



Premier Inn Manchester West Didsbury

TRAVEL PLAN

for Proposed Hotel Extension
on behalf of Whitbread Group Plc.

2024/7847/TP01

January 2025

DOCUMENT CONTROL

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for Proposed Hotel Extension

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the Burton on Trent Central Premier Inn, Wellington Road, Burton On Trent, Staffordshire, DE14 2AR ("the site").

1.2 Planning Application

- 1.2.1 A planning application (reference. 140916/FO/2024) was submitted to Manchester City Council (MCC) for:

"Erection of a two storey annexe building, following demolition of existing restaurant building, to form an additional 30 hotel bedrooms and breakfast room, together with alterations to the car park and proposed landscaping works."

- 1.2.2 The application was approved subject to conditions, with this Travel Plan prepared to discharge condition 11:

"Before the development hereby approved is operational, a detailed Travel Plan, based on the draft Travel Plan document (RGP, reference 2024/7847/TP01) received on 3rd September 2024, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

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

- 1.2.3 The Decision Notice is attached hereto at **Appendix A** for reference.

1.3 Travel Plan Timeline

- 1.3.1 This Travel Plan will be submitted to the LPA prior to the development becoming operational. Within three months of opening, baseline travel surveys will be undertaken, from which a further iteration of the Travel Plan, with tailored a target based on the data collected, will be submitted for approval within six months.
- 1.3.2 The above will ensure compliance with Condition 11.

2 TRAVEL PLANS

2.1 What is a Travel Plan?

2.1.1 The National Planning Policy Framework (NPPF (2024)) defines a Travel Plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."

2.1.2 As confirmed by Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government and Department for Levelling Up, Housing and Communities, 'Travel Plans, Transport Assessments and Statements' Guidance (2014), Travel Plans can positively contribute to:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.1.3 The preparation of a Travel Plan is in accordance with Paragraph 118 of the NPPF which confirms that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan."

2.1.4 While it is demonstrated through RGP produced Transport Statement (document reference. 2024/8097/TS01) that the proposals would represent a reduction in total daily two-way movements associated with the site, this Travel Plan has nonetheless been prepared to promote sustainable transport objectives that are reasonable to the location and scale of the proposals.

2.2 Workplace Travel Plans

2.2.1 The Institution of Highways and Transportation's 'Making Smarter Choices' Travel Guide define a Workplace Travel Plan as:

"A package of measures put in place by an employer to try to encourage more sustainable travel, usually meaning less car use."

2.2.2 The Guide confirms Workplace Travel Plans can reduce single occupancy car travel between 3% and 35%, with an average reduction in 18%. Positively, Workplace Travel Plans can improve staff retention and reduce absenteeism and improve the environmental credentials and image of an organisation.

2.3 Whitbread and Travel Plans

- 2.3.1 Whitbread, the operator of the Premier Inn, is committed to minimising its impact on the environment and promoting good environmental practice in order to become a more sustainable business.
- 2.3.2 Whitbread is currently in the process of heightening the importance of Travel Plans for all new hotel developments / extensions as well as at existing premises to reduce the negative effects of travel associated with its establishments.
- 2.3.3 Whitbread is the United Kingdom's (UK's) largest operator of hotels, with over 800 Premier Inn hotels throughout the UK, and hence to implement Travel Plans across all sites will require extensive management and coordination.
- 2.3.4 The key aim of Whitbread in developing Travel Planning across the business is to encourage staff and guests to think about travel choice, which should result in more travel by sustainable modes and an increased awareness of environmental issues generally. This feeds into Whitbread's 'Force for Good' initiative, as illustrated in the figure below.



Figure 1 Force for Good Infographic

2.3.5 The Force for Good initiative lays down Whitbread's commitments to operating in a way that respects people and planet, making a meaningful contribution to the communities it serves and creating employment opportunities for all.

- 2.3.6 The preparation of Travel Plans for its establishments will put Whitbread on course to achieve its science-based carbon target *"to reduce carbon emissions intensity by 50% by 2025 and as much as 88% by 2050."*

2.4 Key Aims of This Travel Plan

- 2.4.1 This Travel Plan has been prepared to promote sustainable transport objectives for all journeys associated with the site, to include:

- Commuting journeys by staff.
- Guest journeys to and from the hotel.
- Guest journeys made during their stay.

- 2.4.2 The overall aim of the Travel Plan therefore is to reduce reliance upon the car and promote active (walking and cycling) and sustainable (public transport) modes of travel by increasing awareness of these alternative modes and promoting the associated benefits.

- 2.4.3 The objectives of this Travel Plan can be summarised as follows:

- Establish travel behaviour patterns and recognise any barriers to change.
- Identify measures to reduce reliance on the car and enable the hotel to minimise traffic generation arising from the site.
- Introduce measures to limit delivery trips.
- Foster awareness of and 'buy in' to the Travel Plan amongst staff and guests.
- Implement a package of hard and soft measures that will facilitate and actively encourage the use of active and sustainable travel modes.

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

- 3.1.1 The site is located some 1-kilometre to the west of West Didsbury, 6-kilometres south of central Manchester and circa 200-metres west of the A5103/Princess Road. The site is bound by the A5145 to the north, an A5103 off slip to the east and office buildings to the south and west. The site location and context are illustrated in the figure below.

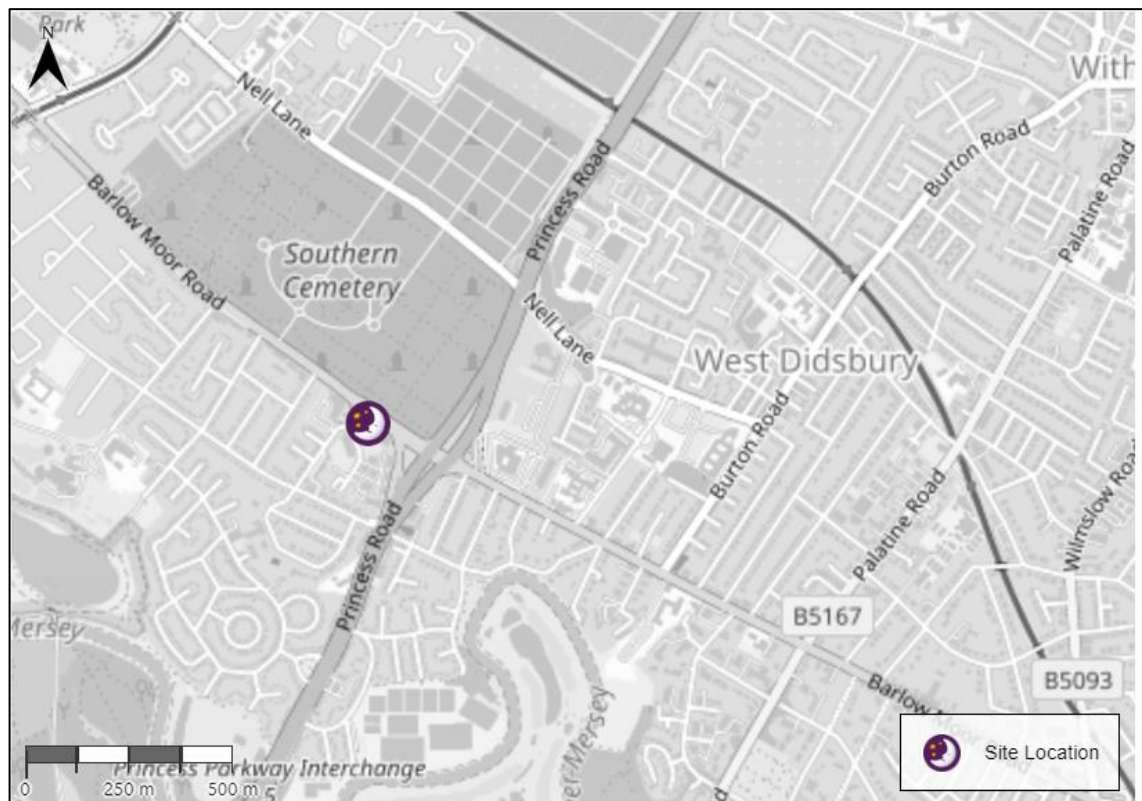


Figure 2 Site Location

- 3.1.2 The site and site access onto Christie Street are illustrated in the figure below.



Figure 3 Site & Site Access

3.2 Accessibility by Sustainable Modes

Walking

- 3.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 3.2.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this Statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 3.2.3 Further guidance set out within CIHT 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The figure below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 4 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 3.2.1 In light of the above guidance, an indicative 2km walking catchment is illustrated in the figure below.

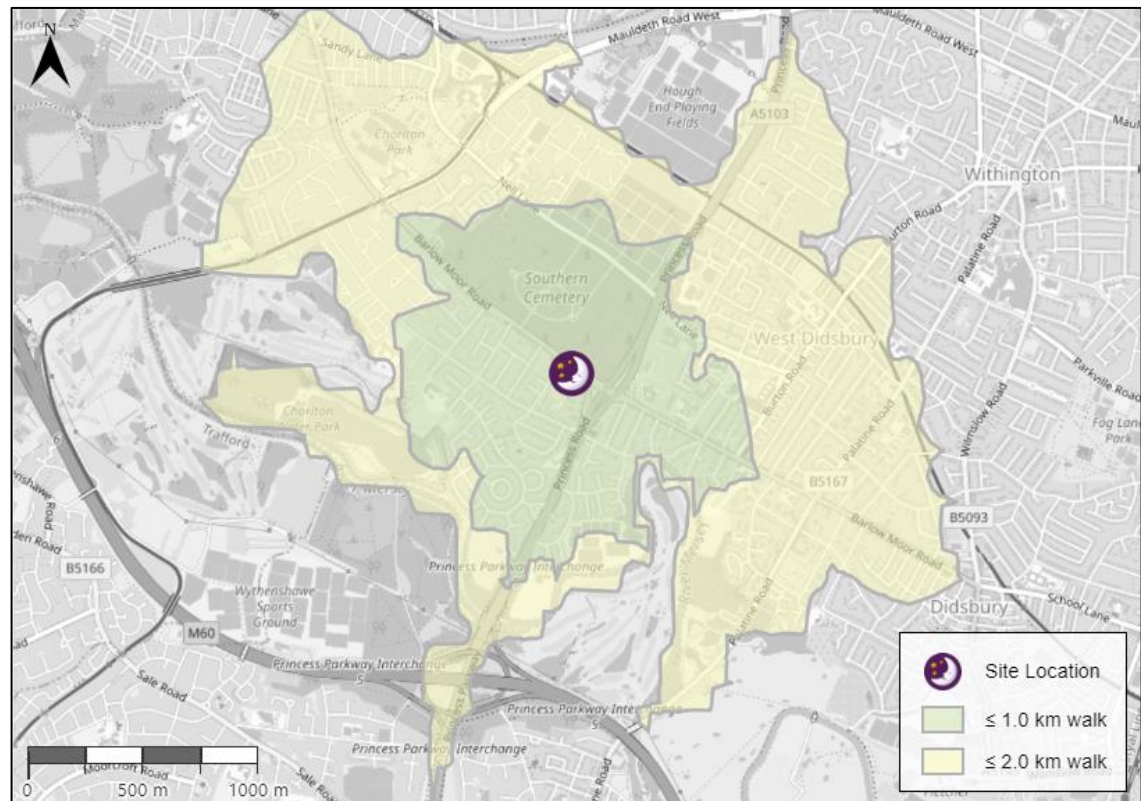


Figure 5 Indicative 2km Walking Catchment

- 3.2.2 As illustrated, the walk catchment encompasses the extents of West Didsbury and the outer extents of Didsbury itself, the catchment also includes other local settlements to include amenities, services, and public transport provision. With it considered, staff and guests alike could walk as part of a multi-modal trip, supported by other sustainable modes to access the site.
- 3.2.3 The local footway network is conducive to pedestrian travel with footways provided along local roads with dropped kerbs, tactile paving and crossing points to facilitate onward travel.

Cycling

- 3.2.4 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 3.2.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.2.6 In light of the above guidance, an indicative 5km cycling catchment is illustrated in the figure below.

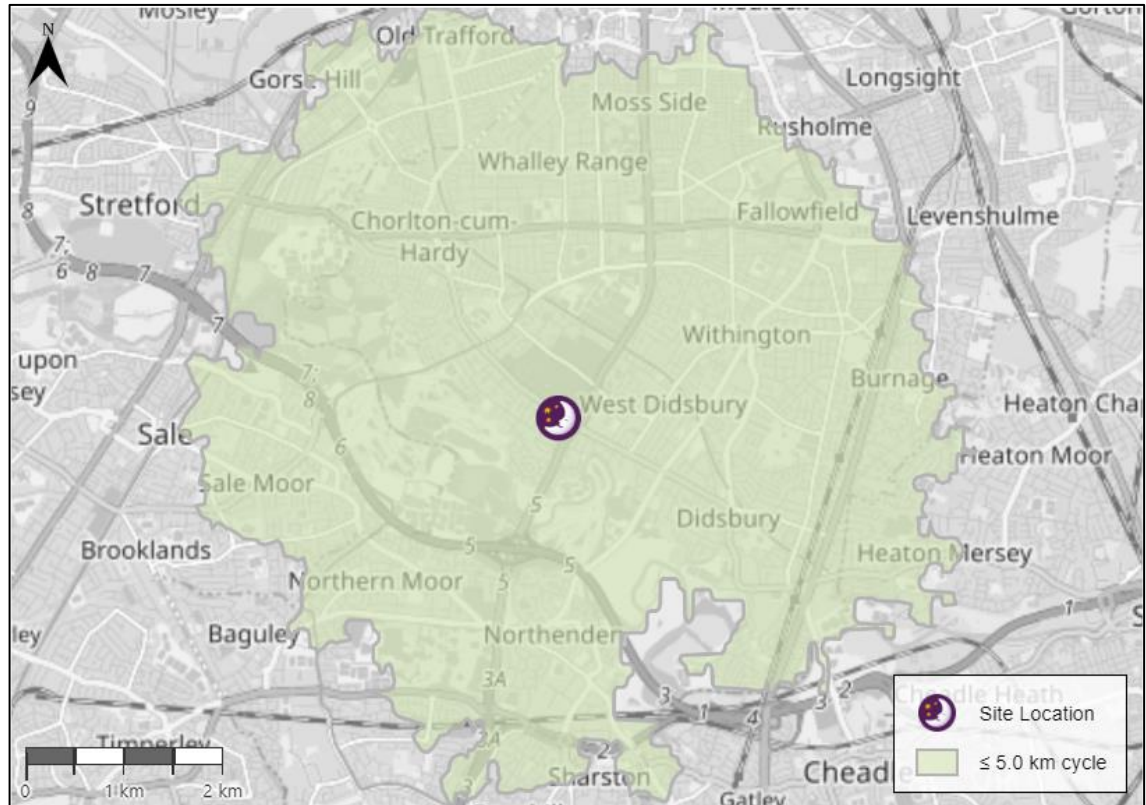


Figure 6 Indicative 5km Cycling Catchment

- 3.2.7 As illustrated, the cycle catchment encompasses West Didsbury and Didsbury itself and also includes a number of key surrounding residential areas including Northender, Sale Moor and Chorlton-cum-Hardy. With it considered staff could cycle to the site, and leisure routes, which guests could utilise during their stay.
- 3.2.8 The local area benefits from cycle routes which include off- and on-carriageway provision allowing for easy connection between the site and Sale as well as National Cycle Network routes 56 & 62 running through the local area.

Public Transport

Bus

- 3.2.9 The nearest bus stop to the site is located on Carrington Lane immediately north of the site. This stop is served by the 23 & 87 services which provide access to destinations such as:
- Manchester Piccadilly.
 - Stockport.
- 3.2.10 These destinations have associated stops en-route and in terms of facilities, this stop is supplied with shelters, seating, bins and a flag & pole containing detailed bus timetable information.

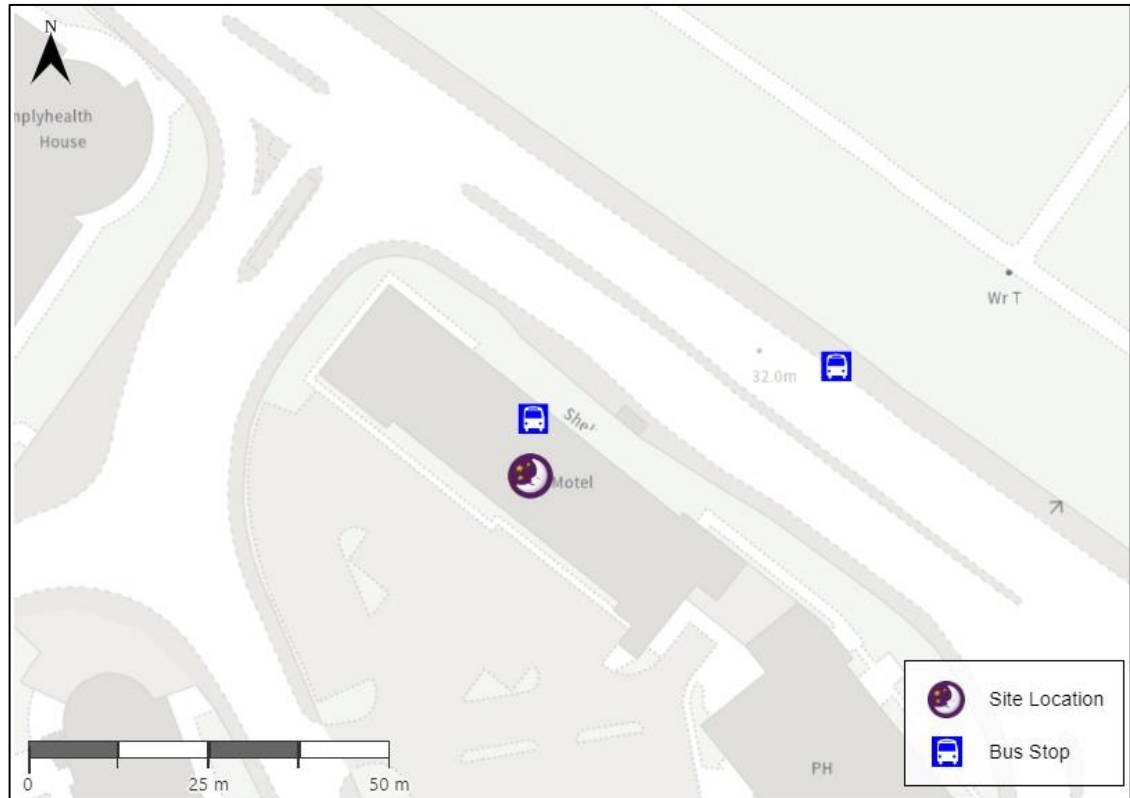


Figure 7 Map of Bus Stops

3.2.11 As summarised in the above, the bus services from the A5145/Barlow Moor Road would facilitate local travel to a number of key destinations to meet the day to day needs of guests and staff of the proposals as well as provide onward connectivity to other destinations.

Rail

3.2.12 Withington Tram Stop is on the South Manchester Line and is located some 1.4-kilometres to the north of the site and offers step free access to the platforms and has a mix of covered cycle parking and parking stands to accommodate 17 cycles.

3.2.13 Withington Tram Stop provides services to the following destinations with associated en-route stops:

- East Didsbury.
- Manchester.
- Rochdale.
- Shaw and Crompton.

3.2.14 It is considered the comprehensive service pattern available that could cater to staff and guests, for commuting and leisure demand alike.

3.3 Taxi

- 3.3.1 For guests requiring a taxi, a freephone is available within the hotel reception area and will automatically connect to a local operator.

3.4 Summary of Accessibility Credentials

- 3.4.1 The sustainable transport infrastructure provided in the local area could accommodate commuting trips by staff to and from the site, to include guest arrival at and in-stay travel. Trips by sustainable modes offer cheaper, and in some cases, more convenient alternative than the use of a private car.

4 TRAVEL PLAN COORDINATOR

4.1 Travel Plan Coordinator

4.1.1 A Travel Plan Coordinator (TPC) will be appointed prior to occupation of the development who will be responsible for all aspects of travel planning at the site. The Travel Plan Coordinator role could fall within the remit of an existing staff member, who would be responsible for taking the lead of the Travel Plan and responsible to raising awareness of the Travel Plans aims, objectives and target, and the monitoring and evaluation of any surveys undertaken throughout the life of the Travel Plan.

4.1.2 It will be ensured the Travel Plan Coordinator has adequate resources available to them to fully implement the Travel Plan.

4.1.3 The main responsibilities of the TPC would be, although not exclusively, as follows:

- Acting as a point of contact for all staff, guests and visitors requiring travel information.
- Overseeing the site and implementation of the document and the measures it includes.
- Developing promotional marketing and awareness raising materials in order to facilitate organised promotions.
- Undertaking monitoring of the Travel Plan, including designing and undertaking travel surveys and preparing a monitoring report.
- Liaising with all interested parties, stakeholders, management, local public transport operators etc. in the delivery of the Travel Plan.
- Working closely with the local authority Sustainable Travel Team to ensure the Travel Plan remains consistent with wider sustainable travel initiatives.

4.1.4 The relevant contact details for the management of this Travel Plan are as follows:

Niall Hyslop – New Openings Manager Premier Inn & Restaurants

Email – Niall.Hyslop@whitbread.com

TBC – Hotel Manager, Premier Inn

Email – TBC

4.1.5 The Travel Plan Coordinator role is defined within the job description of the Hotel Manager and training for the role is provided by Whitbread as part of new hotel openings and staff inductions. In addition, RGP can hold Travel Plan 'Introduction' and 'Training Seminars' with Travel Plan Coordinators prior to the opening of a new site / implementation of a Travel Plan. Training ensures the Travel Plan Coordinator knows what is expected of them from the outset, when a Travel Plan is to be implemented. The role of the Travel Plan Coordinator is imperative to the success of the Travel Plan.

5 TRAVEL PLAN TARGET

5.1 Forecasted Trip Generation

5.1.1 The table below is replicated from the supporting Transport Statement (document reference 2024/7847/TS01), prepared by RGP to support the planning application. This forecast confirms the proposed vehicle trip generation at the site following the net 30-bedroom extension, and removal of the associated Beefeater branded restaurant.

Time Period	Proposed Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak 08:00-09:00	6	29	34
PM Peak 17:00-18:00	22	6	29
Total Daily	158	148	306

Figure 8 Proposed Trip Generation

5.1.2 As summarised, the site post-development could generate in the order of 34 two-way movements across the AM peak, 29 across the PM peak and a total of 306 across the course of a typical day.

5.2 Aims and Objectives

5.2.1 The objectives of this document are two-fold. Firstly, to increase awareness of sustainable travel modes available to guests and staff and secondly to reduce the dependence of guests and staff on travelling by car to and from the site. The subsequent overarching objectives are:

- To increase guest and staff awareness of the advantages and availability of sustainable modes of transport over the car.
- To introduce a package of physical and management measures that would facilitate guests and staff travel.
- To limit unnecessary or unsustainable use of the car for journeys to and from the site by guests and staff.

5.2.2 For Travel Plans to work effectively there are five key issues to drive the required changes, these are:

- Achieving a **culture change** in the organisation and amongst people.
- **Providing real incentives** to encourage changes in travel behaviour and to ensure that these are continued.
- An **integrated holistic approach** to ensure that all measures work in the same direction and are fully cohesive.

- **Total management support** for both the measures and to provide leadership example to others.
- **A clear and continued objective** to achieve for a clear purpose to maintain focus for the future.

5.2.3 In achieving a change of behaviour, the stages can be described in seven steps:

- Awareness of a problem e.g. traffic congestion, pollution, environmental damage, example to the community etc.
- Accepting responsibility at an individual and corporate level that everybody and every organisation has its part to play.
- A perception that alternatives are possible.
- Evaluation, personally and for an organisation, to find which are the viable alternatives.
- Making a choice, with the intention to modify behaviour.
- Experimental behaviour, trying out new travel choices.
- Habitual behaviour, long term adoption of sustainable modes.

5.3 Target

5.3.1 The target of this Travel Plan is to increase guest arrivals and staff commuting by active and sustainable transport. The target is be in line with 'SMART' criteria:

Specific

Target increase/decrease in mode share shown over a set timescale.

Measurable

The mode share of guests and staff would be measured and monitored using travel surveys.

Achievable and Realistic

The target, taking into account preferred travel modes, and general Travel Plan promotion, need to be achievable and realistic.

Time-bound

The target are to be monitored on a regular basis and met within five years of the Travel Plans implementation.

5.4 Travel Plan Target

- 5.4.1 The target of this Travel Plan would be to achieve a reduction in vehicle trips associated with the site in the order of 10% over the five-year life of the Travel Plan.
- 5.4.2 Following baseline surveys of staff within three months of the occupation of the development, the target would be reviewed and amended based on the site-specific data obtained, with the aim for trips by single occupancy car to not exceed the baseline. The initial target to reduce such trips by 5% after Year 3 and 10% after Year 5 is considered appropriate. These trips would be shifted to corresponding increases in public transport use and walking / cycling.
- 5.4.3 The target stated above would be reviewed regularly and should be achieved by the target date specified. If the target has been attained before the target date, it would be modified to provide a further, more challenging target, while if the surveys show that progress is not being made toward achieving the target, the reason(s) why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall target would be met.

5.5 Travel Plan Monitoring

- 5.5.1 Travel Surveys would be undertaken by the Travel Plan Coordinator within three-months of the proposals becoming operational, the results of which would inform the preparation of a revised Travel Plan, with the results provided to the Local Planning Authority and / or the Local Highway Authority, within six months.
- 5.5.2 The Travel Plan Coordinator would undertake Travel Plan Surveys on the first, third and fifth anniversaries of the Travel Plan, and this approach is commonplace across Whitbread (Premier Inn) operations and allows for standardised results to be captured between sites.
- 5.5.3 Should Travel Plan Surveys demonstrate the Travel Plan target is to be achieved before its intended date, a further, more stringent target would be set, while if the surveys demonstrate the target would not be achieved by the intended date, a review of Travel Plan measures would be undertaken, with further measures adopted, as appropriate.
- 5.5.4 The Travel Plan Coordinator would provide the results of the Travel Surveys to the Local Planning Authority and / or the Local Highway Authority, as appropriate.

5.6 Implementation and Funding

- 5.6.1 An initial budget would be allocated for the implementation of the Travel Plan and reviewed by the Travel Plan Coordinator annually to identify whether any adjustments are required in order to achieve the Travel Plan aims, objectives and target.
- 5.6.2 The implementation of some measures (e.g. cycle parking) would be met as part of the construction phase, whilst the ongoing monitoring and management would be part of the Travel Plan Coordinator role.

- 5.6.3 Any other associated costs to fund on-going Travel Plan measures would be met by Management. This for example could include maintenance costs and other resources as necessary to implement the Initiatives outlined.

6 TRAVEL PLAN MEASURES

6.1 Travel Plan Initiatives

6.1.1 The Travel Plan initiatives as below would be provided and be subject to ongoing monitoring and review in terms of uptake and success.

Whitbread Corporate Initiatives

6.1.2 The following measures would be delivered at the site to support realisation of the Travel Plan target:

- Whitbread recruit staff through local job centres and therefore staff reside within a five-mile radius of their place of work, meaning that sustainable modes of travel offer realistic travel choices to the private car for staff;
- The Premier Inn website and phone application provide sustainable transport information to enable guests to plan their journey in advance and / or consider available travel choices prior to booking, with 97% of guests booking their stays direct; and
- Employees benefit from access to a staff voucher scheme against which a 7% discount can be obtained at Halfords to purchase bicycles / cycle equipment, thereby encouraging their use.

Site Infrastructure

6.1.3 The following measures could be delivered at the site to support realisation of the Travel Plan target:

- Premier Inn hotels typically benefit from being co-located with an on-site breakfast room or restaurant, catering for guest breakfasts or evening meals respectively, reducing the need to travel off site;
- Most Premier Inn hotels benefit from level access to the reception area and specially adapted rooms allowing easier access for customers with disabilities. However, where required, access ramps, dropped kerbs and tactile paving would be provided;
- All Premier Inn hotels are bike friendly. Clean bikes with dirt-free tyres are allowed to be kept in guest bedrooms or stored away safely. The reception team would point guests to local bike washing facilities should this be required. Cycle maintenance tools including bicycle pumps and puncture repair kits are available from reception;
- Premier Inn provide adequate shower and changing facilities for those staff commuting by active travel. Lockers are provided in the team / staff room for the storage of clothing and cycling equipment.
- All Premier Inn hotels provide free Wi-Fi, which may be connected to for access to travel related websites, for example; and

- Amazon have the option to provide Amazon Lockers within Premier Inn hotels. These are accessible to all, including the local community, 24 hours a day.

General Information & Raising Awareness

- 6.1.4 Some guests and staff may choose to travel by car, therefore it may be appropriate to promote car sharing. Potential cost savings can be calculated here: <https://liftshare.com/uk/savings-calculator>, while national websites such as 'liftshare' and 'blablacar' allow users to find a car share BUDi for free.
- 6.1.5 All staff would be informed of the Travel Plan during their interview / the induction process through a 'Staff Welcome Pack'. This would include maps of local walking / cycling routes, public transport information (services, timetabling and ticketing information), cycle training information, car sharing opportunities and links to journey planning websites. An example Staff Welcome Pack is attached hereto at **Appendix B** for reference.
- 6.1.6 Reception staff would be trained to ensure they understand the site location and locale, enabling them to respond to all guest travel queries.
- 6.1.7 A Travel Plan notice board displaying up to date information on sustainable travel would be erected within a communal area i.e. the team / staff room.
- 6.1.8 The following events and dates would be promoted by the Travel Plan Coordinator, where appropriate, and communicated via the Travel Plan noticeboard and staff meetings:
- May – Walk to Work Week and Work Wise Week.
 - June – Bike to Work Week.
 - September – Travelwise / European Mobility Week.
 - October – National Liftshare Week.
 - November – Commute Smart Week.
- 6.1.9 Guest travel can be influenced through the following:
- A digital display screen would be provided in the reception, mapping the surrounding area, and detailing local transport links. The screen includes a QR code which guests can scan using their smartphone for additional travel information; and
 - The Premier Inn website contains up-to-date travel information and other relevant details for each hotel across its estate.

6.2 Action Plan

- 6.2.1 A full Action Plan of the Initiatives is attached hereto at **Appendix C**.

APPENDIX A

Important – Planning permission & notices of consent

Compliance with conditions

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

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Premier Inn Hotels Ltd
C/o Agent

Agent (if used)

Mr Jake McLeod
Walsingham Planning
Brandon House
King Street
Knutsford
WA16 6DX

Part 1 – Particulars of the application/development

Proposal: Erection of a two storey annexe building, following demolition of existing restaurant building, to form an additional 30 hotel bedrooms and breakfast room, together with alterations to the car park and proposed landscaping works.

Location: Premier Inn, Derwent Avenue, Manchester, M21 7QS

Date of application: 3 September 2024

Application number: 140916/FO/2024

Part 2 – Particulars of decision

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

Condition(s) attached to this decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 3rd and 6th September 2024:

- a) Location Plan;
- b) Existing Site Plan (Dwg no. AP101);

- c) Existing Restaurant Elevations and Floor Plan (Dwg no. AP102);
- d) Existing Hotel Elevations (Dwg no. AP103);
- e) Proposed Site Plan (Dwg no. AP104);
- f) Proposed Ground and First Floor Layout (Dwg no. AP105);
- g) Proposed Annexe Building Elevations (Dwg no. AP106);
- h) Detailed Landscape Proposals 1 of 2 (Dwg no. 1157-SW-01 rev. A) prepared by Indigo;
- i) Detailed Landscape Proposals 2 of 2 (Dwg no. 1157-SW-02 rev. B) prepared by Indigo;
- j) Tree Survey prepared by Arbtech;
- k) Arboricultural Impact Assessment prepared by Arbtech;
- l) Arboricultural Method Statement prepared by Arbtech;
- m) Tree Protection Plan prepared by Arbtech;
- n) Preliminary Ecological Appraisal and Roost Assessment prepared by Arbtech;
- o) Biodiversity Net Gain Assessment prepared by Arbtech;
- p) Statutory Metric Calculation completed by Arbtech;
- q) Energy Strategy prepared by Thornley & Lumb Partnership;
- r) Sustainability Statement prepared by Whitbread;
- s) Transport Statement prepared by RGP;
- t) Travel Plan prepared by RGP;
- u) Flood Risk Assessment and Drainage Scheme (Booth King)

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

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in light of national policies within the NPPF and NPPG and pursuant Policies EN8 and EN14 in the Manchester Core Strategy.

5) Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 4, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 4.

Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

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

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, in light of national policies within the NPPF and NPPG and pursuant Policies EN8 and EN14 in the Manchester Core Strategy.

6) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

7) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8) a) Prior to the commencement of above ground works a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

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

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

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

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

10) The car parking hereby approved shall be laid out, demarcated and made available prior to the operational phase of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

11) Before the development hereby approved is operational, a detailed Travel Plan, based on the draft Travel Plan document (RGP, reference 2024/7847/TP01) received on 3rd September 2024, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

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

12) Prior to the commencement of above ground works, details of any lighting scheme and how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason: In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Policies EN15 and SP1 in the Manchester Core Strategy.

13) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

14) Prior to any earthworks, vegetation clearance or demolition, a Reasonable Avoidance Measures method statement for small mammals, including a timetable for their installation and maintenance regime, shall be submitted to and be approved by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat and species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

15) Above grounds works shall not commence until details of biodiversity enhancements (e.g. bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

16) The development hereby approved shall be implemented in accordance with the findings of the Biodiversity Net Gain Assessment and Matrix (Arbtech), received on 6 September 2024.

Reason - In the interests of biodiversity net gain being achieved on-site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

17) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan referenced in condition no. 16, and including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

has been submitted to and been approved in writing by City Council as Local Planning Authority.

Reason - In the interests of biodiversity net gain being achieved on-site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

18) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing nos. 1157-SW-01 rev. A and 1157-SW-02 rev. B, received on 3 September 2024, shall be implemented not later than 12 months from the completion of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

19) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Impact Assessment and Method Statement received by the City Council as local planning authority on 3rd and 6th September 2024; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

20) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to

and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

21) The additional cycle parking referred to in the Transport Statement (paragraph 5.7.2), received by the City Council as Local Planning Authority on 3rd September 2024, shall be installed and thereafter maintained before the development hereby approved becomes operational.

Reason - To promote sustainable development, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

22) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement (Thornley and Lumb Partnership Ltd, ref: C8804-TLP-00-XX-XX-BP-100 P02) received by the City Council as Local Planning Authority on 3rd September 2024. Within 3 months of the completion of the construction

of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

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

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

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

You can apply online at the following address:

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

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Informative for Condition 4 (Drainage) - The submitted drainage scheme shall include:

- a) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- b) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- c) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- d) A finalised drainage layout showing all components, outfalls, levels and connectivity.
- e) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- f) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- g) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- h) Construction details of flow control and SuDS elements.
- i) Finished floor levels and proposed ground levels plan.

Bats - Whilst the buildings to be developed have been assessed as negligible risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If safe to do so, the tongue and groove cladding and roof flashings of the buildings should be removed by hand to protect and solitary roosting bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Date: 13 November 2024

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

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

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

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

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

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

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

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

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

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

APPENDIX B

This information has been prepared to help you think about how you travel to work.

It details the available travel options as well as the health, environmental and financial benefits.



The Travel Plan Coordinator for the Premier Inn Cambridge City Centre (Corn Exchange/Lion Yard) hotel can help you:

- Reduce the impact of your commute on the environment
- Understand the walking and cycling routes or public transport available to get to work
- Make the most out of the cycling discount scheme
- Arrange to car share
- Maintain the shower and locker facilities, so you can get changed at work

Your Travel Plan Coordinator is

.....

Local Area

The London Cambridge (Lion Yard) hotel is well located for access to transport infrastructure, eateries and amenities. The local area also benefits from well-lit footways and crossing points, creating a pleasant walking environment.

Cycling is often quicker and cheaper than using a car. Good quality cycle routes are available locally and bike stands are provided at the hotel, in Grand Arcade car park and at other locations around the city.

There are plenty of bus stops available nearby and Drummer Street bus station is located roughly 5-minutes' walk away via Bradwell's Court.

Cambridge train station can be reached by way of a 7-minute cycle or 25-minute walk.



Premier Inn
Cambridge City
Centre (Lion Yard)



Premier Inn

Cambridge

- ROUTE A
- ROUTE B
- ROUTE C
- ROUTE N
- ROUTE R
- ROUTE U
- busway track
- bus stops

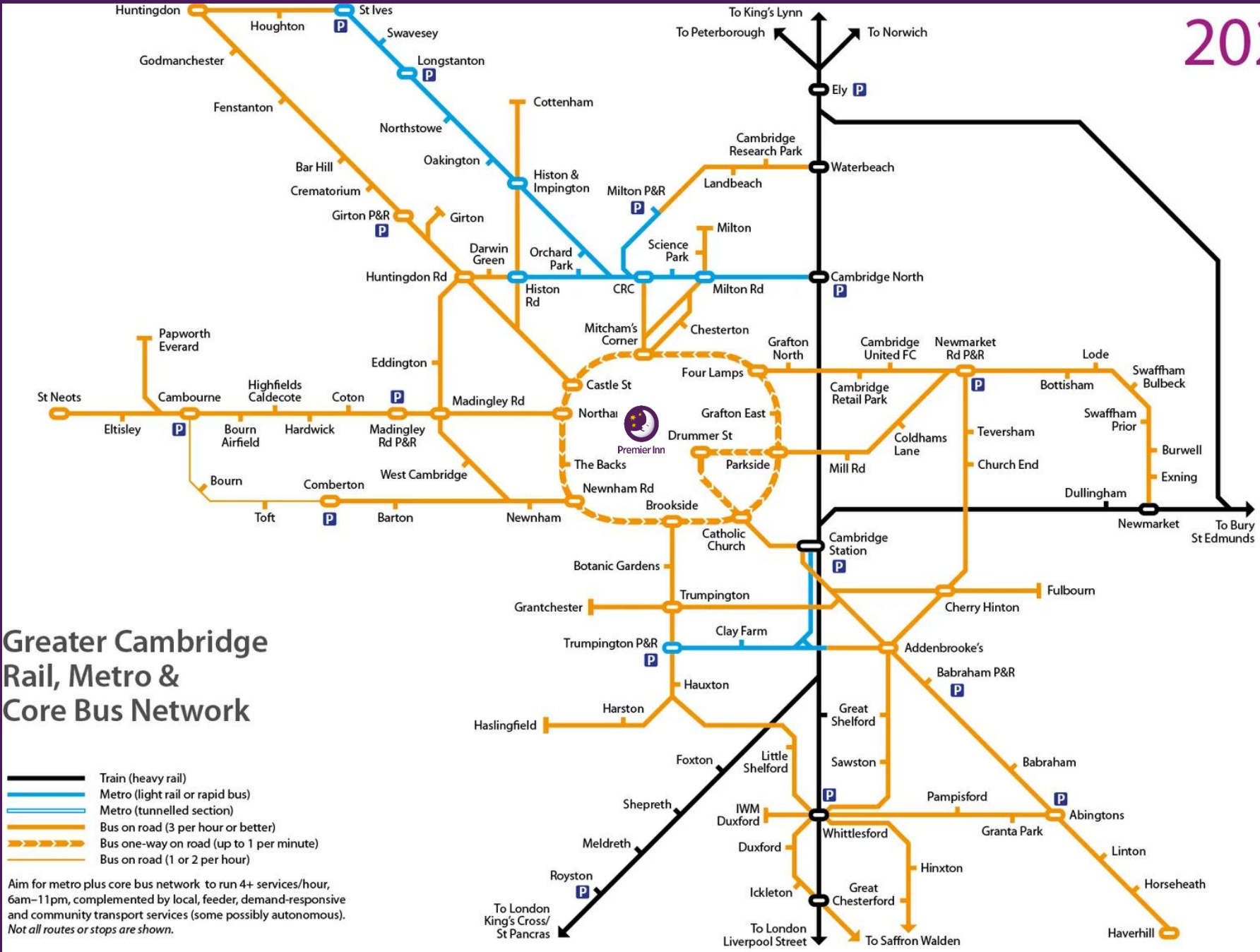


2021

Premier Inn
Cambridge City
Centre (Lion Yard)



Premier Inn



Taxis / Car Sharing / Car Clubs



No on-site car parking is provided at the hotel due to its central location.

If you need the use of a vehicle:

- A 24-hour rank is located on the northern side of Market Square, alternatively, a freephone taxi phone is available in the hotel reception and will automatically connect to a local operator.
- The www.liftshare.com website can be used to find someone to share with. Car sharing reduces traffic and allows you to make cost savings.
- Car Club vehicles can be rented on a pay-as-you-go basis and often work out cheaper than owning and running a car.

Visit

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/active-travel-in-cambridgeshire/planning-your-journey>

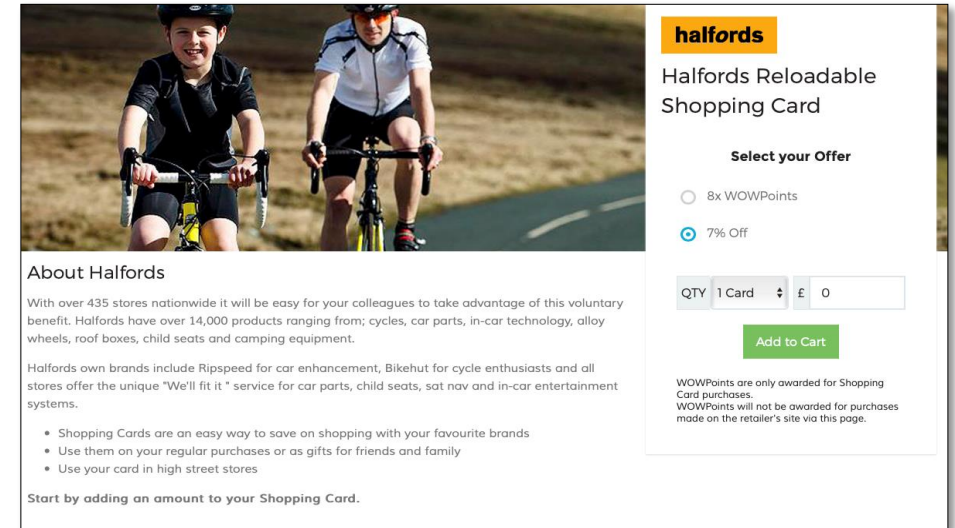
to plan your journey by walk, cycle or public transport and also access maps.



Offers / Discounts

To encourage cycling, you can get 7% off at Halfords when purchasing a reloadable card through Perks At Work

<https://www.perksatwork.com/login>



The Lion Yard Shopping Centre offer a rewards scheme (Smart Rewards) and are investigating offering free drinks and discounts to those staff who cycle and regularly use the secure cycle storage area.

<https://www.thelionyard.co.uk/>



Events

National Walking Month

May

Bike Week

June

European Mobility Week inc. World Car Free Day

September

National Liftshare Week

October

Road Safety Week

November

Health Benefits of Walking and Cycling

People who are physically active take 27% fewer sick days each year than their colleagues, while 73% of employees who cycle felt it made them more productive (TfL)

A regular brisk 30-minute walk reduces the risk of stroke by up to 27% (Stroke Association)

Regular walking reduces the risk of type 2 diabetes and certain cancers by 50% (NHS)

52% of all particle emissions came from tyres and brakes (Imperial College London, 2021)

Regular cyclists enjoy the general health of someone approximately 10 years younger (British Cycling)



Green Travel Equipment Box

A puncture repair kit, cycle maintenance tools and bicycle pump are provided for use by staff and guests, as needed.



The Travel Plan Coordinator will replenish/replace these items, when necessary.



Let your Travel Plan Coordinator know of any travel related concerns or suggestions you may have.



APPENDIX C

TRAVEL PLAN ACTION PLAN

The table below highlights the initiatives that will be committed to as part of this Travel Plan.

Measure	Details	Responsibility	Implementation Timescales
WHITBREAD CORPORATE INITIATIVES			
Travel Plan Coordinator	To appoint a Travel Plan Coordinator (TPC) who will be responsible for all aspects of travel planning at the site.	Whitbread Management / Hotel Management	TPC appointed prior to the hotel extension becoming operational.
Recruitment	Whitbread recruit staff through local job centres and therefore staff reside within a five-mile radius of their place of work.	Whitbread Management / TPC	N/A
Website and Phone Application	The Premier Inn website and phone application provide sustainable transport information to enable guests to plan their journey in advance and / or consider available travel choices prior to booking.	Whitbread Management / TPC	TPC to review to ensure information is accurate.
Employee Benefits	Employees benefit from access to a staff voucher scheme against which a 7% discount can be obtained at Halfords to purchase bicycles / cycle equipment.	Whitbread Management / TPC	N/A
SITE INFRASTRUCTURE			
Breakfast Room / Restaurant	Premier Inn hotels typically benefit from being co-located with an on-site breakfast room or restaurant, catering for guest breakfasts or evening meals respectively, reducing the need to travel off site.	TPC	TPC to promote.
Shower / Changing Facilities	Premier Inn provide adequate shower and changing facilities for those staff commuting by active travel.	Whitbread Management / TPC	TPC to promote and monitor use.
Bike Friendly	All Premier Inn hotels are bike friendly, with guests allowed to keep bikes in their room or for them to be stored away safely, which will be promoted by the TPC.	TPC	TPC to promote.
Wi-Fi	All Premier Inn hotels provide free Wi-Fi, which may be connected to by guests for access to travel related websites, which will be promoted by the TPC.	TPC	TPC to promote.
Amazon Lockers	Amazon can provide Amazon Lockers within Premier Inn hotels.	Whitbread Management / TPC	TPC to monitor use.

GENERAL INFORMATION			
Welcome Pack	All staff will be informed of the Travel Plan through a 'Staff Welcome Pack'.	TPC	TPC to ensure all staff are aware of the Travel Plan prior to the hotel extensions becoming operational, and review the Welcome Pack to ensure information is accurate.
Training	All reception staff will be trained to ensure they understand the site location, to be able to answer all guest travel queries.	Whitbread Management / TPC	TPC to train existing staff prior to the hotel extension becoming operational, and to train all new staff as recruited.
Notice Board	A Travel Plan notice board will display up to date active and sustainable travel information and initiatives.	Whitbread Management / TPC	To be erected prior to the hotel extension becoming operational.
Travel Plan Events	The TPC will promote Travel Plan Events (i.e. Walk to Work Week, Travelwise and Commute Smart Week) to employees.	TPC	TPC to promote annually.
MONITORING, REVIEW AND REPORTING			
Target Review	TPC to set targets and review on an annual basis.	Whitbread Management / TPC	Targets to be set in year one, after which, reviewed annually.
Progress Report	TPC to prepare an annual progress report to summarise the findings of the Travel Surveys.	Whitbread Management / TPC	Progress report completed for the first anniversary of the Travel Plan and all subsequent year anniversaries up to five years.
Additional / Remedial Measures	TPC to introduce new measures if targets are not being met.	Whitbread Management / TPC	Where required, to discuss with Whitbread Management / Local Planning Authority.



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