



Tune
Hotels

**Hotel Development: 11 – 17 Parker
Street, Liverpool**

Transport Statement



Hotel Development: 11 -17 Parker Street, Liverpool

Transport Statement



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Job No. NW90477

Report No. 001

Prepared by EB

Verified KB

Approved by PS

Status Final

Issue No. 2

Date 4th March 2011



Hotel Development: 11 - 17 Parker Street, Liverpool

Transport Statement

Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
Final		1	PS	04/03/2011
Final	Minor Amendments	2	PS	04/03/2011

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1 Introduction

Background

- 1.1 JMP Consultants Ltd [JMP] has been commissioned by Tune Hotels to provide transport advice in support of a hotel development at 11-17 Parker Street in Liverpool City Centre.
- 1.2 The transport statement sets out in detail the proposals for the development and assesses its potential transport impacts.
- 1.3 The planning application is for a change of use from the currently vacant upper floors of a former cafe/restaurant/ballroom to a use class C1 Tune hotel - a high quality limited services short-stay hotel. 134 bedrooms are proposed.
- 1.4 The building currently houses the 'Superdrug' retail store on the ground floor, with ancillary storage on the first floor. This will remain, the hotel will be situated on the 2nd – 5th floors. These floors above are currently vacant and have been for some time. Location plans of the development site are shown in **Appendix A**.

Scope of Report

- 1.5 The report has been produced in four sections including this introduction.
- 1.6 Section two of this report looks at existing transport conditions within the local vicinity of the site including public transport, walking and cycling.
- 1.7 Section three discusses the proposed development and provides detail on servicing.
- 1.8 Section four discusses the potential transport impact of the development.
- 1.9 The conclusions and recommendations of the study are included as section five.

2 Existing Conditions

Site Description

- 2.1 The proposed development site is located near Clayton Square Shopping Centre on Parker Street just off Church Street in Liverpool City Centre and is bounded by Houghton Lane to the north, Houghton Street to the east, Tyrer Street and Leigh Street to the west and Parker Street to the south.
- 2.2 Land use in the immediate vicinity of the site consists predominantly of retail use with some bar / restaurant uses as is typical of Liverpool City Centre. The site location is illustrated in **Appendix A**.
- 2.3 The development site currently houses the 'Superdrug' retail store on the ground floor with ancillary storage on the first floor. This will remain as it is, the proposed development will be situated on the 2nd – 5th floors of 11 – 17 Parker Street. These floors are currently vacant and have been for some years. These floors were previously in use as a café / restaurant.
- 2.4 The city centre location provides convenient access to a wide range of sustainable transport facilities. It is envisaged that travel to the site by public transport, walking and cycling will be attractive.

Highway Network

- 2.5 The site benefits from being located within a pedestrianised area. Vehicles are only permitted within the vicinity of the site at specific times for loading.
- 2.6 Church Street, Lord Street, Parker Street and Houghton Street along with other streets within the area are pedestrian only between the hours of 10:00 and 18:00. Cycles are permitted in the area between 16:00 and 10:00. Goods vehicles can access these streets before 10:00 and after 18:00.
- 2.7 In the vicinity of the site Hanover Street and Ranelagh Street are closed to traffic apart from permit holders, buses and taxis between 6am and 6pm and access for loading is between 6am and 10am. It is well lit with wide footpaths down both sides of the road.
- 2.8 Loading vehicles can access the area from Lord Street / North John Street to the west any time between 18:00 and 10:00 and from Hanover Street between 06:00 and 10:00.

Public Transport Provision

Bus Provision

- 2.9 There are bus stops located on Great Charlotte Street (some 100m from the site), Hanover Street (200m), and Victoria Street (350m) within a short walking distance from the development site. In addition to these Queen Square Bus Station is located just 180m to the north of the site. Between them the services available from these locations offer a high frequency of services with connections to almost everywhere in Merseyside and beyond including Liverpool Airport. Bus timetable information and ticket sales are available from the public transport information centre at Queen Square. The station is well lit by street lighting and bus stops have good waiting facilities for passengers with shelters and seating present.

- 2.10 The site is located within a pedestrianised area and as such walking links to these bus stops are of a good standard in accordance with much of the pedestrian facility provision within Liverpool City Centre.
- 2.11 The recommended walking distance from a development to a bus stop by IHT in their 'Guidelines for Planning for Public Transport in Development' is 400m. The walking distances to the local bus services are well within the recommended distance.
- 2.12 Liverpool One Bus Station is about 600m walking distance but is well linked by frequent buses with the bus stops on Victoria Street. Bus timetable information and ticket sales are provided at the Visitor Information centre at the station.
- 2.13 In summary the development site is well served by a high frequency of bus services providing links to a number of local and regional destinations. It is envisaged that travel to the site by bus will be attractive to staff at the development.

Rail Provision

- 2.14 Liverpool Central Rail Station is located approximately 220m from the proposed development site, with Liverpool Lime Street Station situated within approximately 250m; Moorfields Station is approximately 550m away and Liverpool James Street Station is situated approximately 650m away. The combination of these stations provides access to a wide range of local, regional and national destinations.
- 2.15 The IHT 'Guidelines for Planning Public Transport in Development' recommend a maximum walking distance of 900m from a development site to a train station. The walking distance from the proposed development to all four stations is well within these guidelines with no need for bus or taxi connection.
- 2.16 Liverpool Central Station, which is approximately 5 minutes walk from the site, provides direct access to the Northern and Wirral Lines, and links Lime Street, Central and James Street Stations. Lime Street Station provides direct access to national and regional mainline services.
- 2.17 In conclusion, the development has excellent accessibility by rail to a variety of local, regional and national destinations.

Coach Provision

- 2.18 Norton Street Coach Station is located approximately 600m from the proposed development site. The station provides access to a wide range of regional and national destinations.

Taxi Provision

- 2.19 Hackney taxi ranks are located within short walking distance of the site on Great Charlotte Street, Hanover Street, Bold Street, Williamson Square, and Whitechapel.

Pedestrian and Cyclist Provision

Pedestrian Facilities

- 2.20 The streets surrounding the site are all pedestrianised providing a comfortable environment for travel on foot. Outside the pedestrian zone the junction of Ranelagh Street and Church Street has a signalised pedestrian crossing providing convenient access to Liverpool Central Station. Controlled pedestrian crossings with dropped kerb and tactile paving are also provided at the junction of Ranelagh Street and Great Charlotte Street and at Great Charlotte Street and Lime

Street. The junctions around Queen Square and Liverpool ONE bus stations as well as the routes to the coach station and all the railway stations mentioned above also have pedestrian crossing facilities with dropped kerbs and tactile paving. In addition, footways are of an adequate width and are in good condition in general as is typical of the city centre.

- 2.21 In summary JMP considers that the existing level of pedestrian facilities in the vicinity of the site are of an excellent standard. Routes to train stations and bus station are highly convenient.

Cycle Facilities

- 2.22 In the immediate vicinity of the site cycles are permitted within the Church Street area after 16:00 and before 10:00. Outside of these times the pedestrianised environment means that cyclists can dismount their bicycles and walk with them safely without distraction from vehicles. The nearest cycle lanes in the vicinity of the site are located along parallel sections of Lime Street and Bolton Street (250m), Mount Pleasant (300m) and Duke Street (400m) as well as Paradise Street / Park Lane / Jamaica Street (500m) and Hatton Garden (550m). Duke Street also provides access to National Cycle Network Route 56 providing access to residential areas to the south and east of the city and linking with the Transpennine Trail and Liverpool Loop Line. There are also numerous roads within the city centre that are considered suggested as suitable for cyclists.
- 2.23 There are cycle parking facilities at the end of Hanover Street end of Church Street 100m from the site as well as secure covered facilities within the Liverpool One development near Paradise Street. These facilities will encourage staff and visitors to cycle when possible.
- 2.24 JMP consider that given the existing provision of cycle facilities conditions are generally favourable to cyclists.

Existing Parking Provision

- 2.25 This section provides a review of existing public parking provision in the local area.

Public Off Street - Car Parks

- 2.26 Within a 500m radius of the site a number of high capacity car parks are available to the general public through the day and during weekends. **Table 2.1** below sets out the capacity of the main car parks within this radius.

Table 2.1 Car Park Capacity and Opening Times

Car Park	Capacity	Opening Times
St John's Centre	688	24 hours
Queen Square	566	24 hours
Victoria Street	121	24 hours
Mount Pleasant	1412	7am – 8pm Mon – Sat 9am-8pm Sun
Moorfields	515	24 hours
John Lewis	1900	24 hours

- 2.27 From the above there are approximately 5,200 car parking spaces available in public high capacity car parks within 500m of the site. There are numerous other parking spaces available in smaller

private car parks (under 100 spaces each) on local roads however these have not been counted in the aforementioned figures.

2.28 With the exception of Mount Pleasant, all of the car parks listed are open on a 24 hour – seven day a week basis. Mount Pleasant is open from 7am to 8pm Monday to Saturday and from 9am to 8pm on Sundays.

2.29 The site is therefore well located for access by private car with high capacity car parks located within a convenient distance and available through the day and night.

On – Street Parking

2.30 Within close proximity of the site there are numerous areas of on-street parking spaces including disabled provision. Pay & display parking is available on Victoria Street, and Stanley Street to the north of Victoria Street. There is also pay & display parking available on roads to the south and east of the site on Bold Street, Wood Street and Slater Street.

2.31 Given the existing level of provision the site is well located for parking. JMP conclude that the development site is well located for guests who may wish to travel to the development by car.

Comments

2.32 As can be seen from the work undertaken in this section, the site's city centre location makes it an ideal place for visitors and staff alike to travel by a range of transport modes. Public transport facilities are located close by and provide frequent convenient services. Pedestrian facilities are generally of a good standard, for those who may choose to travel by car there is convenient off and on street parking facilities available. In addition a number of LCC recommended cycle routes are located around the development site.

2.33 In conclusion, the site is suitably located to encourage use of sustainable modes of transport including bus, rail, coach, bicycle and journeys on foot.

MASA Assessment

2.34 The Minimum Accessibility Standard Assessment has been completed to ensure minimum accessibility standards will be met. Where necessary the assessment can then be used by the local council to seek modifications to the planning application and make recommendations to the local planning authority. The following factors are considered when assessing the accessibility of the development:

- Location
- Development Size
- Walking
- Cycling
- Public Transport
- Vehicle Access

2.35 The completed MASA forms are included as **Appendix B**.

2.36 As can be seen from the completed MASA forms the development meets the minimum accessibility requirements.

3 Proposed Development

General

- 3.1 The proposed hotel will have a total of 134 rooms. Cycle storage spaces will be provided within the development. As set out in the previous chapter the development is situated in a highly sustainable location. No vehicular parking is proposed as part of the development. Guests and staff will either travel by sustainable modes or by private car parking in one of the nearby parking areas described in the last chapter.
- 3.2 Layout plans of the proposed development are shown in **Appendix C**.

Access

Pedestrian

- 3.3 All pedestrian access to the site will be made via a new entrance on Leigh Street. Access to the development will be controlled by CCTV / Swipe Card. From the entrance lifts or stairs may be used to gain access to the main reception in the second floor. A secondary entrance/fire exit is located on Houghton Lane.

Vehicles

- 3.4 No parking spaces are proposed as part of the development. The vast majority of visitors to the development, as is typical for budget accommodation, will travel by public transport. For those choosing to travel to the site by car, public parking spaces are available in the vicinity if the site to park and then access the site on foot.

Servicing

- 3.5 Servicing of the development will take place within the restricted servicing hours permitted in the Church Street area. The pedestrian entrance on Leigh Street will be used to accept deliveries and to remove laundry / refuse.
- 3.6 The largest vehicle expected to service the development will be a 7.5t rigid vehicle. Swept path analysis of a servicing vehicle accessing the site in this way is shown in **Appendix D**.
- 3.7 The tracks of the swept path analysis show the servicing vehicle can access the site without difficulty. The tracks show the vehicle entering Parker Street from Hanover Street via Church Street as this is the quickest route to the site considering the permitted entry points as well as from Lord St / North John Street and Church Street.

Parking Provision

Vehicle Parking

- 3.8 Liverpool City Council's parking standards as set out in the SPG document 'Ensuring a Choice of Travel' states that a maximum total of one space can be provided for every room for hotel use. This would result in allocation of 134 parking spaces.
- 3.9 For these uses the standards do not set a minimum allocation. No parking spaces are proposed at the development: JMP consider that this is in keeping with the sustainable aims of 'Ensuring a Choice of Travel' and is in accordance with the city centre location of the development which is highly accessible by a range of modes with parking available in the local area.

Cycle Parking

- 3.10 Provision for secure cycle parking will be made within the building of the hotel development. The proposed cycle storage area is shown on the plans included as **Appendix C**. These stands will be for the use of both staff and guests. It is not envisaged that a significant number of guests will travel to and from the development by bicycle, however the spaces will be made available to them should any guests wish to travel in this way. A secure cycle storage area with provision for 11 cycles will be provided within the building. JMP considers this level of provision as appropriate given the availability of alternative cycle parking facilities as well as numerous public transport options.

Trip Generation

- 3.11 It is expected that virtually all staff and guest trips to and from the development will be made via public transport (including taxi), bicycle or on foot. Any traffic generated by the site will be spread across the local road network and the few vehicles that may drive will park in the many public car parks available around the city centre.
- 3.12 JMP has undertaken a trip generation analysis of the development using the TRICS database. Full TRICS data is included in **Appendix E**.
- 3.13 The data shows that in the weekday peak the development could generate the following approximate maximum weekday peak trip generations (total trips shown, arrivals and departures):
- 50 walking trips.
 - 15 public transport trips.
 - 17 car trips.
 - 1 cycle trip
- 3.14 The assessment shows that walking trips will make up the bulk of the peak hour trip generation, followed by cars and then by public transport. It should be noted however that JMP considers that the assessment may have over-estimated the number of vehicle movements. The proposed development does not contain any parking. Some hotel sites selected within the TRICS database contain their own parking. JMP therefore considers that in reality car trips will make up a much lower proportion of overall trip generation.

4 Impact Assessment

Transport Impact

- 4.1 As set out in section three the development is situated in a highly sustainable location within Liverpool City Centre. Accordingly many of the guests and staff will choose to travel to the site by public transport, by bicycle or on foot. There is sufficient public transport capacity on available surrounding routes that the development will not have a material adverse impact on the existing level of public transport provision.
- 4.2 For those choosing to travel to the site by car there is ample publicly available car parking within the vicinity of the site. JMP envisages that vehicular trips to the development will be distributed between these car parks. Therefore JMP does not consider that the likely level of car trips that will be made to the site will impact on existing car park or highway network capacity.
- 4.3 For those travelling by taxi, as set out in section two there are numerous taxi ranks located within close proximity of the site.
- 4.4 In summary JMP considers that given the highly sustainable location of the site the development will not have a material negative impact on the local public transport network, highway network or public parking availability.

Servicing Impact

- 4.5 In accordance with regulations in the Church Street area, servicing of the development will take place before 10:00 or after 18:00, in this way the servicing and general operation of the development will not have a significant impact on the operation of the local highway network. JMP has prepared a swept path analysis of a large service vehicle's route through the Church Street pedestrianised area.
- 4.6 JMP believes that as a 'worst case' the proposed development will generate in the region of 3 servicing trips per day. It is highly unlikely that this level of trip generation will have a significant servicing impact on the Church Street area.
- 4.7 JMP conclude therefore that the development will not have a significant servicing impact.

5 Conclusions and Recommendations

Conclusions

5.1 Based on the findings of this assessment it can be concluded that:

- The site is situated in a highly sustainable city centre location. The development is well linked to the existing pedestrian and public transport network. The development site is located within the IHT recommended walking distance for both bus and rail services. The central location of the development means it is accessible by high frequency public transport services.
- JMP has provided details on the servicing of the development and access arrangements.
- JMP has provided a trip generation assessment of the development. The level of vehicular trip generation of the development will not lead to operational issues on the road network nor on publicly available car parking. The site will be serviced within the permitted hours in the Church Street area.
- A MASA assessment has been carried out. The development passes all accessibility assessment categories.

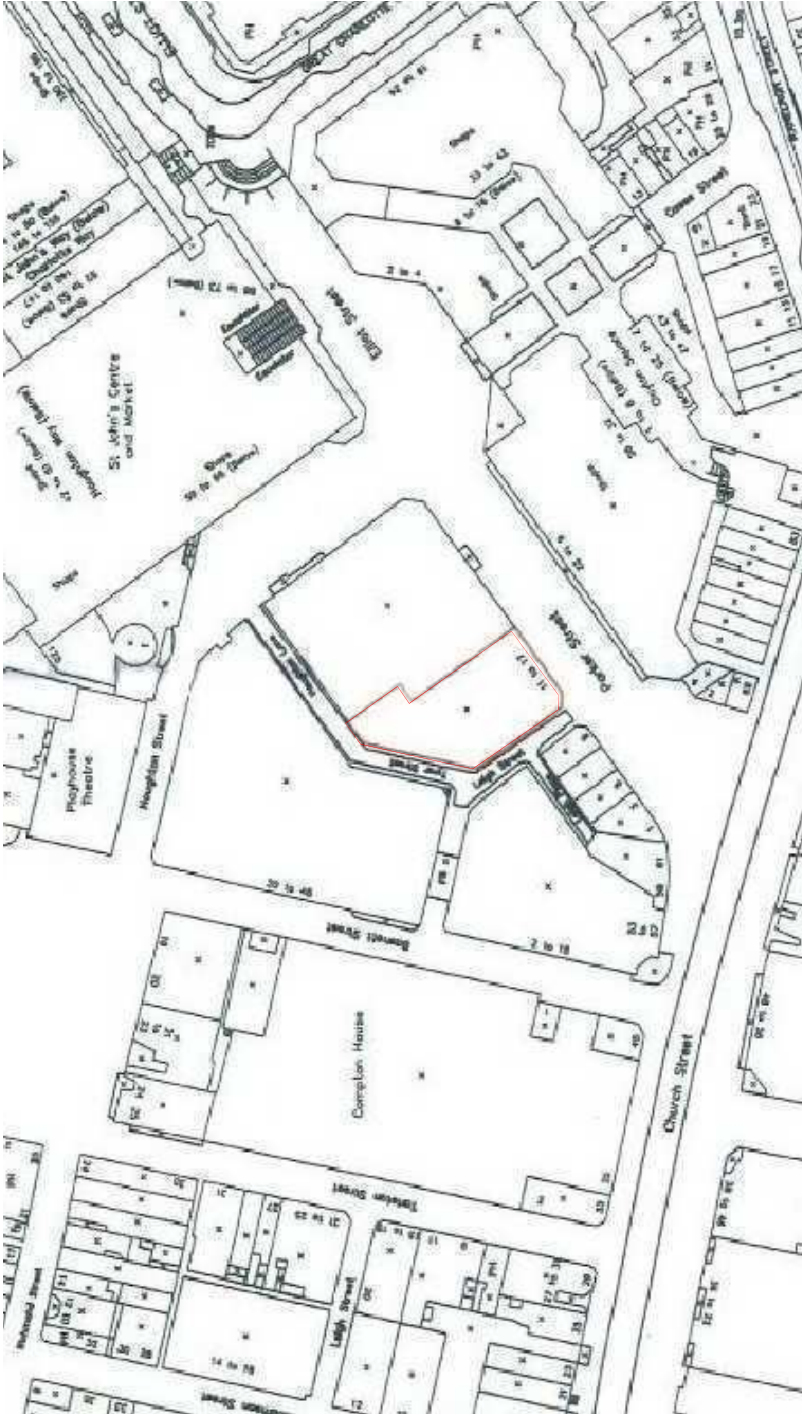
Recommendations

5.2 In light of the information provided, JMP concludes that there are no traffic or transportation grounds on which to refuse the proposed development application.

Appendix A

Development Location Plan

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NW90477	001	2	Tune Hotel, Liverpool	A1



Location Plan Scale 1:1250

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revisions:



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project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Location Plan

issue stage:
Preliminary

date: Jan 11
drawn: pnc
scale @ A3: 1:1250
drawing number: 361_F200
revisions:

Appendix B

MASA Assessment

Job No	Report No	Issue no	Report Name	Page
NW90477	001	1	Tune Hotel, Liverpool	B1

Minimum Scores

4.41 The minimum standard scores which are detailed have been developed through open and transparent testing by partner authorities and stakeholders on Merseyside. The scores have been tried and tested by transport and development professionals on real life developments.

Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
	Other Urban	Medium	2	3	3	2
		Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes	Urban Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway						
A2 Financial and Professional Services	Urban Centre	Major & Large	2	5	5	3
	Other Urban	Medium	2	4	5	2
		Major & Large	4	5	6	1 or 3 rd
		Medium	4	4	4	1
B1 Business (including educational sites)	Urban Centre	Major & Large	2	5	5	3
	Other Urban	Medium	2	4	5	2
		Major & Large	4	5	6	1 or 3 rd
		Medium	4	4	4	1
B2 Industrial Uses	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
	Other Urban	Medium	2	4	4	1
		Major & Large	2	3	5	1 or 3 rd
		Medium	2	2	4	1
B8 Storage and distribution	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
	Other Urban	Major & Large	2	3	5	1 or 3 rd
		Medium	2	2	4	1
C1 Hotels	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	4	1
	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1
C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)						
C2 and D1 Residential and non-residential institutions (medical centres, museums and galleries, public halls and meeting places)	Urban Centre	All	2	5	5	3
	Other Urban	All	4	5	6	1

Notes:

(1) Urban Centres = Urban Centres in Liverpool are the City Centre (as defined by the Liverpool Vision City Centre boundary in Appendix F), and District Centres as shown on the UDP/LDF proposals map.

Other Urban = The areas that are not in the City / District Centres.

(2) In locations outside of the main centres, if reduced parking standards can not be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)

Minimum Accessibility Standard Assessment

Minimum Accessibility Standard Assessment

Proposal

TUNE HOTELS DEVELOPMENT

Address: **11-17 PARKER STREET, LIVERPOOL**

Completed By: **EMILY BLOOS, TRANSPORT PLANNER, JPM CONSULTANTS LTD.**

Access Diagram			
Access on Foot	Points	Score	Yes / No
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.		<input checked="" type="radio"/> Yes <input type="radio"/> No
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	2 0	<input type="radio"/> Yes <input checked="" type="radio"/> No
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all: with priority given to pedestrians when they have to cross roads or cycle routes?	1 0	<input type="radio"/> Yes <input checked="" type="radio"/> No
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility) e.g. * No dropped kerbs at crossings or on desire lines; * Steep gradients; * A lack of a formal crossing where there is heavy traffic; * Security concerns, e.g. lack of lighting.	-2 1	<input type="radio"/> Yes <input checked="" type="radio"/> No
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.		<input checked="" type="radio"/> Yes <input type="radio"/> No
		Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1) Box B: Actual Score	4 4	Comments or action needed to correct any shortfall

Access by Cycle		Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.		Yes / No No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.		Yes / No No
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	2 0	<input type="radio"/> Yes <input checked="" type="radio"/> No
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes, with priority given to cyclists where they meet motor vehicles?	1 0	<input type="radio"/> Yes <input checked="" type="radio"/> No
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?	1	<input type="radio"/> Yes <input checked="" type="radio"/> No
Other	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) Development includes shower facilities and lockers for cyclists	-1 1 0	<input type="radio"/> Yes <input checked="" type="radio"/> No
		Total (B)	
Summary	Box A: Minimum Standard (From Table 3.1) 4	Comments or action needed to correct any shortfall	

Box B: Actual Score	4	The level of cycle parking proposed is deemed sufficient given the availability of cycle parking around the site and the expectation that the majority of people will arrive by public transport.
Access by Public Transport		
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Points
	Yes No	2 0
Frequency	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. * A lack of dropped kerbs; * Pavements less than 2m wide; * A lack of formal crossings where there is heavy traffic; or * Bus access kerbs.	Points
	There are barriers There are no barriers	0 1
Other	High (four or more bus services or trains an hour) Medium (two or three bus services or trains an hour) Low (less than two bus services or trains an hour)	2 1 0
	The proposal contributes to bus priority measures serving the site The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site The proposal contributes to an existing or new bus service	1 1 1
Total (B)		7

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall
	Box B: Total Score	5	
Vehicle Access and Parking			
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.	Points	Score
	Can the site be adequately serviced? If no, you must address service issues.		Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes / No
Parking	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		Yes / No
	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes / No

Ensuring a Choice of Travel Supplementary Planning Document

	The off-street parking provided is as advised in Section 4 for that development type	1	Yes <input checked="" type="radio"/> No <input type="radio"/>
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes <input type="radio"/> No <input checked="" type="radio"/> 2
	For development in controlled parking zones:		Yes <input type="radio"/> No <input checked="" type="radio"/>
"	Is it a car free development?	1	Yes <input checked="" type="radio"/> No <input type="radio"/> 2
"	Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes <input type="radio"/> No <input type="radio"/>
		Total (B)	3
Summary	Box A: Minimum Standard (From Table 3.1)	3	
	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.		

Appendix C

Development Layout Plans

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NW90477	001	1	Tune Hotel, Liverpool	C1

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Area Schedule (for planning purposes):

134 Bedrooms

Overall GIFA's (including lightwell)

Ground Floor	79m2
First Floor	79m2
Second Floor	773m2
Third Floor	771m2
Fourth Floor	765m2
Fifth Floor	775m2
Total	3,242m2

Net Bedroom areas only (inc. partitions)

Ground Floor	-
First Floor	494m2
Second Floor	485m2
Third Floor	485m2
Fourth Floor	496m2
Fifth Floor	425m2
Total	1,900m2



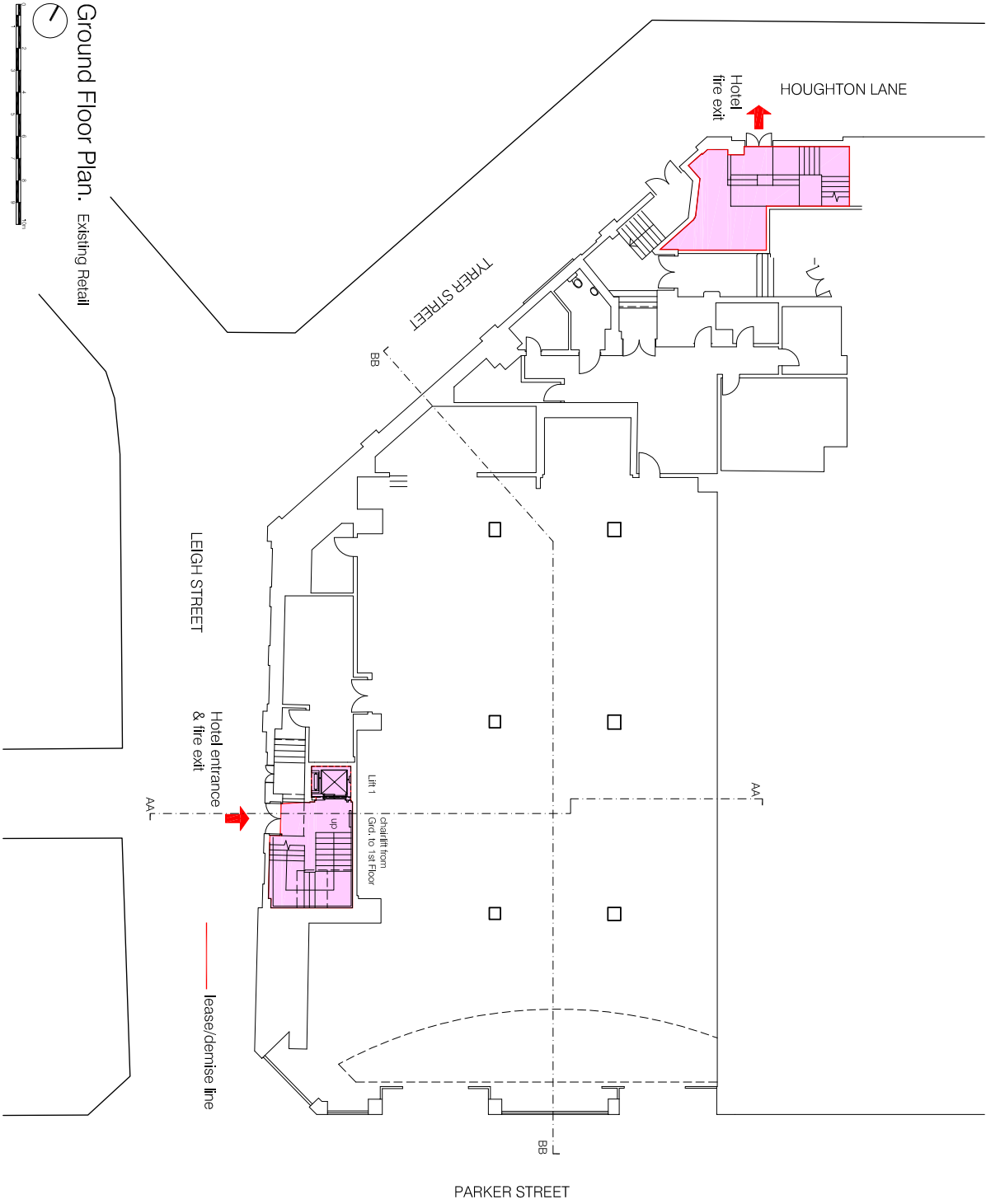
Ica Architects
2 Orbital Court, Peel Park, East Kilbride, G74 5PH
Tel: +44 (0)1355 578 070 Fax: +44 (0)1355 574 892
www.icaarchitects.com
Ica Architects Ltd
registered in Scotland company no 267727

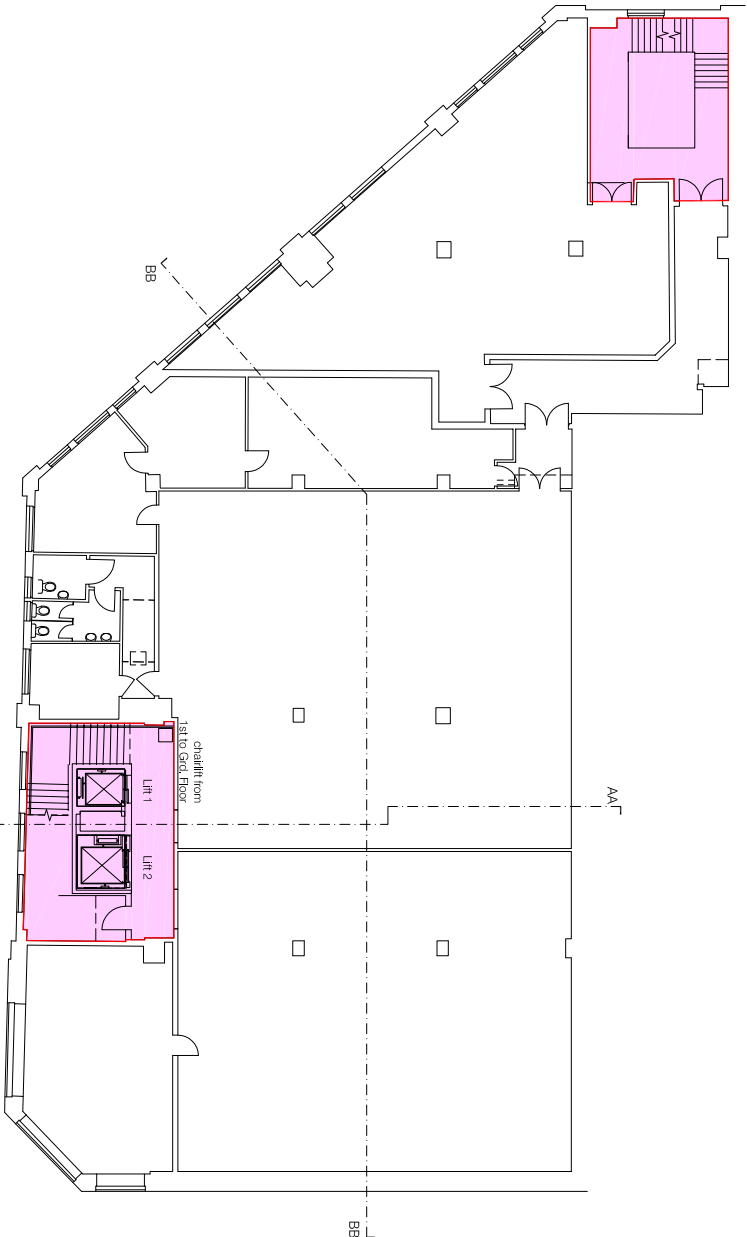
project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed Ground Floor Plan

issue stage:	Preliminary
date:	Jan 11
drawn:	PMC
scale @ A3:	1:200

drawing number:	361/F300
revision:	





First Floor Plan. Existing Retail

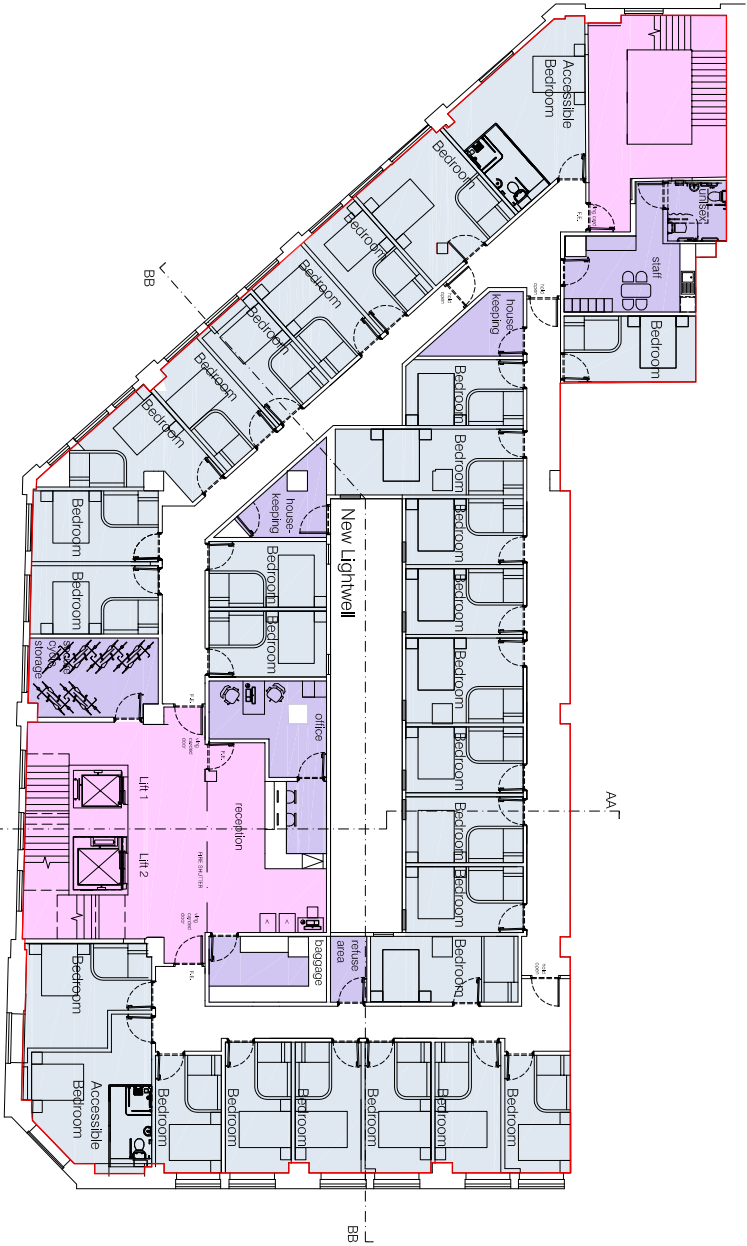


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Tel: +44 (0)1385 578 070 Fax: +44 (0)1385 574 992
www.icaarchitects.com
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project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed First Floor Plan

Issue stage:			
Preliminary			
date:	drawn:	scale @ A	
Jan 11	pmc	1:200	
drawing number:	revision:		
361/F301			

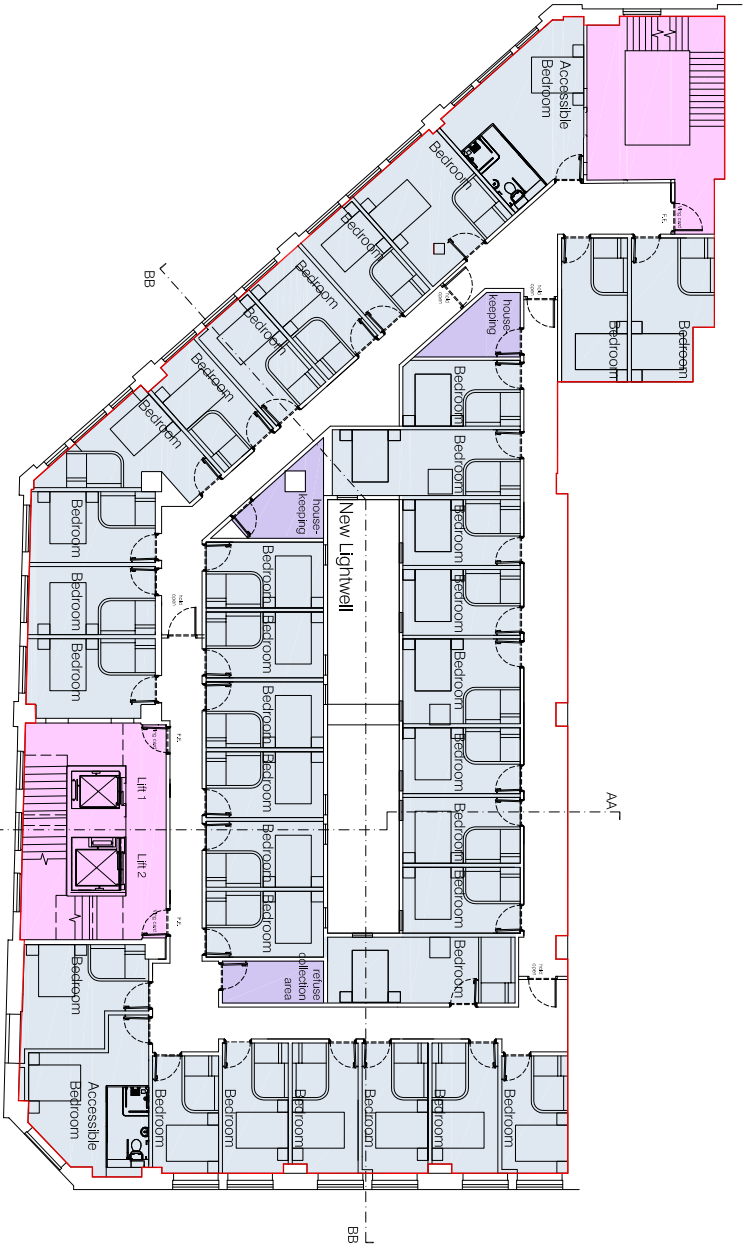


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Tel: +44 (0)1355 578 070 Fax: +44 (0)1355 574 992
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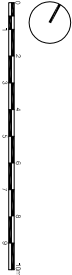
project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed Second Floor Plan

Issue stage:	
Preliminary	
date:	drawn: scale @ A3:
Jan 11	PMC 1:200
drawing number:	revision:
361/F302	



Third Floor Plan. 35 bedrooms

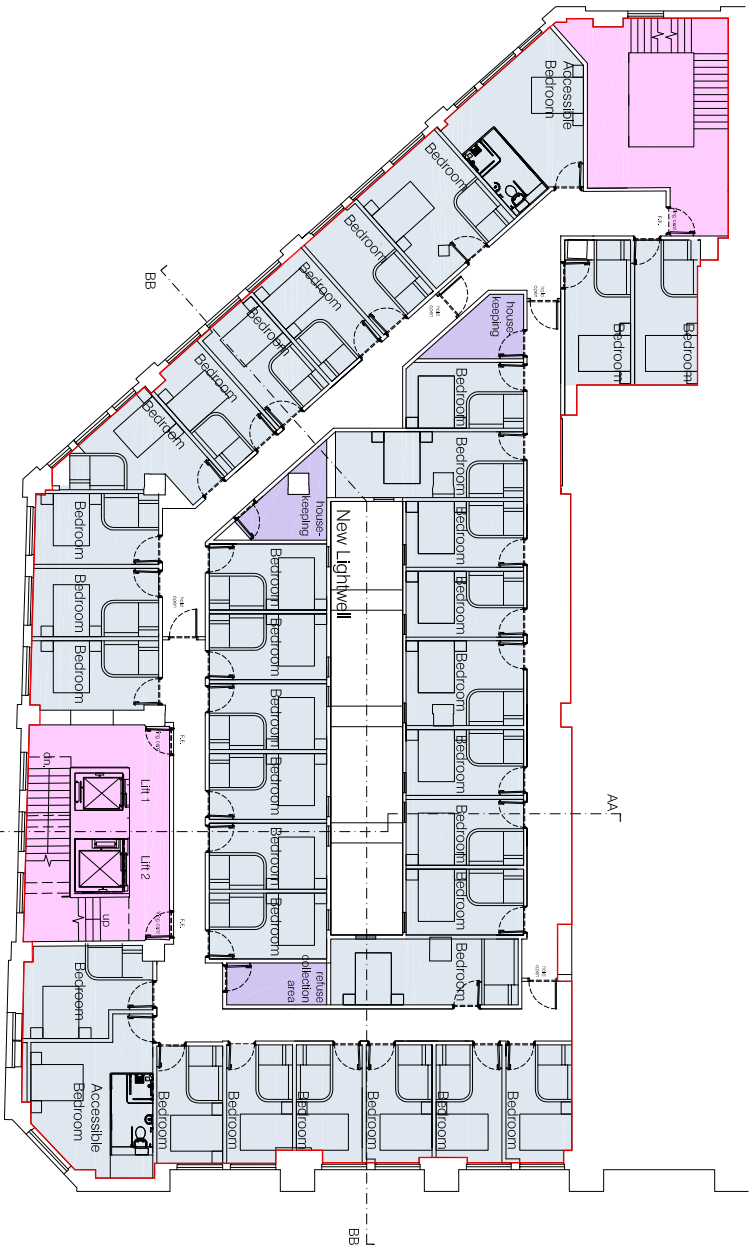


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www.icaarchitects.com
Ica Architects Ltd
registered in Scotland company no 267727

project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed Third Floor Plan

Issue stage:			
Preliminary			
date:	drawn:	scale @ A	
Jan 11	pmc	1:200	
drawing number:	revision:		
361/F303			



Fourth Floor Plan. 35 bedrooms

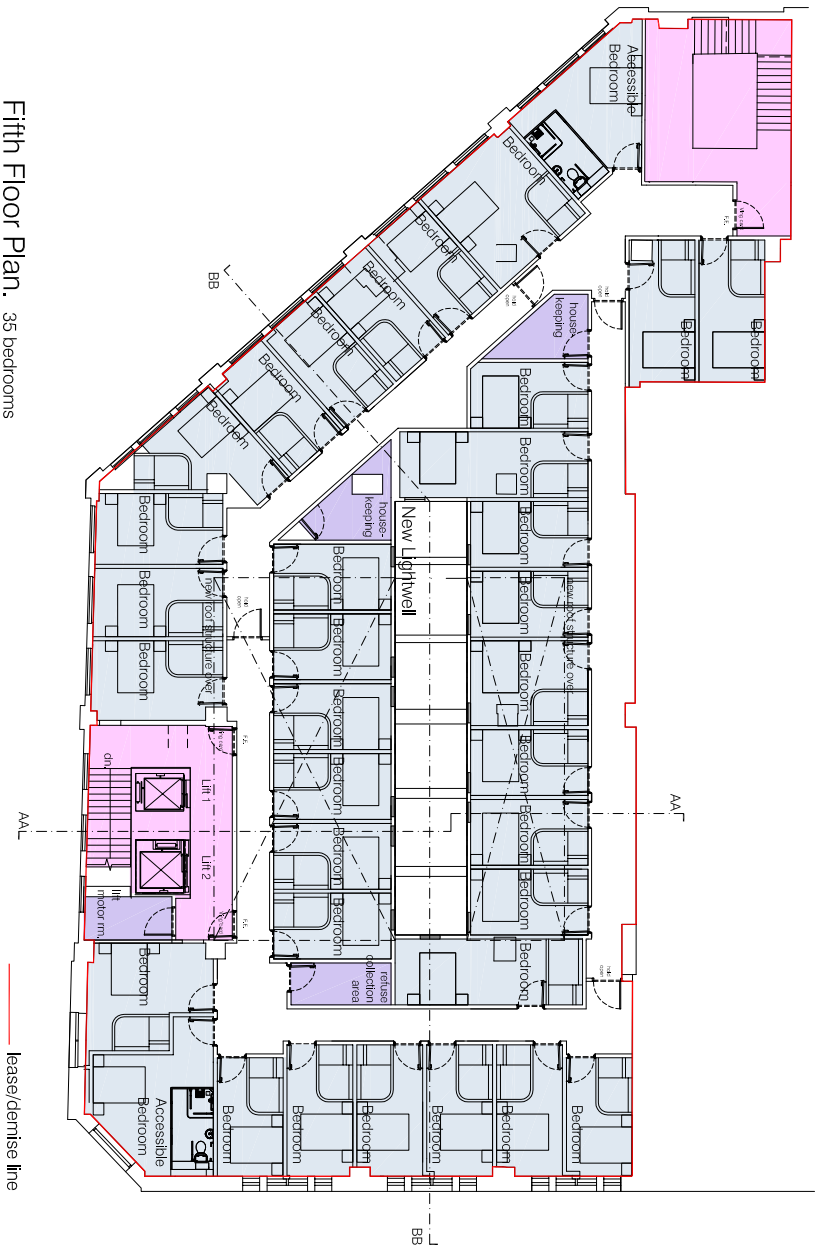


Ica Architects
2 Orbital Court, Peel Park, East Kilbride, G74 5PH
Tel: +44 (0)1355 578 070 Fax: +44 (0)1355 574 992
www.icaarchitects.com
Ica Architects Ltd
registered in Scotland company no 267727

project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed Fourth Floor Plan

Issue stage:			
Preliminary			
date:	drawn:	scale @	
Jan 11	pmc	1:200	
drawing number:	revision:		
361/F304			



Fifth Floor Plan. 35 bedrooms

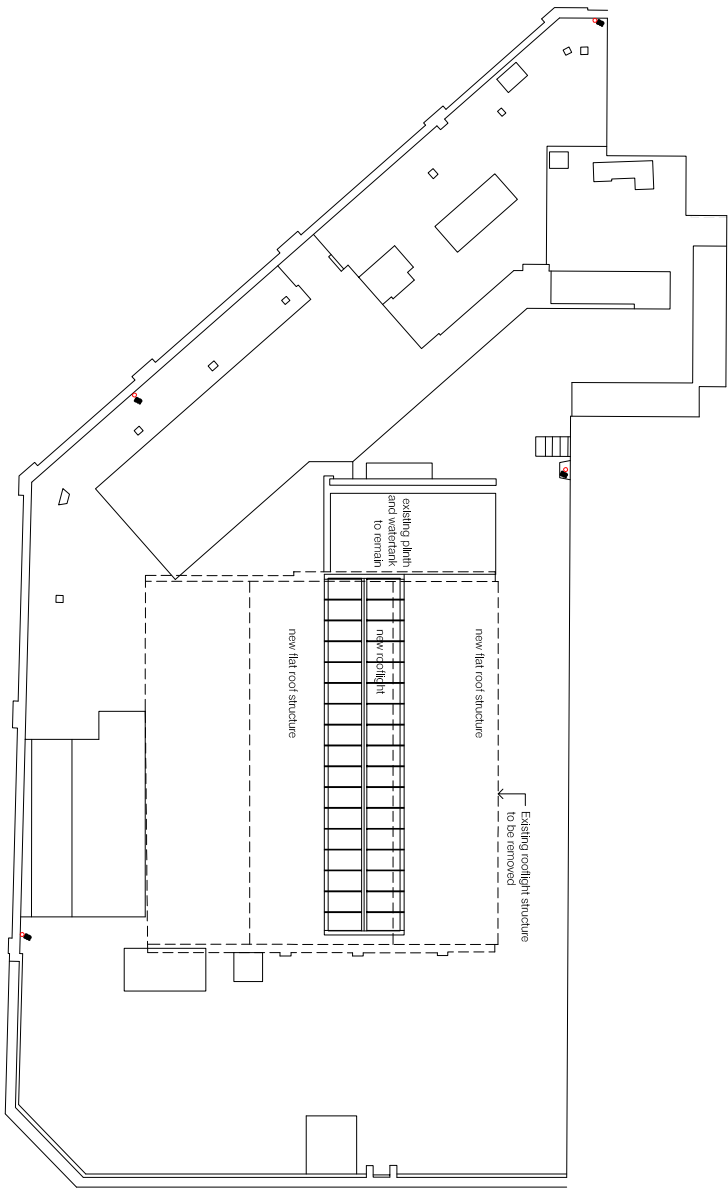


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2 Orbital Court, Peel Park, East Kilbride, G74 5PH
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project title:
Tune Hotels
11-17 Parker Street
Liverpool

drawing title:
Proposed Fifth Floor Plan

Issue stage:	
Preliminary	
date:	drawn: scale @ A3:
Jan 11	PMC 1:200
drawing number:	revision:
361/F305	



Roof Plan.



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Ica Architects Ltd
registered in Scotland company no 267727

project title:

Tune Hotels
11-17 Parker Street
Liverpool

drawing title:

Proposed Roof Plan

Issue stage:

Preliminary

date: 11/11/2011

drawn: Jlan 11

scale @ A3: 1:200

drawing number: 361/F306

revision:

Appendix D

Autotrack

Job No	Report No	Issue no	Report Name	Page
NW90477	001	1	Tune Hotel, Liverpool	C1

Figure 1

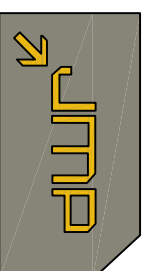
Client:

Project Title:
TUNE HOTEL,
LIVERPOOL

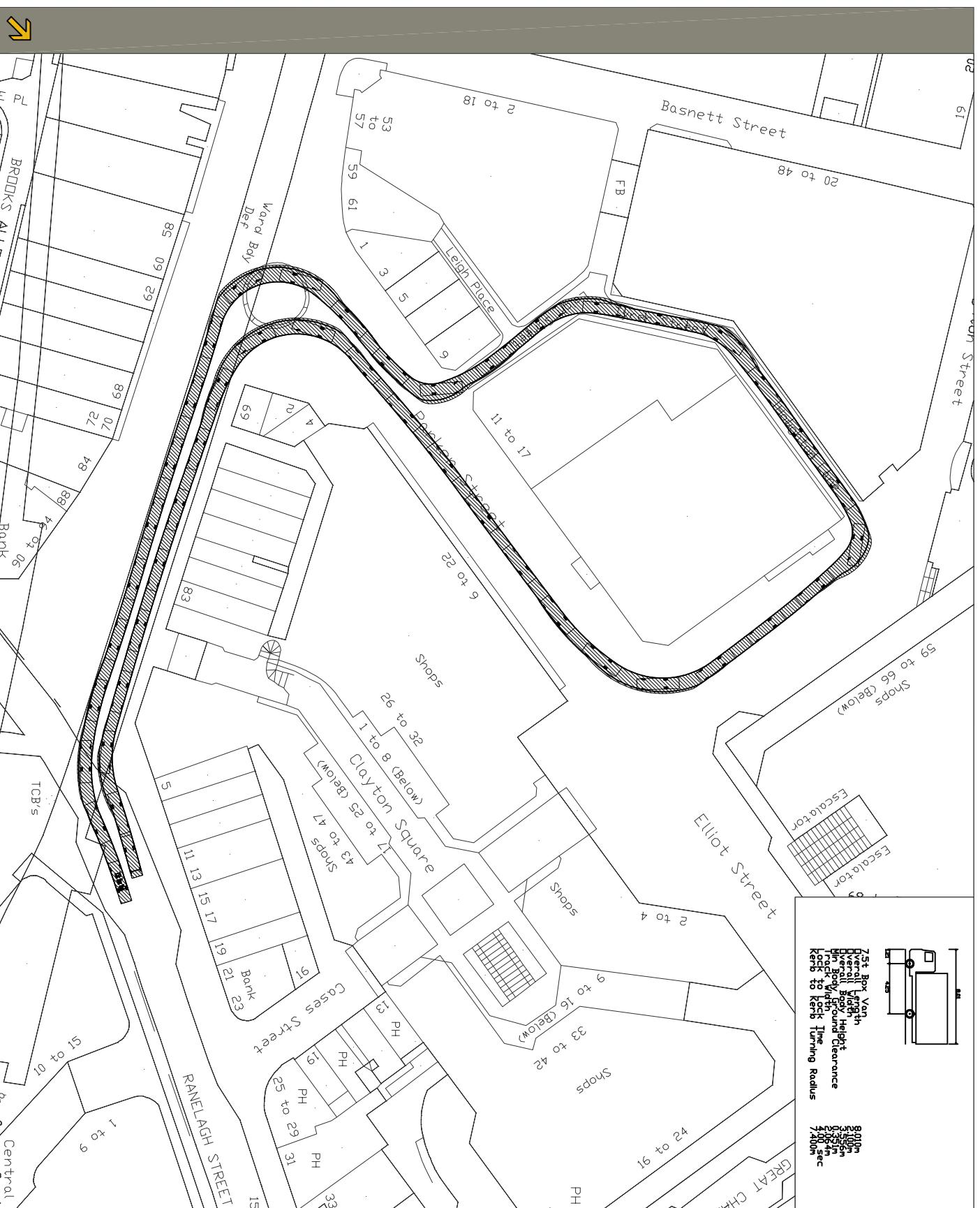
Drawing Title:
SWEEP PATH ANALYSIS OF
A 7.5t BOX VAN

File ref:

Scale:
1:1000@A4



W: www.jmp.co.uk
E: manchester@jmp.co.uk



Appendix E

TRICS data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	HK HACKNEY	2 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
12	CONNAUGHT	
	GA GALWAY	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
 Range: 95 to 224 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 24/06/10

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	5
-------------	---

Selected Location Sub Categories:

Built-Up Zone	2
High Street	1
No Sub Category	2

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|---------------------------|------------------------------------|----------------------|
| 1 | GA-06-A-01 | JURY'S INN, GALWAY | GALWAY |
| | QUAY STREET | | |
| | SPANISH ARCH | | |
| | GALWAY | | |
| | Town Centre | | |
| | Built-Up Zone | | |
| | Total Number of bedrooms: | 130 | |
| 2 | HK-06-A-01 | EXPRESS HOL.INN, SHOREDITCH | HACKNEY |
| | OLD STREET | | |
| | SHOREDITCH | | |
| | Town Centre | | |
| | High Street | | |
| | Total Number of bedrooms: | 224 | |
| 3 | HK-06-A-02 | HOTEL, SHOREDITCH | HACKNEY |
| | GREAT EASTERN STREET | | |
| | SHOREDITCH | | |
| | Town Centre | | |
| | Built-Up Zone | | |
| | Total Number of bedrooms: | 205 | |
| 4 | WL-06-A-01 | THISTLE, SWINDON | WILTSHIRE |
| | ISLINGTON STREET | | |
| | SWINDON | | |
| | Town Centre | | |
| | No Sub Category | | |
| | Total Number of bedrooms: | 95 | |
| 5 | WM-06-A-01 | HOTEL, WOLVERHAMPTON | WEST MIDLANDS |
| | LICHFIELD ROAD | | |
| | WOLVERHAMPTON | | |
| | Town Centre | | |
| | No Sub Category | | |
| | Total Number of bedrooms: | 117 | |

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	154	0.022	5	154	0.044	5	154	0.066
08:00 - 09:00	5	154	0.058	5	154	0.070	5	154	0.128
09:00 - 10:00	5	154	0.053	5	154	0.069	5	154	0.122
10:00 - 11:00	5	154	0.039	5	154	0.039	5	154	0.078
11:00 - 12:00	5	154	0.032	5	154	0.043	5	154	0.075
12:00 - 13:00	5	154	0.023	5	154	0.025	5	154	0.048
13:00 - 14:00	5	154	0.039	5	154	0.045	5	154	0.084
14:00 - 15:00	5	154	0.047	5	154	0.025	5	154	0.072
15:00 - 16:00	5	154	0.045	5	154	0.032	5	154	0.077
16:00 - 17:00	5	154	0.066	5	154	0.047	5	154	0.113
17:00 - 18:00	5	154	0.066	5	154	0.045	5	154	0.111
18:00 - 19:00	5	154	0.057	5	154	0.044	5	154	0.101
19:00 - 20:00	3	186	0.038	3	186	0.036	3	186	0.074
20:00 - 21:00	3	186	0.030	3	186	0.027	3	186	0.057
21:00 - 22:00	3	186	0.034	3	186	0.036	3	186	0.070
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.649				0.627	1.276	

Parameter summary

Trip rate parameter range selected: 95 - 224 (units:)
Survey date date range: 01/01/02 - 24/06/10
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 4

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	154	0.006	5	154	0.001	5	154	0.007
08:00 - 09:00	5	154	0.003	5	154	0.000	5	154	0.003
09:00 - 10:00	5	154	0.006	5	154	0.003	5	154	0.009
10:00 - 11:00	5	154	0.001	5	154	0.000	5	154	0.001
11:00 - 12:00	5	154	0.000	5	154	0.001	5	154	0.001
12:00 - 13:00	5	154	0.003	5	154	0.000	5	154	0.003
13:00 - 14:00	5	154	0.001	5	154	0.003	5	154	0.004
14:00 - 15:00	5	154	0.004	5	154	0.001	5	154	0.005
15:00 - 16:00	5	154	0.000	5	154	0.001	5	154	0.001
16:00 - 17:00	5	154	0.001	5	154	0.001	5	154	0.002
17:00 - 18:00	5	154	0.003	5	154	0.001	5	154	0.004
18:00 - 19:00	5	154	0.003	5	154	0.004	5	154	0.007
19:00 - 20:00	3	186	0.000	3	186	0.002	3	186	0.002
20:00 - 21:00	3	186	0.002	3	186	0.002	3	186	0.004
21:00 - 22:00	3	186	0.000	3	186	0.002	3	186	0.002
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033				0.022	0.055	

Parameter summary

Trip rate parameter range selected: 95 - 224 (units:)
 Survey date date range: 01/01/02 - 24/06/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	154	0.057	5	154	0.084	5	154	0.141
08:00 - 09:00	5	154	0.052	5	154	0.185	5	154	0.237
09:00 - 10:00	5	154	0.089	5	154	0.088	5	154	0.177
10:00 - 11:00	5	154	0.070	5	154	0.095	5	154	0.165
11:00 - 12:00	5	154	0.069	5	154	0.117	5	154	0.186
12:00 - 13:00	5	154	0.084	5	154	0.097	5	154	0.181
13:00 - 14:00	5	154	0.137	5	154	0.126	5	154	0.263
14:00 - 15:00	5	154	0.115	5	154	0.093	5	154	0.208
15:00 - 16:00	5	154	0.104	5	154	0.145	5	154	0.249
16:00 - 17:00	5	154	0.139	5	154	0.134	5	154	0.273
17:00 - 18:00	5	154	0.206	5	154	0.175	5	154	0.381
18:00 - 19:00	5	154	0.144	5	154	0.167	5	154	0.311
19:00 - 20:00	3	186	0.174	3	186	0.136	3	186	0.310
20:00 - 21:00	3	186	0.113	3	186	0.120	3	186	0.233
21:00 - 22:00	3	186	0.095	3	186	0.088	3	186	0.183
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.648			1.850			3.498

Parameter summary

Trip rate parameter range selected: 95 - 224 (units:)
Survey date date range: 01/01/02 - 24/06/10
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 4

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	154	0.073	5	154	0.016	5	154	0.089
08:00 - 09:00	5	154	0.048	5	154	0.065	5	154	0.113
09:00 - 10:00	5	154	0.053	5	154	0.044	5	154	0.097
10:00 - 11:00	5	154	0.022	5	154	0.035	5	154	0.057
11:00 - 12:00	5	154	0.025	5	154	0.042	5	154	0.067
12:00 - 13:00	5	154	0.031	5	154	0.029	5	154	0.060
13:00 - 14:00	5	154	0.054	5	154	0.061	5	154	0.115
14:00 - 15:00	5	154	0.100	5	154	0.083	5	154	0.183
15:00 - 16:00	5	154	0.045	5	154	0.088	5	154	0.133
16:00 - 17:00	5	154	0.044	5	154	0.047	5	154	0.091
17:00 - 18:00	5	154	0.056	5	154	0.031	5	154	0.087
18:00 - 19:00	5	154	0.052	5	154	0.051	5	154	0.103
19:00 - 20:00	3	186	0.034	3	186	0.013	3	186	0.047
20:00 - 21:00	3	186	0.032	3	186	0.014	3	186	0.046
21:00 - 22:00	3	186	0.021	3	186	0.018	3	186	0.039
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.690			0.637			1.327

Parameter summary

Trip rate parameter range selected: 95 - 224 (units:)
Survey date date range: 01/01/02 - 24/06/10
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 4