



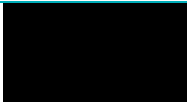
mosodi

mobility solutions through design and innovation

Proposed Hotel Development
at Stock Exchange Suites, Manchester
for Project Co Sub 2024 Limited
Travel Plan

October 2025 (Initial Issue)

Quality Management

Norfolk House Manchester Document Ref: 25005/Travel Plan				
File reference	L:\Norfolk House, Manchester - 25005\TEXT\REPORTS\250915 Travel Plan.docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	27 th October 2025			
Prepared by	F Daniels			
Signature				
Checked by	S Phillips			
Signature				
Authorised by	S Phillips			
Signature				

This document has been prepared for the exclusive use of the Client and unless otherwise agreed in writing by them or by Mosodi, no other party may use, make use of or rely on the contents of this document. This document cannot be assigned or transferred to any third party without the written agreement of Mosodi and the client

Contents

1. Introduction.....	1
2. Baseline Conditions.....	2
3. Objectives and Targets.....	14
4. Site Accessibility.....	16
5. Roles and Responsibilities.....	18
6. Travel Plan Measures.....	20
7. Monitoring and Review.....	22

IMAGES

Image 2.1	Site Location.....	2
Image 2.2	Norfolk Street.....	3
Image 2.3	Loading Bays on Pall Mall.....	4
Image 2.4	Existing Vehicular Access.....	5
Image 2.5	New Market Lane.....	6
Image 2.6	Existing Bicycle Stands.....	7
Image 2.7	Existing Sheffield Stands.....	7
Image 2.8	Shower Facilities.....	8
Image 2.9	Extract of MCC Adoption Extent Map.....	9
Image 2.10	National Cycle Routes.....	10
Image 2.11	Local Cycle Routes.....	11
Image 2.12	Extract taken from TfGM's Bus Network Map.....	13

TABLES

Table 2.1	Local Bus Services.....	12
Table 2.2	Local Rail Services.....	13
Table 3.1	Baseline Mode Split for Manchester 054.....	15

FIGURES

Figure 1	Site Location Plan
Figure 2	Pedestrian Accessibility
Figure 3	Cycle Accessibility
Figure 4	Public Transport Map
Figure 5	Car Parking Plan

APPENDICES

Appendix A	Masterplan
------------	------------

1. Introduction

1.1.1 This Travel Plan (TP) document has been prepared on behalf of Project Co Sub 2024 Limited. The TP should be read in conjunction with the Transport Statement (TS) dated October 2025 that has been produced in support of an change of use planning application for a hotel development on land at Norfolk Street, Manchester.

1.1.2 The Site layout is shown in the masterplan attached at Appendix A and comprises:

- Hotel Development with 95 bedrooms; and
- Zero car parking spaces.

1.1.3 This Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for employers and employees.

1.1.4 This TP provides details of measures to be incorporated into the overall design of the development to encourage employees and guests to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.1.5 Following the introduction this TP contains the following elements:

- An assessment of existing conditions for access to the site by a range of modes;
- Objectives and scope of the Plan including preliminary mode split targets;
- An overview of the accessibility of the Site;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and reduce the level of single occupancy vehicle car trips; and
- Suggestions for regular monitoring and review schedules of progress against objectives.

1.1.6 This report is intended to outline the obligations on the development management company of the proposed scheme to fulfil the principles of the strategy and details the measures led by the management company to encourage staff to use more sustainable means of transport.

1.1.7 In seeking to influence the modal split for the development, the Travel Plan will assist in achieving and delivering the aims of the Greater Manchester Transport Strategy 2040 as well as complying with both local and national policies.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of accident data.

2.2 Existing Site

2.2.1 The Site is located north of Norfolk Street, east of Pall Mall, south of New Market Lane, and west of Brown Street, a private road. Vehicular access to the Site is via a simple priority junction from Pall Mall that leads into a car park which serves the site and valet parking for the Stock Exchange hotel to the south.

2.2.2 The Site in relation to the strategic and local transport networks is shown on Figure 1, an extract of which is shown in Image 2.1.

Image 2.1 Site Location



2.3 Existing Local Highway Network

2.3.1 Norfolk Street is a single-lane carriageway running east-west along the southern boundary of the proposed Site, and traffic is restricted to westbound movement only. The street is lit and has a carriageway width of approximately 5.3m. It operated under a 20mph speed limit.

2.3.2 On both sides of the carriageway, there are footpaths approximately 2.7m-wide, and on the western side bollards have been installed to protect pedestrians.

2.3.3 Parking is prohibited on both sides of the carriageway along Norfolk Street, which is enforced by the provision of double yellow line markings. However, on the south eastern flank of Norfolk Street there are two disabled parking bays and one loading bay, shown in Image 2.2.

Image 2.2 Norfolk Street



2.3.4 Loading is also restricted at all times along the northern flank of the western extent of Norfolk Street.

2.3.5 Norfolk Street meets Pall Mall to the west via a T-junction. Pall Mall is a one-lane single carriageway with traffic flowing in both directions. Pall Mall has a carriageway width of circa 4.8m, including 1.3m-wide loading bays which flank the northwestern side of the carriageway, as seen in Image 2.3. Parking and loading is restricted on the remainder of the Pall Mall carriageway which is indicated by double yellow road markings and no loading markings.

Image 2.3 Loading Bays on Pall Mall



2.3.6 Footways of approximately 2.7m in width flank both sides of the carriageway on Pall Mall, and bollards are present to segregate pedestrians from traffic. Pall Mall is subject to a 20mph speed limit.

2.3.7 Vehicle access to the ground and basement is taken from an electric gate on Pall Mall. This is shown in Image 2.4. It should be noted that the car parking within these levels is not associated with the development and is separately leased. The proposed development will still gain access through this entrance for loading and cycle parking access.

Image 2.4 Existing Vehicular Access



2.3.8 Pall Mall connects northward to New Market Lane, a single-carriageway no-through road of circa 4.6m in width. Parking is prohibited on the carriageway which is currently occupied by refuse containers and is used for servicing for adjacent units.

2.3.9 At the end of New Market Lane, parking is not restricted, and refuse containers are present, as shown in Image 2.5.

Image 2.5 New Market Lane



2.3.10 The eastern side of Norfolk House is a pedestrian-only zone; vehicle access from Norfolk Street is blocked by bollards.

2.4 Existing On-Site Car Park

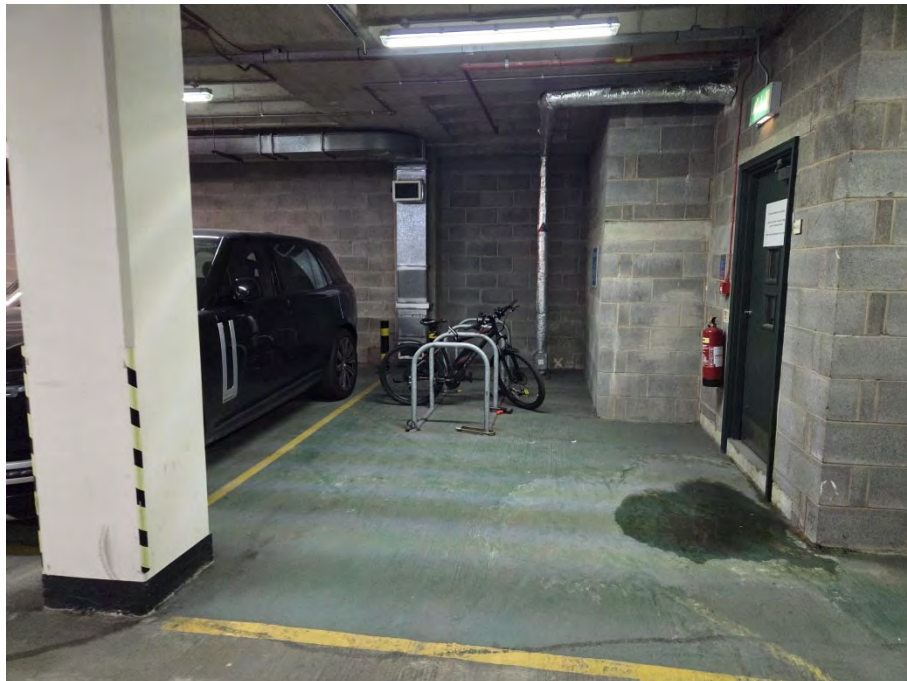
2.4.1 An existing basement car park is located under the proposed Site and is accessed via the entrance on Pall Mall. The facility comprises 48 parking spaces over two levels, which include four disabled bays. This parking is not included within the development proposals and is leased separately to the proposed hotel.

2.4.2 In addition to the car parking, there are 11 bike stands, as shown in Image 2.6 and Image 2.7 which will be available to the staff/guests of the proposed hotel.

Image 2.6 Existing Bicycle Stands



Image 2.7 Existing Sheffield Stands



2.4.3 The ground floor and basement is well lit, and CCTV cameras ensure security.

2.4.4 The basement is equipped with six modern showers (one adapted for disabled users), an accessible toilet, 16 lockers, and lift access. The shower facilities can be seen below in Image 2.8.

Image 2.8 Shower Facilities



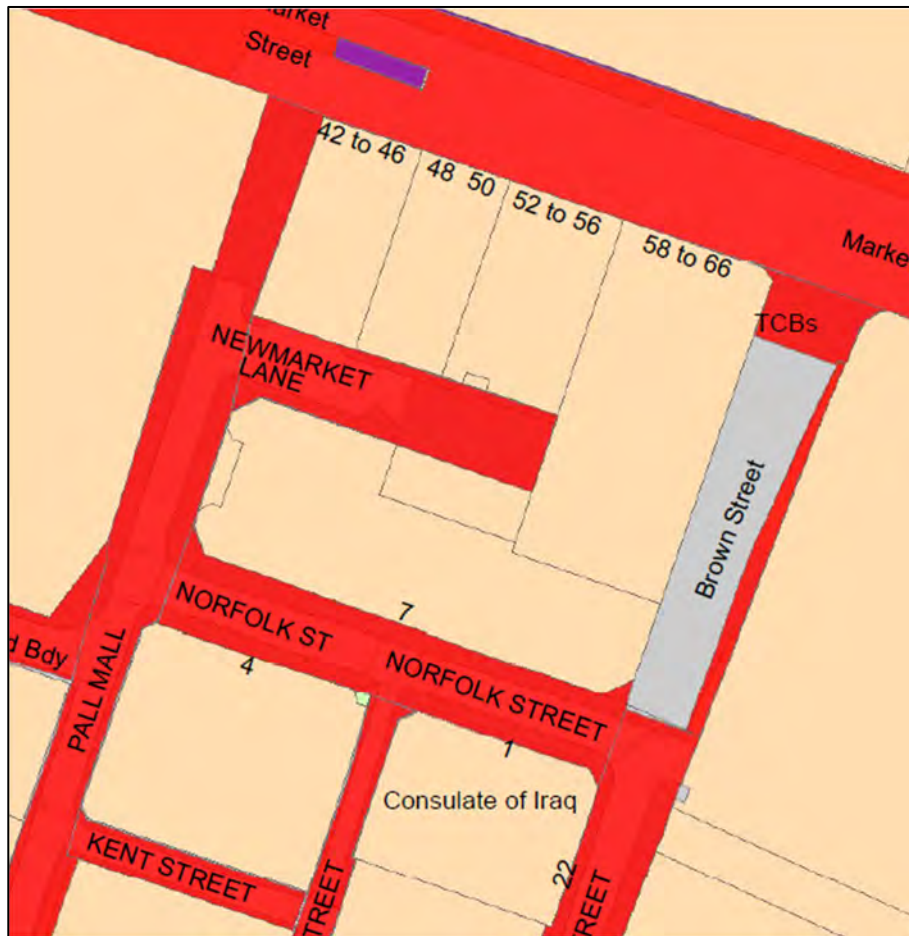
2.5 City Centre Car Parks

2.5.1 There are a number of car parks located throughout Manchester City Centre, and these are shown in Figure 5 with the number of spaces identified on the plan. A number of these car parks are located within a short walking distance of the Site and will allow any hotel guest or employee to access the Site via private car if needed. The intention for the Site is to promote a sustainable car free hotel, due to the excellent accessibility of the Site by other modes.

2.6 Adoption Extent

2.6.1 Norfolk Street to the south, New Market Lane to the north, and Pall Mall to the West of the Site are all adopted sections of the highway, as shown in the extract in Image 2.9. The MCC highway adoption records are contained in Appendix B.

Image 2.9 Extract of MCC Adoption Extent Map



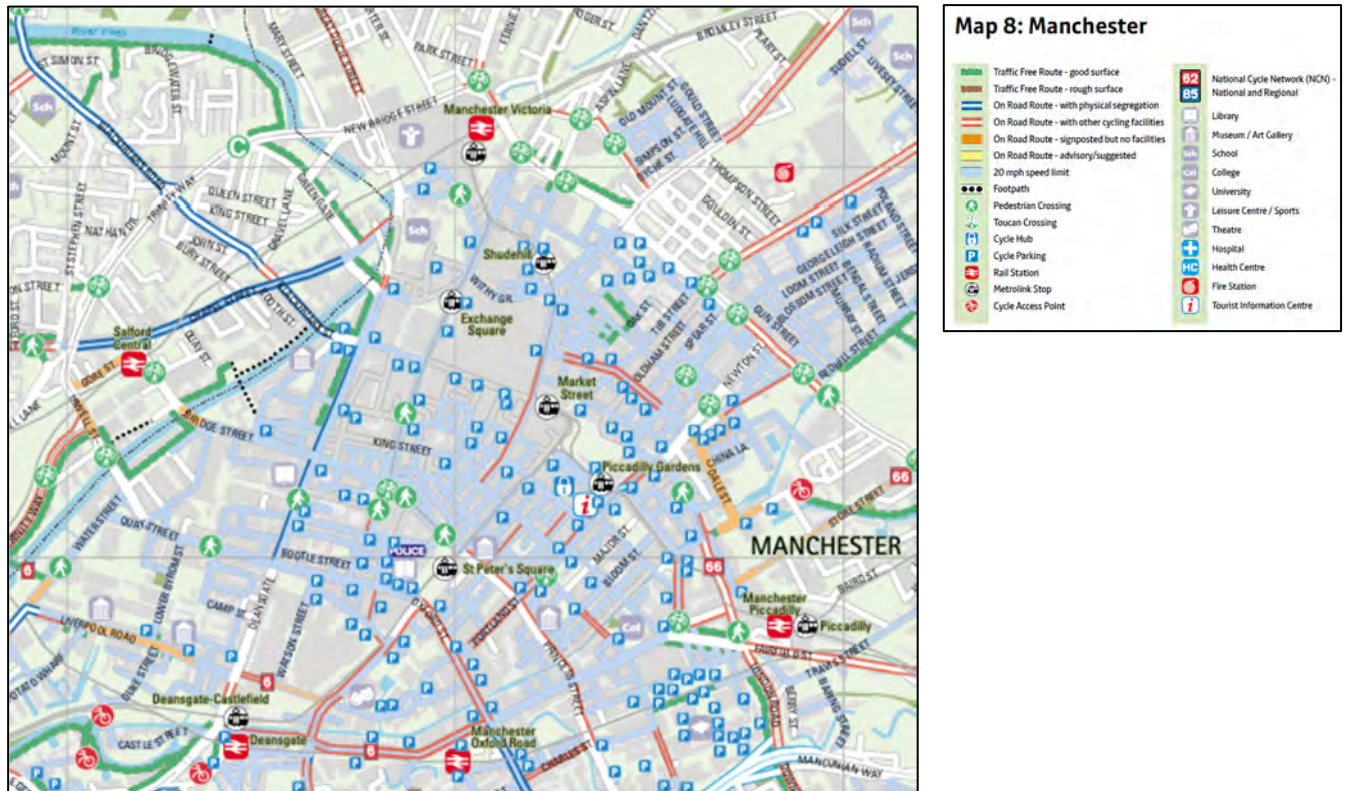
2.7.1 The National Cycle Network (NCN) Route 66 is approximately 1km to the east of the proposed Site, it runs on a north-south axis and connects Greater Manchester to Yorkshire. It is 56.9% traffic-free and includes stretches of canal-side cycling.

2.7.2 The NCN Route 6 is approximately 1.1m south of the proposed Site, it runs on a north-south axis, and is 52.4% traffic-free, utilising historic canals such as the Leeds and Liverpool Canal.

2.7.3 Image 2.10 shows where the cycle routes are in relation to the Site.



Image 2.11 Local Cycle Routes



2.7.5 There are a number of cycle parking facilities within the vicinity of the Site and a there is a bike servicing store (EK Mechanic) on Princess Street to the south of the Site.

2.8 Existing Bus Services/Facilities

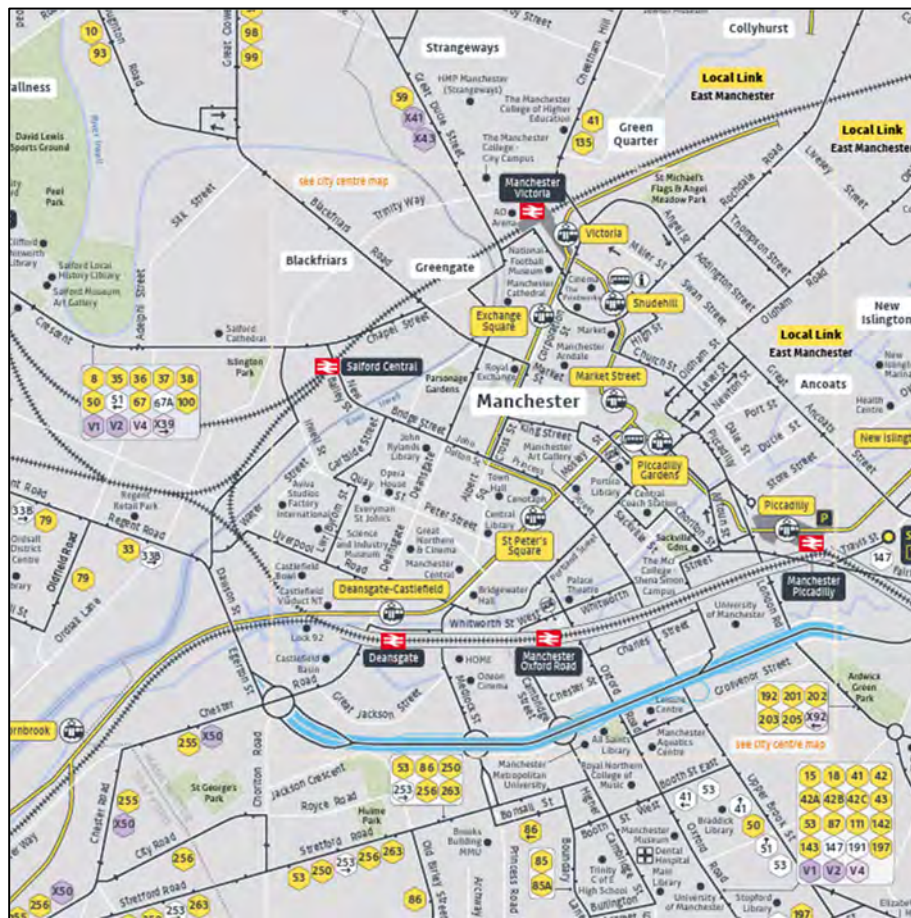
2.8.1 There are number of bus facilities operating within the vicinity of the Site, with the nearest stop provided on King Street, approximately 140m south of the Site access. The services available at the nearest stops are summarised in Table 2.1.

Table 2.1 Local Bus Services

Location	Stop ID	Distance	Facilities	Regular Destinations	Service Numbers	Approx. Frequency
King Street	MANGPJWD	140m	Timetable, Pole	Piccadilly Gardens, Manchester City Centre	1 Free Bus, 36, 37, X39	17 per hour
King Street	MANTGDWP	170m	Timetable, Pole, Bus Bay	Shudehill	2 Free Bus	7 per hour
Deansgate	MANGPJDM	255m	Shelter, Pole, Timetable, Bus Bay	Bolton, Glaze Estate, The Trafford Centre, Hollins Green	8, 67, 67A, 100	14 per hour
Deansgate	MANTGDWJ	260m	Pole, Timetable	Warrington, Brookhouse Estate, Glaze Estate, Hollins Green, Bolton, The Trafford Centre	8, 10, 67, 67a, 100, 113	17 per hour
Princess Street	MANGPJTM	285m	Shelter, Seating, Timetable, Bus Bay	Manchester Royal Infirmary, East Didsbury, Piccadilly Gardens	35, 38, 50, 113, 114, V1, V2, V4	21 per hour
Princess Street	MANTWTAG	290m	Timetable, Pole, Bus Bay	Atherton, Logistics North, Leigh, MediaCityUK, Bolton	35, 36, 37, 38, 50, 51, V1, V2, V4	19 per hour
Portland Street	MANGPJDT	420M	Shelter, Bus Bay	Piccadilly Gardens, Shudehill, Middleton	15, 18, 33, 33B, 35, 38, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 101, 102, 103, 111, 113, 114, 142, 143, 250, 253, 255, 256, 263, 797, X50	76 per hour
Portland Street	MANGPJDW	460m	Shelter, Seating, Timetable, Pole, Bus Bay	Spinningfields, Arrowfield Estate, Manchester Airport, Worsley, Sale, Handforth Dean, Chorlton, West Didsbury, East Didsbury, Altrincham, Manchester Royal Infirmary, Trafford Centre, Wythenshawe, Flixton, North Reddish	1 Free Bus, 15, 18, 33, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 101, 102, 103, 111, 142, 143, 250, 263	80 per hour

2.8.2 The existing services in the vicinity of the Site are shown in Image 2.12.

Image 2.12 Extract taken from TfGM's Bus Network Map



2.8.3 The existing bus services provide regular connections throughout Greater Manchester, and the nearby Shudehill Bus Station provides services to locations further afield.

2.9 Existing Rail Services/Facilities

2.9.1 Victoria Station is approximately 670m north of the proposed Site. Additionally, Piccadilly Station is located approximately 880m southeast of the Site.

2.9.2 The typical service frequency and facilities are shown in Table 2.2.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Victoria	Step Free Access, Ticket machine and office, shelter, seating, cycle parking	Newcastle, Liverpool, Leeds, Wigan, Chester, Blackburn, Scarborough, Saltburn, Rochdale	20 per hour
Piccadilly	Step Free Access, Ticket machine and office, shelter, seating, cycle and car parking	London, Blackpool, Liverpool, Windermere, Sheffield, Nottingham, Glasgow, Bristol	41 per hour

3. Objectives and Targets

3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All staff, and where possible guests, shall be made aware of the measures included in the TP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 To ensure that the measures contained within the TP are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling and public transport as the primary modes of travel for staff;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for staff;
- Change perceptions of non-car transport;
- To ensure the implementation of the Cycle to Work Scheme for staff;
- To encourage more sustainable deliveries and use of eco-driving techniques by staff if applicable;
- To deliver better informed journey planning through personalised planning system; and
- The provision of staff facilities such as lockers, changing rooms and showers for cyclists and pedestrians to encourage means of sustainable transport usage.

3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the employees and guests to increase the use of sustainable transport means. Overarching objectives and targets for the site for staff and guests are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e. they must be:

- • **S**ite-specific
- • **M**easurable
- • **A**chievable
- • **R**ealistic and
- • **T**ime related

3.2.3 In order to provide a set of Site-specific modal split targets for the employees detailed travel surveys will be undertaken 3 months following occupation.

3.2.4 The baseline mode split set out below have been taken from the journey to work 2021 census information for the Manchester 054 middle layer output area.

3.2.5 The travel from work data for all the daytime residents working within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

Table 3.1 Baseline Mode Split for Manchester 054

Mode	Train/ Tram	Bus	Taxi	M'cycle	Car Driver	Car Passenger	Cycle	Foot	Other
Baseline mode share	13.1%	12%	1.4%	0.2%	27.2%	1.9%	4.6%	38.2%	1.4%

3.2.6 In advance of the detailed travel surveys being undertaken for employees it is proposed that an interim target should be set for staff trips to the proposed development. For staff the interim mode shift target should be a reduction in car driver mode split by 5% from baseline i.e. a target of 25.8%.

3.2.7 Once the targets have been achieved the level of single occupancy car journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with Manchester City Council.

3.2.8 Whilst the initial modal shift target may be ambitious it is anticipated that they would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

4. Site Accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- The Site is within Manchester City Centre;
- Manchester Victoria Rail Station is within a 10-minute walk;
- Manchester Piccadilly Rail Station is within a 15-minute walk;
- Shudehill bus station is within a 10-minute walk of the Site;
- 6 car parks totalling 2,113 spaces are within a 5-minute walk distance;
- The primary shopping area within Manchester is within a 2-minute walk distance; and
- Nine supermarkets are within a 5-minute walking distance.

4.1.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services, businesses and attractions for guests and is accessible to large residential areas providing a catchment for employees to arrive on foot. This will help reduce the need to travel and own a private car.

4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- The Site is located within a 5-minute cycle ride to both Manchester Victoria and Manchester Piccadilly stations;
- The majority of Inner Manchester can be cycled within a 5-minute journey time;
- The majority of Greater Manchester is accessible within a 30-minute journey time; and
- The Site is located within a 5-minute cycle distance of the national cycle network, providing access across Manchester and to the north, south, east, and west.

4.2.2 It is also considered that the more active employees and guests will choose to cycle further than this guideline distance.

4.2.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services, facilities, businesses and tourist attractions as well as employment opportunities within a 30-minute cycle ride. With some of the routes used, part of the national cycle network.

4.3 Accessibility by Bus

4.3.1 As detailed in Chapter 2 there are several bus services offering frequent services within close proximity to the Site.

4.3.2 The nearest bus stop is provided on King Street, approximately 140m south of the Site providing high frequency services throughout Greater Manchester. Further services are provided on Princess Street, approximately 260m southeast of the Site.

4.3.3 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, facilities, businesses and tourist attractions as well as employment opportunities within a 20-minute bus ride.

4.4 Accessibility by Rail

4.4.1 Manchester Victoria Station is approximately 670m to the north of the proposed Site. Additionally, Piccadilly Station is located approximately 880m southeast of the Site. These stations provide access to Leeds, Sheffield, Birmingham, London and others.

4.4.2 These regular accessible rail services provide future residents with direct access to key destinations.

4.4.3 It is therefore concluded that the proposed Site will provide an attractive opportunity for future guests and employees to travel by rail and assist in reducing the need to travel by car.

4.5 Accessibility to Public Car Parks

4.5.1 A 400m Car Parking Plan has been produced using GIS and is shown on Figure 5. Car parks with fewer than 50 spaces have not been included for ease of presentation.

4.5.2 This plan demonstrates that there are 6 public car parks within a 400m vicinity of the Site, with the closest located approximately 200m to the northwest of the Site, providing 1,382 parking spaces.

4.5.3 The 6 public car parks within 400m of the Site provide a combined 2,113 parking spaces. A further 4,000 spaces are located within a 10 minute walk distance of the Site.

5. Roles and Responsibilities

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

5.2 Travel Plan Co-ordinators

5.2.1 Three months prior to occupation of the Site, the Management Group will be required to provide details of their TPC to Manchester City Council.

5.2.2 The TPC will be responsible for reducing single car occupancy for the whole site and promoting alternative modes of travel. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from first occupation. After three years a decision will be made by the steering group as to whether the TPC role remains or scaled back.

5.2.3 The TPC will be responsible for forming and chairing the Travel Plan Steering Group. This Steering Group will include the TPC, the Management Group and Manchester City Council.

5.2.4 Following implementation of the plan, the completion of the initial surveys and agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum. The TPC must make dates available every 3 months for a steering group meeting and encourage all stakeholders to attend. The purpose of the Steering Group is to identify successes of the TP and identify any areas of improvement, the content of on-going surveys, to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the group will meet to discuss these issues within 2 months of collation of the surveys.

5.2.5 These surveys will capture details of individual circumstances, travel patterns and preferences etc. For new employees' completion of the survey would be part of the induction process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based.

5.2.6 Prior to initial occupation the TPC shall update and/or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance.

5.2.7 As the TPC is yet to be appointed the contact at this stage will be Mosodi on behalf of Project Co Sub 2024 Limited. The TPC must be in place 6 months prior to first occupation. Manchester City Council must be advised of any changes in TPC.

5.2.8 The duties of the TCP will include:

- Oversee the gathering of information, e.g. the travel questionnaire. The TPC will agree a template with the relevant authorities prior to the survey;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;

- Liaison with the staff to explain the objectives and benefits of the TP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting staff to walk, cycle or use public transport to travel to and from the Site. Hence staff will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the steering group;
- Monitor and review car parking occupancy and whether car parking charges are necessary to deliver modal shift;
- Monitor and review use of cycle spaces, cycle hire, motorcycle spaces and staff showering facilities; and
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;

5.2.9 The suggested travel management measures included in this TP is not an exhaustive list and should be subject to on-going review.

6. Travel Plan Measures

6.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

6.1.2 As part of the overall development scheme, it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be implemented by the development.

6.1.3 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g. good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section. It should be noted that the planning application is in outline and therefore final details are not currently available but will be dealt with in a reserved matters application.

6.2 Walking and Cycling Measures

6.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- Shower/changing areas for staff within hotel;
- Convenient sheltered and secure cycle parking;
- Promotion of hire bikes for guests;
- Operator to offer the cycle to work scheme to staff; and
- Provide local cycle maps for use by employees and guests.

6.3 Awareness of Benefits of the Existing Pedestrian/Cycle Infrastructure

- Quality signage in and around the site indicating direction and distance to local cycling and walking routes;
- Provide plans and up to date information to staff and guests indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of travel planning apps such as <https://tfgm.com/>, www.googlemaps.com, <https://www.traveline.info/> and www.walkit.com to ensure staff and guests are fully aware of pedestrian/cycle routes in the surrounding area;
- Raise awareness of the adult cycle training that is provided by Bikeright! <https://www.bikeright.co.uk/Manchester>;
- Provision of network analyst drawings detailing travel times by walking and cycling; and
- Promote the health benefits of walking and cycling.

6.4 Motorcycle Measures

6.4.1 The key details are summarised as follows:

- Shower/changing areas for staff within hotel; and
- Provision of maps detailing locations of motorcycle parking.

6.5 Public Transport

- Promote the national rail website as a source of information for rail travel at <http://www.nationalrail.co.uk/>;
- Provision of up-to-date public transport information including hard copies of timetables in communal areas; and
- Web links to public transport information are to be provided on the development website.

6.6 Car Sharing

6.6.1 The concept and benefits of car sharing will be promoted and incentivised by the TPC. The TPC is responsible for ensuring that car share information is visible in communal areas and internet systems.

6.6.2 The closest car club is located on Fountain Street, approximately 230m south of the Site. The car club provider will be promoted at www.enterpriseclub.co.uk.

6.7 Reducing the Need to Travel/ Other Measures

6.7.1 Consider provision of the following measures that reduce the need to travel:

- Where appropriate consideration should be given to configuring core hours/shift patterns to reduce need to travel in peak times;
- Seek to minimise number of servicing maintenance trips; and
- Advise drivers about eco driving techniques.

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC.

7.1.2 Staff travel surveys will be carried out on an annual basis (year on year from the baseline surveys being carried out) with monitoring of facilities such as cycle parking, motorcycle parking, shower facilities, lockers and travel information.

7.1.3 Initial surveys will be completed either prior to occupation (if a relocation) or four weeks post occupation if a completely new operation.

7.1.4 An annual monitoring/review report will be prepared and submitted to Manchester City Council within 6 weeks of the surveys being completed. Surveys will be undertaken on an annual basis as a minimum.

7.1.5 The survey will include the following elements:

- How staff and guests currently travel to the site;
- How staff and guests prefer to travel to the site;
- How staff and guests would travel to the site if there were no barriers to their chosen mode;
- Measures that would encourage staff and guests to use sustainable modes; and
- Travel needs/restrictions.

7.1.6 It is imperative that an appropriate number of guests and staff are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 50% of total staff is targeted as a minimum response rate.

7.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

7.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

7.1.9 The monitoring needs to include reviews of how well the plan is working to meet the objectives of the plan, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

7.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the Travel Plan Co-ordinator. For example, if there is little/no car sharing occurring amongst the staff, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.11 As discussed in previous sections the TPC will monitor provision of cycle parking, showers etc to ensure that provision is appropriate. Where additional facilities are required, these will be provided and advertised.

7.1.12 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the TP.

7.1.13 Second wave measures may include, for example,

- Additional cycle spaces;
- Additional showering facilities; and
- Discounted public transport ticket deals to staff.

7.1.14 At this stage it is not appropriate to confirm the exact nature of the secondary measure as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

- ★ Site Location
- 🔴 Indicative Site Boundary

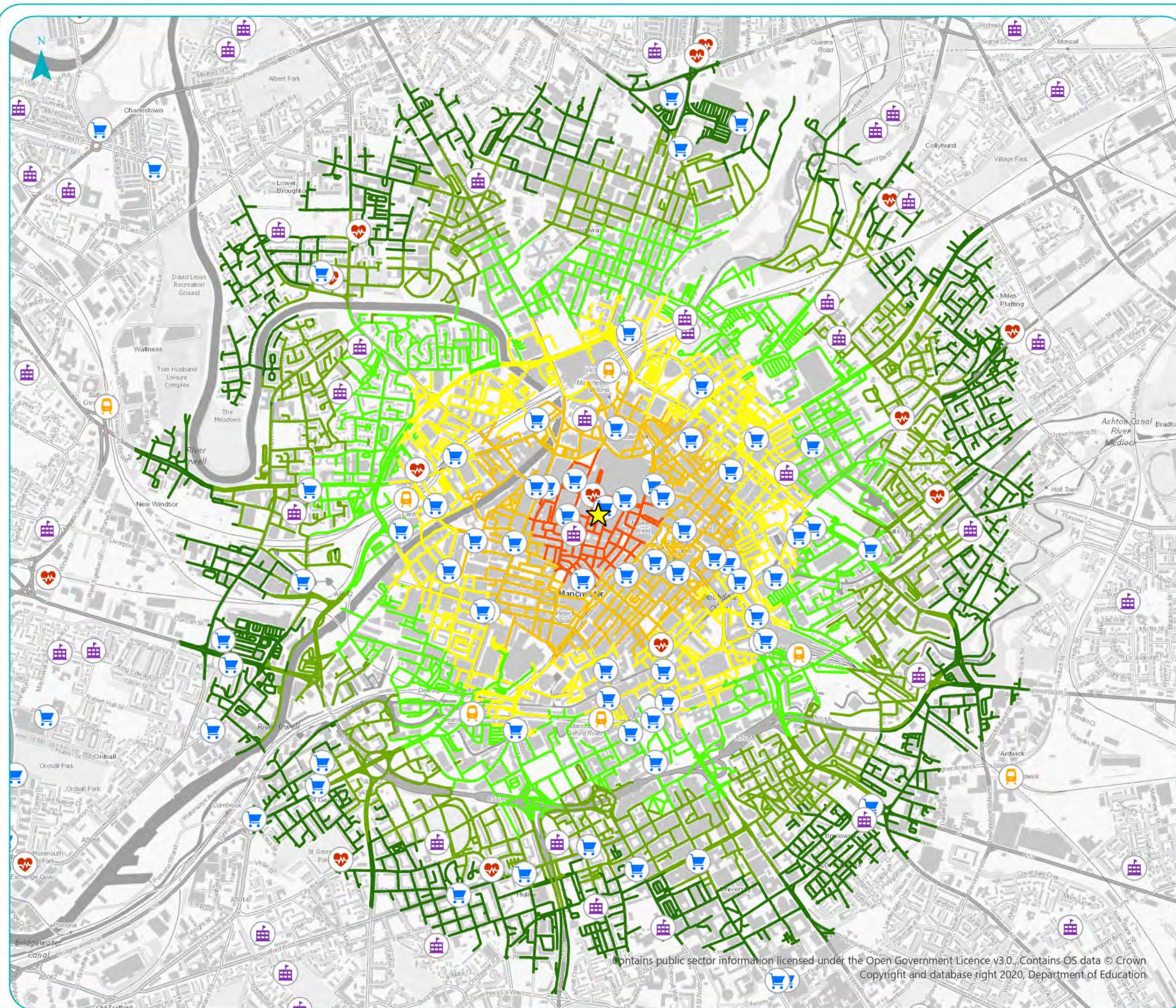


Proposed Commercial
Development
Norfolk House, Manchester
Site Location Plan

Figure 1

Scale @ A3 1:2,000

mosodi
mobility solutions through design and innovation



Key

- ★ Site Location
- 🚂 Railway Stations
- 🏫 Schools
- 🛒 Supermarkets
- 🏥 GP Surgeries

Pedestrian Accessibility (4.8kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

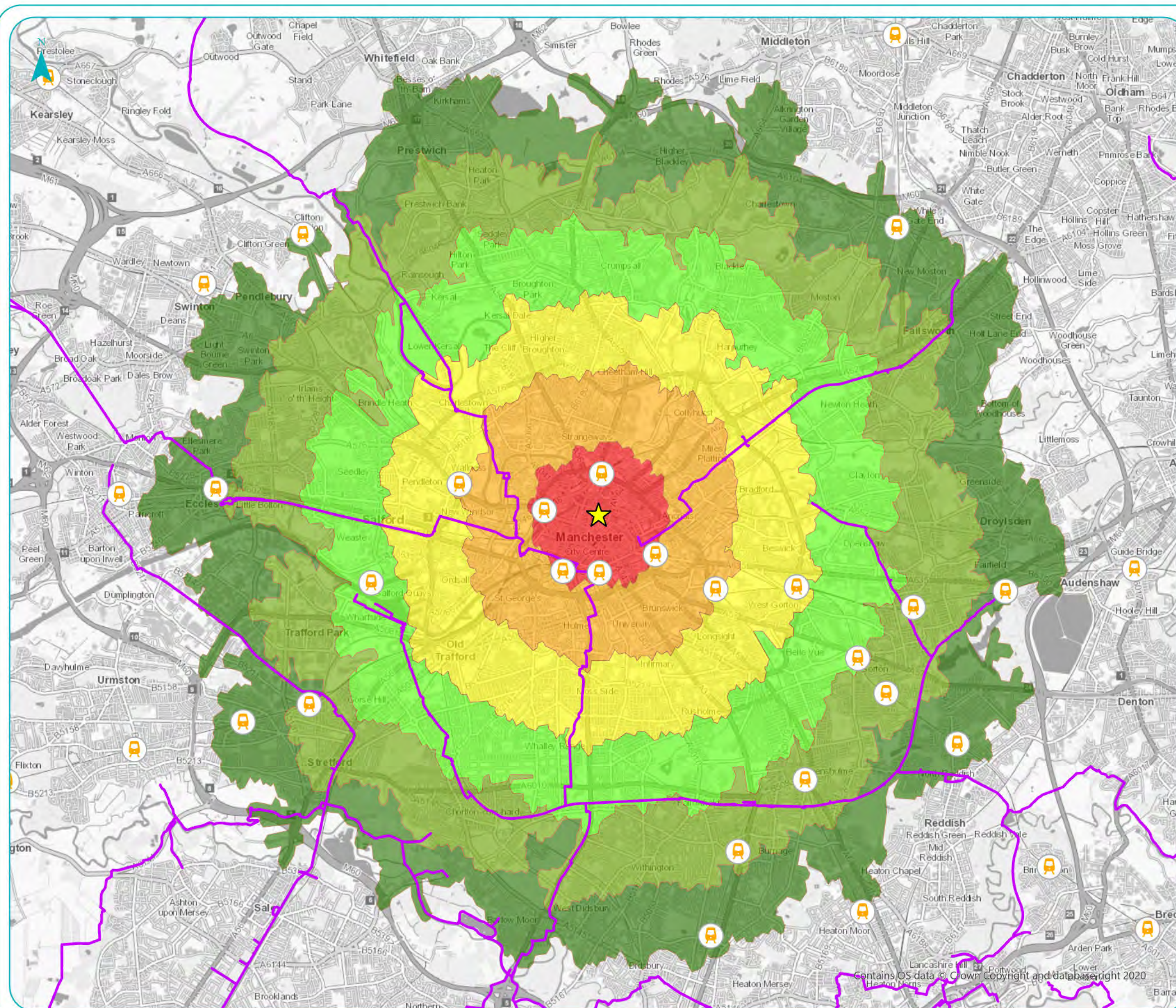
Proposed Commercial Development
Norfolk House, Manchester
Pedestrian Accessibility

Figure 2

Scale @ A3 1:17,000

mosodi
mobility solutions through design and innovation

Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown Copyright and database right 2020. Department of Education



Key

- ★ Site Location
- 🚂 Railway Stations
- National Cycle Network Routes

Cycle Accessibility (16kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

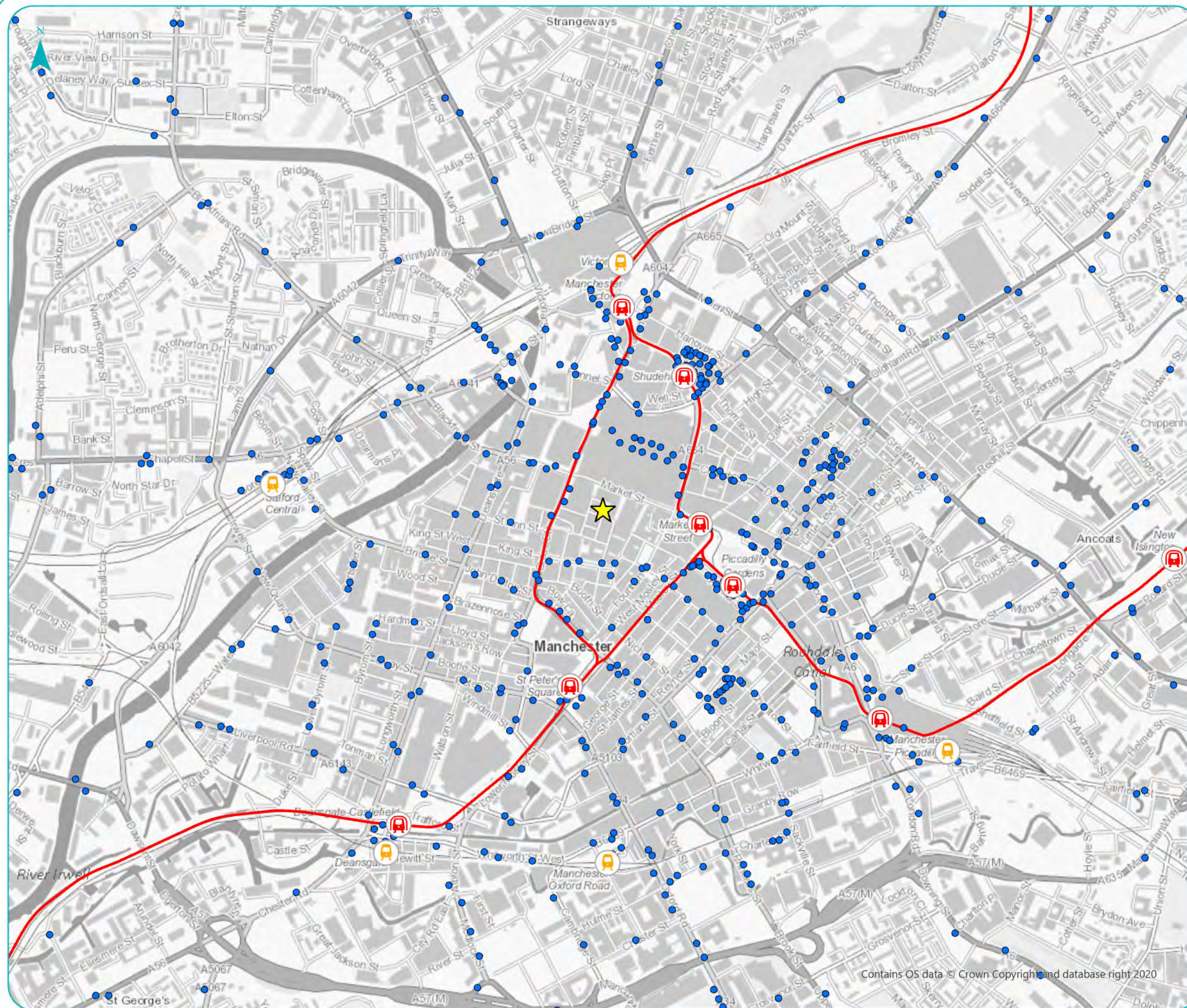
Proposed Commercial Development
Norfolk House, Manchester
Cycle Accessibility

Figure 3

Scale @ A3 1:60,000

mosodi
mobility solutions through design and innovation

Contains OS data © Crown Copyright and database right 2020



Key

- ★ Site Location
- Bus Stops
- 🚆 Railway Stations
- 🚊 Metrolink Stops
- Metrolink Routes

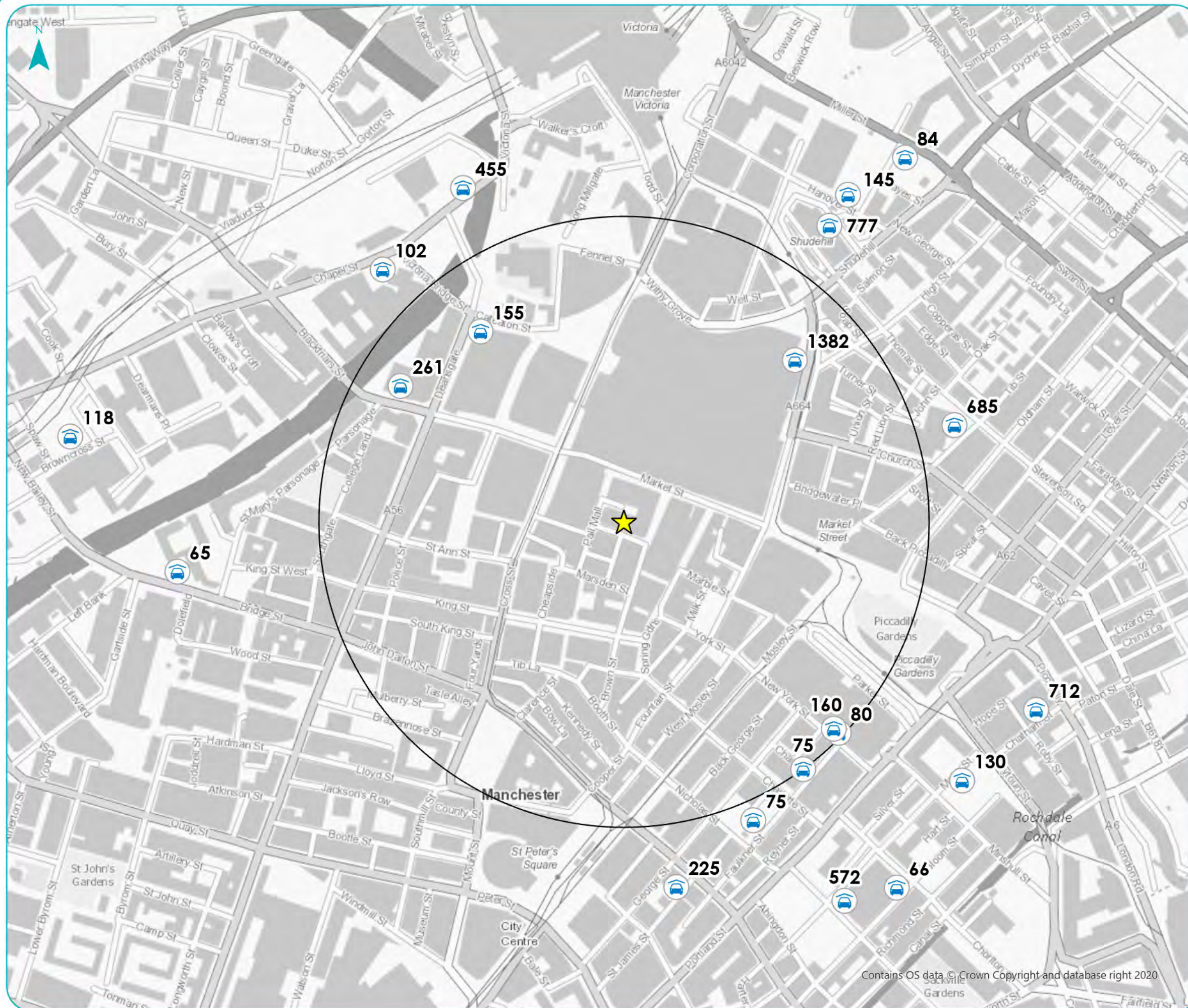
Proposed Commercial
Development
Norfolk House, Manchester
Public Transport Map

Figure 4

Scale @ A3 1:10,000

mosodi
mobility solutions through design and innovation

Contains OS data © Crown Copyright and database right 2020



Key

- ★ Site Location
- 🚗 Car Parks (50+ Spaces)
- ◯ 400m Buffer

Notes:

1. The 400m buffer indicates a 5-minute walk time.
2. The labelled numbers indicate the number of parking spaces.

Proposed Commercial Development
Norfolk House, Manchester
400m Car Parking Plan

Figure 5

Scale @ A3 1:5,000

mosodi
mobility solutions through design and innovation

Appendices

Appendix A Masterplan



Keyplan

North

Scale bar

Notes:
Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.
EPR Architects accepts no liability for any use of this document/drawing/model by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared. Copyright in the design contained in this document/drawing/model remains vested in EPR Architects.

EPR Architects has prepared this drawing based on site information provided by a third party and which is included for reference purposes only. This site information has not been checked or verified by EPR Architects and EPR Architects accepts no liability for it.

Disclaimer:
These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Key:

Existing building - walls / partitions to remain in situ

Proposed new internal partitions / external walls

Windows requiring glass spandrel

Car Park

Sliding walls

Project Code: 12049 - EPR - XX - B2 - DR - A - 02-0098

Originator: EPR Architects

Function: Architectural

Spatial: B2

Form: A

Role: Architect

Number: 02-0098

PG1 Planning Submission 31.10.26 YBAK SB

No. Revision Date Initial Chk'd

EPR ARCHITECTS

+44 20 7932 7600

www.epr.co.uk

The Stock Exchange Suites

Norfolk House, Norfolk Street, M2 1DH

Proposed - Level B2

Scale @A1 Purpose of Issue Status code Revision

1:100 For Information S2 - P01



Keyplan

North

Scale bar

0 1 2 3 4 5 6 m

SCALE 1: 100

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.

EPR Architects accepts no liability for any use of this document/drawing/model by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared. Copyright in the design contained in this document/drawing/model remains vested in EPR Architects.

Disclaimer:

These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls
- Proposed waste transfer between stores and collection location (bin stores)
- Proposed waste collection point
- Car Park

No.	Revision	Date	Initial	Chk'd
P01	Planning Submission	31.10.26	YBAK	SB

EPR ARCHITECTS

+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Level B1

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Spacial Ref.	Form	Rate	Version
12049 - EPR - XX - B1 - DR - A	-02-0099					



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.

When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.

EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it in any other programme or a different version of the programme referred to above.

Disclaimer:

These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended missing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

EPR ARCHITECTS

+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Ground Floor

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Specialist	Form	Role	Number
12049	EPR	XX	GF	DR	A	-02-0100



Keyplan

North

Scale bar

SCALE 1: 100

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.

This document/drawing/model has been prepared for use in connection with the application for planning consent for the project only. When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.

EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it in any other programme or a different version of the programme referred to above.

Disclaimer:

These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

Existing building - walls / partitions to remain in situ

Proposed new internal partitions / external walls

Windows requiring glass spandrel

Sliding walls

Arthur Hope Suites

Bradshaw Suites

Norfolk Suites

29-35m²

36-40m²

41-49m²

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

EPR ARCHITECTS

+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

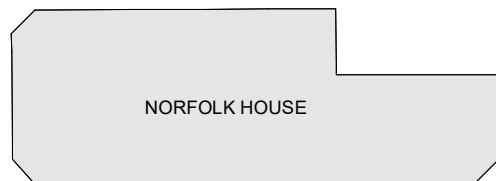
Proposed - Level 01

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

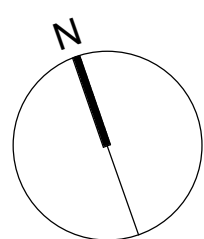
Project Code	Originator	Function Ref	Special Ref	Form	Rate	Number
12049 - EPR - XX - 01	- DR - A	- 02-0101				



Keyplan



North



Scale bar



Notes:
Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.
When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.
EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it in any other programme or a different version of the programme referred to above.

Disclaimer:
These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:
Existing building - walls / partitions to remain in situ
Proposed new internal partitions / external walls
Windows requiring glass spandrel
Sliding walls

Arthur Hope Suites

29-35m²

Bradshaw Suites

36-40m²

Norfolk Suites

41-49m²



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

m

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.

When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.

EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it in any other programme or a different version of the programme referred to above.

Disclaimer:

These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

Arthur Hope Suites	29-35m ²
Bradshaw Suites	36-40m ²
Norfolk Suites	41-49m ²

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

EPR ARCHITECTS

+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Typical Level 03

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Specialist	Form	Role	Number
12049	EPR	XX	02	DR	A	-02-0103



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

m

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.

This document/drawing/model has been prepared for use in connection with the application for planning consent for the project only.

When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.

EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it in any other programme or a different version of the programme referred to above.

Disclaimer:

These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

	Arthur Hope Suites	Bradshaw Suites	Norfolk Suites
	29-35m ²	36-40m ²	41-49m ²

No.	Revision	Date	Initial	Chk'd
P01	Planning Submission	31.10.26	YBAK	SB

EPR ARCHITECTS

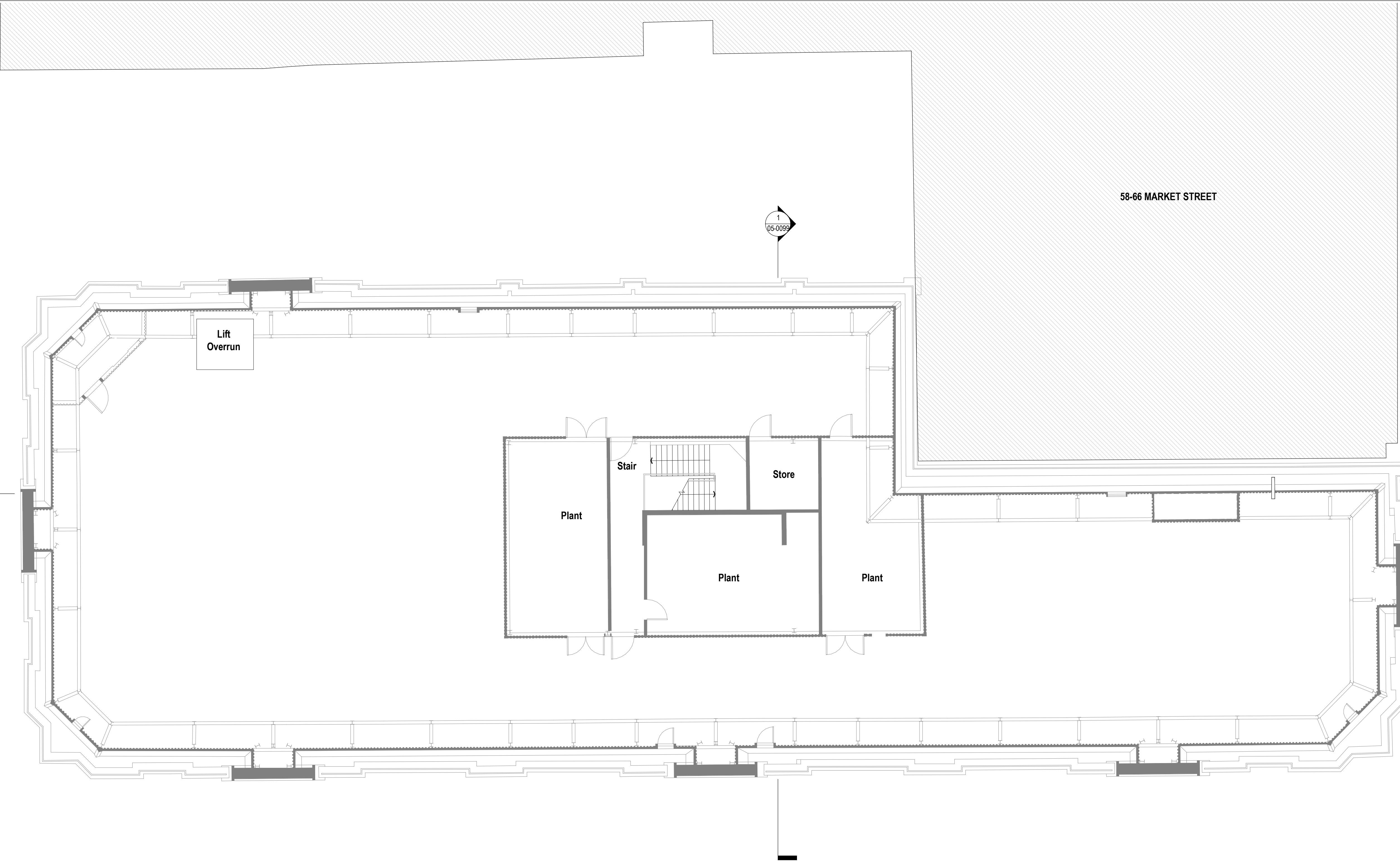
+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

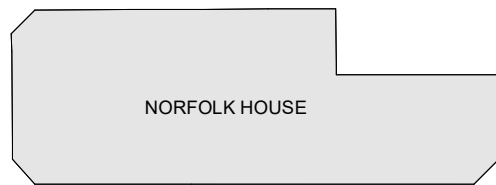
Proposed - Typical Level 04

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

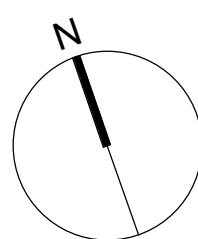
Project Code	Originator	Function	Specialist	Form	Role	Number
12049 - EPR - XX - 02 - DR - A	-	-	-	-	-	-02-0104



Keyplan



North



Scale bar



Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project. All dimensions to be verified on site. This document/drawing/model is prepared for the sole use of EPR Architects' employer and the benefit of the employer's permitted licensees. No liability to any other persons is accepted by EPR Architects.
EPR Architects accepts no liability for any use of this document/drawing/model by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared. Copyright in the design contained in this document/drawing/model remains vested in EPR Architects.

EPR Architects has prepared this drawing based on site information provided by a third party and which is included for reference purposes only. This site information has not been checked or verified by EPR Architects and EPR Architects accepts no liability for it.
When this document/drawing/model is issued in an editable form it is an uncontrolled version issued to enable the recipient to prepare their own documents/drawings/models for which the recipient is solely responsible.

This document/drawing/model has been prepared for use in connection with the application for planning consent for the project only.
EPR Architects has prepared this drawing/document/model using Revit 2023 and accepts no liability for any loss or degradation in the information held in this file format or from the recipient's reading of it is any other programme or a different version of the programme referred to above.

Disclaimer:
These plans are provided for town planning purposes only. The existing plans are based on available survey information and may not reflect all structural or demolition details. Proposed plans illustrate the intended massing, scale, and spatial relationships of the hotel development. All dimensions, levels, and architectural elements are indicative and subject to change during detailed design and coordination. Demolition works are not shown at this stage and will be addressed in future technical documentation. These drawings are not suitable for construction or regulatory compliance beyond planning approval.

Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

	Arthur Hope Suites	29-35m ²
	Bradshaw Suites	36-40m ²
	Norfolk Suites	41-49m ²

P01	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

EPR ARCHITECTS

+44 20 7932 7600
www.epr.co.uk

The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Roof Level

Scale @A1	Purpose of Issue	Status code	Revision
1:100	Work in Progress	S0	P01

Project Code	Originator	Functionality	Spatial Ref.	Form	Role	Number
12049	EPR	XX	03	DR	A	-02-0105