

REPORT

The Hut Group

King Street Town House

27/05/2021

Transport Statement

Report control

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Appendix A Selected Proposed Floor Plans

1 Introduction

Background

- 1.1 Vectos has been commissioned by The Hut Group to provide traffic and transportation advice to support a planning application to re-develop King Street Town House (KSTH), Manchester.
- 1.2 KSTH is located at 10 Booth Street within Manchester city centre. The location of the site in the context of Manchester City Centre is shown below in **Figure 1.1**. The sites location in more detail is given in **Dwg 11177-XX-TP-A-01-0101** along with The Hut Groups ownership of neighbouring buildings.

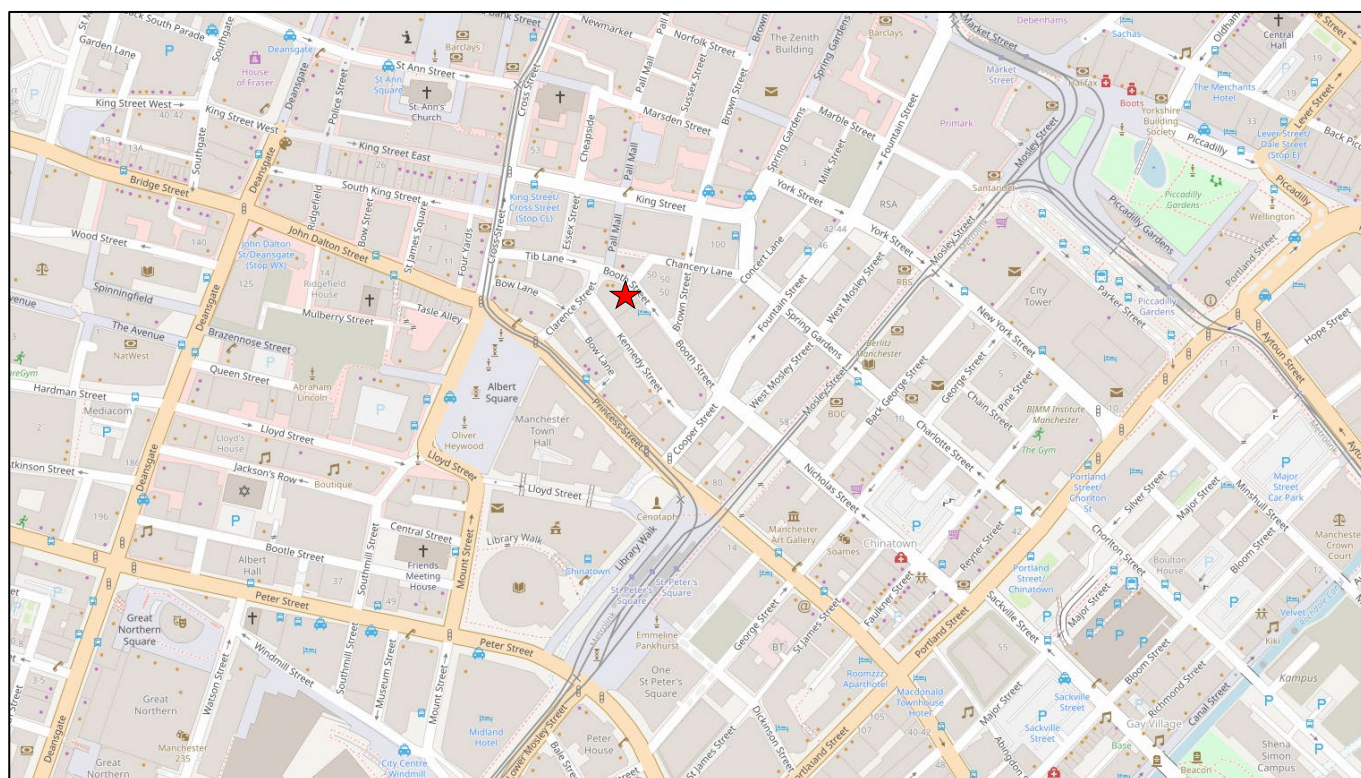
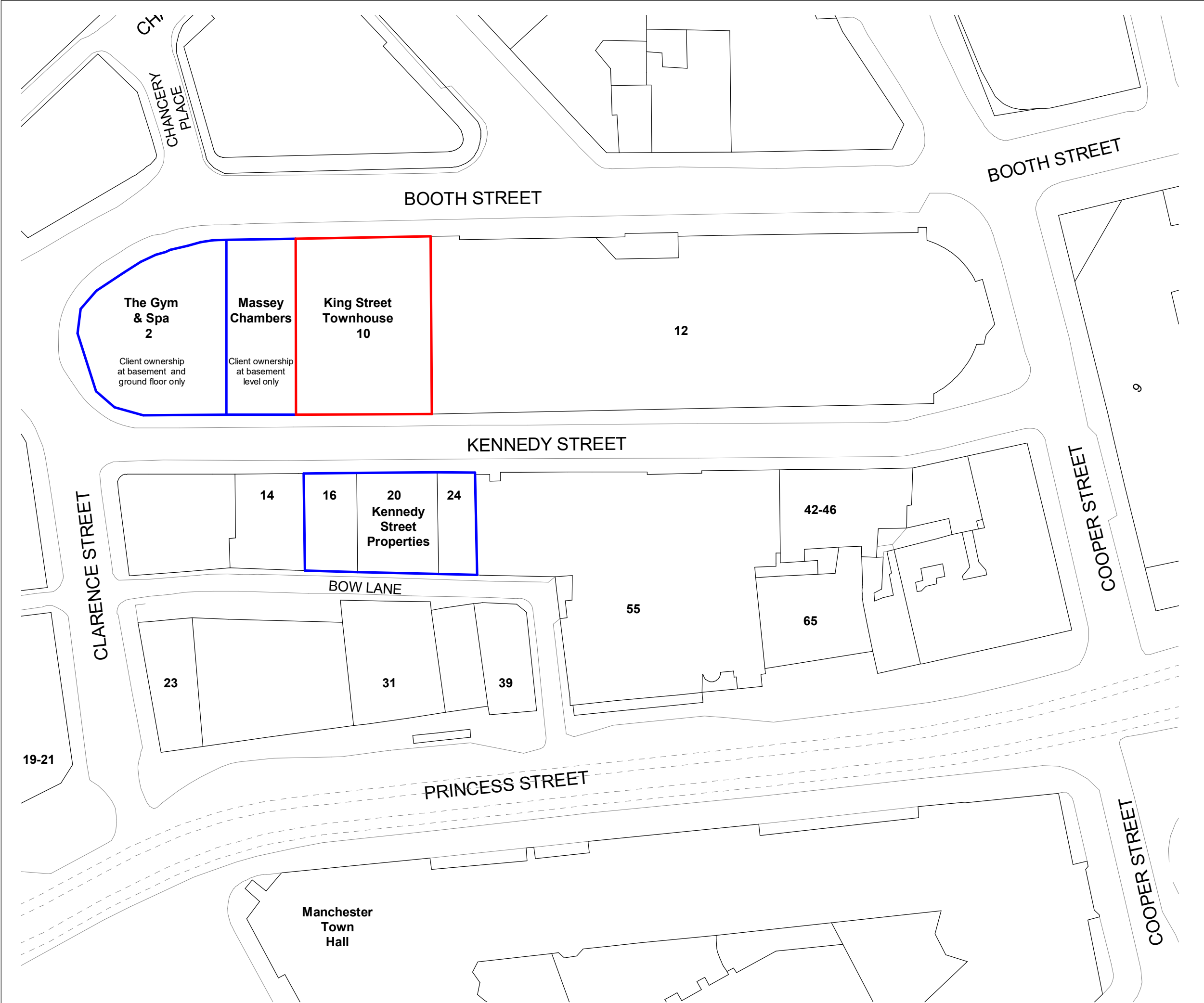


Figure 1.1 Site Location

- 1.3 KSTH is a Grade II listed former bank built in 1874 which was renovated in 2015 to a 4* deluxe hotel. That hotel currently benefits from 40 rooms, a gym, spa & pool, the King Street Tavern, an all-day drink and dining venue, a Screening Room and event space. The development proposal is to refurbish the hotel to provide the following:

The internal refurbishment of the existing King Street Townhouse Hotel, new eighth floor rooftop extension and replacement of the existing façade at fifth, sixth and seventh floors and associated works

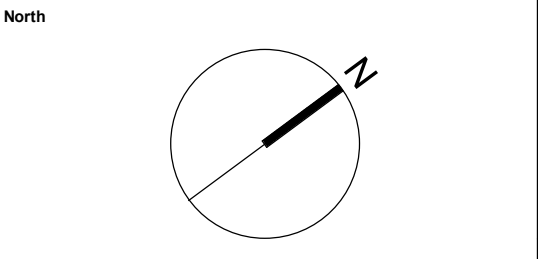
- 1.4 The refurbishment will result in the loss of two guest rooms, a product of increasing the variety of guest room types available as well as creating a larger supersuite on the fifth floor. With the rooftop extension there is extra event/function space.



Keyplan

Proposed Site

Other buildings within Client's ownership



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Scalebar

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PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects 30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Site Plan				
Scale @A3 1:500	Status Planning	Suitability S2	Revision PO1	
Project Code 11177	Originator - EPR	Zone - 00	Level - XX	Type - TP
Role - A	Class - 01	No		

- 1.5 KSTH benefits from up to 6 basement parking spaces (depending on storage requirements) accessed from Kennedy Street in an access shared with No 12 Booth Street. This level of parking provision will reduce to 4 spaces (one accessible) as some of the basement space is repurposed.
- 1.6 The development of KSTH is separate to a development by The Hut Group of Kennedy Street Properties located to the south of KSTH accessed off Kennedy Street.

Scope of Report

- 1.7 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, and references the pre-application advice provided by the Council. Following this introduction, the report provides the following information:
- Section 2 – A review of the national and local policy context;
 - Section 3 – A review of baseline conditions;
 - Section 4 – A review of the accessibility of the site by sustainable modes;
 - Section 5 – A description of the development proposals, and its transport strategy;
 - Section 6 – Report summary and conclusions.

2 Planning Policy Overview

National Planning Policy Framework

- 2.1 The main source of national policy regarding the transport planning aspects development can be found in the Department of Communities and Local Government 'National Planning Policy Framework' which was published in February 2019.
- 2.2 At the heart of the Framework is a presumption in favour of sustainable development. In accordance with national policy, it is considered that the development constitutes a sustainable form of development within walking and cycling distance of local residential development and public transport links.
- 2.3 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 109 goes on to state that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Local Planning Policy

- 2.5 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document and also the emerging Greater Manchester Spatial Framework (GMSF).

Manchester Core Strategy

2.7 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city.

2.8 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

'Improve choice by developing alternatives to the private car.'

'Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- *Pedestrians and disabled people,*
- *Cyclists, public transport,*
- *Commercial access,*
- *General off peak traffic,*
- *General peak time traffic.'*

2.9 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

'Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.'

'Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'

Greater Manchester Spatial Framework

2.10 The emerging GMSF sets out a framework for development within the Greater Manchester region. It outlines a number of policies. Of relevance is Policy N7, which states:

'Greater Manchester's authorities will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.'

'Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing showers, changing facilities and lockers for cyclists and walkers.'

3 Baseline Conditions

Site Location

- 3.1 The front door access to KSTH is at 10 Booth Street located to the north-east of Albert Square in Manchester City Centre. An aerial view of the site showing the approximate boundary, is provided as **Figure 3.1** below.

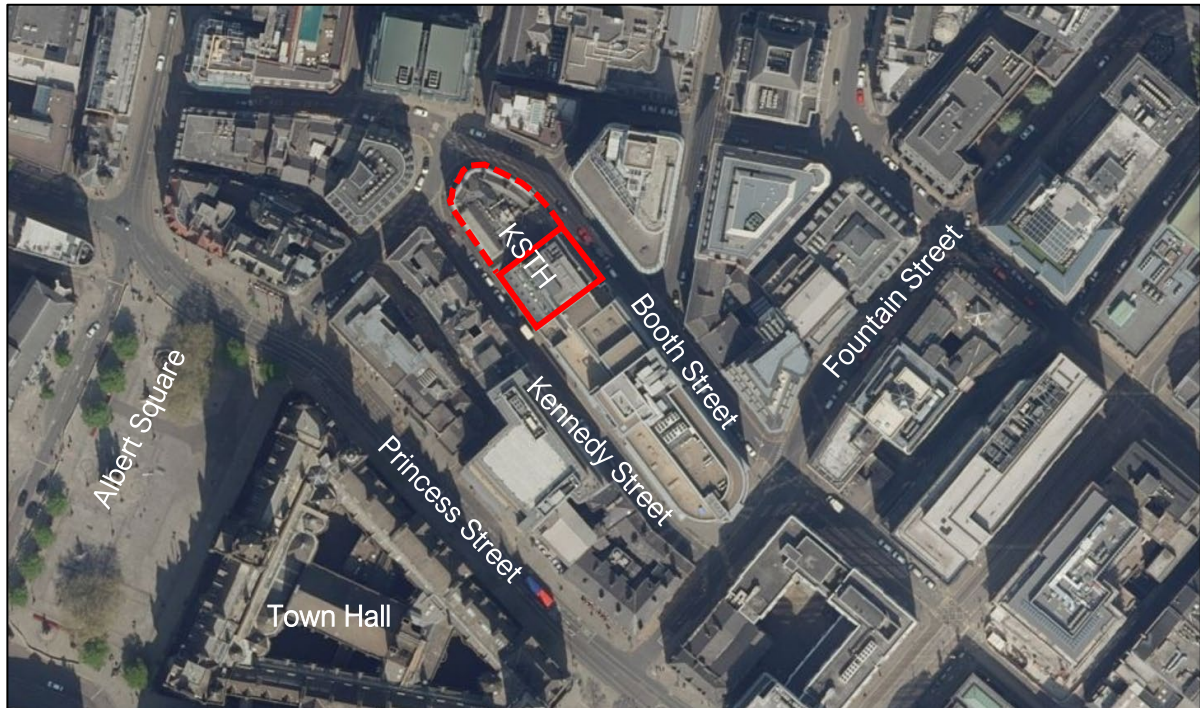


Figure 3.1 Existing Site Location & Context

King Street Town House Access

- 3.2 The front entrance for KSTH is from Booth Street as shown in **Figure 3.2** below and this provides a step free access.



Figure 3.2 Booth Street and the KSTH Entrance

- 3.3 KSTH has a basement car park and service area accessed from Kennedy Street sharing the basement access to No 12 Booth Street as shown in **Figure 3.3**.

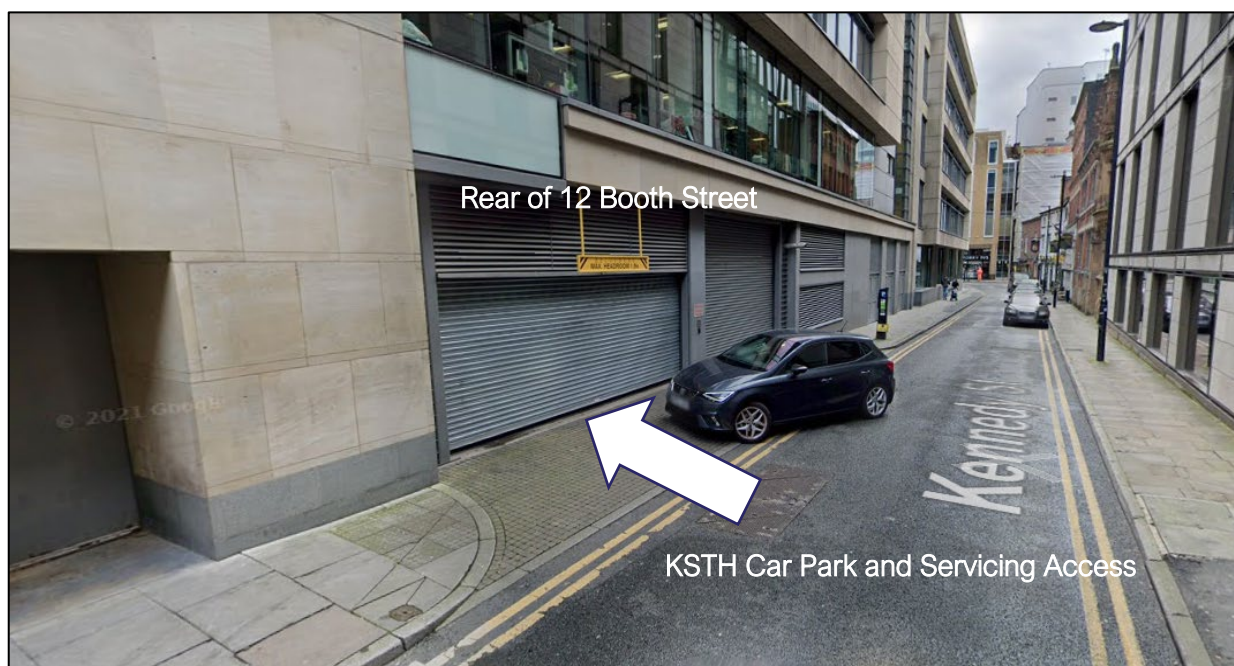


Figure 3.3 Booth Street and Access to the KSTH Car Park & Service Bay

- 3.4 Loading for KSTH is also made from this access on Kennedy Street. It can be seen that there is a Height Limit of 1.9m at this access which limits the size of vehicles accessing KSTH here.
- 3.5 The nature of the basement car park and service area is shown in **Figures 3.4, 3.5 and 3.6** below. It is can be seen that there is space for around 6 vehicles to park subject to how the storage space is used and that vans can access this area.



Figure 3.4 Basement Car Park

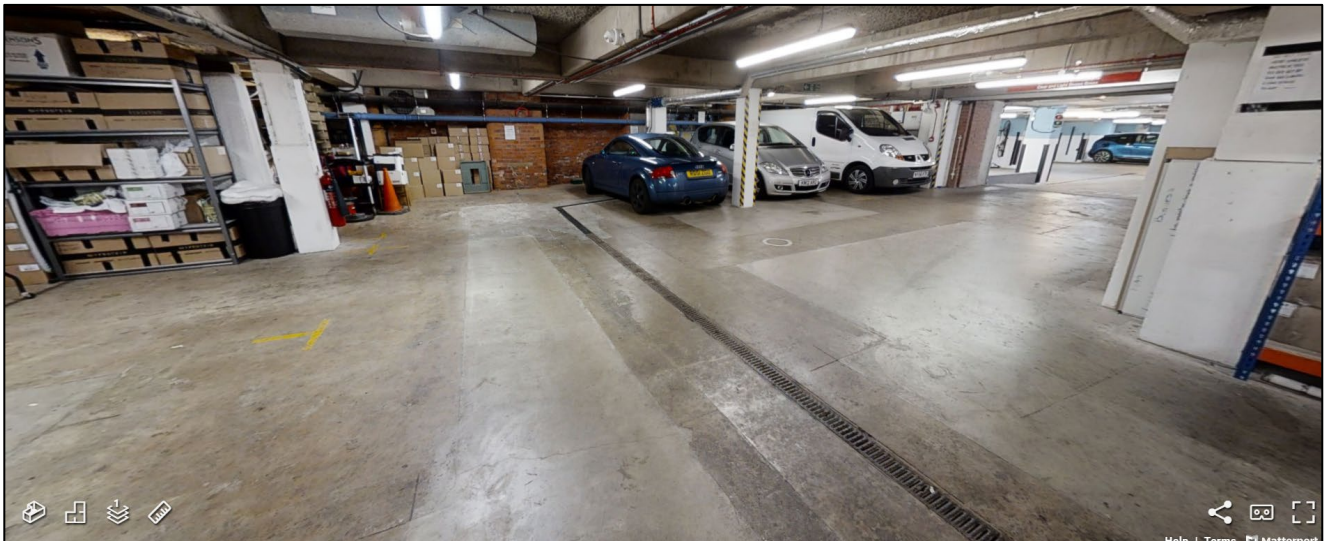


Figure 3.5 Basement Car Park

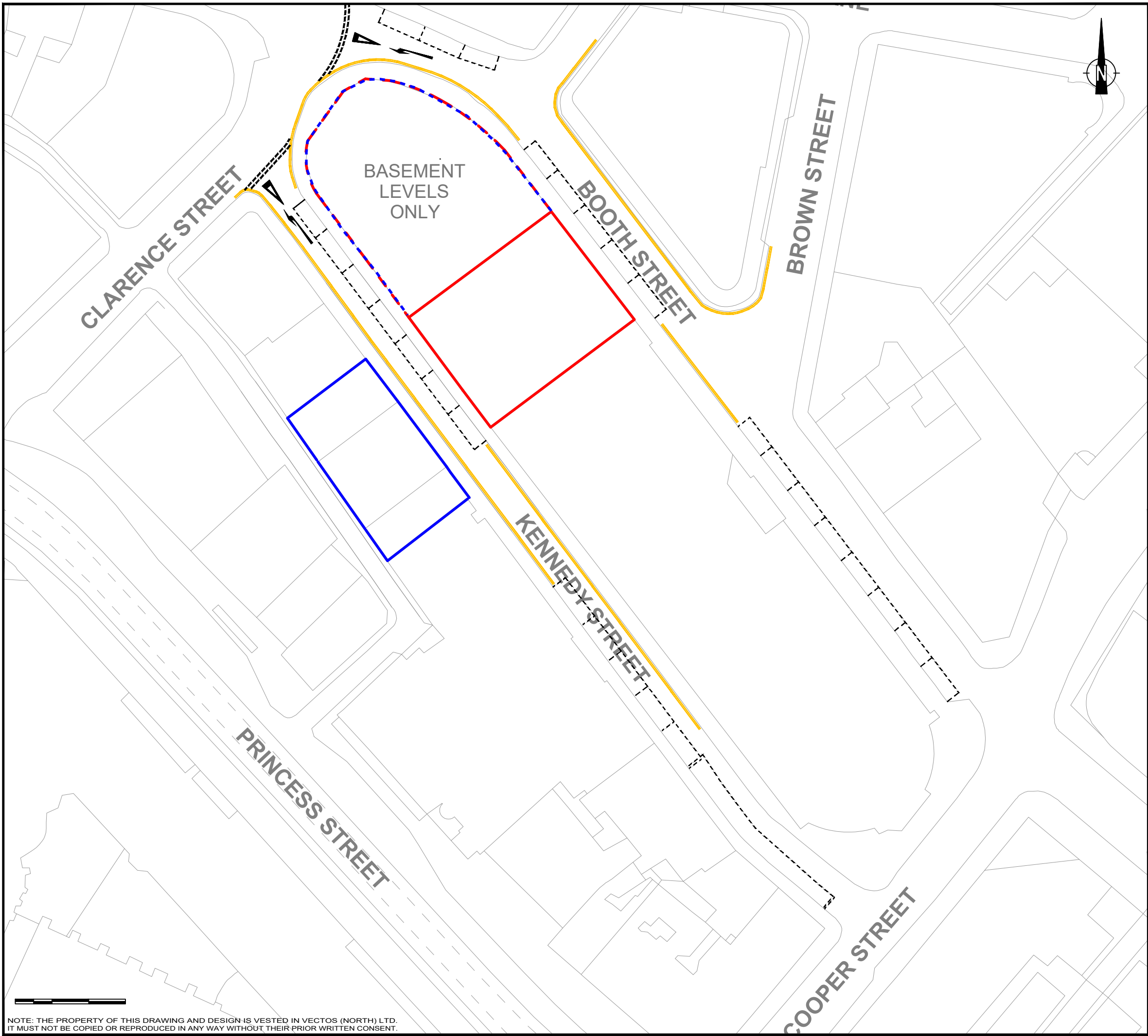


Figure 3.6 Egress of Basement Car Park (looking towards No12 Booth St Basement)

- 3.6 It can be seen from **Figure 3.6** that there are access control signals to avoid conflict with other vehicles on the access ramp.

Surrounding Highway Network

- 3.7 The site is located on Booth Street which links Fountain Street to the east of the site and Clarence Street to the west. Booth Street is one way westbound, west of Brown Street and one way eastbound east of that junction. Booth Street like all the streets in the city centre is subject to a 20mph speed limit.
- 3.8 Booth Street is around 7m wide with accompanying footways that are around 2m in width. In front of King Street Town House there is a row of on-street parking providing 5 Pay & Display parking spaces. Elsewhere on Booth Street there are 3 spaces to the west and a row of 8 spaces to the East. Other on-street parking is available in the immediate vicinity on Brown Street, Chancery Lane and Kennedy Street.
- 3.9 **Plan VN201751-D200** overleaf shows the site in relation to the surrounding on street parking provision.
- 3.10 For guests arriving by car, there are numerous public car parks available in the area within a 10-minute walk including the China Town Car Park around a 250m walk or the Multi-Storey Car Parks of King Street West, or Chorlton Street around 400m away.
- 3.11 Licenced Hackney Black cabs are plentiful in Manchester allowing people to hail a cab on street or from the taxi ranks on Albert Square or Cross Street around 250m away.



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

- Proposed Site
- Other buildings within clients ownership

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
The Hut.com Ltd

PROJECT:
King Street Town House,
Manchester

DRAWING TITLE:
Existing Site Arrangement

SCALES:
1:500 at A3

DRAWN: WD	CHECKED: GD	DATE: 20.11.20
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4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

DRAWING NUMBER: VN201751-D200	REVISION: .
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Road Safety Review

- 3.12 The online version of the TfGM accident database has been interrogated to review the level of accidents in the immediate vicinity of the proposed development. The database records data collected by the police about road traffic accidents which involve a personal injury. **Figure 3.7** below shows the accident plot for the area surrounding the site over the most recent five-year period for which data is available.

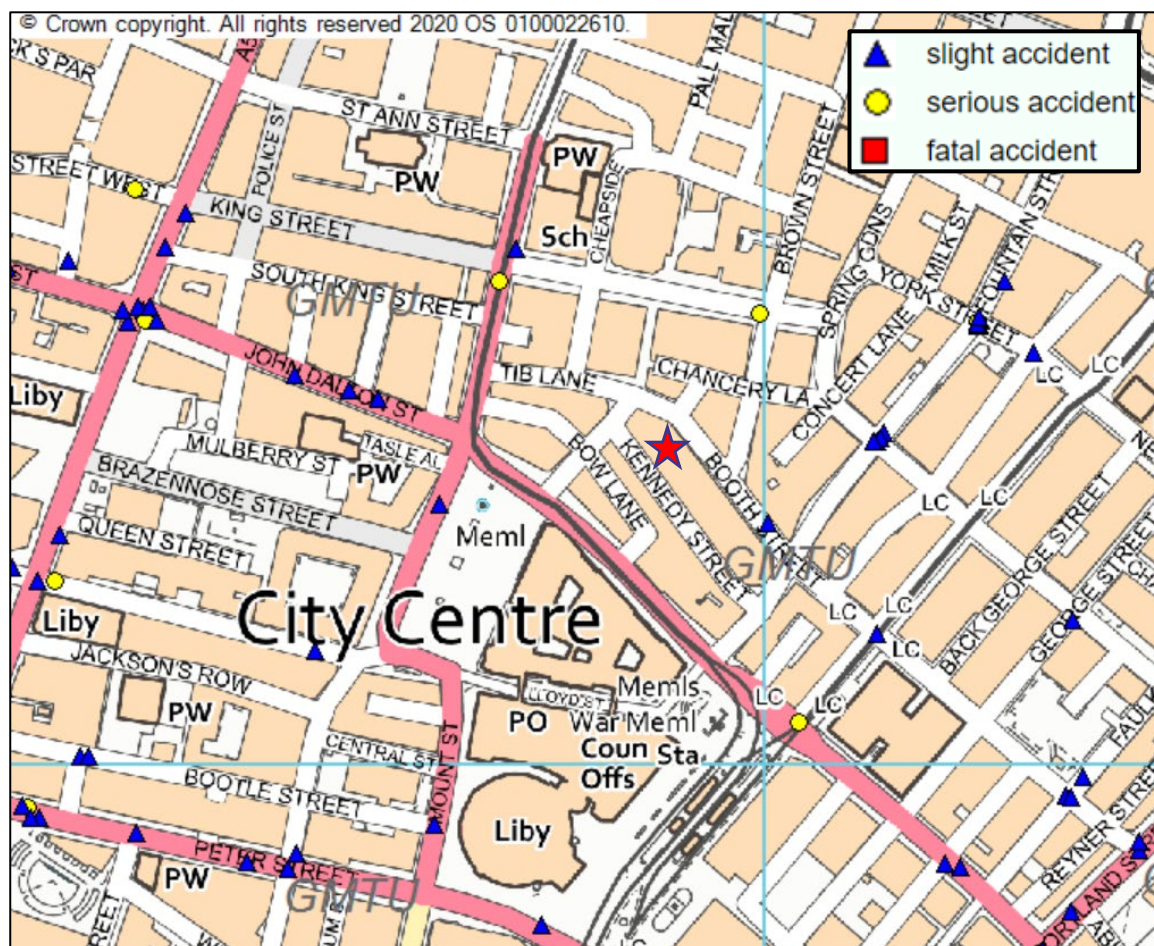


Figure 3.7 Accident Data (Source: TfGM Database)

- 3.13 As can be seen, over 5 years there have been very few accidents in the area and only one slight accident on Booth Street and small groups of minor accidents at the cross road junctions on Fountain Street.
- 3.14 Based on this review, it can reasonably be concluded that there is no notable accident risk on the local highway network there is no evidence of any appreciable safety issues affecting development.

4 Audit of Accessibility by Sustainable Travel Modes

Accessibility on Foot

- 4.1 The site is located in the heart of Manchester City Centre and its many facilities and amenities are within a short walk of the site. In practice a walk of around 20 minutes covers most of the city centre and all the main transport interchanges.
- 4.2 As noted earlier, the city centre benefits from streets designed to a 20mph speed limit which helps the accident record described above and substantial parts of the city have been pedestrianised. Manchester City Centre benefits from good footway provision, good signage, good lighting and for those with mobility issues there are dropped kerbs and tactile paving at most highway crossings. On busier roads there are signalled pedestrian crossings.
- 4.3 An audit of the footways around the site show that around the new developments including 12 Booth Street and Chancery Place, the footways have been upgraded to yorkstone paving while the historic buildings on Booth Street have an asphalt surface. The condition of the footways around the site are described in the Figures below.



Figure 4.1 Footway Condition Booth Street o/s KSTH



Figure 4.2 Tactile Paving at Chancery Place Junction with Booth Street



Figure 4.3 Footway Condition at Brown Street Junction with Booth Street

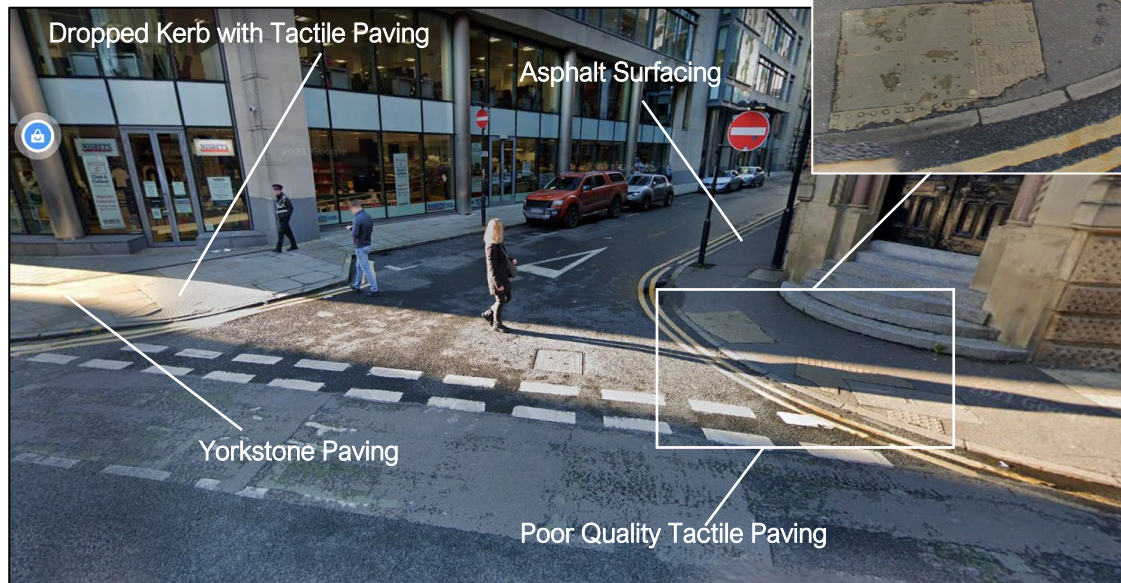


Figure 4.4 Footway Condition at Booth Street Junction with Fountain Street

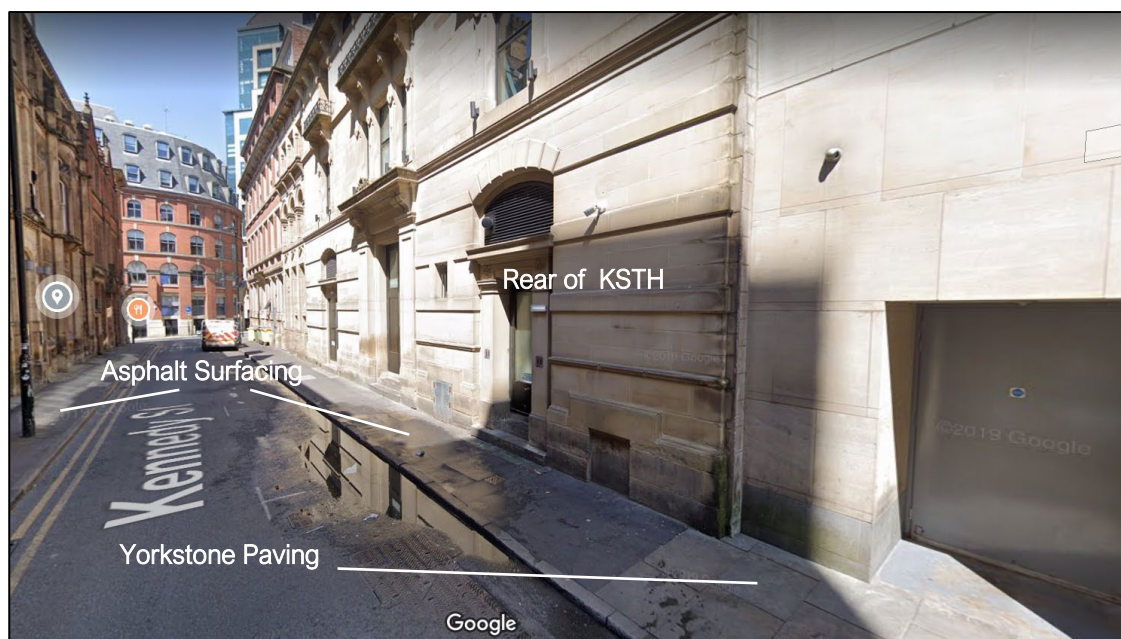


Figure 4.5 Footway Condition at on Kennedy Street to rear of KSTH

- 4.4 All the crossings in the area benefit from dropped kerbs and tactile paving which are of reasonable or good quality. However, at the eastern end of Booth Street, the surface mounted tactile paving has effectively worn away or been removed due to access to the utility chamber.
- 4.5 As there are no constraints in terms of footway width, no level changes to negotiate and that the street lighting is good, it is considered that there are no significant barriers to pedestrian movement in the area and that pedestrian access to the site is realistic option for both staff and visitors.

Accessibility by Bicycle

- 4.6 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.7 A 5-kilometre cycle catchment from the site is shown in **Figure 4.6** overleaf. This shows that the cycle catchment of the site includes the residential areas of the immediate Manchester urban area including Whalley Range, Old Trafford, Salford, Cheetham Hill and Levenshulme. Thus, a large population is within the potential cycle catchment of the site.

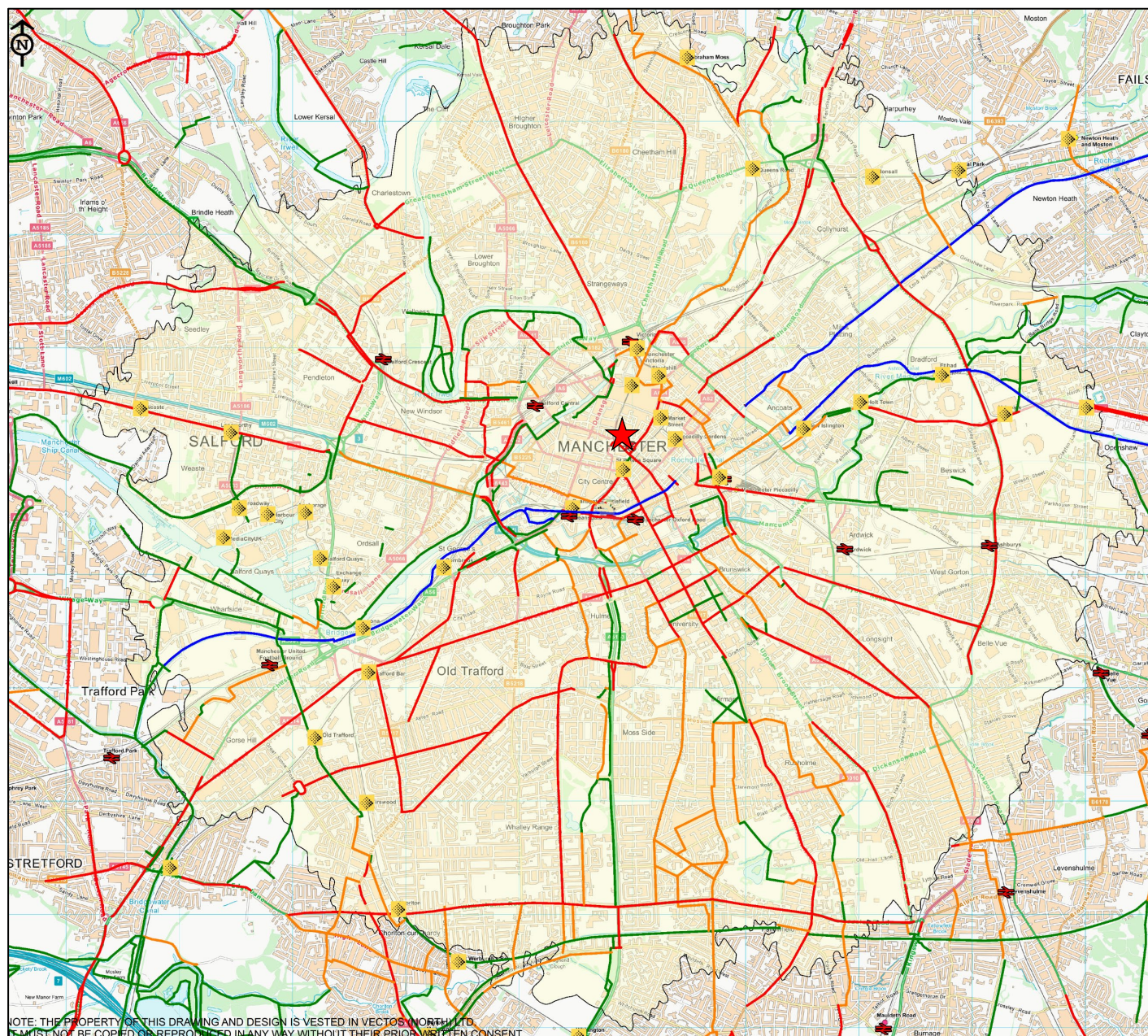


Figure 4.6 **5km Cycle Catchment**

- 4.8 **Figure 4.7** below shows the local cycle facilities including the network of 20mph streets, cycle lanes, the level of cycle parking provision and the local cycle shops available. There is cycle parking within 200m of the site on Albert Square.
- 4.9 It is considered that the site is well located for cycle access.



Figure 4.7 Local Cycle Facilities (Source: TfGM)

Accessibility by Public Transport - Bus

- 4.10 The closest bus stops to the site are located on Princess Street around 100m from the application site.
- 4.11 These services including Services **34/38/50/113/114/191/197/V1/V2/V4/X41/X43** and cover much of the conurbation including the following destinations:
- Stockport/Hazel Grove
 - Accrington
 - Nelson/Rawtenstall
 - Leigh/Worsley
 - Salford Quays
 - Atherton
 - Middleton
 - Walkden
- 4.12 Many of these services are high quality and high frequency. In addition to the above services at the nearest bus stop there are other services available in the city centre which are readily accessible and offer excellent access for much of the conurbation.
- 4.13 Overall, it is considered that the bus services offer an excellent range of services ensuring the site is easily accessible by bus.

Freebus

- 4.14 In addition to the standard bus services available the City Centre benefits from the Freebus service (formerly Metroshuttle) which links all the key transport hubs and major destinations within the town centre.
- 4.15 These offer a high frequency (10mins) quality bus service circulating in the city making access easy, particularly for those that are mobility impaired. There are Freebus stops located on Princess Street and King Street within a short walk of the site.
- 4.16 The Freebus route map is provide overleaf in **Figure 4.8**.

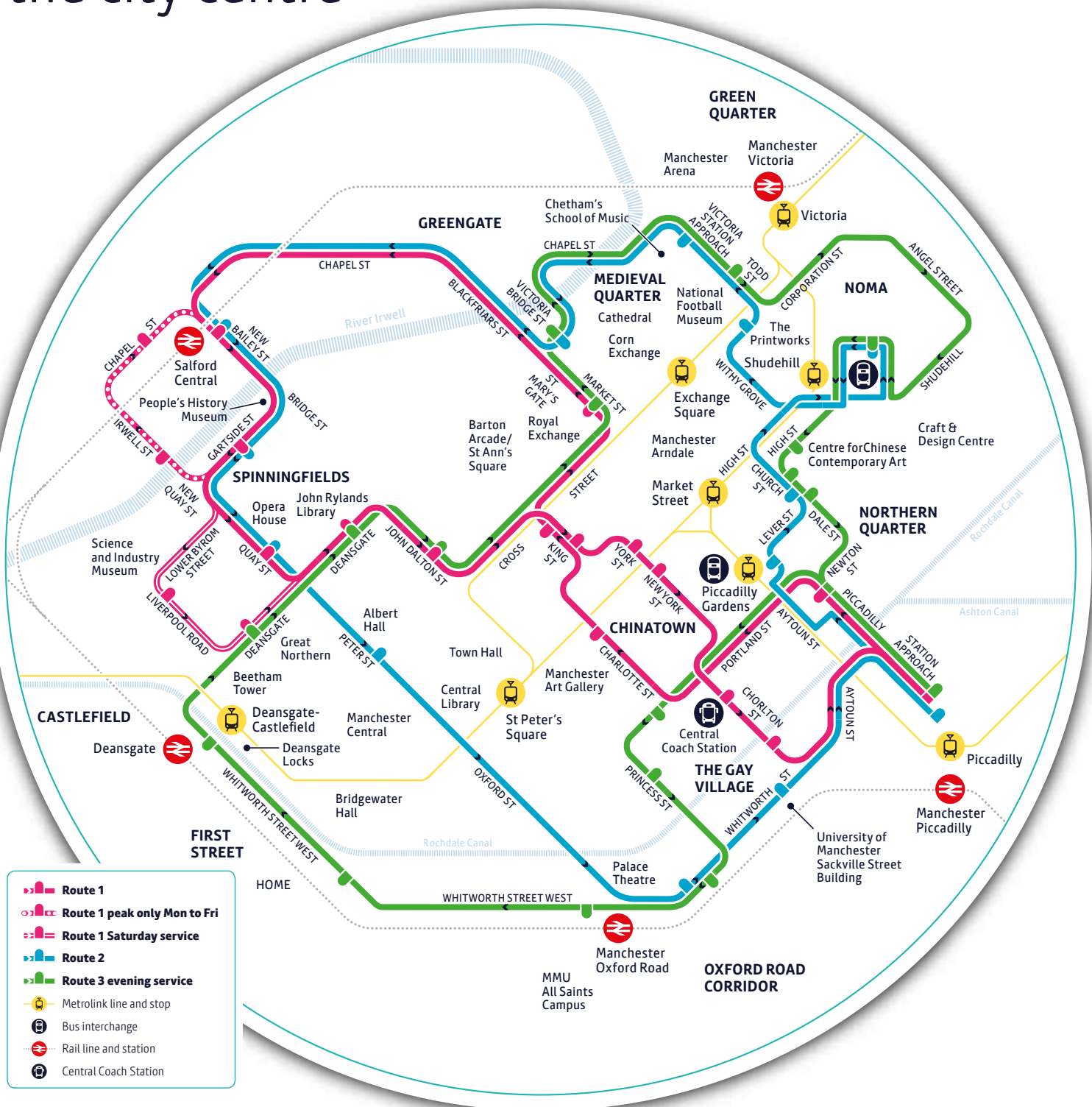
free bus routes around the city centre

Transport for
Greater Manchester

MANCHESTER
CITY COUNCIL

Salford City Council

MAYOR OF
GREATER
MANCHESTER



1

Monday – Friday

Every 10 minutes:

7am – 7:15pm

Peak route only:

7am – 9am and 4pm – 7:15pm

Saturday

Every 10 minutes:

8:20am – 7:15pm

Sunday and public holidays

Every 12 minutes:

11am – 6pm

2

Monday – Friday

Every 10 minutes:

6:30am – 7:10pm

Every 20 minutes:

7:10pm – 11:30pm

Saturday

Every 10 minutes:

8:30am – 7:30pm

Every 15 minutes:

7:30pm – 11:30pm

Sunday and public holidays

Every 12 minutes:

10am – 7pm

3

Monday – Friday

Every 20 minutes:

7:30pm – 11:30pm

Saturday

Every 15 minutes:

7:30pm – 11:30pm

Accessibility by Public Transport - Metrolink

4.17 The nearest Metrolink stop is St Peters Square Deansgate-Castlefield which is around a 300m walk from the site. This station is a major interchange station as shown in in **Figure 4.9** with services to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Altrincham, Eccles, Bury, Oldham, Rochdale and Ashton-under-Lyne. Services to the Trafford Centre are also available via an interchange at Cornbrook.

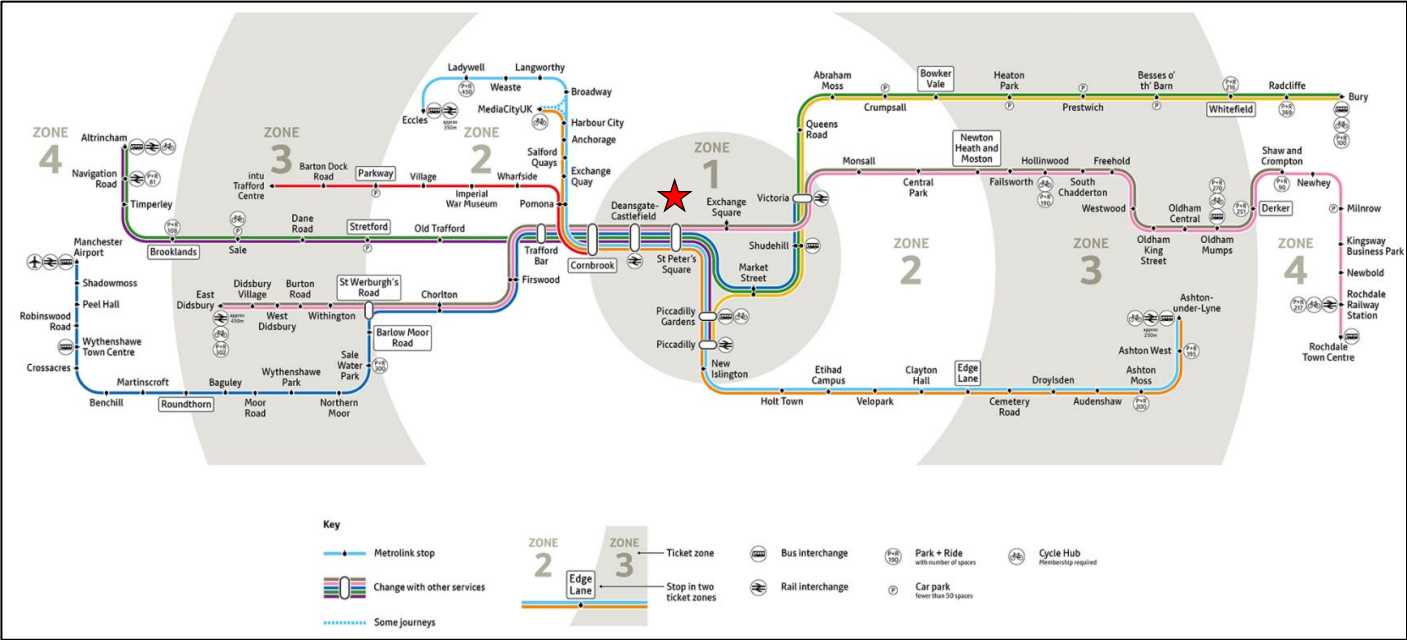


Figure 4.9: Metrolink Network

Accessibility by Public Transport - Rail

4.18 The site is located within a reasonable walking distance (c.12 minutes) of both Manchester Piccadilly and Victoria rail stations. These major rail stations provide excellent connections for longer rail journeys both across the north and nationally making rail an attractive mode of transport for visitors.

5 Proposed Development

Proposed Development

5.1 The development comprises:

“The internal refurbishment of the existing King Street Townhouse Hotel, new eighth floor rooftop extension and replacement of the existing façade at fifth, sixth and seventh floors and associated works”

5.2 The proposed site layout improvements for selected floors are shown in **Appendix A**. In summary, the proposal is for the full refurbishment of King Street Townhouse Hotel, to create a new 38 room luxury, boutique hotel. The loss two bedrooms is a product of increasing the variety of guest room types available as well as creating a larger supersuite on the fifth floor. With the rooftop extension there is extra event/function space.

5.3 The proposed basement plans showing the layout of the parking and service area is shown in **Figure 5.1**. It can be seen that some space in the basement is repurposed and this reduces the available parking provision to 4 parking bays, one of which will be marked out as an accessible parking bay.



Figure 5.1 Proposed Basement Layout

- 5.4 This small change in parking provision is not considered significant given that the site is in a location that is highly accessible by modes other than the car. It is considered that there will be no perceptible change in traffic movements by guests or staff with development as part of the hotel refurbishment. It is expected that the event/function space will attract more people. While the number of person trips is expected to increase with development, the nature of the site with no parking available for attendees and the highly sustainable location means that the implications are not significant, and we have not undertaken a forecast of trips.

Sustainable Access Strategy

- 5.5 As the site is located is highly accessible by sustainable modes, it means that access by public transport or active transport is a realistic prospect and will in fact be more convenient and cheaper than access by car.
- 5.6 No cycle parking is proposed with development given KSTH's historic nature and listed building status, but we have described in Chapter 4 the cycle parking available in the vicinity of the excellent accessibility on foot and by public transport it is expected that the demand for cycling will be low. For those visitors who may want to cycle the guests will be informed of the cycle hire options available which enable cycle to be delivered to the address.

Servicing Strategy

- 5.7 The development is likely to increase some types of service deliveries to the site but even with additional activity on site, it can be largely served by increased loads rather than increased vehicle movements.
- 5.8 Deliveries for KSTH will be via Kennedy Street as per the existing hotel delivery strategy and is indicated in **Figure 5.2** below.

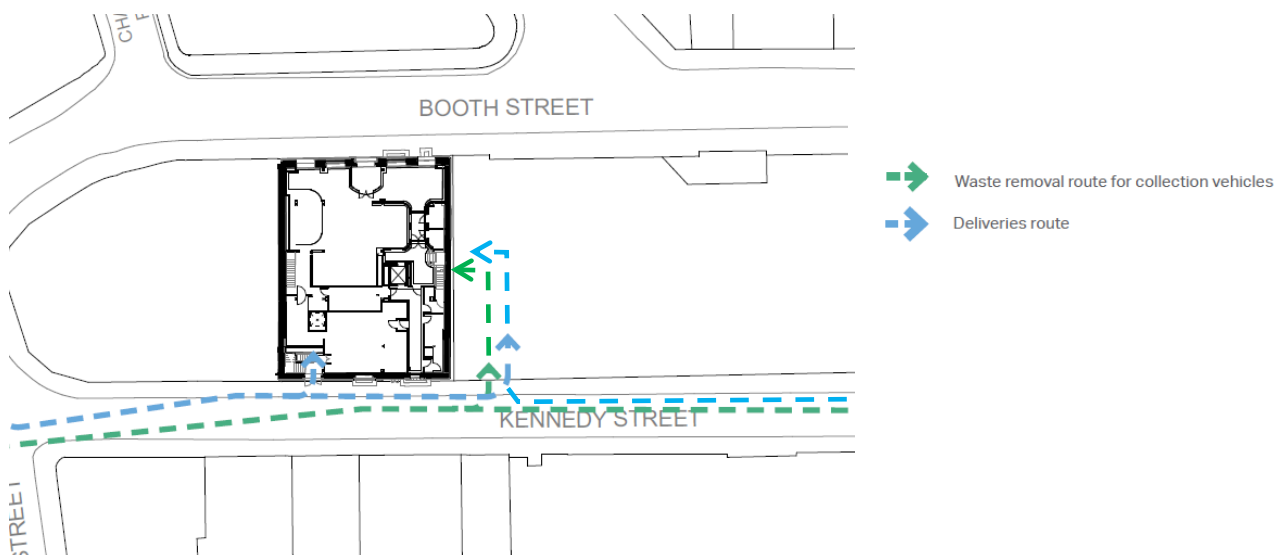


Figure 5.2 Delivery and Waste Collection Routes

5.9 Deliveries will be no earlier than 07.00am and will occur throughout the business day until approximately 6.00pm. It is anticipated that the frequency of deliveries will be as per the existing hotels delivery strategy the number and frequency of which are outlined below:

- Approximately 5 No. morning deliveries per day for 6 days a week. e.g., vegetables, seafood, meat and dry goods.
- Beverages: Approximately 5 No. deliveries per week, e.g., beer, wine, spirits.
- Laundry: Approximately 6 No. deliveries per week

Waste Collection Strategy

5.10 The detail of the waste collection routes in the basement is given in **Figure 5.3** below.



Figure 5.3 Waste Collection Routes

5.11 It is expected that with development there will be a modest increase in refuse collections from 12 collections per week to around 19 per week.

6 Summary & Conclusions

Summary

- 6.1 Vectos has been commissioned by The Hut Group to provide traffic and transportation advice to support a planning application to re-develop King Street Town House (KSTH). KSTH is a Grade II listed former bank built in 1874 which was renovated in 2015 to a 4* deluxe hotel with 40 rooms, a gym, spa & pool, the King Street Tavern, an all-day drink and dining venue, a Screening Room and event space. The development proposal is to refurbish the hotel to provide the following:

The internal refurbishment of the existing King Street Townhouse Hotel, new eighth floor rooftop extension and replacement of the existing façade at fifth, sixth and seventh floors and associated works'

- 6.2 The refurbishment will result in the loss of two guest rooms, a product of increasing the variety of guest room types available as well as creating a larger supersuite on the fifth floor. With the rooftop extension there is extra event/function space.
- 6.3 KSTH benefits from up to 6 basement parking spaces (depending on storage requirements) accessed from Kennedy Street in an access shared with No 12 Booth Street. This level of parking provision will reduce to 4 spaces (one accessible) as some of the basement space is repurposed.
- 6.4 The site is located in the heart of Manchester City Centre and the site in an excellent location for access by modes other than the car and travel by public transport or by active travel modes on foot or by bike are realistic, convenient and price competitive modes compared to the car.
- 6.5 For guests arriving by car there is on-street parking on Booth Street and to the rear on Kennedy Street as well as other public parking within the city.
- 6.6 An audit of local footway provision has been undertaken and in general the nature of footways are good and to standard. There is a mismatch in paving styles and there is a worn out section of surface mounted tactile paving at the junction of Booth Street and Fountain Street.
- 6.7 A review of cycling infrastructure has been undertaken and while the historic nature of the buildings means that there is no cycle parking provided with development, but there is good cycle parking available nearby and the nature of the local roads are safe for use by all road users.
- 6.8 Being in the heart of Manchester City Centre, both guests and staff benefit from excellent access by public transport.
- 6.9 KSTH benefits from Basement Parking and a Service Area accessed from Kennedy Street using the same ramp as accesses No 12 Booth Street Basement car park.
- 6.10 There are 4 basement parking bays for KSTH one of which will be designated an accessible parking space.
- 6.11 Some deliveries can be made from Kennedy Street itself but also from the Basement depending on the nature of deliveries being made.

- 6.12 There is a height limit for access to the Basement which restricts access to medium sized vans but refuse collection is made there by smaller vehicles.
- 6.13 With development we expect that there to be a modest increase in servicing activity but not sufficient to be noticeably different to the existing servicing.

Conclusion

- 6.14 Overall, it is considered that the proposed re-development of King Street Town House will have no detrimental impact upon either the operation or safety of the local highway network. Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.

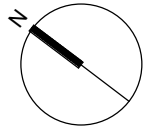
Appendix A

Proposed Site Layout Plans



Keyplan

North



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Key:



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No.	Revision	Date	Initial	Chk'd

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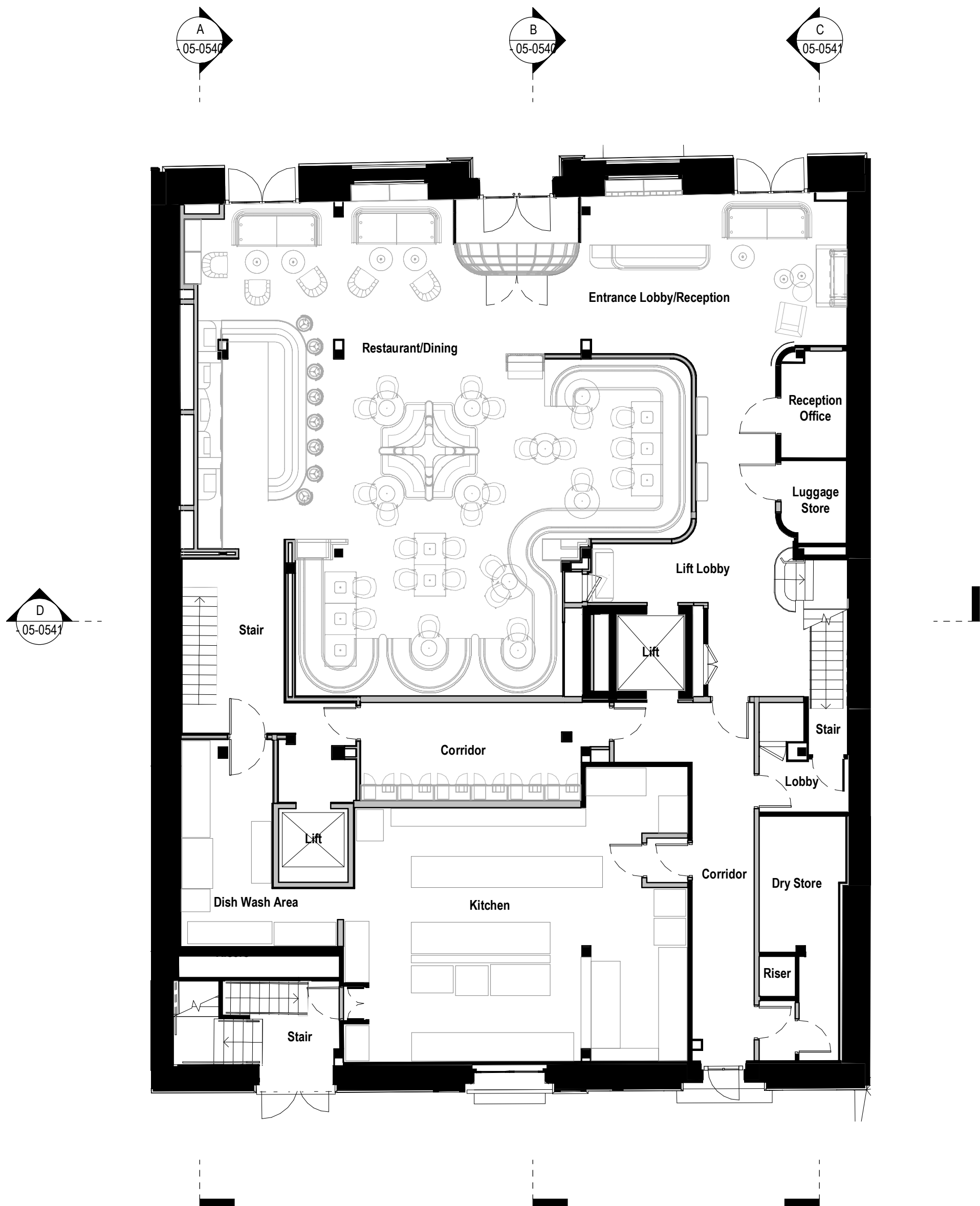
30 Millbank, London SW1P 4DU
+44(0)20 79327600
www.epr.co.uk

King Street Townhouse
Manchester

Proposed GA Plans
Basement Level

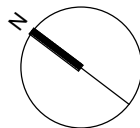
Scale @A2	Status	Suitability	Revision
1 : 100	Planning	S2	PO1

Project Code	Originator	Zone	Level	Type	Role	Class No
11177	- EPR	- 00	- B1	- TP	- A	- 02-0240



Keyplan

North



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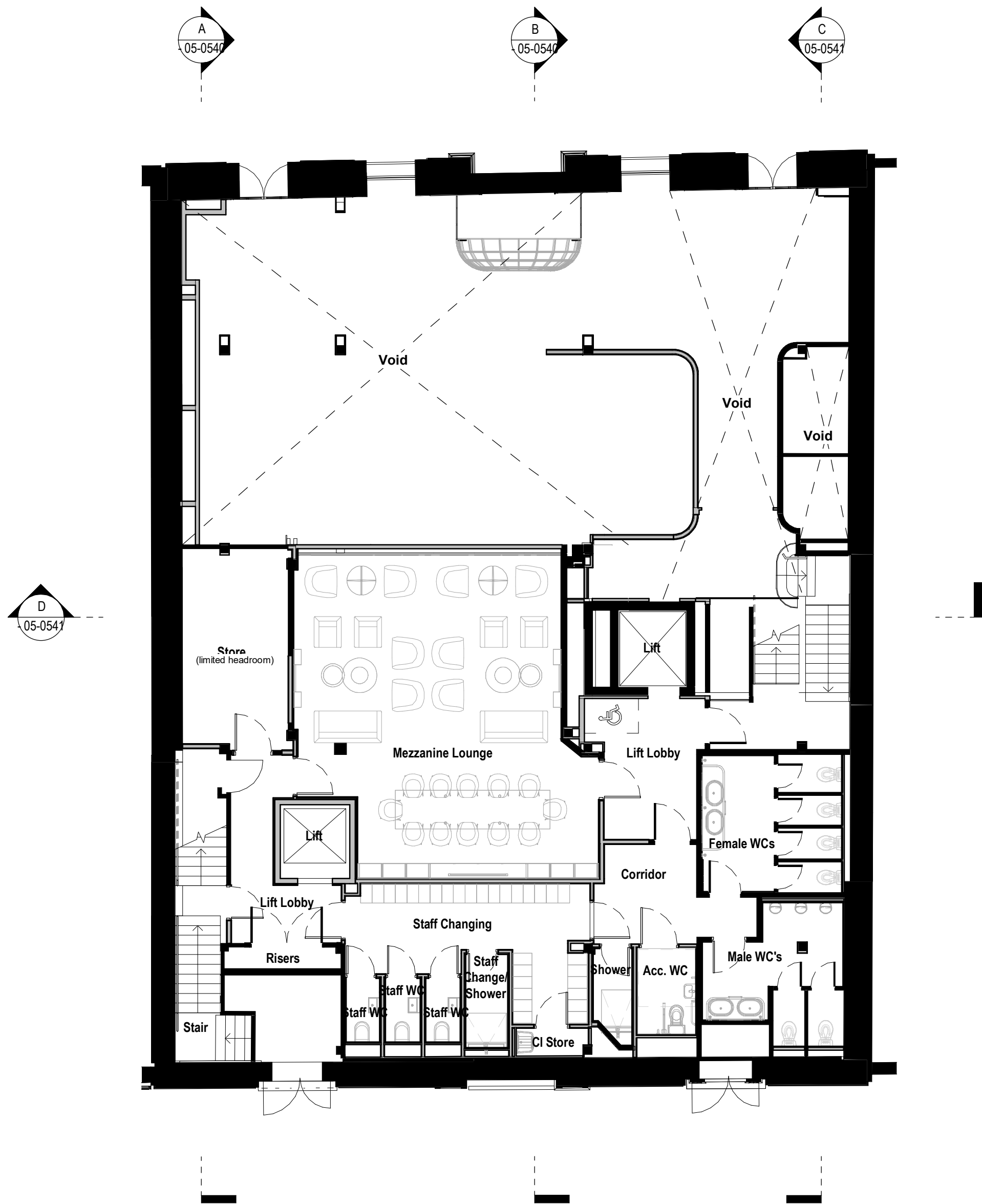
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Key:

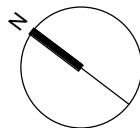
- Existing
- Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Ground Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type
11177	- EPR	- 00	- GF	- TP
				Role
				Class No
				A - 02-0241



Keyplan

North



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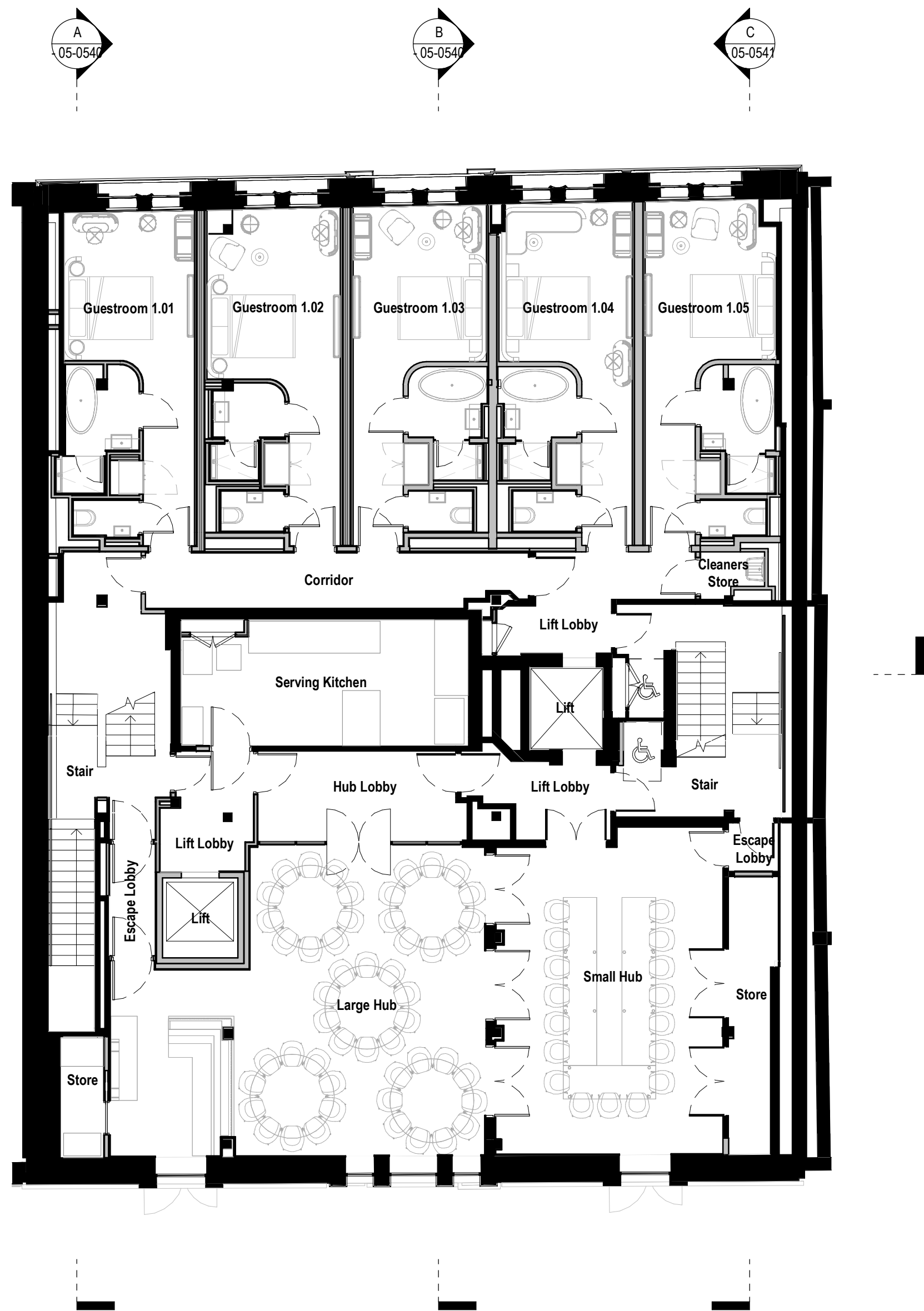
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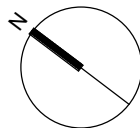
- Existing
- Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Mezzanine Level				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- M1	- TP - A - 02-0242



Keyplan

North



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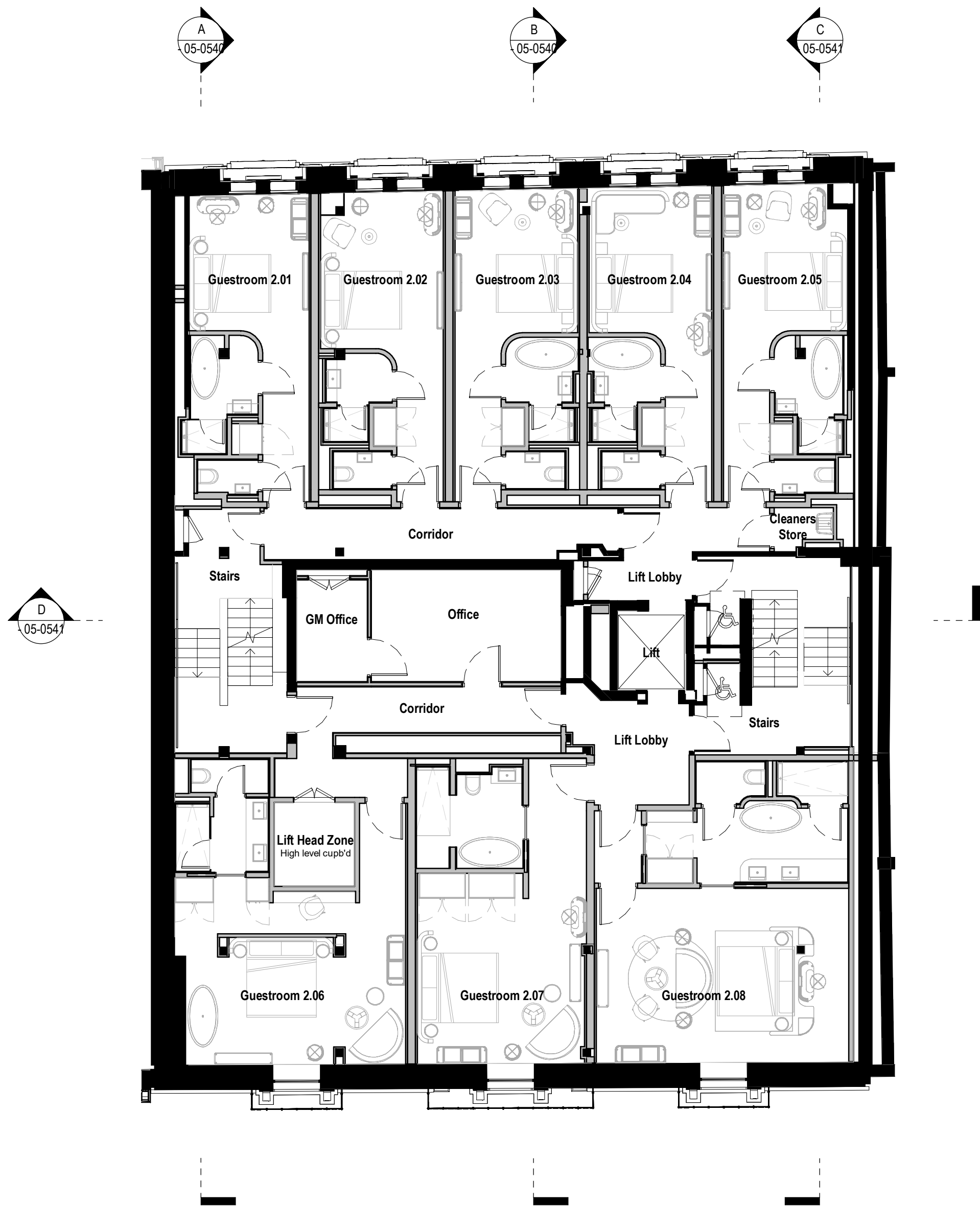
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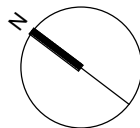
- Key:
- Existing
 - Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans First Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- 01	- TP - A - 02-0243



Keyplan

North



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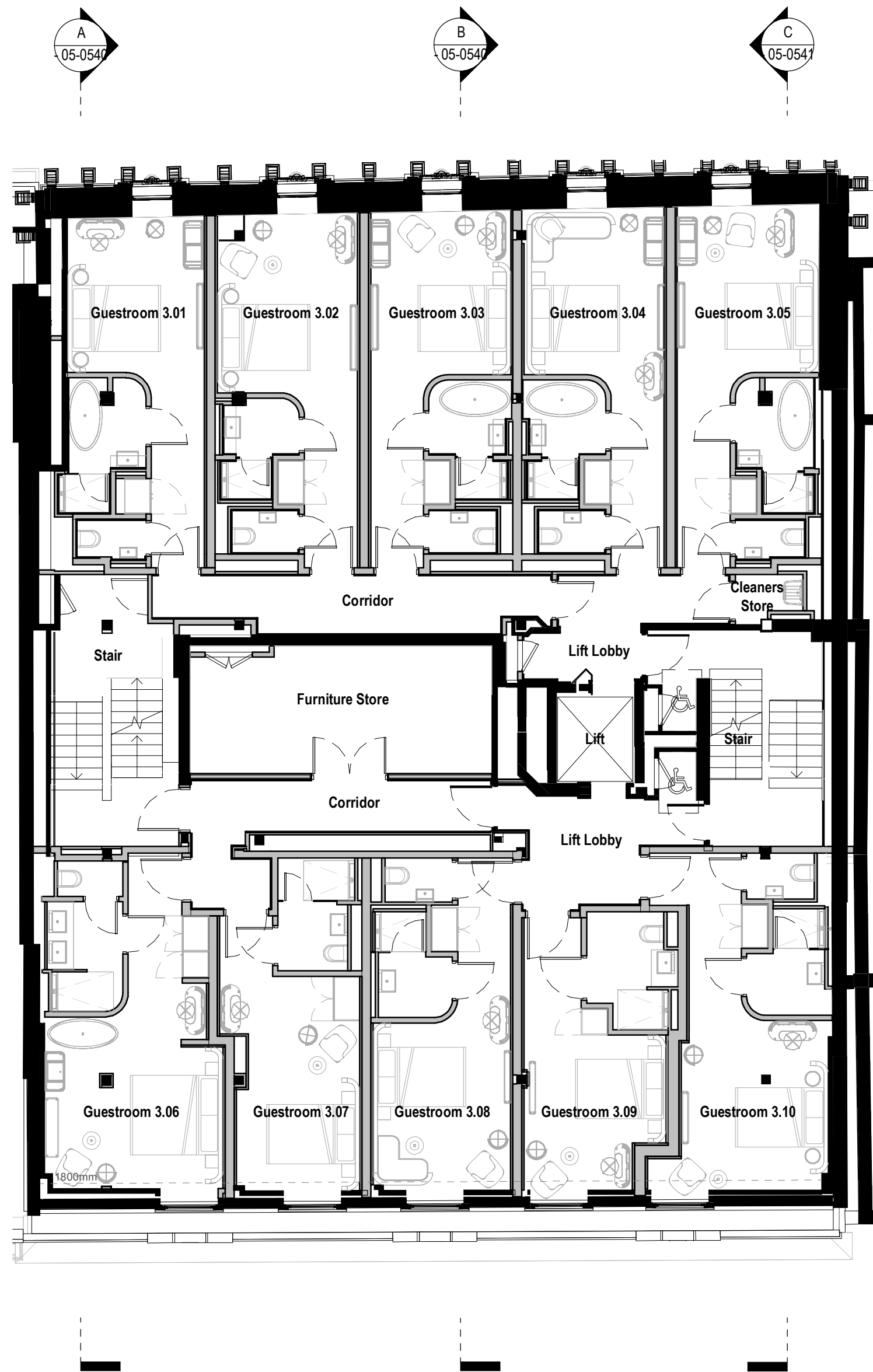
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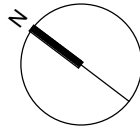
- Existing
- Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Second Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- 02	- TP - A - 02-0244



Keyplan

North



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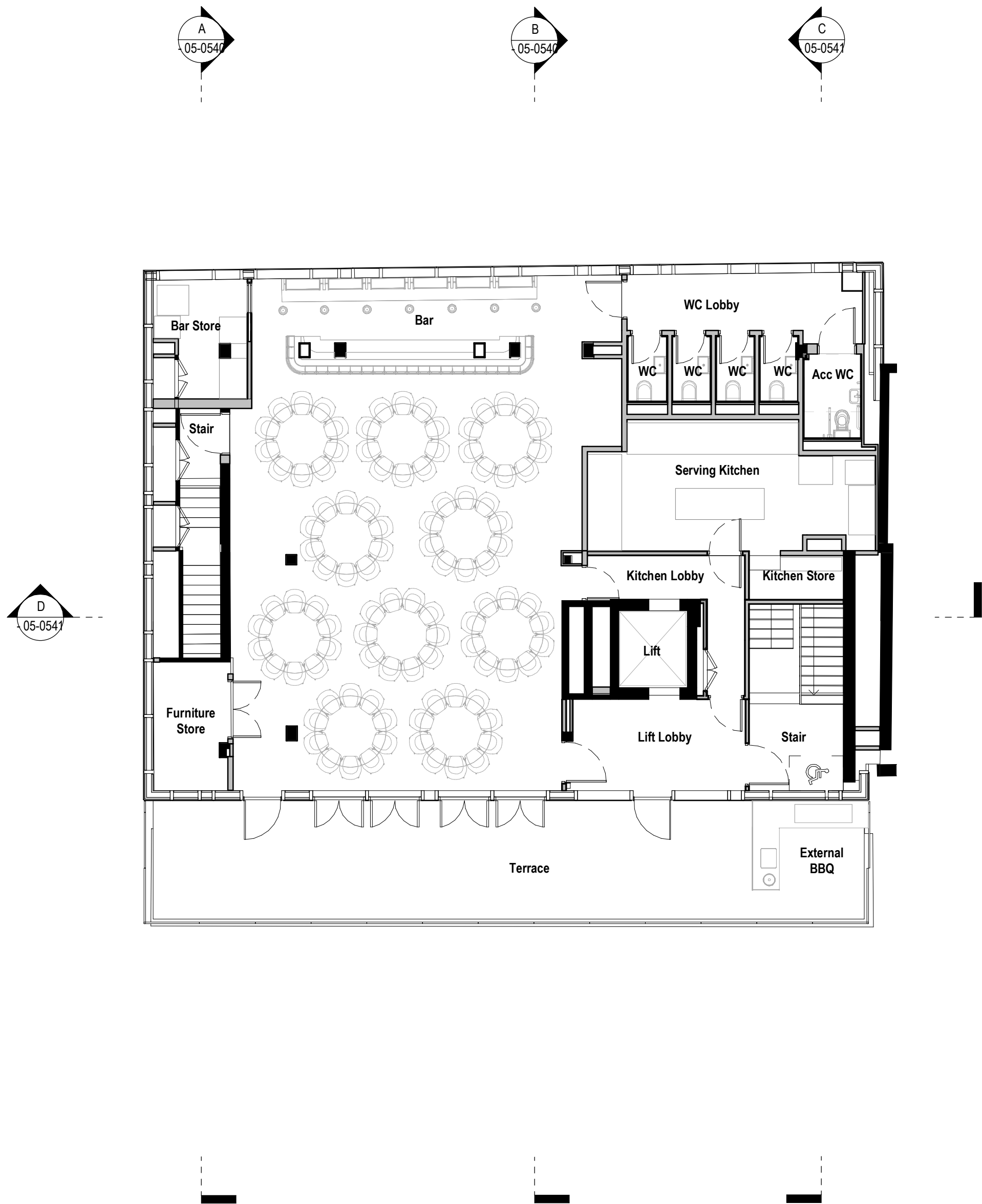
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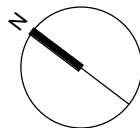
- Key:
- Existing
 - Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Third Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- 03	- TP - A - 02-0245



Keyplan

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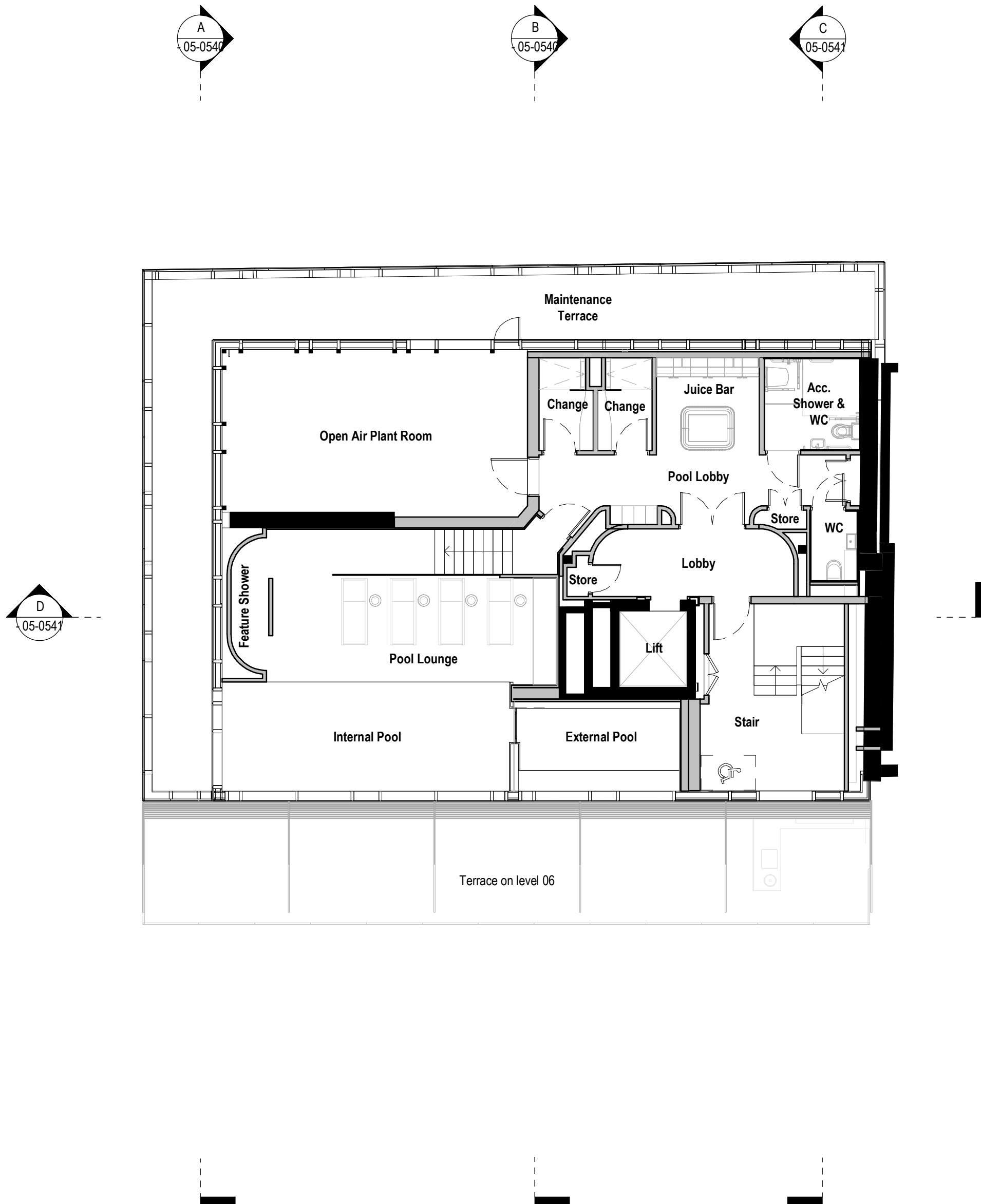
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Key:

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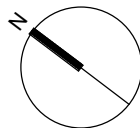
Proposed

PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects				
30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Sixth Floor				
Scale @A2 1 : 100	Status Planning	Suitability S2	Revision PO1	
Project Code 11177	Originator - EPR	Zone - 00	Level - 06	Type - TP
Role - A	Class - 02	No - 0248		



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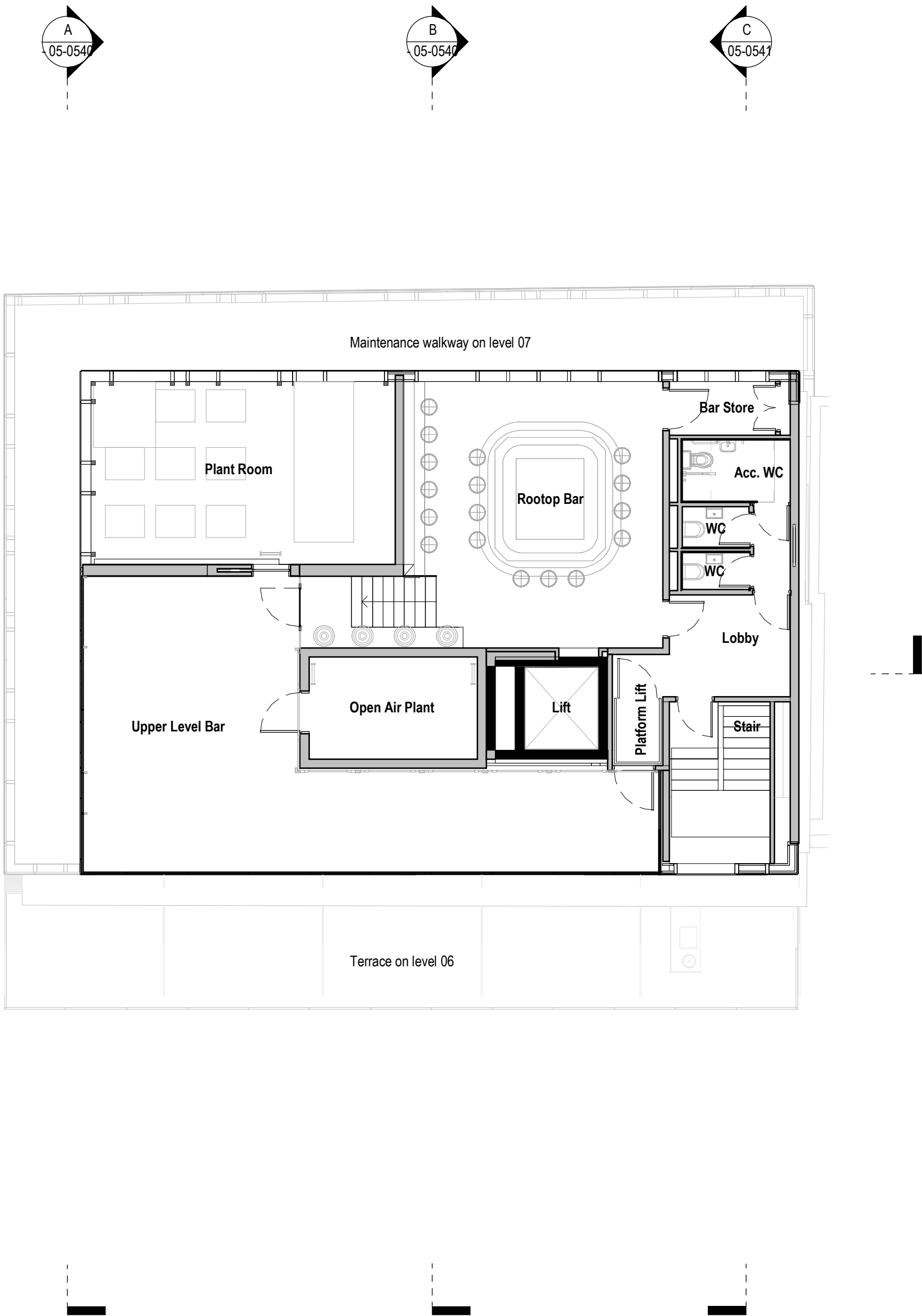
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Key:

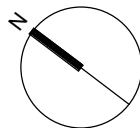


PO1	Town Planning	25.05.21	SH	DB
No.	Revision	Date	Initial	Chk'd
EPR Architects 30 Millbank, London SW1P 4DU +44(0)20 79327600 www.epr.co.uk				
King Street Townhouse Manchester				
Proposed GA Plans Seventh Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning		S2 - PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- 07	- TP - A - 02-0249



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King Street Townhouse Manchester				
Proposed GA Plans Eighth Floor				
Scale @A2	Status	Suitability	Revision	
1 : 100	Planning	S2	PO1	
Project Code	Originator	Zone	Level	Type Role Class No
11177	- EPR	- 00	- 08	- TP - A - 02-0250

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