promoted by the TPC:

- www.walkit.com
- <https://www.google.com/maps/>

Cycling Measures

- 5.1.3 There is secure, covered cycle parking provided for staff and guests if required.
- 5.1.4 Staff have changing facilities and lockers provided. Staff are also permitted to use a vacant guest bedroom to shower.
- 5.1.5 The transport information packs include information on local cycling routes via the following website which provides information to cyclists in Manchester:

- activetravel.tfgm.com

- 5.1.6 The TPC provides local and national cycling initiatives in line with TfGM promotions such as adult cycle training and events such as Bike Week.

- 5.1.7 Staff who are eligible will be able to access the Government Cycle to Work Scheme which is a tax exemption initiative on cycles and cycle safety equipment. More information is provided in the staXXXX

Public Transport Measures

- 5.1.8 The TPC provides a link to TfGM journey planning software in the Staff Transport Information Packs www.my.tfgm.com.
- 5.1.9 The TPC also promotes TfGM integrated ticketing schemes. Further details are available at www.tfgm.com/tickets-and-passes.
- 5.1.10 Staff and guests have internet access to allow them to look up public transport information.
- 5.1.11 Travel assistance is provided for guests at reception. There is also travel information and local bus route maps available at reception for guests.
- 5.1.12 Guests mainly make bookings through third party websites. A pre-arrival email is sent to guests with public transport information including information about tram stops and reception directs guests to use the TfGM websites for directions and information.

Efficient Vehicle Use Measures

- 5.1.13 Four electric vehicle charging points are provided on site for staff and guests.
- 5.1.14 Staff are be offered discounted taxi fares via an appointed taxi firm (Cresta Cars). Details are provided in the staff Transport Information pack.
- 5.1.15 Local taxi companies are promoted to guests and staff. There is a My Taxi push button service for guests.
- 5.1.16 Motorcycle parking is available for staff and guests.
- 5.1.17 Staff are provided with a lift home in emergencies if they do not drive at the discretion of the Duty Manager.
- 5.1.18 Staff receive free meals to reduce their need to travel off site during breaks.

5.1.19 Given that the number of staff expected to drive to work at any one time is expected to be low (1-2 staff) then an informal car share scheme would probably be sufficient. The TPC promotes www.liftshare.com if/where practicable.

Promotion and Marketing Measures

5.1.20 Guests are provided an email pre-arrival with information about public transport.

5.1.21 The TPC provides Travel Information Packs to staff and appraise new staff of the Travel Plan.

5.1.22 The TPC promotes TfGM supported initiatives and groups such as; Walk to Work Week, Bike Week, Better By Cycle, CTC and Walking for Health.

5.2 Action Plan

5.2.1 An Action Plan is provided as Table 5A. This sets out the mechanisms including parking responsibility and timescales for the Travel Plan measures set out in Section 5.1.

5.2.2 This package of measures has been developed and approved by niu Hotels Head Office. Appropriate funding is allocated for the Staff Travel Information Packs and implementing the measures outlined in Table 5A.

Figure 5A Action Plan

Measure	Responsibility	Timescale
Staff Travel Information Pack		
Staff Travel Information Packs provided to new staff when they are inducted.	TPC	On-going
Walking Measures		
Provide pedestrian facilities on-site as shown on site layout	Contractor	Part of development
Walking route information & initiatives in staff travel information pack	TPC	On-going
Promote google maps & www.walkit.com in staff Travel Information Pack	TPC	On-going
Cycling Measures		
Provide covered cycle parking in line with site layout for staff and guests	Contractor	Part of development
Provide changing, showering and locker facilities for staff use	Contractor	Part of development
Provide cycle route map links in Travel Information Pack	TPC	On-going
Promote local and national cycling events/initiatives to staff in line with TfGM promotions, such as Adult Cycle Training	TPC	On-going
Government Cycle to Work Scheme	TPC	On-going
Public Transport Measures		
Provide link to TfGM journey planning software in Transport Information Pack & hotel website	TPC	On-going
Promotion of TfGM integrated ticketing schemes in Transport Information Pack	TPC	On-going
Provision of internet to allow staff/guests to search for public transport information.	TPC	On-going
Travel assistance and information provided for guests at reception	TPC	On-going. Provided on request
Pre-arrival email with travel information for guests.	niu Head office	On-going
Efficient Vehicle Use Measures		
4 EVCPs to be provided on site	Contractor	Part of Development
Promote local taxi companies and to staff and guests	TPC	On-going
Set up car share database for staff using Liftshare, if practicable	TPC	Within 12 months of occupation
Lifts home in emergency situations are be provided via an appointed taxi firm.	TPC	On-going
Taxi discount provided for staff from appointed taxi firm	TPC	On-going
Staff will also be provided with free meals to reduce the need for staff to travel during their lunch breaks.	TPC	Brand Standard for Staff
Promotion and Marketing Measures		
Directions will be provided to public transport via pre-arrival email for guests and Transport Information Pack for staff	TPC	On-going
Appoint Travel Plan Co-ordinator & issue details to MCC	Contractor	Completed
Promote of TfGM supported initiatives & groups, such as Walk to Work Week, Better by Cycle CTC, Walking for Health, Walking Works & Bike Week.	TPC	On-going

6.0 MONITORING AND REVIEW

6.1 Travel Surveys

- 6.1.1 Staff will be surveyed to assess staff travel patterns and to determine if any progress is being made to achieve the targets set out in Section 6.3. This Travel Plan Review 1 sets out the results of the baseline travel survey (May 2021).
- 6.1.2 The results of the surveys have been used to update the Travel Plan and will be discussed with Manchester City Council.
- 6.1.3 A sample travel survey is included as Appendix 3.0.
- 6.1.4 The TPC is responsible for providing survey forms one for each employee or set up an online survey to collect results electronically.
- 6.1.5 Further surveys will be carried out in line with the monitoring schedule set out in this Travel Plan.

6.2 Monitoring Programme

- 6.2.1 The first staff travel surveys have been undertaken to establish the baseline travel patterns. This was originally meant to be carried out in February 2020, however, as previously stated it was delayed due to the closure of the Hotel and has since been carried out in May 2021. It is proposed that surveys will subsequently be undertaken annually for further two years as follows:

- | | |
|----------------------------|----------|
| • First survey (Completed) | May 2021 |
| • Second survey | May 2022 |
| • Third survey | May 2023 |

- 6.2.2 The Travel Plan will therefore be effective for three years from the date of reopening (17th May 2021).

- 6.2.3 If furthering monitoring is required at the end of this three-year period, then a revised timetable for monitoring and review would be agreed with Manchester City Council.

6.3 Targets

- 6.3.1 Targets form an essential ingredient in the Travel Plan. All targets must be SMART (Specific, Measurable, Achievable, Realistic and Timebound).
- 6.3.2 The targets relate to staff only. The measures provided in this plan will seek to achieve the travel aims and objectives with regards to guest trips but these cannot be set targets.
- 6.3.3 The targets have been redefined and reviewed based on the results of the first staff survey in 2021.
- 6.3.4 The October 2019 TP provided a target of a 5% reduction over 3 years in car travel from the 2011 Census Data car travel figure of 38%. This equates to a Year 3 target of 33%. The May 2021 surveys showed that the level of staff driving to work is significantly lower than what would be expected based on the 2011 Census data (20%). The targets set out in Table 6A are therefore to remain under 33% of staff driving to the hotel.

Table 6A Initial Targets for Staff Car Driver Trips

Mode	2011 Census Data	Year 1 (Baseline)	Year 2	Year 3
Car/Van Driver	38%	20% (-18%)	Under 33%	Under 33%
Sustainable modes	57%	80% (+23%)	Over 57%	Over 57%

6.4 Review Definition

- 6.4.1 This Travel Plan Review 1 presents the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in:
- Implementing its terms or recommendations;
 - Achieving its targets.
- 6.4.2 No further measures to improve the Travel Plan are proposed.

6.5 Review Timetable

6.5.1 This Travel Plan forms the first review. The timetable for submission of Reviews is as follows:

- Year 1 Review (Completed) May 2021
- Year 2 Review May 2022
- Year 3 Review May 2023

6.5.2 As outlined in Section 6.2 should further monitoring and review be required then this would be agreed with Manchester City Council.

6.6 Review Procedure

6.6.1 The reviews shall be submitted in writing by the TPC or third party in their behalf to the Council.

6.6.2 The TPC/Third Party acting on their behalf shall consult the Council on the content of every Travel Plan submission.

6.6.3 The Council shall respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for refusal.

6.6.4 In the event of a refusal the TPC/third party acting on their behalf shall address as appropriate any deficiencies highlighted which are considered to be reasonable and resubmit within one month of receipt.

6.6.5 The recommendations of the Review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

6.6.6 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged.

7.0 SUMMARY OF FULL TRAVEL PLAN

- 7.1 The aim of the Full Travel Plan Review 1 is to present the results of the first travel survey and make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.
- 7.2 The first Travel Survey was undertaken in May 2021 and subsequent travel surveys will be undertaken annually thereafter for a period of 3 years. The results of the travel surveys will be issued to Manchester City Council and targets reviewed accordingly.
- 7.3 The life of the Travel Plan will be initially three years. If further monitoring and review is required then this will be agreed with Manchester City Council.
- 7.4 New staff will be appraised of the Travel Plan and provided with a Travel Information Pack as part of their staff induction so that good practice in terms of modal choice is encouraged from the outset.
- 7.5 A comprehensive package of measures is proposed to reduce dependency on the private car by staff and guests. An Action Plan has been provided to demonstrate how these measures would be implemented.
- 7.6 This Travel Plan therefore accords with the requirement set out in Condition 8a and Condition 8b and therefore there is no reason why the planning condition should not be discharged.

DECISION NOTICE

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Manchester (Queens Road) Limited
C/o Agent

Agent (if used)

Mr Martin Brage
Eagle Rock Investments
1 Berkeley Street
London
W1J 8DJ

Part 1 – Particulars of the application/development

Proposal: Erection of four storey building to form 135 bedroom hotel (Use Class C1) with associated car parking, boundary treatment, landscaping and other associated works

Location: Land To The Front Of Irish World Heritage Centre, 1 Irish Town Way, Manchester, M8 0AE

Date of application: 14 February 2017

Application number: 115313/FO/2017

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

(Notwithstanding the tree species or the boundary treatment details)

341-AL(05)-001 Rev B
341-AL(05)-002 Rev A
341-AL(05)-003 Rev D
341-AL(05)-004 Rev E
341-AL(05)-005 Rev C
341-AL(05)-006 Rev C
341-AL(05)-007 Rev C
341-AL(05)-008 Rev B
341-AL(05)-009 Rev B
341-AL(05)-010 Rev B
341-AL(05)-011 Rev B
341-AL(05)-012 Rev B
341-AL(05)-013 Rev A
341-AL(05)-014 Rev B
341-AL(05)-015 Rev B
341-AL(05)-016 Rev B
341-AL(05)-017 Rev B
341-AL(05)-018 Rev B
341-AL(05)-019 Rev B
1714-P-01 Rev B

stamped as received by the Local Planning Authority on the 13th February 2017

Documents

Design and Access Statement

Breeam New Construction - Pre Assessment report dated 26th January 2017

Ecological Appraisal dated February 2017

Planning Statement by GVA Grimley dated February 2017

Arboricultural Impact Assessment by TEP

Flood Risk Assessment by Renaissance dated February 2017

Transport Statement dated January 2017

stamped as received by the Local Planning Authority on the 13th February 2017

Crime Impact Statement Version B

stamped as received by the Local Planning Authority on the 28th February 2017

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Notwithstanding the materials outlined within the Design and Access Statement and the approved drawings stamped as received by the Local Planning Authority on the 13th February 2017, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with these approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) a) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale.

b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to

minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Hours of working;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) a) Based on the principles of the submitted Framework Travel Plan, before the development hereby approved is first occupied a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time

- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the hotel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

9) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

10) Based on the principles outlined within the Design and Access Statement and the Transport Statement stamped as received by the Local Planning Authority on the 13th February 2017 in relation to the provision of 13 secure covered cycle parking spaces, prior to the development hereby approved being first occupied, site layout plans, elevational drawings and specifications for the proposed secure and covered cycle shelter shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with approved drawings prior to the first occupation of the accommodation hereby approved and shall thereafter be retained and appropriately maintained as long as the building is occupied.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

11) Prior to the first operation of the development hereby approved, a detailed servicing strategy for the proposed hotel including vehicle tracking and swept paths and the location of waste collections and servicing shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved servicing management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (July 2012).

12) The development hereby approved shall include a building and site lighting scheme during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall

be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

13) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

14) Prior to the first use of the development, a scheme of highway works in relation to the Queens Road and Irish Town Way junction particularly in relation to pedestrian access and improvements, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

15) In accordance with the positions of the proposed boundary treatments as shown on the approved drawings, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the local planning authority, plans indicating the design, materials, and type of boundary treatment to be erected. The boundary treatment shall then be completed in accordance with these approved details prior to the development first being occupied and shall thereafter be retained as long as the building is occupied.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with policies SP1 and DM1 of the Core Strategy.

16) Prior to the first use of the development, full details regarding the drop off / pick up arrangements associated with the hotel for taxis, cars and coaches shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

17) The development hereby approved shall be carried out in accordance with the Breeam New Construction - Pre Assessment report dated 26th January 2017 stamped as received by the City Council, as Local Planning Authority, on the 13th February 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

18) The development shall be carried out in accordance with the Crime Impact Statement (Version B) ref 2017/0044/CIS/01 prepared by Design for Security at Greater Manchester Police dated 27th February 2017, stamped as received by the City Council, as Local Planning Authority, on the 28th February 2017. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

19) a) Prior to the commencement of the development hereby approved, a proposed Local Employment Agreement strategy for the construction of the development shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved strategy.

b) Prior to the occupation of the development hereby approved, a proposed Local Employment Agreement strategy for the future staffing of the approved use shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be operated in accordance with the approved strategy.

Reason - To safeguard local employment opportunities, pursuant to policies SP1 of the Manchester Core Strategy (2012).

20) Prior to the first occupation of the development hereby approved, details of the volumes and types of waste produced by the development and the exact number and capacity of the bins proposed, to accompany the locations of the proposed bin stores shown on the approved plans, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The refuse arrangements shall be put in place prior to the first use of the development and remain in situ for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

21) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10.00 to 18.00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) Before any use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

23) Before first occupation of the development hereby approved, any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The development shall then be completed in accordance with the approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

24) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

25) This permission does not relate to or give consent for the advertisements/signs as shown on any of the approved plans or documents submitted to the City Council on the 13th February 2017.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies SP1 or DM1 of the Core Strategy.

26) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

27) Notwithstanding the proposed species of the new trees to be planted as part of this development, the hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing ref 1714-P-01 Rev B, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

28) The development hereby approved shall be completed in accordance with the email received from Eagle Rock Investments dated 10th May 2017 in relation to the proposed new tree species to be planted as part of the hard and soft landscaping scheme approved under Condition 27 of this permission by the City Council as local planning authority. The proposed new tree planting shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

29) The development hereby approved shall be constructed in accordance with Section 6 (6.1.3 - 6.1.4) of the Ecological Appraisal completed by Aspect Ecology dated February 2017 and stamped as received by the Local Planning Authority on the 13th

February 2017 in relation to the necessary precautionary measures required to deal with invasive species, namely Japanese Knotweed, at this site.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

30) Prior to the occupation of the development hereby approved, a scheme for delivering biodiversity enhancement at the site including the provision of bird boxes and native tree and shrub planting, shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Core Strategy.

31) The development hereby approved shall not be occupied until details of the provision of electric vehicle charging points to be provided in the car park has been submitted to and approved in writing by the City Council as the Local Planning Authority. The electric charging points shall then be installed in accordance with the approved scheme prior to the first operation of the hotel and shall be retained in situ for as long as the hotel is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution comply with policies SP1 and DM1 of the Core Strategy for Manchester.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

Date: 16 May 2017

Signed:

A handwritten signature in black ink, appearing to read 'Julie Roscoe', written in a cursive style.

Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A



**The Coal
Authority**

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119

Email: planningconsultation@coal.gov.uk

Website: www.gov.uk/government/organisations/the-coal-authority

INFORMATIVE NOTE

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: <https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

This Informative Note is valid from 1st January 2017 until 31st December 2018

Appendix A



**The Coal
Authority**

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119

Email: planningconsultation@coal.gov.uk

Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2017 until 31st December 2018

HOTEL LAYOUT PLAN

GENERAL NOTES
© This drawing remains the copyright of Unwin Jones Partnership.
DO NOT SCALE from this drawing. If in doubt ask. If you have received this drawing electronically in PDF format it may not be to the correct scale when printed, and is not to be used for measurement purposes.

- KEY
- SW - STORM WATER BEMERS
 - FW - FOUL WATER BEMERS
 - WM - WATER MAIN
 - GM - GAS MAIN
 - EL - ELECTRIC CABLES
 - DUCT - CABLE DUCTING
 - BT - BT (UNDERGROUND)
 - CCTV - CABLE TV
 - CCCTV - CLOSED CIRCUIT TV
 - UNIDENTIFIED FEATURE
 - UNIDENTIFIED PIPE
 - UNIDENTIFIED CABLE
 - UNPROVEN FEATURE
 - UNPROVEN CABLE
 - END OF TRAIL
 - CON - CONNECTIVITY BETWEEN CHAMBERS FROM CCTV REPORT
 - BURIED FEATURE FOUND USING RADAR

Code	Spot	Northings	Height
FW1	394897.041	400540.542	16.110
FW2	394873.473	400545.996	16.310
FW3	394828.814	400530.090	16.178

- 23/02/2017
- EXISTING LEVEL
 - PROPOSED LEVEL
 - ASSUMED BOUNDARY LINE (TIC)
 - NEW BUILDINGS
 - HEAVY DUTY TARMAC SURFACING
 - GENERAL TARMAC SURFACING
 - FOOTPATH TARMAC SURFACING
 - LANDSCAPING
 - CONCRETE BASE



REVISIONS

A	110th SPACE ADDED BACK IN; SURFACINGS NOTED	K Allan	17 DEC 2018
B	CHANNEL DRAINS DELETED	K Allan	20 DEC 2018
C	LEVELS TO REAR OF BEDROOM WING UPDATED AND DRAWING ISSUED FOR CONSTRUCTION	R Mahon	18 JAN 2019
D	KERBING ADJUSTED TO EAST SIDE OF PARKING	K Allan	31 JAN 2019
E	CYCLE STANCE, STAFF PARKING, CONDENSERS, SUBSTATION AND BIN AREA REVISED	K Allan	5 MAR 2019
F	REVISIONS	K Allan	22 MAR 2019

Construction

Irish World Heritage Centre
Hotel Development
Truman Design and Build
Proposed Site Plan
With Existing Services

DRAWN: RM SCALE: 1:200
DATE: Oct 2018 DRAWING No: 2961 / 002 F

UNWIN JONES PARTNERSHIP

APPENDIX 2.0
HOTEL LAYOUT PLAN

SAMPLE STAFF TRAVEL SURVEY

the niu Hotel, Irish Town Way

The following information is required to produce a Travel Plan

Please complete all the sections as accurately as possible - there is no right or wrong answer.

* 1. Home postcode

* 2. Age

☐ Under 18

☐ 45-54

☐ 18-24

☐ 55-64

☐ 25-34

☐ 65+

☐ 35-44

* 3. Job Title

* 4. What are your typical working hours?

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

* 5. Do you work full or part time?

☐ Part Time

☐ Full Time

* 6. Which mode of transport do you use most often when travelling to or from work? (please choose one of the main options only and make further comments if necessary)

- | | |
|---|---|
| ☐ Car (as driver) | ☐ Train |
| ☐ Car Passenger (shared with another employee) | ☐ Bus (which number?) please comment below |
| ☐ Car passenger (dropped off by friend/relative) | ☐ Cycle |
| ☐ Motorcycle (as driver) | ☐ Walk |
| ☐ Taxi | ☐ Other (please comment below) |

Please add additional comments here

* 7. Do you use a car as part of your job?

- ☐ Yes
- ☐ No

* 8. How long does your journey take?

- ☐ 0-5 minutes
- ☐ 5-10 minutes
- ☐ 10-20 minutes
- ☐ More than 20 minutes

* 9. How far do you travel?

- ☐ 0-1 mile
- ☐ 1-3 miles
- ☐ 3-5 miles
- ☐ More than 5 miles

* 10. Would you be prepared to walk?

☐ Yes

☐ No

* 11. Would you be prepared to cycle?

☐ Yes

☐ No

* 12. Would you be prepared to car share with another employee (as either driver or passenger)?

☐ Yes

☐ No

* 13. Would you be prepared to use public transport?

☐ Yes

☐ No

* 14. Do you have any disabilities that affect how you travel to work?

☐ Yes

☐ No

15. If you travel to work by car, what is your main reason for doing so?

☐ Car essential to perform job

☐ Health reasons

☐ Dropping/collecting children on route

☐ Lack of alternative/knowledge of alternative

☐ Personal chores during lunch

Please add any additional comments

16. Which of the following measures would encourage you to walk or cycle to work? (If you already walk or cycle, what measures would you like to see more of?) Choose no more than two.

- | | |
|---|---|
| ☐ Safer/better lit streets/pathways | ☐ Information on 'Safer Routes' |
| ☐ Better changing and showering facilities | ☐ Loans/discounts for buying equipment |
| ☐ Better securing facilities for bikes | ☐ Free travel home in an emergency |

Other (Please State)

17. Which of the following measures would encourage you to use public transport on your journey to work? (If you presently use public transport, what measures would you like to see more of?) Choose more than two.

- | | |
|---|--|
| ☐ Cheaper public transport | ☐ Better/clearer transport information |
| ☐ More reliable public transport | ☐ Better connections with other transport |
| ☐ Improved waiting areas | |

Other (please specify)

18. Which of the following measures would encourage you to car share? Choose two.

- ☐ Help finding a car-sharing partner
- ☐ Free travel home in an emergency
- ☐ Reduced parking costs
- ☐ Other (please specify)

19. Would you consider reassessing/reviewing your travel requirements at work?

- ☐ Yes
- ☐ No

20. If you presently drive to work, would you consider trying an alternative form of transport - even occasionally?

☐ Yes

☐ No

STAFF INDUCTION TRANSPORT INFORMATION PACK



The niu Loom Transport Information

WALKING TO WORK

Walking is great for exercise and is also a great way to get to know the local area. For staff living within 1-2 miles of the site, we recommend walking as a way to get to work. It also helps to clear your head after a stressful day or get you revitalised ready to start your shift on your way to work.

To help plan your route, you can use Google Maps to assist with sticking to main roads, or walkit.com to find more scenic routes for walking. For the most localised advice, use activetravel.tfgm.com for routes around Manchester.

We recommend you follow the below safety measures when walking in unfamiliar areas:

- Walk with someone you know
- Walk in well-lit areas
- Secure valuables out of sight – avoid fancy headphones/phones being on show as you walk
- Carry a personal attack alarm; if you walk to and from work regularly and wish to have an alarm, the company will happily arrange this for you free of charge.
- If starting a new route, do this during daylight hours so you can become familiar with it; this avoids needing to have your phone or similar on show as you walk.

CYCLING TO WORK

Cycling is a great way to exercise and stay fit as you travel to and from work. It is also beneficial for the environment and in many cases is quicker than driving a car or taking public transport.

The best place for up to date cycle routes is activetravel.tfgm.com as this updates as new cycle routes are added to the city. The site will also allow you to find out more about fixing and maintaining bikes, education on riding safely, and schemes available to assist in renting or purchasing a bike for use.

The company provides a bike storage area at the property, alternatively we do permit employees to store their bikes in the staff changing area or plant room area at the hotel should they wish to do so. Changing facilities are available with toilets, lockers and washing facilities. Staff are permitted to use a vacant guest bedroom for a shower should they wish to do so, as long as this is cleaned after use.

The UK Government offers a cycle to work scheme through various sources. This allows you to purchase a new bike and spread the cost over an extended period through deductions directly from your wages. Novum Hotels UK Limited is not currently registered for any scheme as the company requires employees to be with the company for minimum of 6 months prior to becoming eligible for such a salary sacrifice scheme; similarly employees must be earning above the minimum wage threshold after deductions from salary. Therefore each case is assessed individually and if you are eligible, please speak to your Hotel Manager so that the company may make necessary arrangements for you to avail of such a scheme.

PUBLIC TRANSPORT

The company promotes local public transport as a method where walking or cycling are not options desired by staff. Transport routes that pass by the hotel are:

- Queens Road Tram Stop
- Bus Number 151 and 733 stop outside the hotel on Queens Road
- Bus Number 151, 41, 135, 733, 721S stop on Cheetham Hill Road

For those staff using public transport, the Transport for Greater Manchester website ([tfgm.com](https://www.tfgm.com)) offers a journey planner, ticketing information and details on services available to help plan your journey.

TAXI SERVICE

Taxi service is provide by either FreeNow (hackney carriage black cabs), or Cresta Cars (private hire vehicles). For staff, please use Cresta Cars and advise them of being an employee; you will receive a discount on the total fare.

In the event of an emergency and with approval of the Hotel Manager, employees may claim the cost of emergency transportation by taxi as petty cash.

For guest taxis, if an employee receives several requests for the same destination, where possible we would expect the employee to promote sharing a taxi for guests; this reduces their costs and also reduces the number of vehicles required. *In line with COVID guidance, please ensure guests are comfortable to share a taxi and that they have masks for use in the vehicle – available for free from reception*

For public transport, we recommend the purchase of tickets for use across multiple services, rather than one provider. This allows you to travel on alternate routes and methods should the need arise due to issues with public transport routes.

For guests using public transport, it is preferred to direct them to the Transport for Greater Manchester website ([tfgm.com](https://www.tfgm.com)) for route planning, as this will be most up to date, and prevents the need to print instructions. Printed information can be given to guests on request.

USE OF PRIVATE VEHICLE

We understand for some staff, that use of a private vehicle may be required for emergency transport to and from the hotel, or due to other accessibility needs.

We recommend all employees to use lift sharing services where possible, such as liftshare.com/uk to help reduce the number of vehicles on the roads. We also encourage ride sharing between staff within the hotel, where staff are working the same or similar shift patterns. It is a requirement of the company that any person ensures they have adequate insurance coverage for their vehicle before arranging lift sharing.

The company provides electric vehicle charging points at the property (4 located in the main car park). Employees are welcome to charge their electric vehicles whilst working.