

Pearl Assurance House, Princess Street, Manchester

Framework Travel Plan

Client: Whitaker Horton

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HASKONINGDHV UK LTD.

Newater House
11 Newhall Street
Birmingham
B3 3NY
Transport UK
VAT registration number: 792428892

+44 121 7096520 **T**
info.birmingham@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

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Date:

Author(s): Stephen Kelly

Drafted by: _____

Checked by: _____

Date / initials: _____

Approved by: _____

Date / initials: _____

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Proposed Parking and Servicing Layout

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Appendix B

Existing Ground Floor Layout

Proposed Ground Floor Layout

1 Introduction

1.1 Background

- 1.1.1 Royal HaskoningDHV has been commissioned by Whitaker Horton to prepare a Framework Travel Plan (FTP). The FTP is for submission in association with an outline planning application for the redevelopment of the existing Pearl Assurance House on Princess Street, Manchester (the site).
- 1.1.2 The redevelopment of Pearl Assurance House would provide a 72-bedroom boutique hotel, ground floor bistro and a rooftop bar.
- 1.1.3 The application site is located approximately 900 metres (m) northwest of Manchester Piccadilly railway station and is currently occupied by the Pearl Assurance House building (no. 23 and 25 – 29 Princess Street). The site location is shown in **Figure 1**.
- 1.1.4 The site is bounded by Clarence Street to the west, Princess Street to the south, Bow Lane to the north and commercial buildings to the east. IQOS and Costa coffee shop are situated on the ground floor to the west and east of the site.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is a package of measures designed to promote travel to/ from a site by sustainable modes of transport, thereby reducing the reliance on single occupancy private car usage. Travel Plans are site specific and tailored to the individual requirements of the type of development and intended users of the site.
- 1.2.2 Travel Plans have a set of clear objectives and a range of sustainable travel initiatives, monitoring strategies and marketing techniques to achieve the stated objectives. A robust Travel Plan can have a significant role in reducing the transport impacts of a development. The commitment of the occupier, local authority and other interested parties is critical to the success of a Travel Plan.
- 1.2.3 A FTP is produced when full details of the development proposal or operation of the site are unknown. In such circumstances a FTP can be produced, addressing all substantive elements and based on provisional information. A full Travel Plan would subsequently be completed at an agreed time (e.g. within six months of occupation).

1.3 National and Local Transport Policy Framework

- 1.3.1 This Framework Travel Plan has been prepared with reference to national and local policy and guidance on Travel Plans, including:
- *National Planning Policy Framework*, Department for Communities & Local Government (DCLG, February 2019);
 - *Planning Practice Guidance “Travel Plans, Transport Assessments and Statements”*, Ministry of Housing, Communities & Local Government (MHCLG, March 2014);
 - *Greater Manchester Transport Strategy 2040*, Transport for Greater Manchester; and
 - *Manchester Core Strategy 2012 to 2027*, Manchester City Council.

1.4 Structure of Report

1.4.1 Following this introduction, the report contains the following sections:

- **Section 2** describes the objectives of this FTP;
- **Section 3** describes the existing site situation;
- **Section 4** describes the proposed development;
- **Section 5** provides an audit of the sustainable accessibility of the site;
- **Section 6** describes the targets and management strategy;
- **Section 7** outlines the measures that are being taken to reduce the need to travel by car;
- **Section 8** details how the success of the TP will be monitored; and
- **Section 9** provides an Action Plan to be followed.

2 TRAVEL PLAN OBJECTIVES

2.1 Travel Plan Objectives

2.1.1 The objectives of the Travel Plan should benefit both the occupiers of the site and the wider community. The overarching, site specific objectives are to:

- minimise the number of car journeys made to the site;
- promote travel by the more sustainable modes of transport;
- ensure staff and visitors are aware of travel options to/ from the site; and
- manage the overall transport impacts of the development.

2.1.2 Wider environmental, economic and health objectives also apply, such as:

- reducing carbon emissions;
- reducing dependency upon the car; and
- improving individual health and fitness.

2.1.3 These objectives should guide the setting of targets and the types of measures that are implemented.

3 The Site

3.1 Overview

- 3.1.1 The application site is located in Manchester city centre, approximately 900m northwest of Manchester Piccadilly railway station and opposite Manchester Town Hall. The site is shown in its strategic and local contexts in **Figure 1**.
- 3.1.2 The application site lies within the Albert Square conservation area, at the heart of Manchester city centre, and is surrounded by a mix of retail outlets, cafes and commercial buildings. The River Irwell is situated at about 500m east of the site.
- 3.1.3 The site is roughly rectangular in shape and is bounded by Clarence Street to the west, Princess Street to the south, Bow Lane to the north and commercial buildings to the east (31 – 36 Princess Street).

3.2 Surrounding Area

- 3.2.1 The surrounding area is characterised by a mix of high-density employment, commercial, retail, leisure and residential uses. A number of hotels are also located in the immediate vicinity of the site, including:
- Hotel Motel One Manchester-Royal Exchange – located on Cross Street;
 - Princess Street Hotel – located on Princess Street; and
 - Hotel Gotham – on King Street located 180m northeast of the application site.
- 3.2.2 There are five car parks within a 500m radius from the application site:
- NCP Car Park Manchester China Town;
 - Q-Park Piazza Car Park;
 - NCP Car Park Manchester Piccadilly Plaza;
 - NCP Car Park Manchester King Street West; and
 - NCP Car Park Manchester Bridge Street.

3.3 Local Highway Network

Princess Street

- 3.3.1 Princess Street is a single carriageway road which runs from Albert Square/ Cross Street to the A34 Brook Street.
- 3.3.2 In the locality of the site, Princess Street serves two-way tram and bus traffic. Traffic on this route is subject to a speed limit of 8mph-20mph. To the western border of the application site, Princess Street forms a signalised T-junction with Clarence Street. General traffic is limited to one-way eastbound movement in the vicinity of the site. The street reverts to two-way movement approximately 650m east of the site.

- 3.3.3 Approximately 180m east from the development site, Princess Street intersects Mosley Street, a segregated 'tram only' route. Signal controlled pedestrian crossings are provided across Princess Street in the vicinity of the application site with facilities comprising of dropped kerbs, tactile paving and a central refuge.
- 3.3.4 The section of Princess Street between Clarence Street and Mosley Street includes a segregated cycle lane of approximately 1m width in the southbound direction. Footways are provided along the length of the Princess Street on both sides of the road and a system of street lighting is present.
- 3.3.5 The 'Town Hall' bus stop serving eastbound services, is located immediately adjacent to the application site. Additional eastbound bus stops along Princess Street are located 100m east of the site and opposite, is a bus stop for westbound services.
- 3.3.6 A loading bay (goods vehicles loading only) is located on the eastern side of Princess Street, in front of the entrance to Tesco Express.

Clarence Street

- 3.3.7 Clarence Street extends on a northeast to southwest alignment over a distance of approximately 75m, between Princess Street and Booth Street. Footways are provided on both sides of the carriageway and a system of street lighting is present.
- 3.3.8 Traffic along Clarence Street is subject to a speed limit of 20mph and to a one-way traffic order in the westbound direction.
- 3.3.9 At its eastern extent, Clarence Street meets Booth Street/ Tib Lane at a priority T-junction. Booth Street and Tib Lane are subject to a one-way traffic order in the east and west directions which feed into Clarence Street.
- 3.3.10 A total of nine on-street car parking bays inclusive of disabled parking spaces are located on Clarence Street, which is in the Zone 1 controlled parking area.
- 3.3.11 On-street parking is 'pay and display' and subject to a maximum stay of two hours. Charging periods extend seven days a week, 08:00 - 20:00, although payment is not required on Bank Holidays. Parking pay machines are located on both sides of Clarence Street, near the junction with Bow Lane, with the charges presented in **Table 3.1**.

Table 3.1: Zone 1 Parking Charges

Time Period	Parking Charge
Up to 30mins	£1.50
30mins – 1hr	£3.00
1hr – 1.5hrs	£4.50
1.5hrs – 2hrs	£6.00

- 3.3.12 A loading bay is located on the north side of Clarence Street in front of the entrance to the Piccolino Caffe Grande restaurant. The bay is restricted to 'Goods Vehicles Loading Only' between 08:00 and 20:00.

- 3.3.13 The existing on-street parking and loading are shown in Stephenson Studio drawing al(02)0003 presented in **Appendix A**.

3.4 Off-Street Car Parking

NCP Manchester China Town

- 3.4.1 The NCP Manchester China Town car park is located at an eight-minute walking distance east of the application site. This car park provides parking facilities for 78 cars. Car parking is available 24 hours a day, seven days a week, and is currently subject to the charges summarised in **Table 3.2**.

Table 3.2: The NCP Manchester China Town Charges

Time Period	Parking Charge
Up to 1hr	£3.50
1 – 2hrs	£5.50
2 – 3hrs	£8.00
3 – 4hrs	£9.50
4 – 5hrs	£12.00
5 – 6hrs	£14.00
6 – 24hrs	£25.00
Night rate (5pm – 6am)	£6.50

Q-Park Piazza Car Park

- 3.4.2 The Q-Park Piazza car park is an eight-minute walk from the application site with parking provision for 225 cars. Car parking is available 24 hours a day, seven days a week, and is currently subject to the charges summarised in **Table 3.3**.

Table 3.3: The Q-Park Piazza Car Park Charges

Time Period	Parking Charge
Up to 1hr	£3.00
1 – 2hrs	£7.00
2 – 3hrs	£10.00
3 – 6hrs	£13.00
6 – 8hrs	£16.00
8 – 10hrs	£19.00
10 – 12hrs	£22.00
12 – 24hrs	£25.00
Night rate (6pm – 9am)	£10.00

NCP Manchester Piccadilly Plaza

- 3.4.3 The NCP Manchester Piccadilly Plaza car park is a 10-minute walk to the application site and provides parking facilities for 160 cars, including five disabled vehicles. Car parking is available between 06:00 and 23:00 daily, seven days a week, and is currently subject to the charges summarised in **Table 3.4**.

Table 3.4: The NCP Manchester Piccadilly Plaza Charges

Time Period	Parking Charge
Up to 1hr	£3.00
1 – 2hrs	£7.50
2 – 4hrs	£14.50
4 – 6hrs	£21.00
6 – 24hrs	£30.00

- 3.4.4 A flat rate of £7.00 is available for drivers who park on Saturday or Sunday between 08:00 and 20:00.

The NCP Manchester King Street West

- 3.4.5 The NCP Manchester King Street West car park is a multi-storey facility located to the west of the city centre. This car park is an 11-minute walk to the application site and provides parking facilities for 554 cars including five disabled spaces. Car parking is available 24 hours a day, seven days a week, and is currently subject to the charges summarised in **Table 3.5**.

Table 3.5: The NCP Manchester King Street West Charges

Time Period	Parking Charge
Up to 1hr	£5.50
1 – 2hrs	£11.00
2 – 4hrs	£20.00
4 – 6hrs	£25.00
6 – 24hrs	£32.00

- 3.4.6 A reduced rate of £10.00 and £18.95 for up to 10 and 12 hours respectively is available for drivers who pre-book parking spaces. This discounted rate is valid on Mondays to Fridays before 17:00. Season tickets can also be purchased, reducing the daily charge to approximately £8.04 per day.

The NCP Manchester Bridge Street

- 3.4.7 The NCP Manchester Bridge Street car park is a 14-minute walk to the application site and provides parking facilities for 73 cars. The car park is open 24 hours a day, seven days a week, however parking is limited to a maximum stay of four hours. It is currently subject to the charges summarised in **Table 3.6**.

Table 3.6: The NCP Manchester Bridge Street Charges

Time Period	Parking Charge
Up to 1hr	£4.00
1 – 2hrs	£6.00
2 – 4hrs	£9.00

4 Development Proposals

4.1 Overview

- 4.1.1 This FTP relates to an outline planning application for the redevelopment of Pearl Assurance House (23 and 25 – 29 Princess Street). The application proposes an additional floor to the existing building and extension of the rear part of the building to create a 72-bedroom boutique hotel, a ground floor bistro and a rooftop bar.
- 4.1.2 The Costa coffee and IQOS shops on the ground floor of the existing development are anticipated to be converted into restaurant and bar areas respectively, as part of the application.
- 4.1.3 The main entrance to the hotel would be located on Princess Street, with a secondary entrance on Clarence Street. Service entrances would be located on Bow Lane. The proposed ground floor layout is presented in Stephenson Studio drawing al(05)0021 at **Appendix B**.

4.2 Parking

- 4.2.1 The development is proposed to be 'car free', therefore no on-site parking is proposed. This approach is supported by the sites excellent level of accessibility by active and sustainable transport modes. Any residual demand could be accommodated in the publicly available parking facilities within the vicinity of the site.
- 4.2.2 Cycle parking standards have been consulted and the development needs to provide 5 cycling parking spaces. These spaces are being provided in a secure area at basement level.

4.3 Drop-Off/ Pick-Up Arrangements

- 4.3.1 The parking bay in front of the main entrance to the hotel is proposed to be primarily used by taxis in dropping off/ picking up hotel guests. This location would be subject to changes to the Traffic Regulation Order and discussions with Manchester City Council.
- 4.3.2 The residual on-street parking bays located on Clarence Street, which would not be reconfigured for drop-off/pick-up, are proposed to be retained to ensure sufficient number of on-street parking bays within the vicinity of the site.

4.4 Servicing

- 4.4.1 A service entrance is proposed on the northern side of the building on Bow Lane. Refuse collections would be primarily serviced from this entrance while deliveries, laundry collection and other services would be on Clarence Street via the main entrance.
- 4.4.2 With respect to service vehicle movements, it is expected that the development would attract the following servicing vehicles:
- Refuse collections – daily (refuse vehicle);
 - Food Deliveries – daily (rigid HGV); and
 - Laundry – daily (rigid HGV).

- 4.4.3 Deliveries and refuse collections would be managed to avoid conflicts. The proposed on-street parking and servicing arrangements are shown in drawing **PB8611-RHD-AS-SW-DR-R-0100**.

4.5 Site Operations

- 4.5.1 The proposed development is forecast to employ a total of 85 staff members, comprising approximately 48 permanent members of staff and 37 members of cleaning staff, who are classified as temporary.

5 Accessibility by Sustainable Travel Modes

5.1 Introduction

- 5.1.1 Current national, regional and local development planning policy encourages new developments to be located where the need to travel by car is minimised and the use of sustainable transport modes can be maximised.

5.2 Accessibility by Walking

- 5.2.1 The generally accepted maximum walking distance for commuting, suggested by the Chartered Institution of Highways and Transportation (CIHT) is 2km, with a preferred distance of 1km for this mode. Accordingly, the 1km and 2km walking catchments for the application site are shown on **Figure 2**.
- 5.2.2 The site is located within Manchester city centre and within walking distance of a number of Manchester's central transportation hubs as well as the city's cultural and retail offerings, including:
- Nearest bus stop (approximately 30m);
 - Arndale shopping centre to the northwest (approximately 350m);
 - Manchester Piccadilly railway station to the southeast (approximately 1.2km); and
 - St Peter's Square tram stop (approximately 240m).
- 5.2.3 The vibrant areas of China Town and the Northern Quarter are also within a 1km walking distance from the proposed development.
- 5.2.4 Footways are provided on both sides of Princess Street near the application site. These connect to the footways on Clarence Street, A6042 Albert Square and A34 John Dalton Street all in close proximity to the proposed development.
- 5.2.5 Puffin pedestrian crossing facilities are provided on Princess Street and street lighting is present on all routes in the surrounding area of the proposed development.

5.3 Accessibility by Cycle

- 5.3.1 It is widely acknowledged that cycling has the potential to replace short car journeys, particularly those under 5km in length. A 5km cycling catchment, which equates to approximately 24 minutes' cycling time, is shown on **Figure 3**.
- 5.3.2 The cycle catchment plan demonstrates that the application site is readily accessible to the majority of Manchester city centre reaching Salford, significant residential areas and the wider transport links.
- 5.3.3 Approximately 350m southeast of the application site, four on street 'Sheffield' parking stands are provided on the northern side of Princess Street for up to eight bicycles. City Tower Cycle Hub, which provides secure parking facilities for 194 bicycles, is situated two minutes away by cycle from the application site.

- 5.3.4 An advisory on-road cycle lane extends along the northern side of Princess Street. At a five-minute cycle journey south of the application site, the National Cycle Route 6 cycle route extends along Liverpool Street and connects with on-road NCR 55 at Middlewood Street.
- 5.3.5 In June 2017 the bike sharing scheme 'Mobikes' were introduced to Manchester city centre. Use of these bicycles is operated through the use of an app, which allows users to search for, reserve, and unlock bikes to use. The bikes can then be parked in any of the designated areas, and once locked up, the journey automatically ends, and the app charges the users account for the distance travelled.
- 5.3.6 In conclusion, it has been demonstrated that the site is extremely accessible by bicycle.

5.4 Accessibility by Public Transport

Bus

- 5.4.1 According to guidance published by the CIHT¹, new developments should be located so that public transport trips involve a walking distance of less than 400m to the nearest bus stop.
- 5.4.2 The nearest bus stop to the application site is located in front of the proposed development on Princess Street. Eastbound services are accessible from this stop and be accessed by means of a puffin crossing to the south of Clarence Street.
- 5.4.3 An additional eastbound bus stop is situated approximately 100m from the site on the northern side of Princess Street. First Manchester operates a Monday to Saturday free bus service which connects the main railway stations and landmarks. At 10-minute intervals, '1 Free Bus' serves the Albert Square stop which is a walking distance of two minutes from the application site.
- 5.4.4 Westbound services can be accessed via a bus stop located approximately 120m from the site on the southern side of John Dalton Street. The frequency of bus services, which are currently accessible from those bus stops in closest proximity to the site, are summarised in **Table 5.1**.

¹ *Guidelines for Planning Public Transport in Development, Institution of Highways and Transportation (1999)*

Table 5.1: Summary of Bus Services Accessible from the Site

Bus No.	Route Summary	Approximate Frequency (minutes)				
		Mon – Fri		Sat		Sun
		Day	Eve	Day	Eve	
26	Leigh – Bedford – Astley – Boothstown – Worsley – Swinton – Pendleton – Salford – Manchester	60 (20:06 – 23:06)		60 (20:06 – 23:06)		60 (20:06 – 23:06)
34	Bryn Station – Golborne – Lowton – Leigh – Bedford – Boothstown – Pendleton – Piccadilly Gardens	30	30	30	30	60
35	Tyldesley – Little Hulton – Roe Green – Swinton – Pendleton – Salford – Manchester	60 (20:25 – 22:25)		60 (20:25 – 22:25)		60 (18:25 – 22:25)
36	Bolton – Great Lever – Peel – Madams Wood – Wardley – Swinton Park – Salford – Manchester	10	30	10	30	20
37	Bolton – Rose Hill – Farnworth – Hill Top – Linnyslaw – Wardley – Swinton Park – Pendleton – Manchester	10	30	10	30	20
38	Hulton – Wardley – Pendleton – Salford – Piccadilly Gardens	10	20	10	30	30
44	Stockport Bus Station – Ladybarn – Moss Side – Chorlton – Manchester	60	60	60	60	120
50	Salford Quays – Lagworthy – Pendleton – Manchester – Birchfields – East Didsbury	10	15	10	15	15
84	Chorlton Green – Whalley Range – Hulme – Manchester	60	N/A	60	N/A	N/A
113	Middleton – Greengate – Moston – Newtown – Manchester	At 07:44 and 08:10 only		N/A		N/A
191	Hazel Grove – Heavily – Stockport – Heaton – Chorlton upon Medlock – Manchester	20 (7:10-9:58) & (15:48-17:51)		N/A		N/A
197	Stockport – Heaton Moor – Longsight – Chorlton – Manchester	20	20	20	30	N/A
V1	Leigh – Tyldesley – Salford – Manchester – Chorlton upon Medlock	15	30	15	30	30
V2	Atherton – Ellenbrook – Salford – Manchester – Chorlton upon Medlock	15	30	15	30	30
V3	Ellenbrook – Roe Green – Swinton Park – Manchester – Chorlton upon Medlock	At 07:40, 08:30 and 08:36		N/A		N/A
V4	Ellenbrook – Roe Green – Salford – Manchester – Chorlton upon Medlock	30 (07:32 – 09:45)		N/A		N/A

5.4.5 **Table 5.1** demonstrates that the site is well connected by a range of services providing access to and from a range of local and regional destinations. It can be concluded that the site is very well served by bus services.

5.4.6 In addition to the services detailed above, Piccadilly Gardens is a major bus interchange hub located approximately 600m from the site and is served by more than 85 bus services per hour connecting to the majority of the Greater Manchester area.

Light Rail

- 5.4.7 Manchester is served by a light rail network known as the Manchester Metrolink. Seven lines serve the City Centre providing connections with destinations including Rochdale, Bury, Ashton-under-Lyne, Eccles, Altrincham, East Didsbury and Manchester Airport.
- 5.4.8 The nearest tram stop, St Peter's Square, is situated at a three minute walking distance from the application site. This stop provides direct access to all eastbound and westbound tram destinations within Greater Manchester.
- 5.4.9 **Table 5.2** summarises the frequency of Metrolink services accessible from St Peter's Square.

Table 5.2 : Metrolink Services from St Peter's Square

Route	Operating Hours and Frequency							
	Monday to Thursday		Friday		Saturday		Sunday and Bank Holidays	
	First	Last	First	Last	First	Last	First	Last
To Altrincham	06:01	23:49	06:01	00:37	06:01	00:37	07:01	23:37
To Ashton-under-Lyne	05:39	23:34	05:39	00:34	05:39	00:34	06:13	23:25
To Bury	05:43	23:38	05:43	00:38	05:43	00:38	06:41	23:38
To Eccles	06:05	23:39	06:05	00:39	06:05	00:39	06:59	23:30
To Etihad Campus	05:31	23:58	05:31	00:58	05:31	00:58	06:13	23:49
To Manchester Airport	06:04	23:16	06:04	00:16	06:04	00:16	06:59	23:11
To Media City UK	06:05	23:39	06:05	00:39	06:05	00:39	07:06	23:30
To Rochdale Town Centre	06:02	23:38	06:02	00:14	06:02	00:14	06:58	23:10
To Victoria	05:40	00:03	05:40	01:03	05:52	01:03	06:41	00:03
East Didsbury	05:56	23:48	05:56	00:48	05:56	00:48	06:56	23:44
Shaw and Crompton	06:02	23:38	06:02	00:26	06:02	00:26	06:58	23:22

- 5.4.10 First and last Metrolink services to Bury and Victoria respectively require a change at Piccadilly Gardens stop. Piccadilly Gardens which serves as the main Manchester Metrolink hub station, is located within a 650m walking distance from the site.
- 5.4.11 All Metrolink services available from St Peter's Square stop have an average frequency of 12 minutes from Monday to Saturday, and a frequency ranging between 12 minutes and 20 minutes on Sundays and Bank Holidays.

Rail

- 5.4.12 The CIHT document “Planning for Walking” (April 2015) states that “people will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services”.
- 5.4.13 There are a number of railway stations within Manchester city centre, all which are accessible either on foot, by bicycle or via connecting bus or Metrolink services from the site.
- 5.4.14 The closest railway station to the site is Salford Central station, 800m northwest of the site. The station is served by Northern Rail and benefits from step free access to all platforms. Salford Central Station provides train services to and from Manchester Victoria, Preston, Clitheroe and Wigan.
- 5.4.15 Direct rail services stopping at these destinations are summarised in **Table 5.3**.

Table 5.3 - Direct Rail Services from Salford Central

Destination	Route Summary from Salford Central	Approx. Frequency (minutes)		Approx. Journey Time
		Mon-Sat	Sunday	
Leeds	Manchester Victoria-Rochdale-Todmorden-Hebden Bridge-Dewsbury-Batley-Leeds	60	-	1hr 30
Rochdale	Manchester Victoria-Moston-Mills Hill-Castleton-Rochdale	30	60	30
Kirkby via Walkden	Salford Crescent-Swinton-Walkden-Hindley-Wigan Westgate-Pemberton-Rainford-Kirkby	60	-	1hr 10
Clitheroe	Salford Crescent-Bolton-Entwistle-Blackburn-Langho-Whalley-Clitheroe	60	60	1hr 10
Stalybridge	Manchester Victoria-Ashton-under-Lyne-Stalybridge	60	60	20-30
Wigan North Western via Bolton	Salford Crescent-Farnworth-Bolton-Westhoughton-Hindley-Wigan North Western	60	60	35-40
Manchester Victoria	Manchester Victoria	15	35	5
Southport via Walkden	Salford Crescent-Walkden-Wigan Wallgate-Parbold-Meols Cop-Southport	30	60	1hr 15
Blackburn	Salford Crescent-Bolton-Bromley Cross-Entwistle-Blackburn	5-30	55	1hr 10
Buckshaw Parkway	Salford Crescent-Bolton-Lostock-Blackrod-Chorley-Buckshaw Parkway	60	60	45

- 5.4.16 Manchester Piccadilly railway station, the busiest station in Manchester, is located 1.2km northeast of the site. Manchester Piccadilly railway station is currently served by six different operators including: Northern Rail, Arriva Trains Wales, CrossCountry, East Midlands Trains, First TransPennine Express and Virgin Trains.
- 5.4.17 Manchester Piccadilly station has parking facilities for both bicycles and vehicles. A long-stay car park associated with Manchester Piccadilly incorporates 903 spaces and includes 34 spaces designated for disabled users.

- 5.4.18 A short-stay car park is provided on Fairfield Street, providing 20 minutes' free parking. The short-stay car park comprises 44 spaces, including three spaces for disabled users. A cycle parking area comprising 43 Sheffield stands is provided for use by cyclists.
- 5.4.19 Rail services from Manchester Piccadilly provide connections to destinations such as London Euston, Birmingham New Street, South Wales, Scotland, and the south coast of England. There are also numerous local services, and two Metrolink platforms in the station's undercroft. Direct rail services travelling between Manchester Piccadilly and the destinations summarised above are provided in **Table 5.4**.

Table 5.4 - Direct Rail Services from Manchester Piccadilly

Destination	Route Summary from Manchester Piccadilly	Approx. Frequency (minutes)		Approx. Journey Time
		Mon-Sat	Sunday	
Buxton	Levenshulme-Stockport-Hazel Grove-New Mills Newtown- Chapel-en-le-Frith-Buxton	15-30	60	60
Manchester Airport	Manchester Airport	5-15	10-15	15
London Euston	Stockport-Macclesfield-Stoke-on-Trent-London Euston	20	60	2hrs 15
Hadfield	Ashburys-Flowery Field-Godley-Broadbottom-Glossop-Hadfield	30	30	40
Crewe via Stockport	Stockport-Wilmslow-Crewe	5-30	10-30	35-50
Preston (Lancs)	Manchester Oxford Road-Wigan North Western-Preston (Lancs)	15-25	60	50
Bristol Temple Meads	Stockport-Macclesfield-Stoke-on-Trent-Stafford-Birmingham New Street-Cheltenham Spa-Bristol Parkway-Bristol Temple Meads	60	60	3hrs
Middlesbrough	Manchester Oxford Road-Manchester Victoria-Huddersfield-Leeds-York-Northallerton-Middlesbrough	60	60	2hrs 30
Huddersfield	Manchester Oxford Road-Manchester Victoria-Huddersfield	15	30	35
Wigan North Western via Bolton	Manchester Oxford Road-Salford Crescent-Farnworth-Bolton-Westhoughton-Hindley-Wigan North Western	30	60	35
Cleethorpes	Stockport-Sheffield-Meadowhall-Doncaster-Scunthorpe-Grimsby Town-Cleethorpes	60	-	2hrs 35
New Mills Central	Stockport-Davenport-Woodsmoor-Hazel Grove-Disley-New Mills Newtown	35	60	35
Hazel Grove	Stockport-Davenport-Woodsmoor-Hazel Grove	25	60	20-22
Edinburgh	Preston (Lancs)-Lancaster-Penrith-Carlisle-Lockerbie-Haymarket-Edinburgh	60	-	3hrs10
Bournemouth via S-O-T	Stockport-Stafford-Wolverhampton-Birmingham New Street-Birmingham International-Oxford-Reading-Winchester-Southampton-Bournemouth	60	60	4hrs 50 - 5hrs 20
Sheffield	Stockport-Sheffield	45	60	1hr 40

Table 5.4 continued

Destination	Route Summary from Manchester Piccadilly	Approx. Frequency (minutes)		Approx. journey time
		Mon-Sat	Sunday	
Blackpool North	Manchester Oxford Road-Deansgate-Bolton-Lostock-Chorley-Leyland-Preston (Lancs)-Blackpool North	15-45	60	1hr 15
Newcastle	Manchester Oxford Road-Manchester Victoria-Huddersfield-Leeds-York-Durham-Newcastle	60	60	2hrs 30
Hull	Stalybridge-Mossley-Huddersfield-Dewsbury-Leeds-Selby-Brough-Hull	60	60	2 hrs
Rose Hill Marple via Guide Bridge	Ashburys-Fairfield-Hyde Central-Romiley-Rose Hill	30	-	30
Chester via Northwich	Manchester Oxford Road-Newton-le-Willows-Warrington Bank Quay-Runcorn East-Chester	60	60	1hr 20
Norwich	Stockport-Sheffield-Chesterfield-Nottingham-Grantham-Peterborough-Ely-Thetford-Norwich	60	-	4hrs 30
Stoke-on-Trent	Stockport-Stoke-on-Trent	8-12	-	35-40
Llandudno	Manchester Oxford Road-Warrington Bank Quay-Chester-Flint-Prestatyn-Rhyl-Colwyn Bay-Llandudno	60	-	2hrs 10

- 5.4.20 Additional railway stations accessible from the site include Manchester Oxford Road (approx. 850m), Deansgate (approx. 1.1km), Manchester Victoria (approx. 850m). Services stopping at these stations also pass through either Manchester Piccadilly or Salford Central.

5.5 Accessibility by Car Club

- 5.5.1 Car clubs offer the opportunity to use vehicles which are shared by other members of the car club. This arrangement offers an alternative to car ownership, by providing availability for those who do not need a car all the time.
- 5.5.2 Enterprise Car Club is Manchester City Council's recognised car club partner and operate vehicles from many locations around Greater Manchester and throughout the city centre.
- 5.5.3 The nearest car club location to the proposed development is at Fountain Street NCP Car Park, approximately 230m northeast of the site.

6 TARGETS AND MANAGEMENT

6.1 Introduction

- 6.1.1 In order to establish whether a Travel Plan is working successfully, it is necessary to identify and formulate a set of appropriate targets.
- 6.1.2 This section outlines the methodology for identifying appropriate targets and details the responsibilities of the Travel Plan Coordinator (TPC) who would be made responsible for the management and operation of the ongoing plan.

6.2 Baseline Travel Data

- 6.2.1 Staff travel surveys would be undertaken following the occupation of the site, in order to develop a baseline travel dataset of travel behaviour to/ from the site.

6.3 Setting Targets

- 6.3.1 Travel Plans should include targets set over a minimum five-year timeframe, with interim targets at year one and year three.
- 6.3.2 To measure the effectiveness of the FTP, as the intended key tool to deliver sustainability with regards to transport, SMART targets would be included to help achieve the primary target of this FTP. The 'SMART target' methodology is described below:
- **Specific** – stating exactly what needs to be achieved;
 - **Measurable** – to allow effective monitoring and to identify when the objectives have been achieved;
 - **Achievable** – targets that can be achieved within the duration of the Travel Plan;
 - **Realistic** – targets that can be achieved by the proposed Travel Plan measures; and
 - **Timed** – to be achieved by a set deadline.
- 6.3.3 For example, reduce single occupancy vehicle trips by x% by x date). Targets should be set within the Full Travel Plan at the earliest opportunity following completion of the Baseline Travel Surveys.

6.4 Travel Plan Management

- 6.4.1 A TPC would be appointed to promote, implement and monitor the Plan. The role would include offering information and advice on active and sustainable transport to all members of staff at the site, and the promotion of identified measures.
- 6.4.2 The TPC would not be a full-time position but would form part of the wider role of a member of staff. Contact details of the nominated TPC would be provided to the Travel Plan Officer at MCC at the earliest opportunity.
- 6.4.3 The responsibilities of the TPC are many and varied and include:

- Liaison with the Highway Authority Travel Plan officer to obtain literature promoting sustainable travel;
- Overseeing the development and implementation of the Plan;
- Designing and implementing effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Coordinating the necessary data collection exercises;
- Liaising with adjacent landowner and operators in relation to developing and managing a car parking strategy;
- Acting as a point of contact for all employees requiring travel information; and
- Coordinating the monitoring programme for the Plan, including target setting.

6.4.4 The TPC would also be responsible for initiating regular employee travel surveys to identify travel behaviour and modal splits. The results of the survey would inform the Plan by enabling targets to be measured or adjusted as appropriate.

7 SUSTAINABLE TRAVEL MEASURES

7.1 Introduction

- 7.1.1 This section outlines the various sustainable travel measures which are proposed to achieve the lowest practical level of single occupancy vehicle trips to/ from the site and widening the use of other travel modes.
- 7.1.2 A range of 'soft' measures are proposed which are designed to encourage the use of sustainable travel modes by providing staff with information about local travel options and the relative benefits of their use.

7.2 Public Transport Information

- 7.2.1 The TPC would ensure that all staff and visitors are provided with information to allow ease of use of public transport by displaying up-to-date public transport route, ticket pricing and timetable information. Contact details for local taxi firms would also be displayed by the TPC.
- 7.2.2 The TPC would liaise regularly with the local public transport operators to ensure that information remained valid. The TPC would display details of the websites and telephone advice services to enable staff and visitors to obtain details on their individual journey requirements.

7.3 Measures to Promote Walking

- 7.3.1 The TPC would encourage walking as a mode for staff to travel to the site by implementing initiatives which may include:
- Raising awareness of the health benefits of walking through promotional material; and
 - Providing a map showing safe walking routes, indicating distances and times to the most common destinations near to the site, e.g. bus stops and railway stations.

7.4 Measures to Promote Cycling

- 7.4.1 Prior to occupation of the development, safe and secure cycle parking would be implemented on site.
- 7.4.2 The TPC would investigate the potential to set up a Bicycle User Group (BUG) to encourage staff to cycle to work.
- 7.4.3 The TPC would seek partnership with local sports/ cycle stores in order to provide discounts to staff and as part of any promotional activity or campaign.
- 7.4.4 In order to assist in improving conditions for cycling locally, the TPC would establish contact with the senior cycling officer of the Local Planning Authority to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site. The TPC would provide input to the further development of any existing cycling strategy in the vicinity of the proposed development.

7.5 Parking

- 7.5.1 Existing car parks within the town centre, such as the Grand NCP multi-storey car park, would be identified on websites providing visitors with details of the hotel.
- 7.5.2 No new car parking would be provided as part of the development proposals.

7.6 Staff Travel Measures

- 7.6.1 The staff travel plan measures would seek to enhance the accessibility of the site in order to make alternative travel modes as attractive as possible for regular staff journeys.
- 7.6.2 Relevant, accurate information on the range of services and travel initiatives available would be provided on-site through the following media:
- Staff travel plan notice board within main staff common rooms / changing areas;
 - Public transport information would be made available within the main building;
 - Staff to be made aware of the workplace travel plan, as part of employee induction procedures; and
 - Details of existing travel planning websites.
- 7.6.3 Information would be updated on a regular basis by the TPC and would include details of public transport timetables, maps, general travel information contacts and details of health/ fitness initiatives such as National Cycle Week, Healthy Living Information, Travelwise week, etc. Key events / campaigns should be identified and promoted by the TPC.
- 7.6.4 Cycle parking facilities would be provided in convenient, secure and well-lit locations free from obstruction. Additional facilities would be provided to assist staff cycling to work and to increase the overall quality of journey. Such infrastructure would include lockers for cyclists to store equipment and clothing and access to shower and changing facilities on site. These staff changing/ showering facilities would also be available for pedestrians, motorcyclists, lunch time joggers, etc.
- 7.6.5 The TPC would continue to liaise with Local Planning Authority Officers and if necessary with other relevant local business Travel Plan groups to exchange ideas and to investigate any potential economies of scale when developing travel plan measures.

8 MONITORING AND REVIEW

8.1 Introduction

- 8.1.1 It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions.
- 8.1.2 Monitoring and review is an integral part of a good Travel Plan and its results can help recognise success, and generally raise awareness.

8.2 Targets and Monitoring

- 8.2.1 To understand how effective the TP measures are being in terms of their influence on travel patterns, regular TP monitoring will be undertaken. Staff travel surveys will be undertaken annually and all results will be reported to the Highway Authority Travel Plan Officer.
- 8.2.2 The baseline and subsequent travel surveys results will be used to monitor the effectiveness of measures implemented.

8.3 Travel Surveys

- 8.3.1 Surveys of the travel characteristics of staff travel behaviour will be undertaken within six months following occupation of the site. This data will form the baseline for setting appropriate targets which conform to the SMART principles. Repeat travel surveys will be undertaken on a regular basis, in order to ensure that targets are being met.
- 8.3.2 The findings of the above travel surveys will be analysed, and a short monitoring report prepared. This will be issued to the Highway Authority Travel Plan Officer within two months of the date of the travel survey.
- 8.3.3 If necessary, a meeting will be arranged between the TPC and the Travel Plan Officer to discuss progress and possible enhancements to the Travel Plan should these be deemed necessary.

8.4 Review

- 8.4.1 The TPC would undertake an annual review of the Travel Plan in conjunction with the Local Planning Authority. This review would be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following would be assessed:
- Mode share for staff against the targets;
 - Cycle parking occupancy for staff; and
 - Comments received from staff and visitors.
- 8.4.2 The TPC would compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC would set revised realistic targets for modal shifts to non-car travel modes and investigate the effectiveness of the Travel Plan initiatives being promoted in conjunction with the Local Planning Authority.

section 9 - updated action plan

MALMAISON-HOTEL, PRINCESS STEET, MANCHESTER

SCHEDULE OF TPC DUTIES / ACTION PLAN

Setting Up- all activities fully funded through staff overhead

Task	Implementation Date	Completed?
Appoint TPC		GM of hotel Jeff Handyside
Collate Travel Pack of information for issue to staff and / or display within the main entrance	ASAP	
Provide TPC contact details to MCC	ASAP	
Set up Travel Plan Working File	ASAP	

Initial Site Travel Plan Launch

Task	Implementation Date	Completed?
Prepare a the 'key contacts' file to include key personnel at organisations such as the Local Planning Authority, Local Highway Authority, Public Transport Operators, TfGM, etc.	6 weeks prior to first opening of hotel	
Contact TfGM and obtain up-to-date timetables and literature and discuss opportunities for discount on travel passes	6 weeks prior to first opening of hotel	
Contact TfGM cycle officer to obtain copies of relevant Cycle Maps	6 weeks prior to first opening of hotel	
Register the Malmaison Hotel site as a private group at the Car Share GM (www.carsharegm.com/) database.	6 weeks prior to first opening of hotel	
Review walking and cycle provision on-site to ensure completion and fit for purpose	6 weeks prior to first opening of hotel	
Ensure Travel Plan information areas are updated and the noticeboard / carousels are in place	6 weeks prior to first opening of hotel	

Initial Travel Patterns Survey

Task	Implementation Date	Completed?
Undertake Staff Travel Plan Survey Using Agreed Survey Questionnaire. Travel Plan survey results and progress should also be circulated to site users	Within 3 months of first opening of hotel	
Submit survey review report to MCC	6 weeks post completion of initial survey	
Update Travel Plan Noticeboard to reflect progress towards targets and objectives	Following Survey	

On-going duties (Over Life Time of Plan)

Task	Implementation Date	Completed?
Liaise with TfGM and other TPCs / groups where appropriate	As required	
Provide promotional Travel Data and health campaign information on display and keep up-to-date	Formal review every 3 months	
Ensure on-site cycle facilities and shared paths are maintained and fit for purpose	Formal review every 3 months	
Promote and support national campaigns	Review annually	
Manage on-site parking, including allocation of spaces and enforcement of parking restrictions	As required	

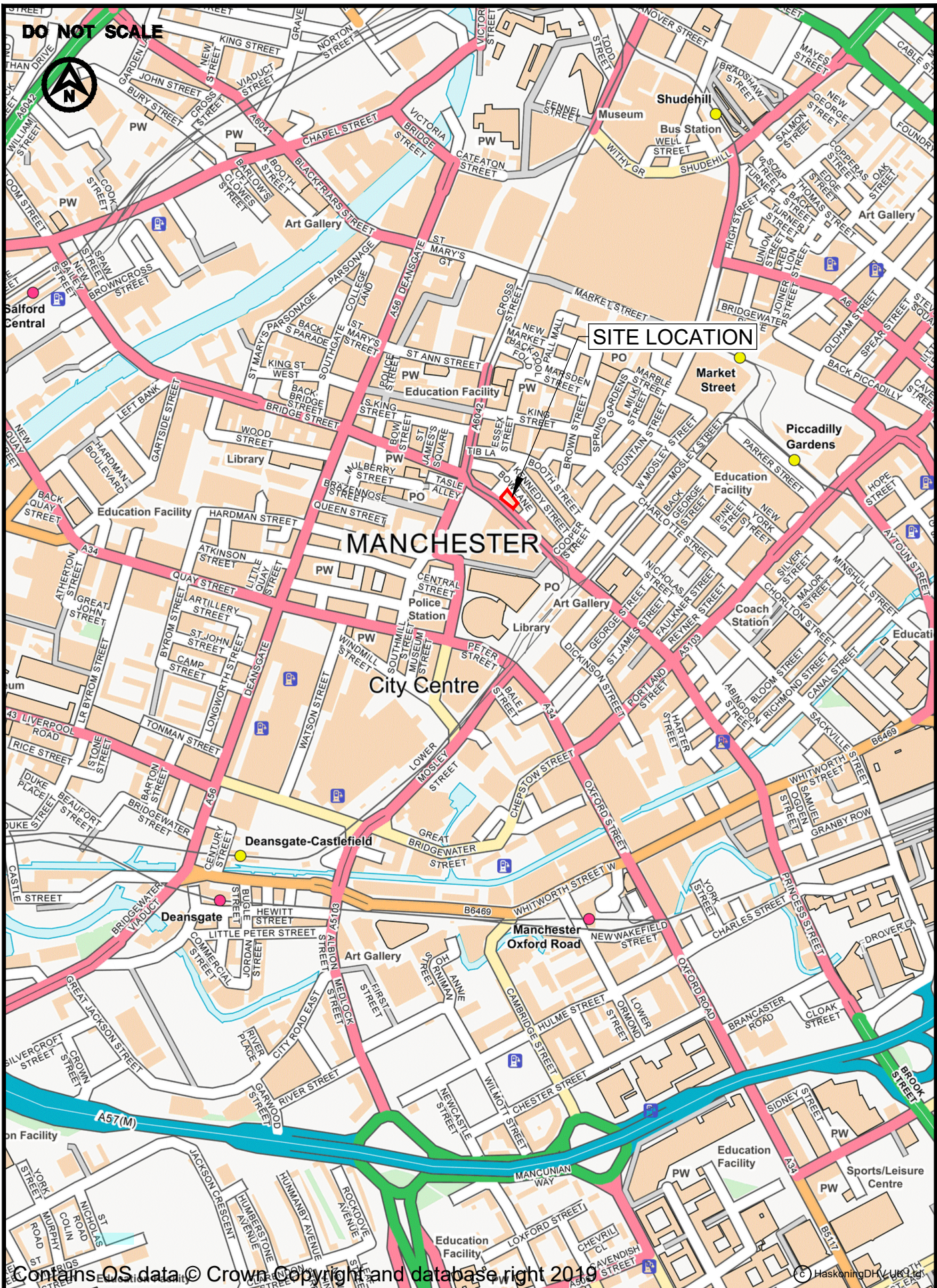
Further Monitoring: Development Completion

Task	Implementation Date	Completed?
Undertake 'follow up' survey of staff	Every two years post initial survey exercise.	
Submit survey review report to MCC	6 weeks post completion of survey	
Undertake 'snapshot' surveys of guests / visitors as appropriate		
Undertake Travel Plan Audit and modify where appropriate	Following Survey	
Update Travel Plan Noticeboard to reflect progress towards targets and objectives	Following Survey	

Staff Travel Plan Questionnaire

1	Place of Employment _____	12	If you indicated car driver in Q9, would you consider car sharing?
2	Home Postcode _____		
3	Gender 1 ☐ Male 2 ☐ Female		1 ☐ Yes regularly 2 ☐ Yes occasionally 3 ☐ No
4	Age 1 ☐ Under 25 2 ☐ 25-34 3 ☐ 35-44 4 ☐ 45-54 5 ☐ 55 or over	13	If you answered 'No' to Q12, can you explain the reasons for not car sharing? _____
5	Is your work? 1 ☐ Full Time 2 ☐ Part Time	14	Which of the following changes would most encourage you to use public transport for your journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable. ☒ Interest free loans for travel tickets/passes sold ☐ Flexible working patterns ☐ More convenient bus drop off points ☐ Public transport information at work site ☐ More direct bus routes ☐ Personalised journey plan ☐ None ☐ Other (specify) _____
6	What are your normal start and finish times Start Time _____ <u>Finish Time</u> _____		
7	Do you have a disability that may affect your travel arrangements? 1. ☐ Yes 2. ☐ No		
8	How far do you travel to work? 1 ☐ Less than 1 mile 2 ☐ Between 1 and 2 miles 3 ☐ Between 2 and 5 miles 4 ☐ Between 5 and 10 miles 5 ☐ Between 10 and 20 miles 6 ☐ Over 20 miles	15	If you indicated 'Car Driver' in Q9, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply) 1 ☐ Bus 2 ☐ Train 3 ☐ Bicycle 4 ☐ Car passenger 5 ☐ Walk 6 ☐ Motorbike 7 ☐ Tram 8 ☐ Other (specify) _____
9	On your normal trip to work which form of transport do you use? (tick all that apply) 1 ☐ Car (as driver on my own) 2 ☐ Car (as passenger with other people as driver or passenger) 3 ☐ Bus 4 ☐ Train 5 ☐ Motorbike 6 ☐ Bicycle 7 ☐ Walk 8 ☐ Tram 9 ☐ Other	16	Do you currently have the opportunity to walk or cycle to work (or both), but choose not to do so? 1 ☐ No 2 ☐ Yes, walk 3 ☐ Yes, cycle
10	How long does it normally take you to travel to work? 1 ☐ 0 to 15 minutes 2 ☐ 16 to 30 minutes 3 ☐ 31 to 60 minutes 4 ☐ 61 to 90 minutes 5 ☐ More than 90 minutes	17	If you answered 'Yes' to Q16 please indicate your reasons for not walking or cycling (or both) _____ _____ _____
11	If you have indicated 'Car driver' in Q9, what are the main reasons for doing so? 1 ☐ Car essential to job 2 ☐ Dropping/collecting others off 3 ☐ Give a lift to others in the area 4 ☐ Health reasons 5 ☐ More convenient than alternative 6 ☐ Other (please specify) _____	18	Your views and ideas are important, so please add any other comments about your journey _____ _____ _____

Figure 1 – Site Location Plan

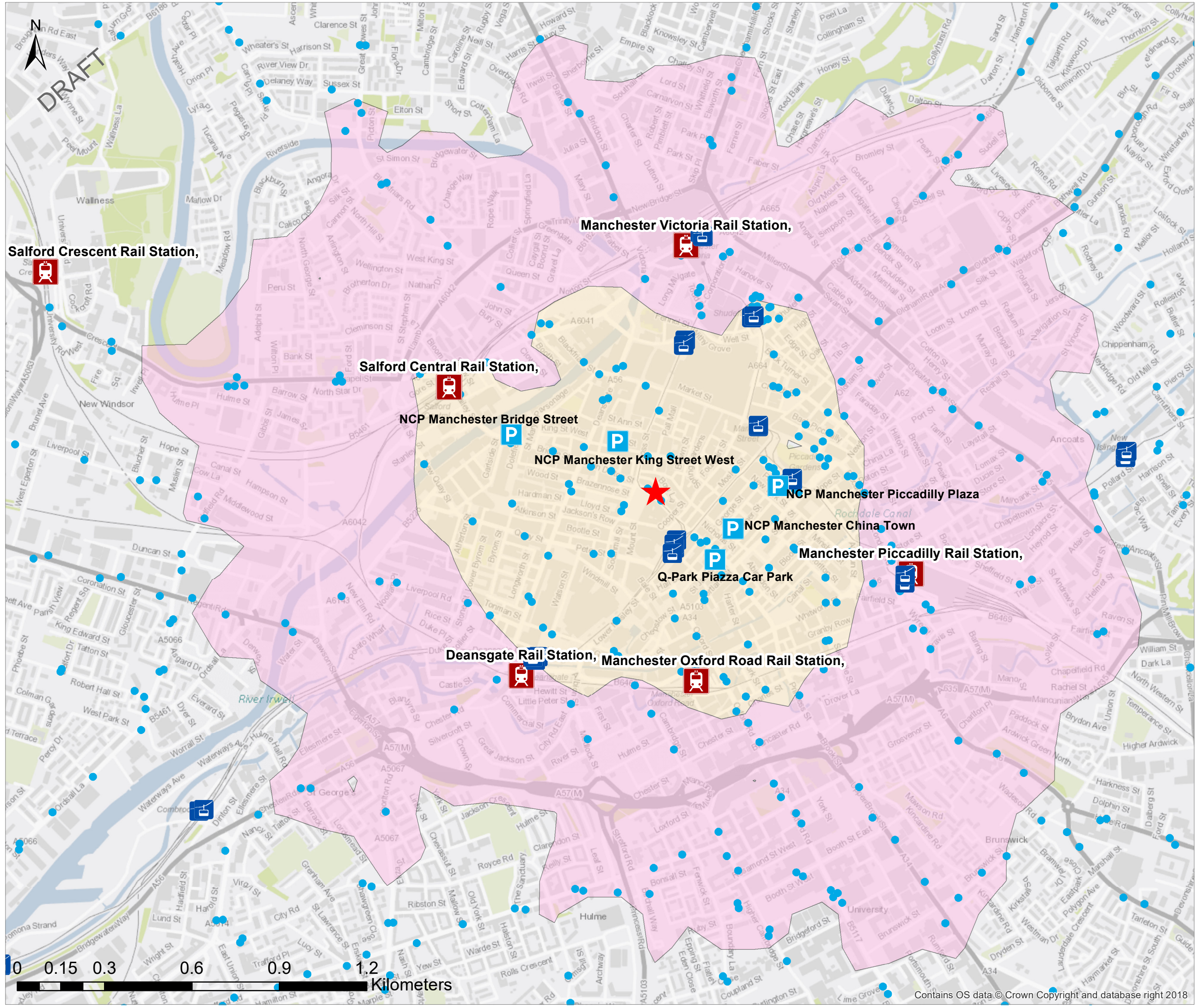


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<p>TITLE</p> <p>SITE LOCATION PLAN</p>	<p>PROJECT</p> <p>PEARL ASSURANCE, PRINCESS STREET</p>	 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>DRAWN</p> <p>GA</p> <p>SCALE</p> <p>NTS</p> <p>DRG No.</p> <p>FIGURES</p>	<p>CHECKED</p> <p>VS</p> <p>DATE</p> <p>02/04/2019</p> <p>REV.</p> <p>-</p>
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Figure 2 – 1km and 2km Walking Catchments



Key

-  The Site
-  Car Park
-  Tram stops
-  National Rail Stations
-  Bus stops

Walking Catchments

-  0 - 1km
-  1 - 2km

Title
Walking Isochrone Plan

Project
PB8611 Pearl Assurance House

Client
Whitaker Hoton

Date
08/04/2019

Scale
1:12000

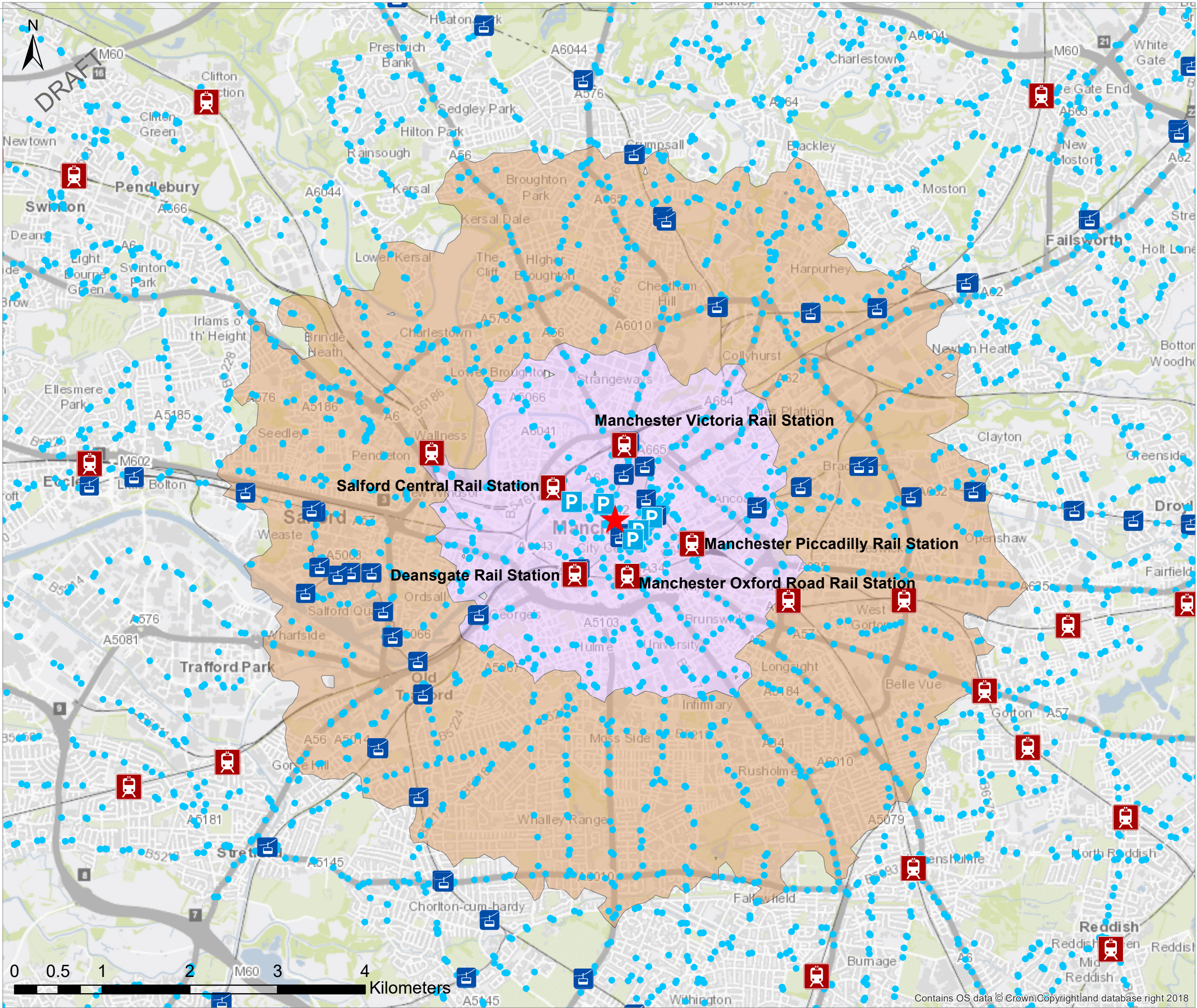
Figure
Figure 2

Drawn by
GA

Number
1



Figure 3 – 3km and 5km Cycling Catchments



Key

The Site

Car Park

National Rail Stations

Tram stops

Bus stops

0 - 2.5km

2.5 - 5km

Title

Cycling Isochrone Plan

Project

PB8611 Pearl Assurance House

Client

Whitaker Hoton

Date

08/04/2019

Scale

1:40000

Figure

Figure 3

Drawn by

GA

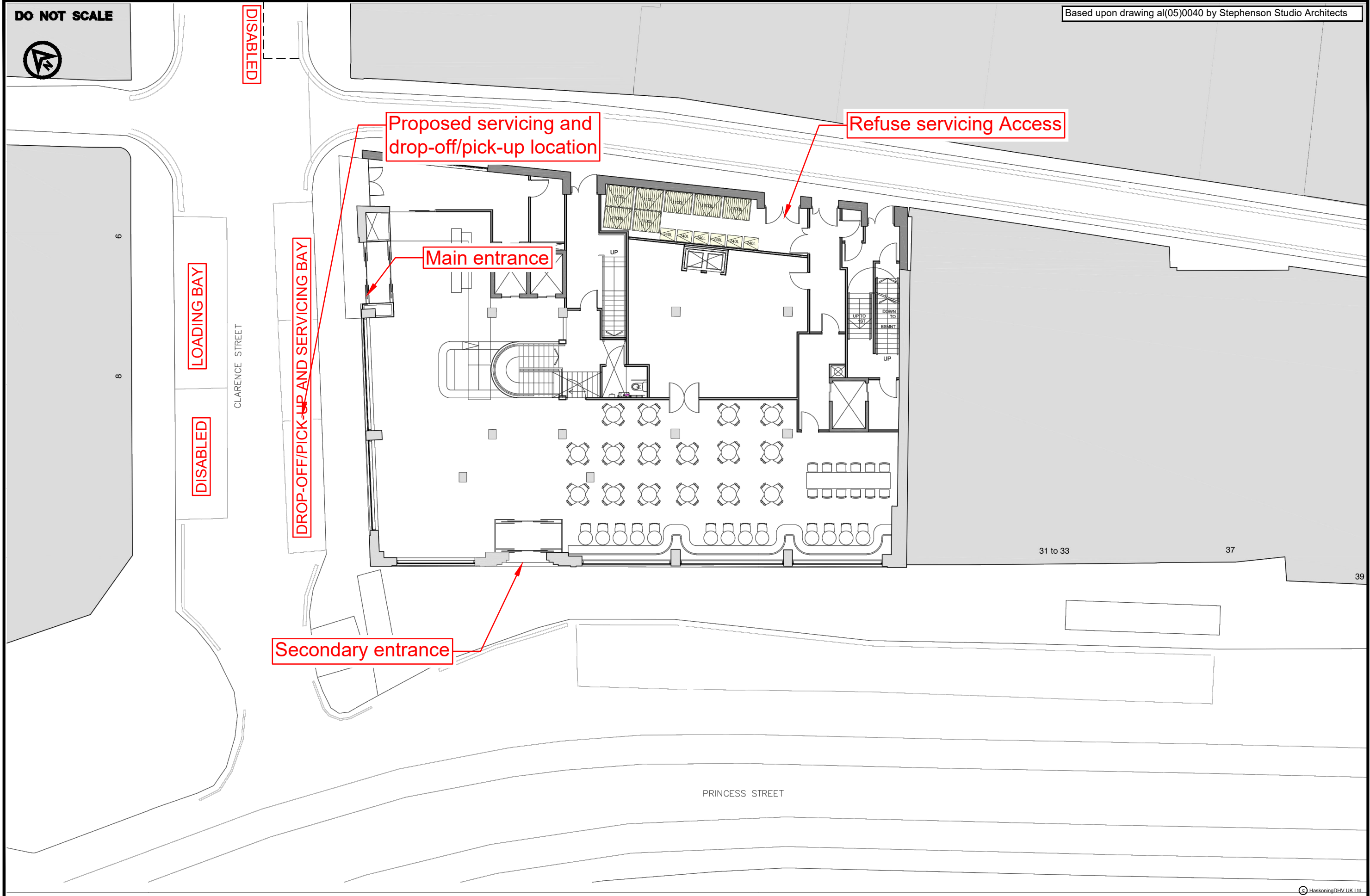
Number

1



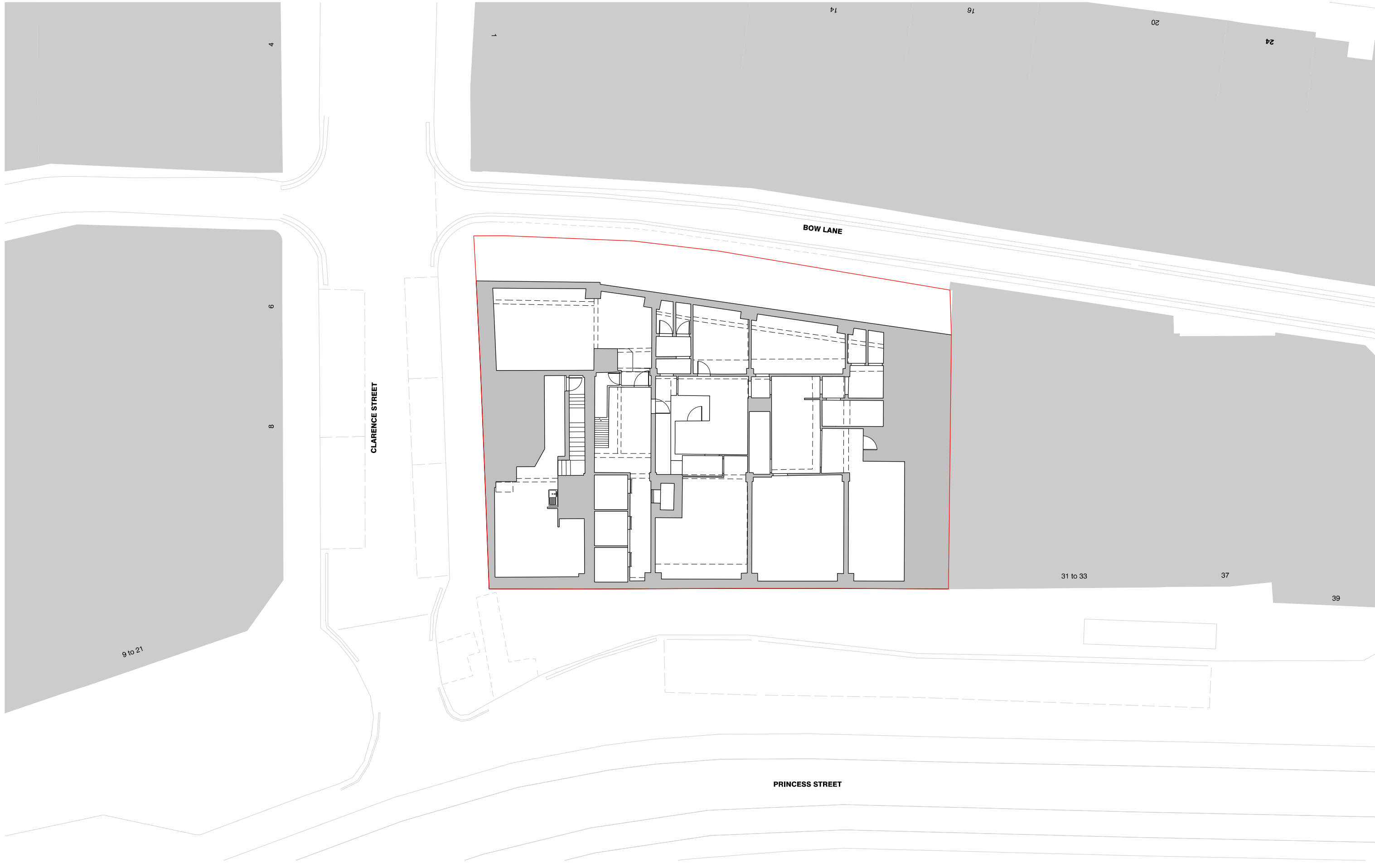
Royal
HaskoningDHV
Enhancing Society Together

Drawings – Proposed Parking and Servicing Layout



TITLE PARKING AND SERVICING ARRANGEMENT	PROJECT PEARL ASSURANCE HOUSE, PRINCESS STREET, MANCHESTER	 <div>11 Newhall Street, Newwater House, Birmingham, B3 3NY, Tel +44(0)121 7096520 www.royalhaskoningdhv.com</div>	JOB No. PB8611	DATE 06/06/2019	SCALE NTS	
			DRAWN GA	CHECKED VS	PASSED NB	
			AUTOCAD REF. PB8611-RHD-AS-SW-DR-R-0100		DRG No. PB8611-RHD-AS-SW-DR-R-0100	REV P02

Appendix A – Existing Ground Floor Layout



revision: date: note:
P01 yyymmdd preliminary first issue
DRAFT ISSUE 19.03.2019

 application site

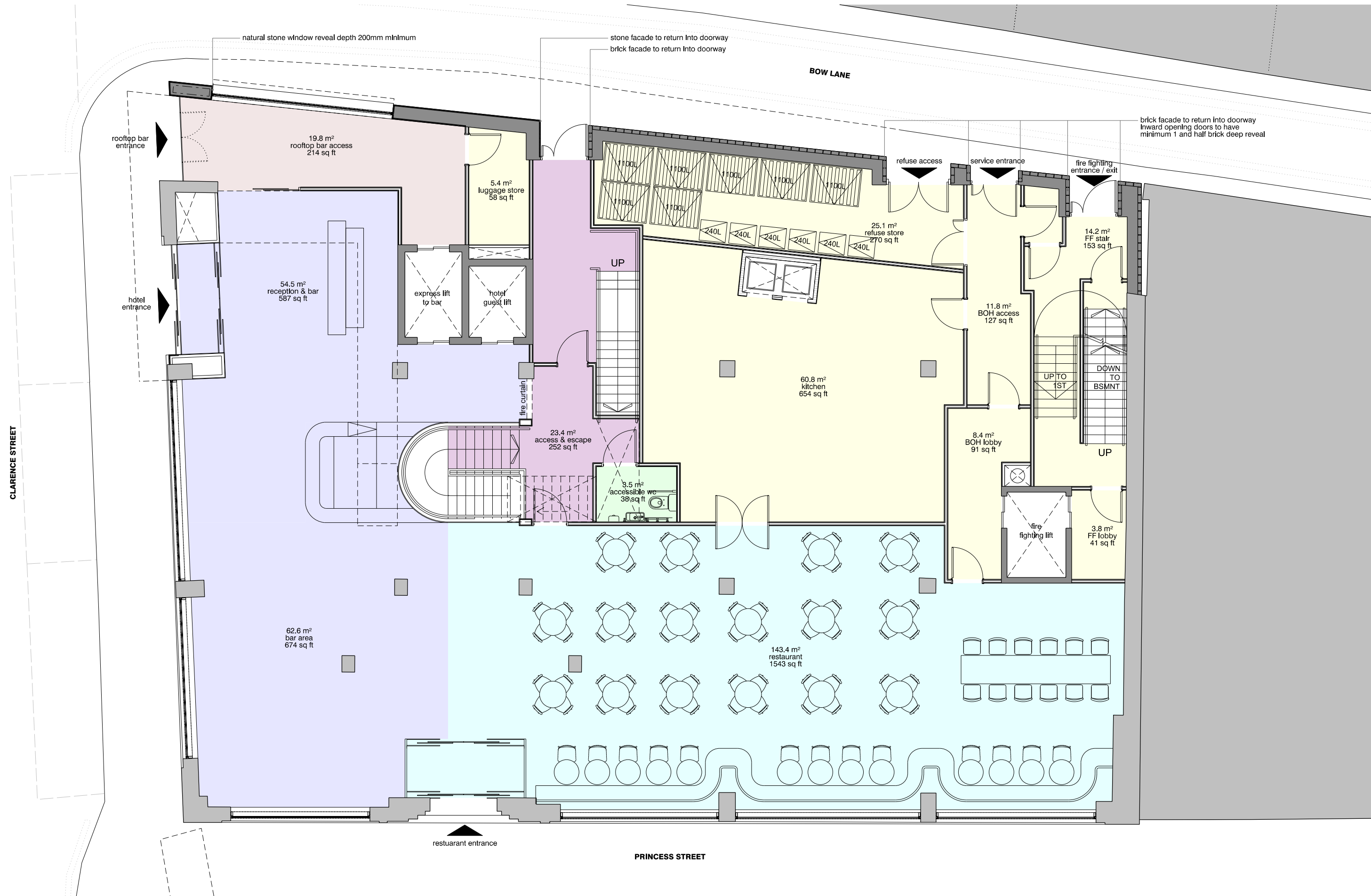


project
4*hotel on princess street, manchester
job no.
7415
title
existing basement floor plan
scale
1:200 @ A3
drawing no.
al(02)0003

stephenson
STUDIO
architects planners interiors

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.stephenson-studio.com
mail@stephenson-studio.com
t +44 (0)161 832 0244

Appendix B – Proposed Ground Floor Layout



revision: P01
date: 20190425
note: planning submission

ACCOMMODATION

- hotel reception & bar
- 7th floor bar access
- restaurant
- accessible wc
- hotel stair access & escape
- BOH - kitchen / refuse / fire escape

KEY

- existing walls and columns
- proposed extension
- proposed new partitions



project
4*hotel on princess street, manchester
job no.
7415
title
proposed ground floor plan
scale
1:100 @ A3
drawing no.
al(05)0021

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