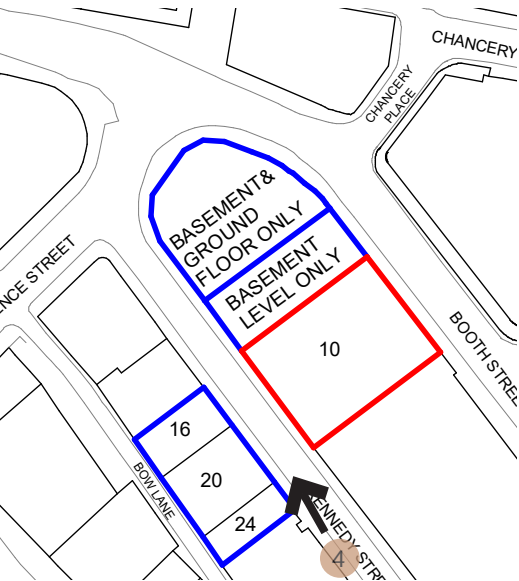


Townscape / Views

5.4 Existing Kennedy Street East & EPR Visual



Site Plan of agreed verified view position

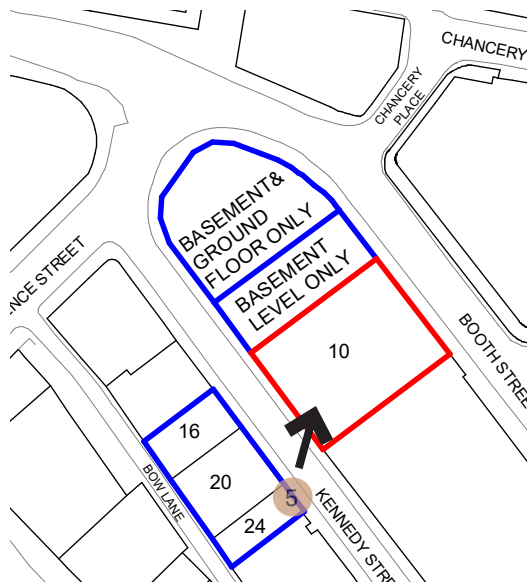


4 Existing Photo from Verified View Position - Kennedy Street East



4 EPR Visual - Kennedy Street East

Townscape / Views
5.5 Non Verified View - Kennedy Street Properties

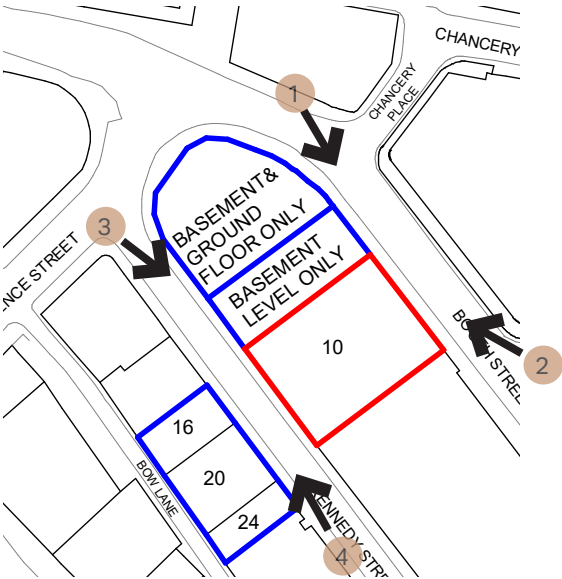


Site Plan of agreed view position



5 EPR Visual from Kennedy Street Properties

Townscape / Views
5.6 Verified Views by North Made Studio



Site Plan of agreed verified view position



① North Made Studio Verified View - Booth Street West



② North Made Studio Verified View - Booth Street East



③ North Made Studio Verified View - Kennedy Street West



④ North Made Studio Verified View - Kennedy Street East

6.0

Servicing & Access

- 6.1 Transport and Movement
- 6.2 Access Strategy
- 6.3 Inclusive Access
- 6.4 Waste Strategy
- 6.5 Servicing Strategy
- 6.6 Delivery Strategy
- 6.7 Crime Impact Assessment
- 6.8 Cleaning & Maintenance Strategy

Servicing & Access

6.1 Transport & Movement

Alongside the submission of the Transport Statement provided by Vectos for the King Street Townhouse planning application, there are two maps providing a visual representation of the Manchester's public transport network.

Manchester has a well connected city network with bus, tram, road and rail networks within walking distance. King Street Townhouse's central location within Manchester's city centre is ideally placed to offer its unique high end accommodation to the local Manchester people and wider public.

- Train Stations

Primary vehicle routes

Secondary vehicle routes

Pedestrian routes from Railway stations
- 









Pedestrian and Vehicular movement map

- Train Stations

Bus routes

Tram routes
- 







Transport network map

Servicing & Access

6.2 Access Strategy

Access to the ground floor of King Street Townhouse Hotel is from Booth Street, with vehicle access from Kennedy Street via ramp in the adjacent building.

Level access from street is already provided within the existing hotel and we will be retaining this for the proposed scheme.

The proposal includes the upgrading of the existing service platform lift to a full passenger lift. This allows wheelchair access into the ground floor of the hotel from the accessible parking bay within the basement.

As part of the ground floor proposal we are opening up the connection with Kennedy Street and providing an associated front of house entrance point. This will allow easy access from the neighbouring THG Kennedy Street Properties. This entrance will adopt a managed access strategy whereby the proposal is to store a demountable ramp to allow guests to gain access.

Once inside the hotel wheelchair users can access every level of the hotel and gain access to the adjacent Spa@KSTH via the 2 No. passenger lifts within the building.

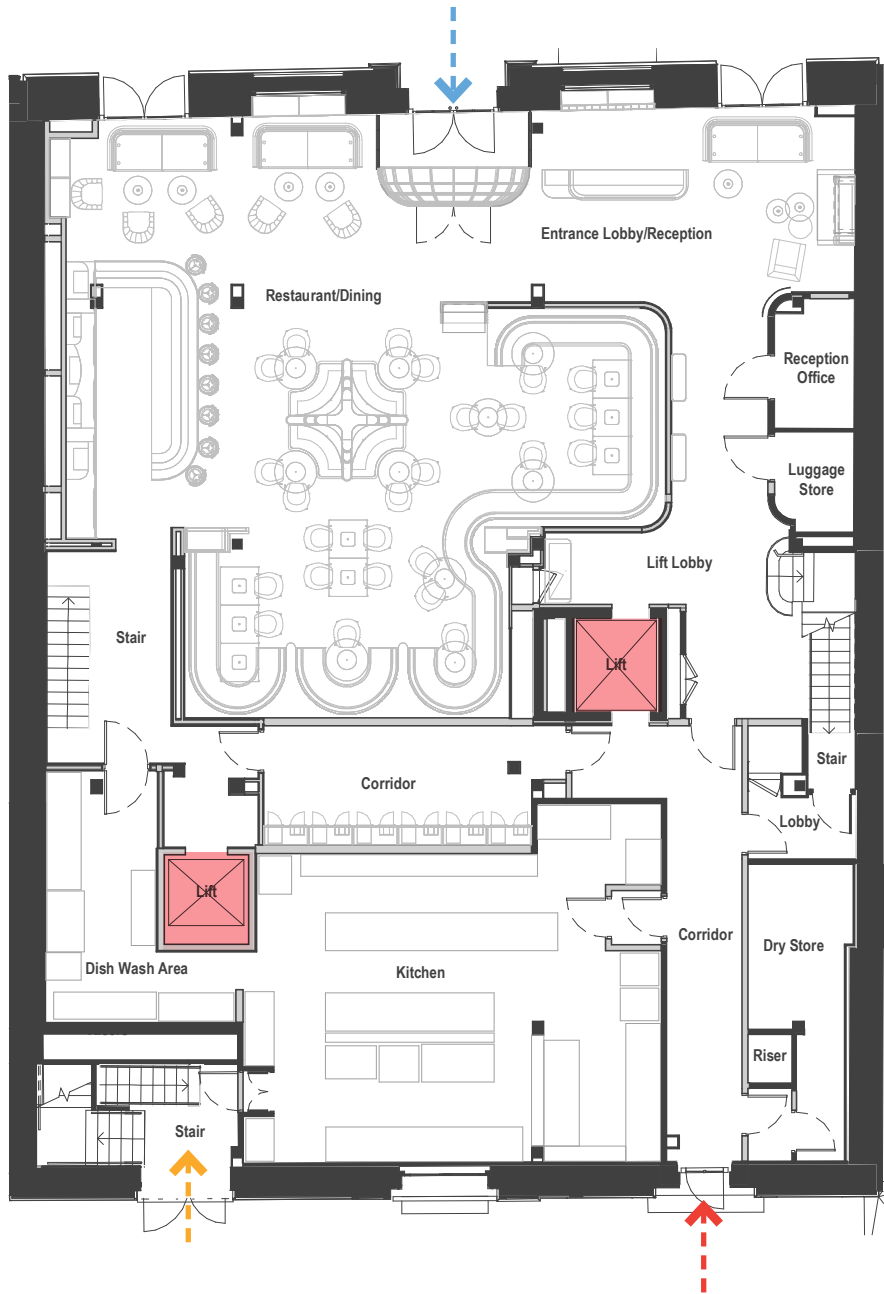
Access Control Data Points:

The building has two potential entry and exit points for public access (from Booth Street and Kennedy Street) and one rear entrance for staff for restricted access permission. It is anticipated that an access system will be installed at each entrance to aid in any dynamic lockdown situation required.

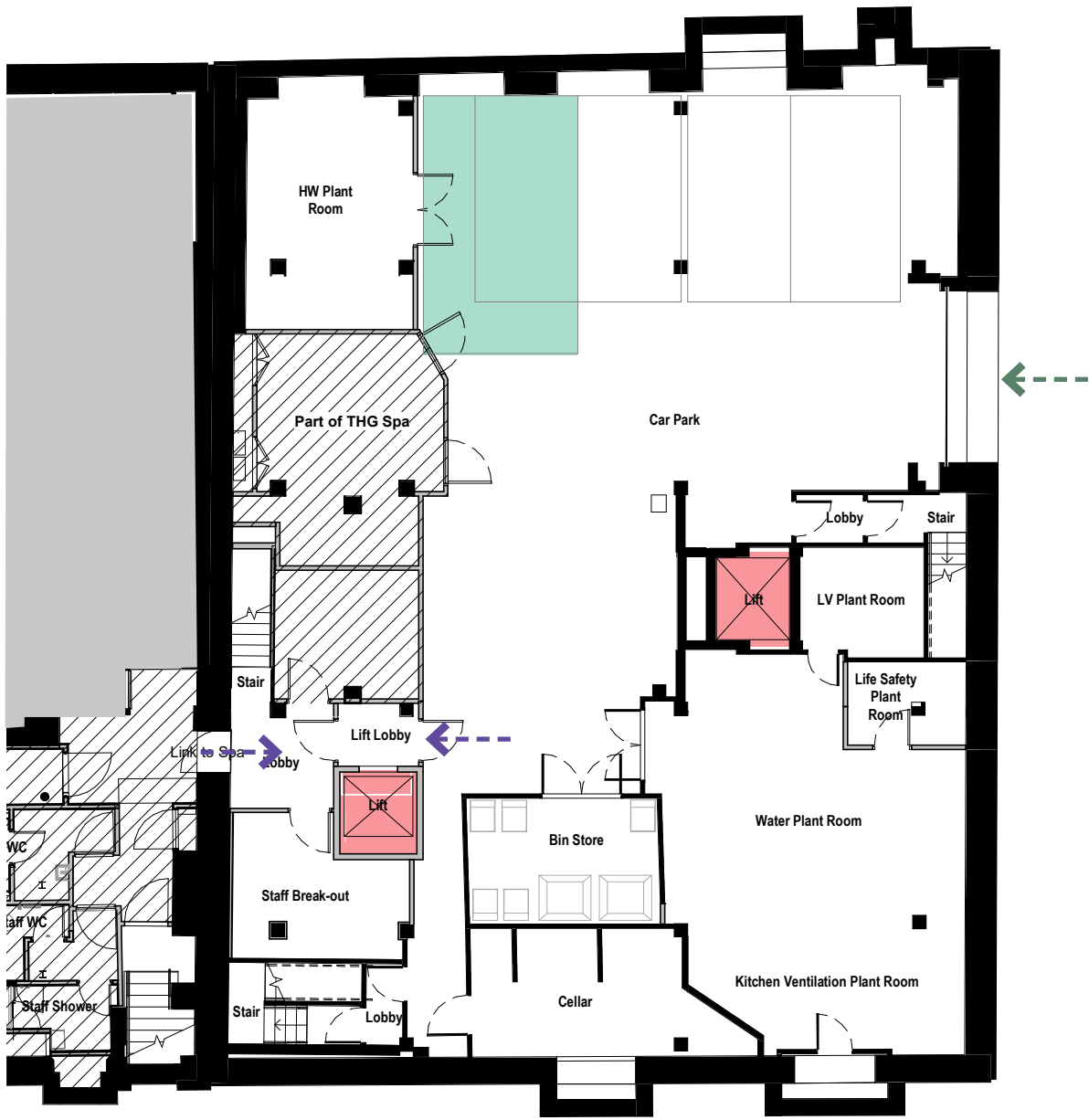
Video Intercom:

An operational video and sound intercom system is required at the entry point to the front entrance of the building from Kennedy Street as an extra safety and security measure. A further intercom would be required to the rear of the site where the proposed goods in area is located.

The site is adjacent to a mix of uses: gym, office and residential, which all provide passive surveillance of the site entrances during opening hours.



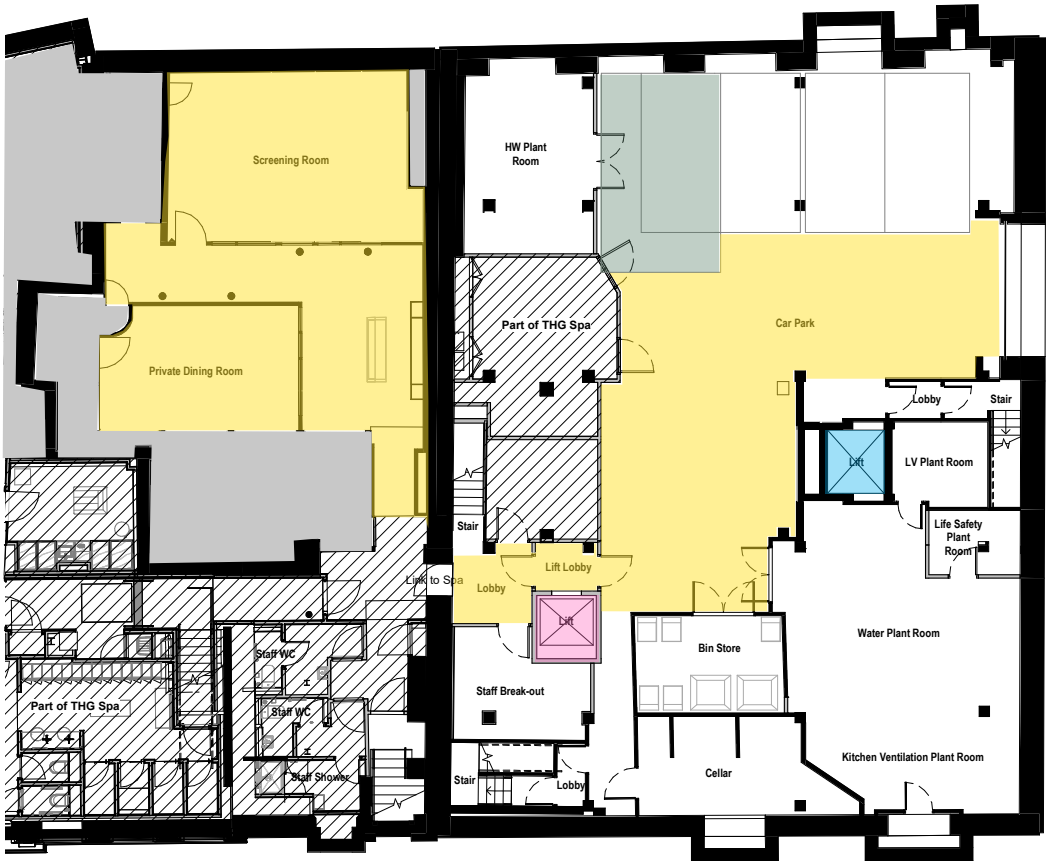
Proposed Ground Floor Plan



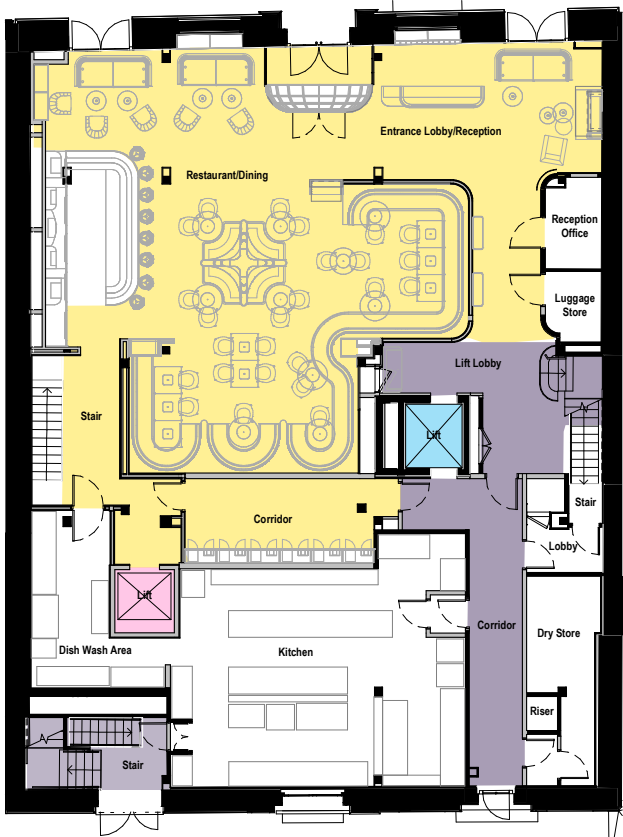
Proposed Basement Plan

-  Staff access from Kennedy Street
-  Level access from Booth Street
-  Management strategy in place for a demountable ramp to enable wheelchair access
-  Level access from THG Spa and Car Park
-  Vehicle access from Kennedy Street via ramp in adjacent building.
-  Passenger lift serving all floors allowing wheelchair access every level
-  Accessible car parking space at basement level.

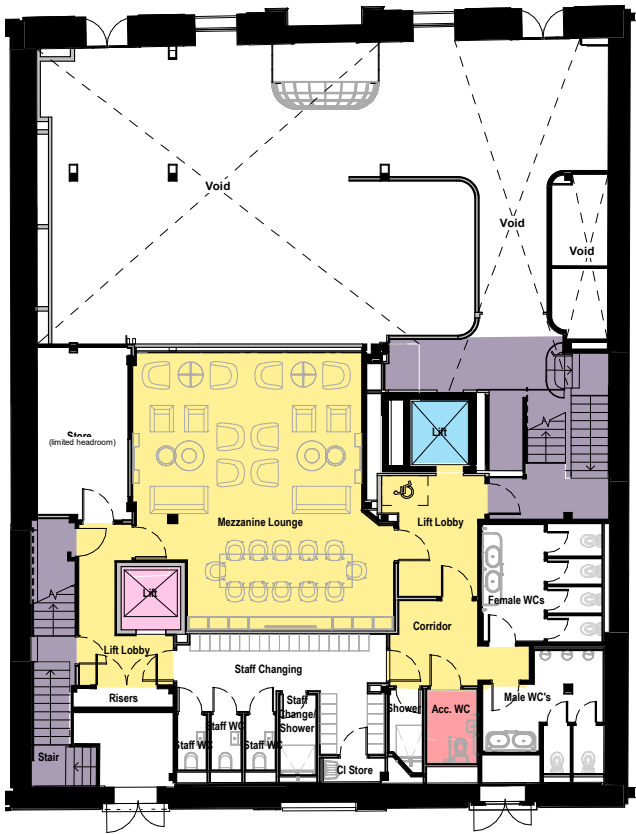
Servicing & Access
6.3 Inclusive Access



Basement Floor



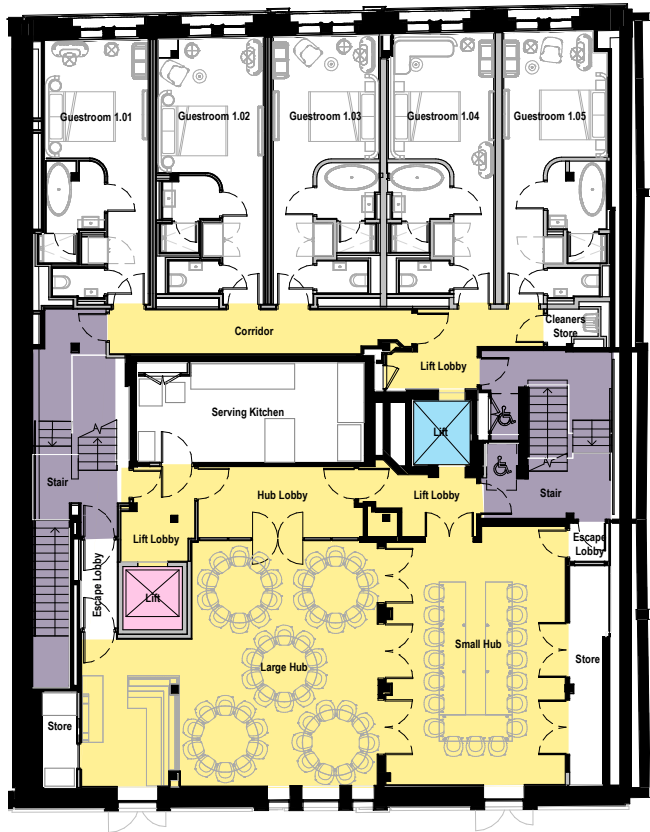
Ground Level



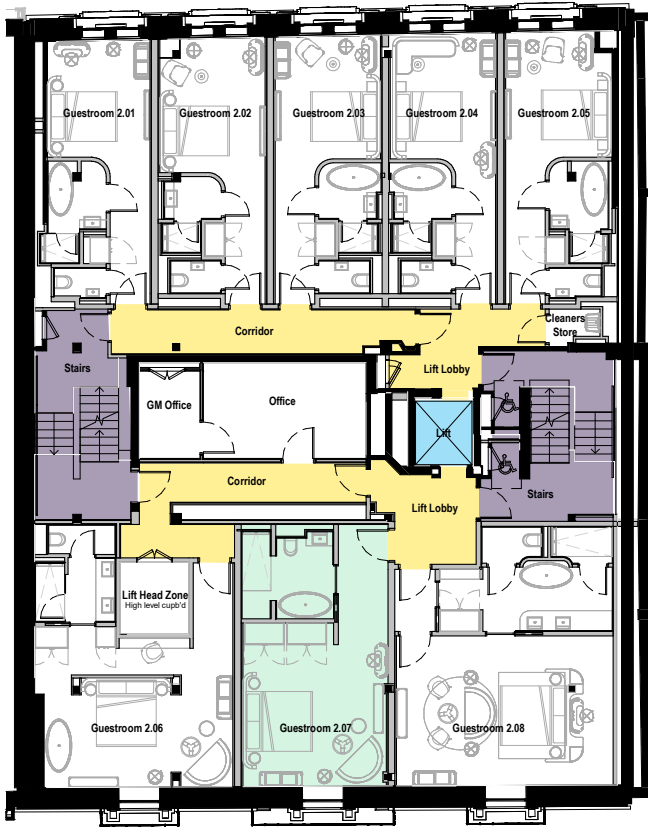
Mezzanine Level

- Wheelchair Accessible route
- Accessible WC
- Accessible Shower and WC
- Accessible Guestroom
- Passenger Lift
- Goods / Passenger Lift
- Fire Escape
- Accessible Parking Bay

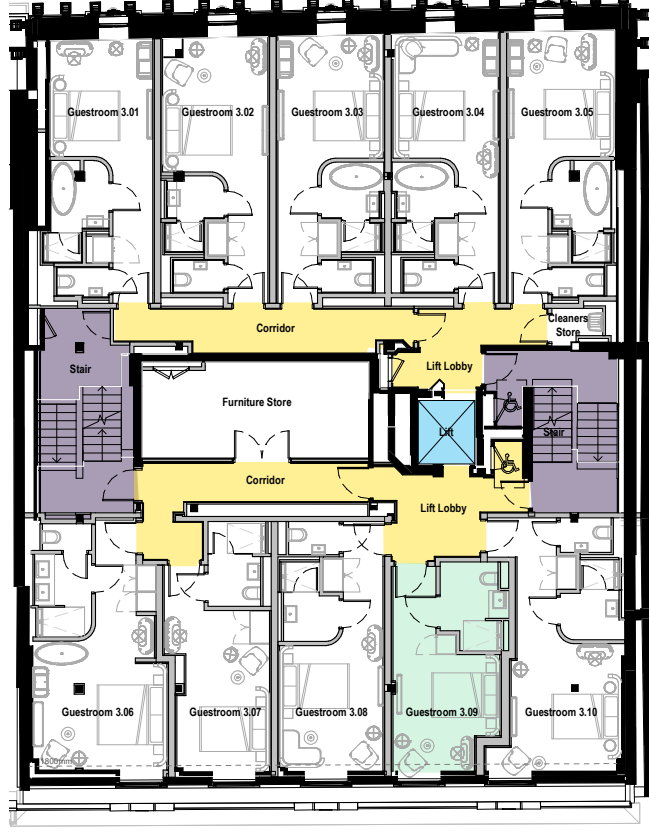
Servicing & Access
6.3 Inclusive Access



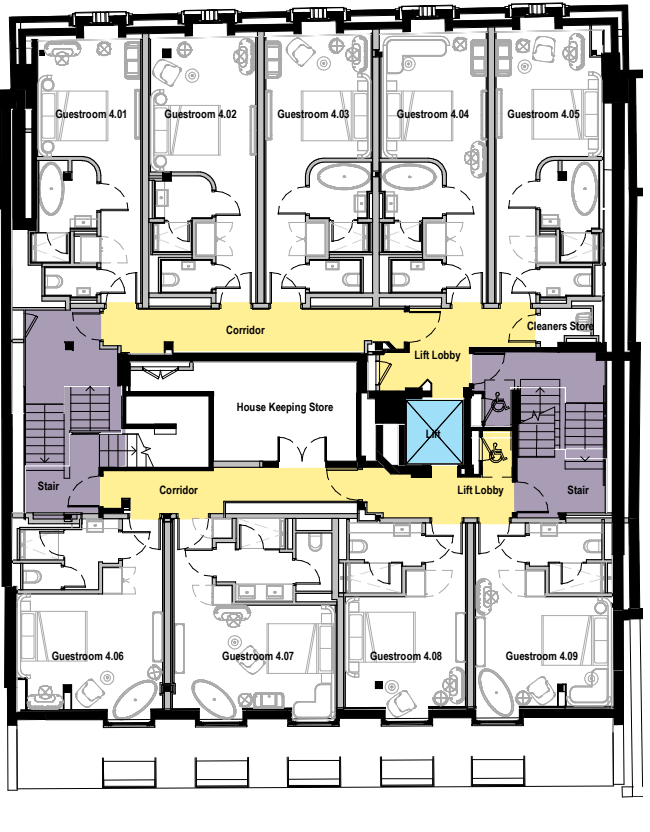
First Floor



Second Floor



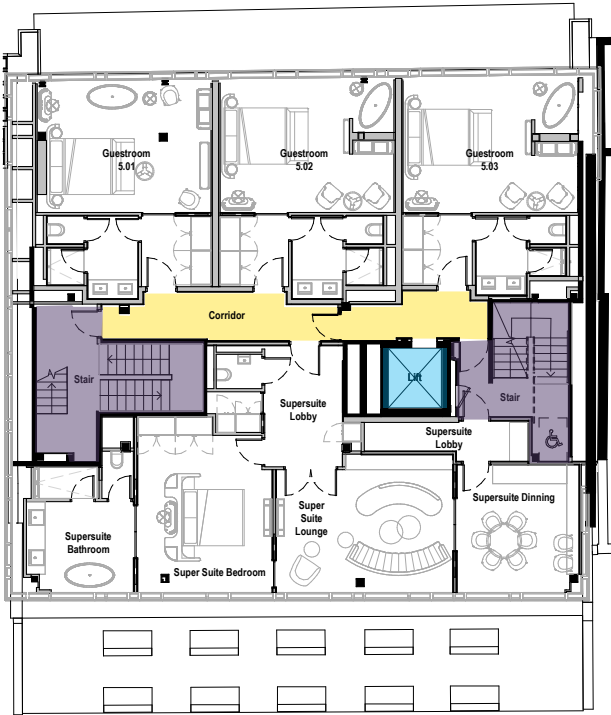
Third Floor



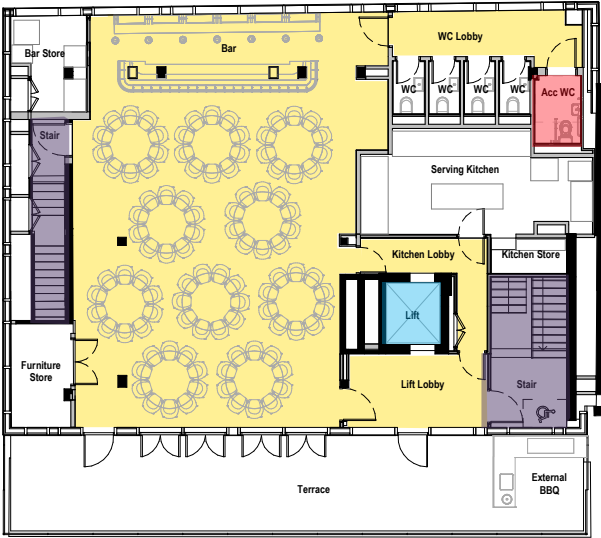
Fourth Floor

- Wheelchair Accessible route
- Accessible WC
- Accessible Shower and WC
- Accessible Guestroom
- Passenger Lift
- Goods / Passenger Lift
- Fire Escape
- Accessible Parking Bay

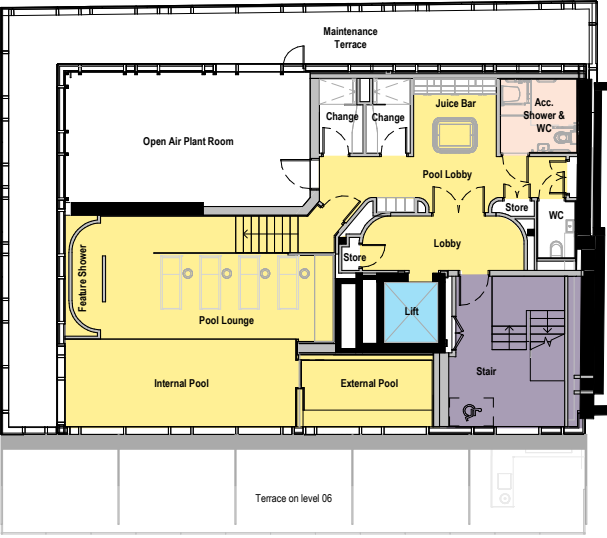
Servicing & Access
6.3 Inclusive Access



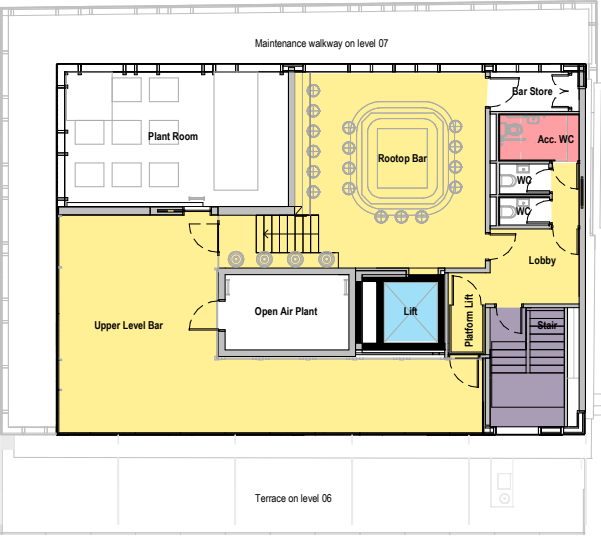
Fifth Floor



Sixth Floor



Seventh Floor



Eighth Floor

- Wheelchair Accessible route
- Accessible WC
- Accessible Shower and WC
- Accessible Guestroom
- Passenger Lift
- Goods / Passenger Lift
- Fire Escape
- Accessible Parking Bay

Servicing & Access

6.4 Waste Strategy

Overview

We will be using the existing bin store within the KSTH hotel for waste storage. The Hotel operations team have assessed the current capacity and frequency of collection and confirmed that the additional waste produced by the adjacent Spa facility and the uplift in accommodation shown for the proposed hotel scheme can be incorporated into the current provision/ waste strategy. Please refer to the MCC Waster Proforma in the appendix and in the Waste Management Strategy.

Capacity & Collection

Below is the number and capacity of bins that are existing:

- 2 No. x 1100L Euro-bin - General Waste
- 3 No. x 240L Wheelie Bin - Glass recycling
- 2 No. x 240L Wheelie Bin - Food Waste
- 1 No. x 33CuM - Cardboard Baler

The existing collection frequency is outlined below:

- General Waste - 5 days a week
- Glass recycling - 2 days a week
- Food Waste - 3 days a week
- Cardboard - 2 days a week

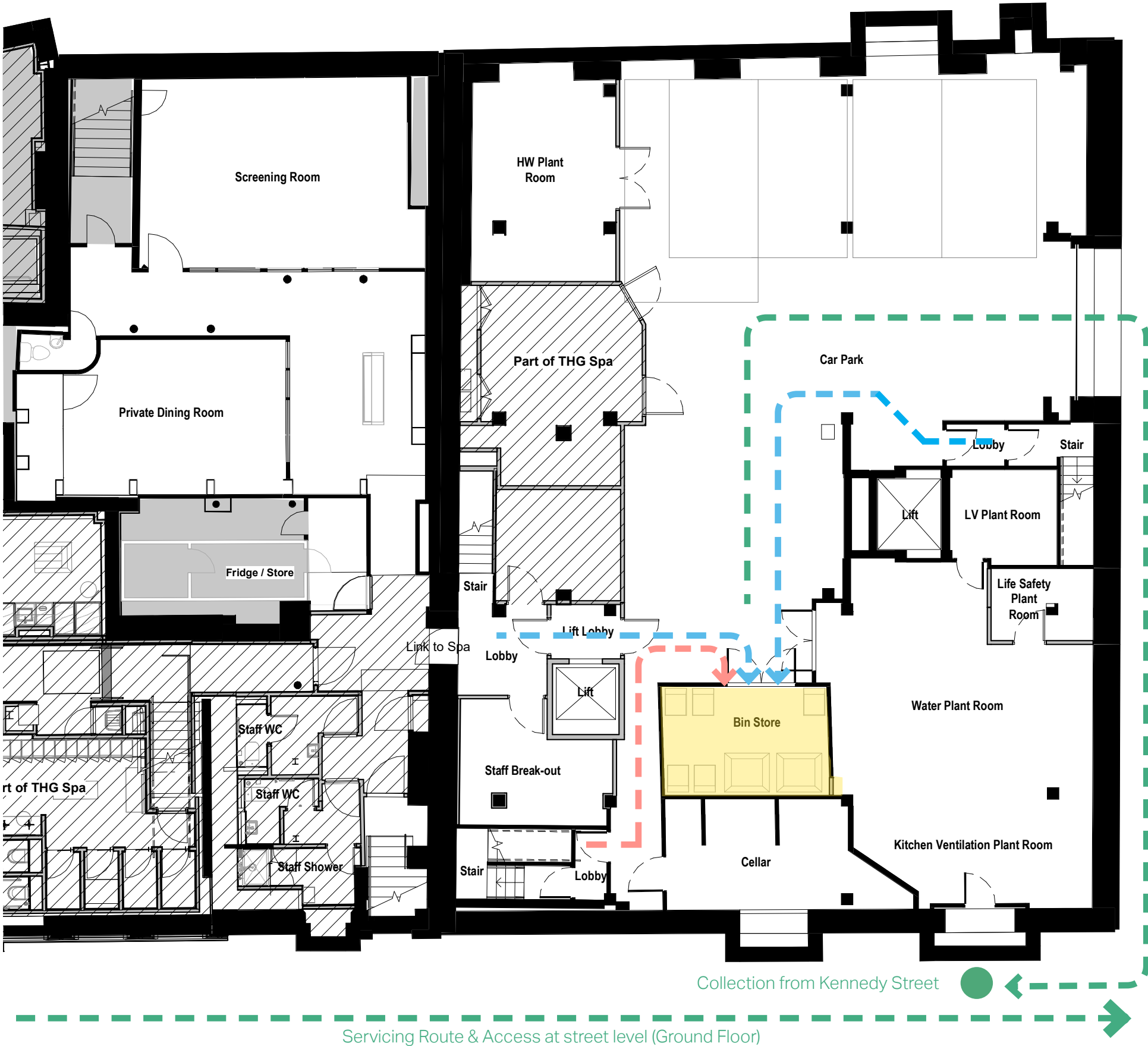
Below is the number and capacity of bins that are proposed:

- 2 No. x 1100L Euro-bin - General Waste
- 3 No. x 240L Wheelie Bin - Glass recycling
- 2 No. x 240L Wheelie Bin - Food Waste
- 1 No. x 33CuM - Cardboard Baler

The proposed collection frequency is outlined below:

- General Waste - 7 days a week
- Glass recycling - 4 days a week
- Food Waste - 4 days a week
- Cardboard - 4 days a week

Collection will be from Kennedy Street at ground level. Existing hotel has a managed strategy of taking the bins up manually overnight to Kennedy Street where they have an arranged pick-



- ➡ Waste removal route manual/collection vehicles
- ➡ Waste removal route from KSTH Kitchen.
- ➡ Waste removal route for THG Spa and FOH KSTH.

Servicing & Access
6.5 Servicing Strategy

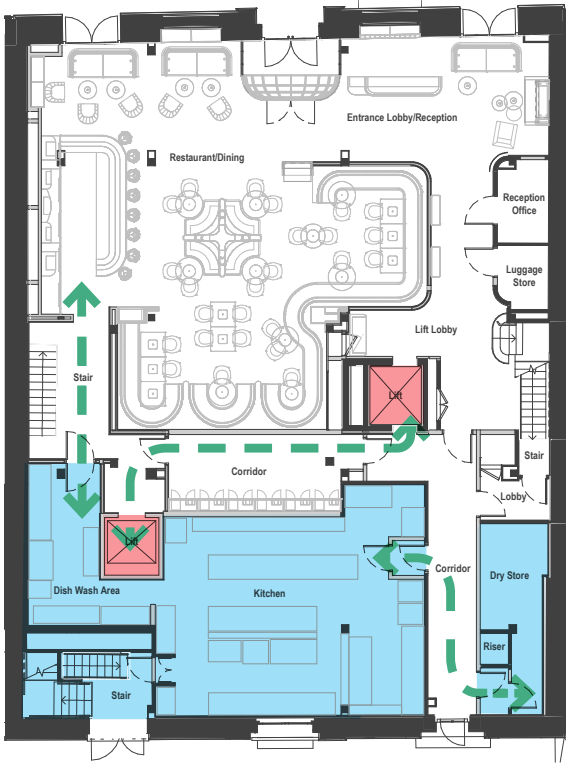


Basement Floor

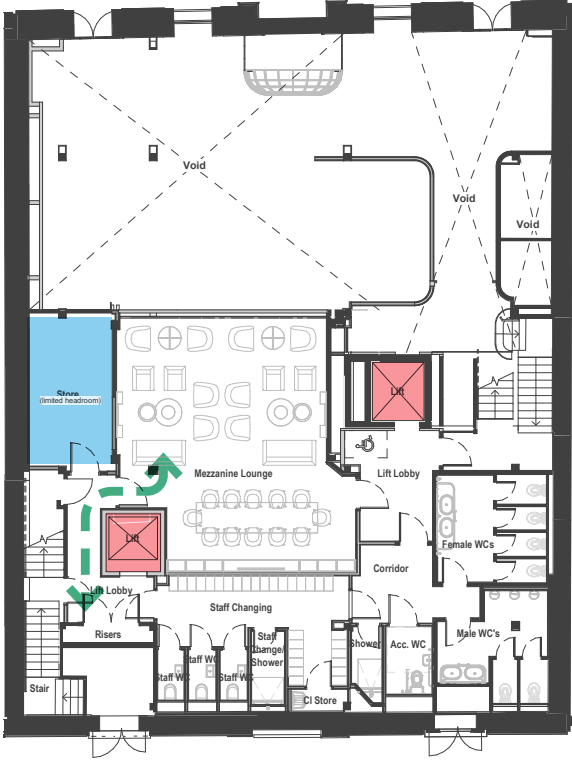
The proposals for King Street Townhouse Hotel include separate kitchen facilities and associated stores adjacent to each of the main F&B/Events Spaces to limit the crossover between guests and BOH activities as much as possible.

The introduction of floor specific cleaners stores on guestroom levels also limits the housekeeping use of the guest lifts to allow more availability for guests.

The diagrams illustrate the back of house areas and the service routes through the building.



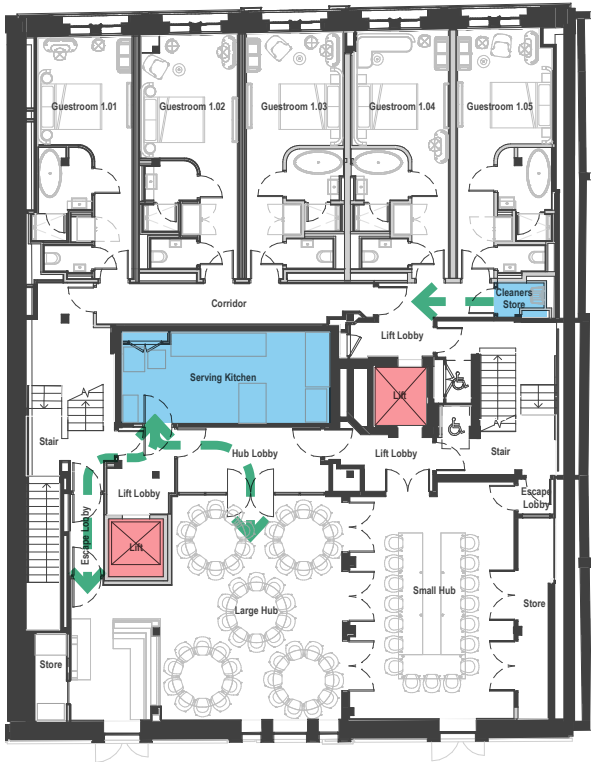
Ground Level



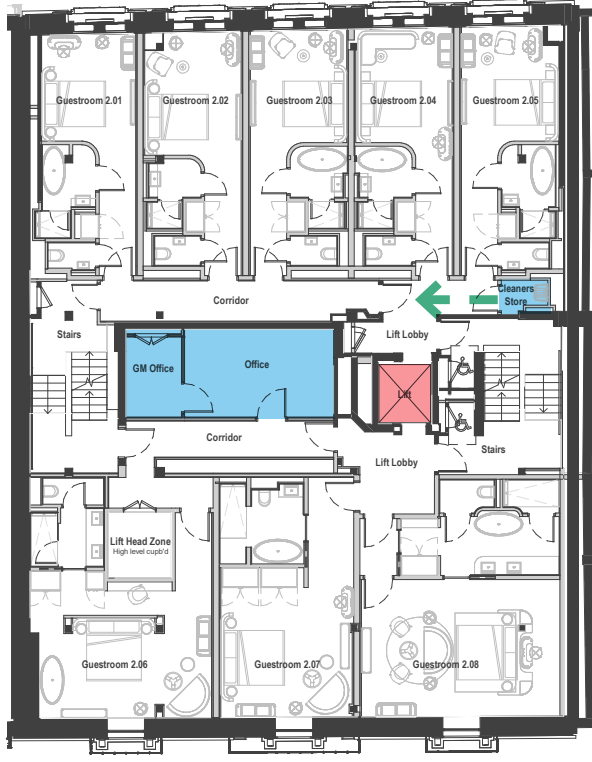
Mezzanine Level

- ➡ Staff servicing routes
- Passenger lift serving all floors allowing waste to be transported to the basement for disposal
- Back of house stores/servicing areas

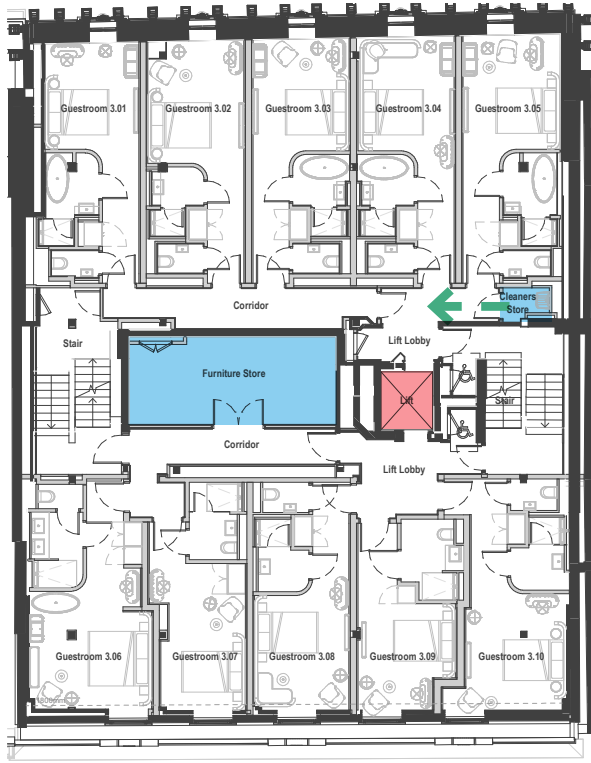
Servicing & Access
6.5 Servicing Strategy



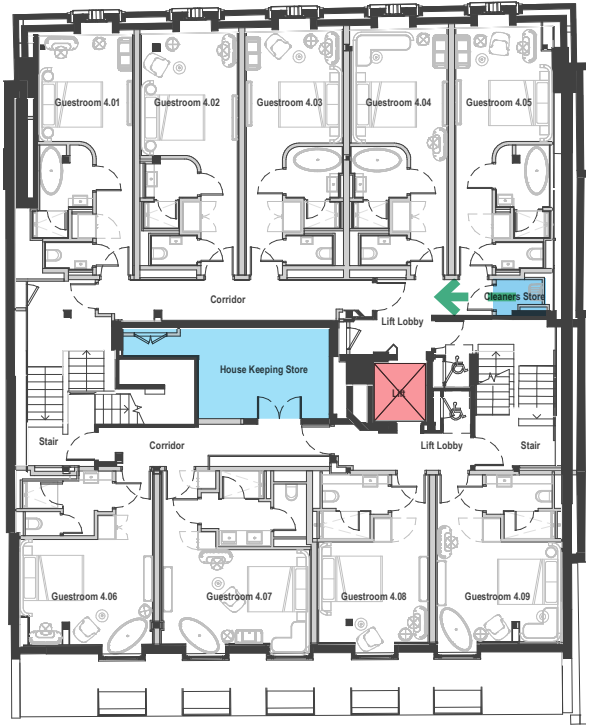
First Floor



Second Floor



Third Floor



Fourth Floor

- ➡ Staff servicing routes
- Passenger lift serving all floors allowing waste to be transported to the basement for disposal
- Back of house stores/servicing areas