

Proposed Development of Manchester Airport Premier Inn, Manchester Airport

784-B055332

Transport Statement

Revision 08

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Airport City Limited Partnership



TETRA TECH

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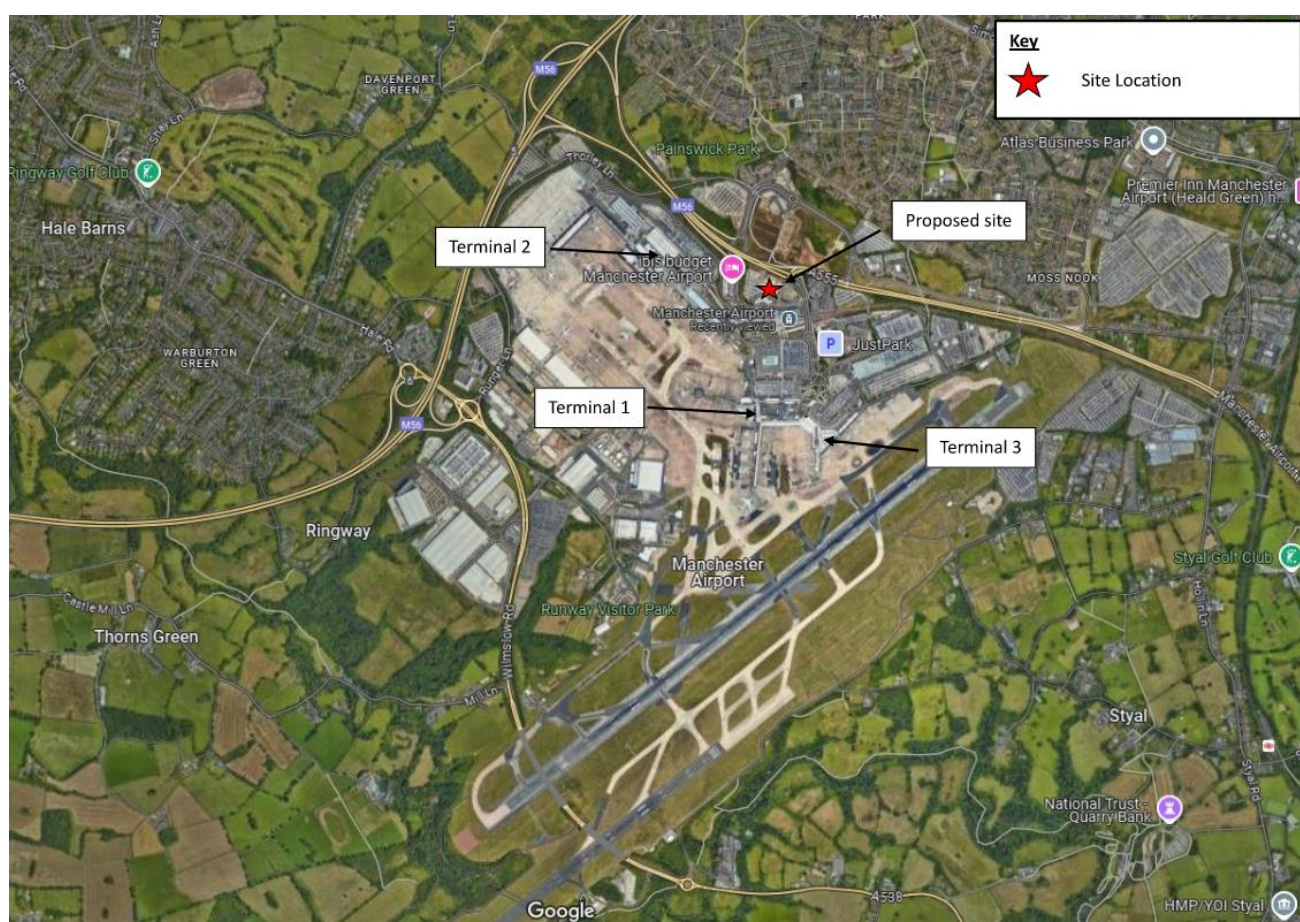
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1.0 Introduction

1.1 Background

- 1.1.1 Tetra Tech (TT) has been appointed by Airport City Limited Partnership to provide highway and transport advice in relation to a full planning application for a proposed Manchester Airport Premier Inn, north-west of Manchester Airport rail and Metrolink Station.
- 1.1.2 The location of the proposed site is shown on **Plan 1**, whilst the local highway network in the vicinity of the development is shown on **Plan 2**.
- 1.1.3 **Extract 1.1** shows an aerial view of the site location.

Extract 1.1 - Aerial View of Site Location



- 1.1.4 The proposed site layout is attached as **Appendix A**. The layout drawing shows that the proposed development comprises a 276-bedroom hotel with associated infrastructure. 4 accessible car parking spaces are proposed within an existing car park to the east of the proposed hotel, while 12 cycle spaces are proposed south-east of the new hotel, within an area of public realm.
- 1.1.5 There will be a pedestrian and cycle access from the Manchester Airport Ground Transport Interchange (GTI) situated to the south, via zebra crossings.

- 1.1.6 Vehicular access to the proposed development located to the east will be a drop-off area for use by taxis, coaches and servicing vehicles but will not provide access to general traffic. Vehicles will enter an existing private service road from Outwood Lane (west side) before it splits – the western arm will continue around the Tribe hotel and around the western side of the new Premier Inn to a service bay on the southern side of the hotel, while the southern arm of the private service road will enter the coach and taxi drop off area before exiting to the south. Both arms will then rejoin the eastern arm of the Chicago Avenue / Malaga Avenue roundabout. Chicago Avenue and Malaga Avenue are both private airport roads. No amendments to the airport's private road network are proposed as part of the planning application proposals.
- 1.1.7 The Local Planning Authority (LPA) is Manchester City Council (MCC).
- 1.1.8 This TS and the Framework Travel Plan (FTP) contained herein have been prepared with consideration of the BREEAM guidelines for BREEAM credit TRA01.

1.2 Planning History

- 1.2.1 In January 2020, H3 Hotel S.A.R.L submitted a detailed planning application with a supporting Transport Assessment (application number: 125848/FO/2020) produced by AECOM, for a new 9-storey hotel north of the proposed application site.
- 1.2.2 Pedestrian access to the hotel was a signed route from the Manchester Airport Ground Transport Interchange (GTI).
- 1.2.3 A new zebra crossing, incorporating shared-space road surfacing, was proposed where the pedestrian route crosses the bus station exit road. Separately, but at a similar time, a new bridge across the M56 was also proposed for pedestrians and cyclists, which aimed at enhancing the continuous network of safe and direct routes.
- 1.2.4 A service bay on the eastern side of the new hotel was proposed, accessed by the existing service road that runs from the northbound carriageway of Outwood Lane.
- 1.2.5 Both the new hotel (Tribe) and the pedestrian bridge have now been built.

1.3 Report Structure

- 1.3.1 The report is structured as follows:
- **Section 2** describes the site location and the local highway network and presents a review of personal injury accident data in the vicinity of the site.
 - **Section 3** describes the proposed development, access arrangement, tracking analysis for the large service vehicles and parking provision.
 - **Section 4** reviews the accessibility of the site by sustainable transport modes.
 - **Section 5** sets out the Framework Travel Plan for the proposed development.
 - **Section 6** sets out the traffic generation and the capacity assessment of the site access.
 - **Section 7** summarises and concludes the report.

2.0 Existing Conditions

2.1 Introduction

- 2.1.1 This section of the TS describes the site location and existing local highway network and the safety record of the local highway network.

2.2 Site Location

- 2.2.1 **Plan 1** shows the site location of the proposed development in the wider context whilst **Plan 2** shows the local highway network.
- 2.2.2 As shown on **Plan 1**, the proposed site is located 500m to the east of Manchester Terminal 2 (T2) Airport, 580m to the north of Manchester Terminal 1 (T1) Airport and 740m to the northeast of Manchester Terminal 3 (T3) Airport (measured as the crow flies).
- 2.2.3 The site was previously used as a car park which has now ceased. It has been used for the last 2 years as a construction compound for the newly completed Tribe hotel immediately to the north.
- 2.2.4 There are two MAG car parks bordering the site, one to the western side and the other to the eastern boundary of the proposed site.
- 2.2.5 The site is accessed from the north, south and west by the M56, and from the east by the A555 Manchester Airport Relief Road. This is described in more detail in Section 2.3.

2.3 Local Highway Network

- 2.3.1 A review has been undertaken of the roads which are most likely to provide access to/from the site, notably the A555 Manchester Airport Relief Road, M56 Airport Spur, World Way and Chicago Avenue.

A555 Manchester Airport Relief Road

- 2.3.2 The A555 extends between its junction with M56 and Outwood Lane and its junction with Wilmslow Road in the west.
- 2.3.3 Within the vicinity of the site, it is a two-way dual carriageway road with three lanes towards the M56 and Outwood Lane and two lanes for eastbound traffic. It is subject to a 40mph speed limit. Heading to the south from its junction with M56 and Outwood Lane, it features a footway on its northern side and street lighting on both sides of the carriageway.

M56 Airport Spur

- 2.3.4 The M56 Airport Spur extends between its junction with the A555 and Outwood Lane in the south-east and its junction with the M56 Cheshire Motorway (Junction 5) in the north-west.
- 2.3.5 Within the vicinity of the site, it is a two-way motorway which is subject to a 70mph speed limit. It also features street lighting.

World Way

- 2.3.6 World Way extends between its junction with the M56 Airport Spur and Enterprise Way in the north and its junction with Palma Avenue and Chicago Avenue in the south.
- 2.3.7 It is a two-way dual carriageway road which is subject to a 30mph speed limit. Heading north for from its junction with Palma Avenue and Chicago Avenue, it features a footway/ cycleway on its eastern side. It also features street lighting.

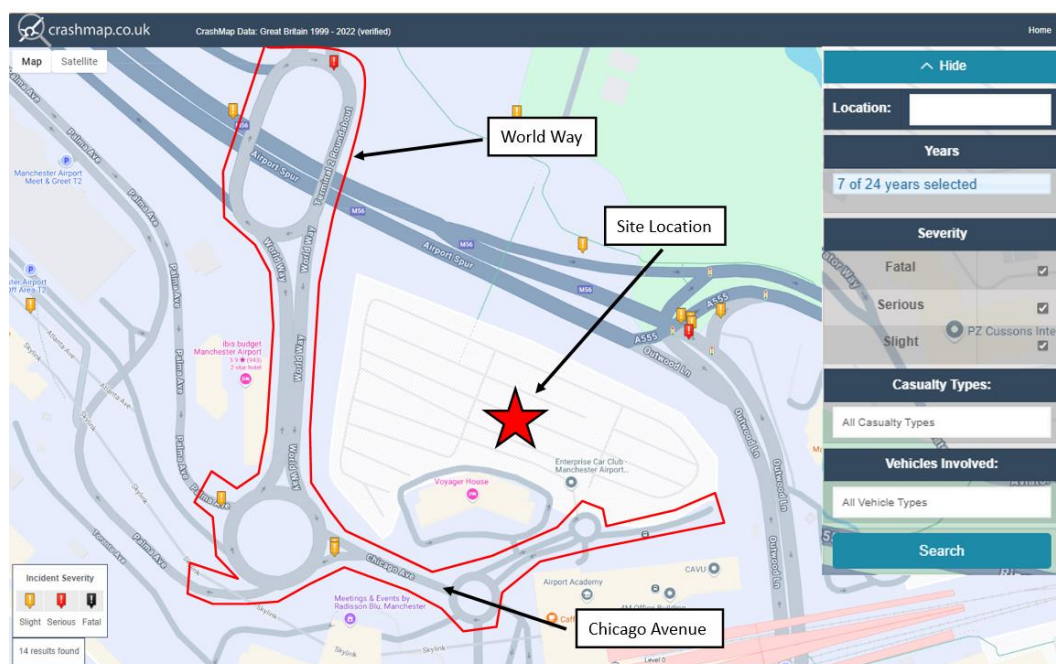
Chicago Avenue

- 2.3.8 Chicago Avenue extends between its junction with World Way and Palma Avenue in the west and its junction with Malaga Avenue in the east.
- 2.3.9 It is a two-way single carriageway road which is subject to a 30mph speed limit. Heading to the west for from its junction with Malaga Avenue, it features a footway/cycleway on the northern side. It also features street lighting.

2.4 Personal Injury Accident Review

- 2.4.1 A review of the CrashMap website ¹ has been undertaken to review the existing highway safety record in the vicinity of the site.
- 2.4.2 Typically, accident statistics are reviewed for the most recent five years of available data, however given that 2020 and 2021 were subject to significant travel restrictions associated with COVID-19 lockdowns, a seven-year review of Personal Injury Accidents (PIAs) has been carried out, to ensure that accident statistics which are representative of typical conditions are considered.
- 2.4.3 An extract from the CrashMap website is provided as **Extract 2.1** and the accidents, by year, are tabulated in **Table 2.1**.

Extract 2.1: PIA Review (CrashMap Extract)



¹ <https://www.crashmap.co.uk/Search>

Table 2.1: Summary of PIAs by Frequency and Severity

Severity	2016	2017	2018	2019	2020	2021	2022	Total
Slight	1	1	0	0	0	0	1	3
Serious	0	0	0	0	0	0	1	1
Total	1	1	0	0	0	0	2	4

- 2.4.4 **Extract 2.1** and **Table 2.1** shows that only four accidents resulting in PIAs have been recorded in the vicinity of the site, during the seven-year study period. Three accidents occurred on the Chicago Avenue / World Way/ Palma Avenue Roundabout leading to slight incident severity. One serious accident was recorded on the Terminal 2 Roundabout.
- 2.4.5 A total of four incidences was recorded over seven years equates to an annual accident rate of 0.57 accidents per year. These number of incidences are very low.
- 2.4.6 Given this, the road network in the vicinity of the site has a good safety record and the accident data does not indicate any inherent safety issues associated with the layout of the road that would be exacerbated by the proposed development.

3.0 Proposed Development

3.1 Introduction

3.1.1 This section describes the development proposals including pedestrian access, vehicular access.

3.2 Development Proposals

3.2.1 The proposed development will comprise of a change of use of a former construction compound to a 276-bedroom hotel (C1 - Hotels), see **Appendix A**.

3.2.2 The hotel would consist of a ground floor, a lower floor and seven upper floors.

The Ground Floor comprises:

- 587sqm – Front of House space
- 241sqm & 8sqm– Back of House space
- 2 – Standard Double/ Quad/ Triple / Prem Plus
- 2 – Accessible Spaces

The Upper and Lower floors comprises:

- 22 – Standard Double/ Quad/ Triple / Prem Plus
- 2 – Double Short rooms
- 8 – Double Narrow Rooms
- 1 – Quad Wide Rooms (only on the upper floors)
- 42sqm & 8sqm- Back of House space
- Accessible Spaces (2 for the Lower floor and 1 for the Upper floor)

3.2.3 The hotel does not include conference facilities, event spaces or private meeting rooms.

3.2.4 An off-street loading bay is included within the application site boundary. 4 accessible parking spaces will be allocated for the hotel's use within an existing car park adjacent to the application site.

Extant Land Use

3.2.5 The area in which the hotel is being delivered was formerly a car park but that land use was extinguished in 2022. For the last two years, the site has been used as a construction compound and is temporarily used as a coach and taxi drop off area. The coach and taxi drop off area will be re-provided in a location to the east of the Tribe hotel and the application site, when planning permission is granted for the new hotel. The proposals therefore do not displace any existing car parking spaces.

3.3 Staff

- 3.3.1 The proposed occupier has advised that a hotel of this size would have 30-40 members of staff, of which around 25% will be full time employees. The number of staff on site at any one time will range between 3 and 28.

3.4 On-site Site Layout and Access

Pedestrian Access

- 3.4.1 Pedestrian access to the hotel will be via a signed route from the GTI to the south.
- 3.4.2 A new bridge across the M56 Airport Spur from Wythenshawe and the Airport City North plot has already been built and provides access for pedestrians and cyclists from the north. This will enhance the continuous network of safe and direct routes for pedestrians and cyclists improving connectivity to public transport modes of travel.
- 3.4.3 A total of 12 cycle spaces in the form of 6 Sheffield cycle stands will be provided within the application site, to the southeast of the hotel to facilitate staff commuting withing a 5km and 10km (e-bike) cycle catchment in the vicinity of the site.

Vehicular Access

- 3.4.4 Access into the proposed development's accessible hotel staff parking spaces will be provided via the existing access road into the retained airport staff car park to the east of the new hotel site. This access road is accessed via the eastern arm of the Chicago Avenue/Malaga Avenue roundabout
- 3.4.5 The only other vehicular access to the proposed development will be from the north along an existing services road to a drop-off area for use by taxis and coaches only, located to the east of the application site, along with a service road to the loading bay at the rear (south) of the hotel.
- 3.4.6 No access will be provided for general traffic or for hotel guest or staff car parking.
- 3.4.7 The site's loading bay access has been tracked with an HGV and refuse vehicle as shown in **Appendix B**. The tracking drawing shows that a suitably sized refuse vehicle can adequately access the site.
- 3.4.8 The Premier Inn Standard Delivery Schedule is attached as **Appendix C**.

3.5 Site Logistics Plan

- 3.5.1 A draft Site Logistics Plan indicating the location of the site compound, delivery routes, hoardings and a safe access route for pedestrians around the application site during construction is provided at **Appendix D**.

3.6 Parking Provision

- 3.6.1 It is unlikely that customers of the hotel would be visiting for any purpose other than using the adjacent airport (travellers and air crew) and for business uses at the airport's existing offices and future business space at Airport City North/Mix Manchester. The hotel itself will offer no guest or

staff parking, other than parking for the disabled. There will be no new customer vehicular trips to the wider airport complex, arising as a result of the proposals.

General Use Car Parking

- 3.6.2 No general use car parking has been provided for the proposed development due to the fact that air travellers using the car will already be driving to and parking across the multitude of car parks across the wider airport estate. Users of the site will therefore use the wider airport car parks.
- 3.6.3 Furthermore, the staff accessing the site are expected to utilise sustainable modes (walk and cycle), public transport and the various airport staff car parks, which run shuttle buses to the airport terminals and GTI.
- 3.6.4 The Manchester Airport Estate car parking provision for both general car parking spaces and DDA compliant parking bays are provided in **Table 3.1**.

Table 3.1 Manchester Airport Estate car parks

Car Park Name	General Use Spaces	DDA compliant bays
MSCP		
T1	2006	21
T2 East	958	18
T2 West	3800	164
T1 Short Stay	570	15
T3	1845	17
TOTALS	9179	235
Meet & Greet		
T1 M&G Arrivals	288	0
T1 M&G Returns	410	8
T2 M&G Arrivals	251	0
T2 M&G Returns	282	0
T3 M&G Arrivals	75	0
T3 M&G Returns	175	0
M&G Storage	15197	0
TOTALS	16678	8
Drop & Go		
D&G Arrivals	287	12
D&G Returns	621	12
D&G Storage	6633	0
TOTALS	7541	24
Jet Parks		
JP1	1127	25
JP3	4995	80

JP Ringway	3013	104
TOTALS	9135	209
Staff		
T1/T3 Midstay	1800	19
Staff East	1921	33
Staff South	1650	41
Little Staff west	200	8
TOTALS	5571	101
GRAND TOTALS	48104	577

3.6.5 The hotel will provide for existing airport users and given this, the vehicles associated with the hotel are already expected to be using the airport car parks, thus no increase in parking demand is expected. Nonetheless the proposals have been considered against the Council's adopted car parking standards, which suggest 1 space per bedroom, thus 276 spaces. Given there is provision of 48,104 car parking spaces across the Manchester Airport Estate, the existing provision will suitably accommodate the parking associated with the hotel.

3.6.6 Adjacent to the application site (and not forming part of the application proposals) will be a shuttle bus drop off facility providing hotel users with access to the hotel, from the network of airport car parks.

Disabled Parking Spaces

3.6.7 Four disabled car parking spaces will be provided in the existing car park to the east of the proposed hotel.

3.6.8 Manchester City Council Disabled parking standards for hotels of this size suggest a provision of 4 spaces + 4% of the overall parking capacity. Since there is no guest car parking on site, that equates to a provision of 4 disabled spaces overall. That is considered to be sufficient and is envisaged to cater for disabled staff, given that a maximum of 28 staff are anticipated to be on site at any one time by the proposed operator. If additional demand for accessible spaces arises, there is a supply of over 100 accessible spaces within the airport's staff car parks.

3.6.9 There is no guest accessible parking proposed on site, as such users would occupy single spaces for extended periods while on holiday (for example a week) to the detriment of short-term users such as staff – instead, accessible parking for hotel guests is provided in the airport's wider car park supply – over 450 accessible spaces currently exist.

Cycle Parking Spaces

3.6.10 6 Sheffield stands (12 cycle parking spaces) will be provided on site. Furthermore, Manchester Airport GTI provides a cycle hub storage area consisting of approximately 108 cycle spaces which include covered and uncovered cycle parking facilities, within 100m of the proposed development. Given that hotel guests are not expected to cycle to the hotel and a maximum of 28 hotel staff are expected to be on site at any time, the provision within the application site and the nearby GTI provision is considered appropriate.

4.0 Accessibility by Sustainable Modes

4.1 Introduction

- 4.1.1 This section describes the amenities that are accessible from the development site by sustainable travel modes. It also describes the existing sustainable transport infrastructure that is in place to provide access to the Airport.

4.2 Accessibility on Foot

- 4.2.1 With regards to accessibility on foot, there are a number of journey types to be considered, notably:

- Staff trips to/ from nearby residential areas.
- Staff and customers travelling on foot from Manchester Airport rail and Metrolink Stations.
- Customers travelling on foot to/ from the site, from/ to the terminals.

- 4.2.2 Each of these trips has been considered in detail below.

Staff trips to/ from nearby residential areas

- 4.2.3 It is generally accepted that walking offers the greatest potential to reduce short car trips, particularly those under 2km. This is the distance that people are typically prepared to walk to access an amenity/facility. It is also the Institution for Highways and Transportation (IHT) threshold in terms of the maximum suggested walking distance for commuting.

- 4.2.4 In respect of this, **Plan 3** has been prepared to show a 2km walking catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 24-minute (2km) journey.

- 4.2.5 **Plan 3** shows that the southern residential areas of Wythenshawe are accessible within a 2 km walk.

Staff and customers travelling on foot from Manchester Airport Rail and Metrolink Stations

- 4.2.6 The airport rail & Metrolink station and bus and coach station are both within a 100m walk from the from the proposed site, providing multimodal trips to the wider areas of Manchester operated by both local and intercity buses and coaches.

- 4.2.7 From the proposed site to the rail, Metrolink and bus and coach station, the pedestrian walkways are provided as white and yellow line delineators alongside the road links, with the provision of tactile paving and dropped kerbs at crossing points.

Customers travelling on foot to/ from the site, from/ to the terminals

- 4.2.8 Manchester Terminal 1 (T1) is accessible via three main routes:

- Route 1 - traverses along the Manchester Airport Meet and Greet T1 Car Park
- Route 2 – along Terminal Road N, then along Outwood Lane.
- Route 3 - via the Skylink through Manchester Airport Rail Station.

4.2.9 Manchester Terminal 2 (T2) is accessible via two main routes:

- Route 1 – along Chicago Avenue and Palma Avenue.
- Route 2 – via the Skylink through Manchester Airport Bus Station.

4.2.10 Manchester Terminal 3 (T3) is accessible via the same routes as to Terminal 1.

4.2.11 **Plan 3** shows the vicinity of the site, the shortest distances to Manchester T1, T2 and T3 are within a 640m, 730m and 850m walk distance respectively. This presents under a 10 minute-walk to the respective terminals provided above.

4.2.12 Within a 500m walk, the rail and Metrolink stations, bus and coach stations, intercity bus stop, Cafés and various car parks can be accessed.

M56 Pedestrian and Cycle Bridge

4.2.13 The M56 Pedestrian and Cycle Bridge traverses over the M56 and is located northwest of the proposed site. It provides access by modes of walking and cycling. To the north of the M56, it connects to a footway/cycle traversing in a west to east direction connecting to Enterprise Way in the west and the A555 Ringway Road to the east. To the south, the bridge connects to the Airport Estate including the application site. It presents a width of circa 5.8m and is circa 132m long.

4.2.14 Given the above, it can be stated that the proposals will be very accessible by foot.

4.3 Accessibility by Cycle

4.3.1 Accessibility by bike has been considered for staff commuting to/ from the proposed development site.

4.3.2 Whilst Planning Policy Guidance 13 PPG13 is no longer current national planning policy, its recognition of cycling having the potential to replace short car journeys, particularly those under 5km is still recognised as good practice. Within this context the site is well located to encourage trips by bike with several residential areas and amenities located within cycling distance.

4.3.3 With regard to the above, a 5km cycle catchment is shown on **Plan 4**. The 5km catchment encompasses the airport as well as the surrounding residential areas of Wythenshawe, Heald Green, Hale Barns and the eastern parts of Altrincham, meaning that those living locally could conceivably access the site by bike.

4.3.4 In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which propels the cyclist at up to 15.5mph, whilst the batteries are capable of c.100km on a single charge. Assuming a commute time of 25mins, a cyclist on an e-bike could travel 10km. Given this, **Plan 4** also shows a 10km e-bike catchment.

4.3.5 The 10km catchment encompasses the entire built-up and residential areas of Altrincham, Bowdon, Didsbury, Stockport, Woodford, Wilmslow meaning that those living locally could conceivably access the site by an e-bike.

4.3.6 Within the vicinity of the site, cycle route 56 which is the closest to the proposed site connects to National Cycle Route 55, 62, 85 and 558 which provide access to Didsbury, Heaton, Stockport, Morley and other residential areas.

- 4.3.7 In terms of infrastructure, cyclists can access the cycleway along national cycle routes. The vehicular speeds within the vicinity of the site are low therefore, cyclists can comfortably proceed within the carriageway.
- 4.3.8 The national cycleway route features an intermittent segregated (with a verge) and unsegregated footway cycleway within the 10km cycle catchment area with appropriate crossing points over the motorways within the vicinity of the site.
- 4.3.9 The Manchester Airport GTI provides a cycle hub storage area consisting of approximately 108 cycle spaces which include covered facilities. This allows for multimodal trips between the site and the rail and Metrolink station. 12 cycle stands will be provided within the application site, to the southeast of the hotel.
- 4.3.10 Given the above, it can be stated that the proposals will be very accessible by cycle.

4.4 Accessibility by Public Transport

- 4.4.1 With regards to accessibility by public transport, both hotel guests and staff are envisaged to utilise bus, coach, rail and Metrolink provision when travelling to/ from the proposed development site.
- 4.4.2 Within the vicinity of the site is an integrated bus and coach, rail and Metrolink station described below.

By Bus and Coach

- 4.4.3 A 400m walk distance is generally considered to be a reasonable walk distance to bus stops. This distance is quoted in the 'IHT's - Guidelines for the Planning of Public Transport for Development'. However, the document goes on to say that this is only guidance to be achieved where possible with the document stating that it is more important to provide bus services which are easy and attractive to passengers rather than to '*slavishly adhere to arbitrary criteria for walking distances*'.
- 4.4.4 The bus and coach station is located approximately 100m walking distance to the south-east from the proposed site. are shown on **Plan 2**.
- 4.4.5 The bus and coach station features an echelon bus design with 13 bus stands and one loading stand.

Table 4.1: Bus services, Routes, and Frequencies Accessible from the Site

Service	Route	Average One-way Frequency per hour				
		Weekday			Weekend	
		AM Peak	Inter Peak	PM Peak	Sat.	Sun.
Local Buses						
18	Eccles-Trafford Park-Brooklands-Wythenshawe-Manchester Airport	3	3 every hour	3	1 every hour	1 every 2 hours
43	Manchester-Fallowfield-West Didsbury-Wythenshawe-Manchester Airport	16	6 every hour	16	2 -3 every hour	2 every hour
103	Manchester-Moss Side-Sharston-Wythenshawe-Manchester Airport	6	2 every hour	5	2 every hour	1 every hour
130	Macclesfield-Wilmslow-Heald Green-Wythenshawe-Manchester Airport	2	1 every hour	1	1 every 2 hours	
199	Buxton-Chapel-en-le-Frith-Hazel-Grove-Stockport-Manchester Airport	6	2 every hour	6	2 every hour	1 every hour
313	Stockport - Manchester Airport	3	2 every hour	6	1 every hour	
368	Manchester Airport - Cheadle Hulme - Edgeley - Stockport	N/A	N/A	N/A	3 buses (from 05:56 - 08:39)	N/A
X5	Warrington-Lymm-Altrincham-Hale Barns-Manchester Airport	3	1 every hour	3	1 every hour	1 every 2 hours

4.4.6 **Table 4.1** shows that there are eight local bus services accessible from the site which provide a combined frequency of 39 and 40 one-way services an hour in the AM and PM peak hours respectively. On a Saturday and Sunday, there is a combined one-way average frequency of 12.5 and 5.5 services an hour.

4.4.7 It can be seen from **Table 4.1** that all the bus services in the vicinity of the site connect to of the surrounding local areas of Warrington, Lymm, Altrincham, Macclesfield, Wilmslow, Heald Green, as well as wider destinations.

4.4.8 Furthermore, there three coach operating companies namely FlixBus, National Express and Megabus providing intercity patronage services from Birmingham, Blackpool, Liverpool, Edinburgh, Newcastle, London and other wider areas to Manchester Airport, see **Table 4.2**.

Table 4.2: Coach services, Routes, and Frequencies Accessible from the Site

Service Operator	Route	Average One-way Frequency per hour				
		Weekday			Weekend	
		AM Peak	Inter Peak	PM Peak	Sat.	Sun.
Inter City Buses						
Megabus	Manchester Airport - London, via Birmingham	5 - one-way services in the day arriving at Manchester Airport			9 services in the day	
Megabus	Manchester Airport - Leeds, via Huddersfield	3 - one-way services in the day arriving at Manchester Airport			5 services in the day	
Megabus	Manchester Airport - Edinburgh, via Middlesborough, Newcastle and Leeds	1 - one way service in the day arriving at Manchester Airport at 15:10				
Megabus	Manchester Airport - Glasgow, via Middlesborough, Newcastle and Leeds	3 - one-way services in the day arriving at Manchester Airport			6 services in the day	
National Express	Manchester Airport - Blackpool	4 one-way services in the day arriving at Manchester Airport				
National Express	Manchester Airport -Edinburgh, via Glasgow, Penrith and Carlisle	3 one-way services in the day arriving at Manchester Airport				
National Express	Manchester Airport - Newcastle, via Leeds, Middlesbrough, Sunderland and Darlington	12 and 10 one-way services in the weekday and weekend respectively arriving at Manchester Airport				
National Express	Manchester Airport - Leeds, via Bradford	14 one-way services in the day arriving at Manchester Airport				
National Express	Manchester Airport - Liverpool, via Warrington (Hulme)	13 one-way services in the day arriving at Manchester Airport				
National Express	Manchester Airport - London via Birmingham, Coventry, Milton Keynes, Stoke-on-Trent, Wolverhampton	10 one-way services in the day arriving at Manchester Airport				
National Express	Manchester Airport - Birmingham via Stoke-on-trent, Wolverhampton	14 one-way services in the day arriving at Manchester Airport				
FlixBus UK076	Birmingham – Manchester Airport	1 service in the day arriving at Manchester Airport at 12:40				
FlixBus UK072	London – Manchester Airport	5 services in the day (arriving at Man. Airport at 09:30,12:40, 17:55)			5-6 services in the day	

4.4.9 **Table 4.2** shows that the three coach operators provide a combined day frequency of 88 services during the weekday. On a Saturday and Sunday, there is a combined one-way frequency of 96 services across the day.

4.4.10 Given the above, the site is well connected to the existing local and intercity bus services for both staff and customers commuting to/from the site.

Rail

- 4.4.11 The Manchester Airport rail and Metrolink station is located approximately 100m from the site so can be reached by both walking and cycling.
- 4.4.12 The Manchester Airport rail and Metrolink station provides a cycle hub storage area at its western frontage, thereby promoting multimodal trips to/ from the site.
- 4.4.13 It provides direct services to over 120 local, regional and national destinations, with additional connections possible at the major interchange of Manchester Piccadilly. In terms of local staff commuting, the station provides direct services to Heald Green, Gatley, Burnage, Wilmslow and Styal.
- 4.4.14 Typical hourly services, Mondays to Saturday, are:
- 1 service per hour to Crewe via Wilmslow and Styal, with connecting services to London Euston, Birmingham and other stations on the Cross-Country network.
 - 8 services per hour Manchester Piccadilly via Heald Green and Ardwick.

Metrolink

- 4.4.15 The station provides services along the Airport Line to local destinations within Manchester. **Table 4.3** below shows operating periods.

Table 4.3: Operating period for the Manchester MetroLink (Tram)

Service	Route	Tram Link		
		Weekday	Weekend	
		Mon - Thur	Frid - Sat	Sun.
Navy - Line	Man. Airport- Wythenshawe- Chorlton-Deansgate- Castlefield-Piccadilly- Droylsden- Ashton- under-Lyne	6am to midnight Every 12 minutes	6am to 1am Every 12 minutes till midnight Every 24 minutes (midnight to 1am)	7am to midnight Every 15 minutes

- 4.4.16 The Airport line provides five services an hour from the Manchester Airport Metrolink station across the city, with interchanges at Trafford Bar, Cornbrook, Deansgate-Castlefield and St Peters Square, Market Street Shudehill and Victoria Tram Stops. These interchanges provide connections to the 99 stations across the Metrolink network, as well as the mainline Manchester Victoria and Manchester Piccadilly railway stations and Manchester Chorlton Street coach station.
- 4.4.17 Given the above, it is evident that the users of the site have the option to travel via rail and Metrolink.

4.5 BREEAM Accessibility Index Calculation

- 4.5.1 The site has been assessed using the BREEAM accessibility calculator. The calculation is attached in **Appendix E** and the site scores an index of 22.75.

4.6 Accessibility Summary

- 4.6.1 The site is within the vicinity of Manchester Airport Terminals T1, T2 and T3, which are a 640m, 730m and 850m walk respectively.
- 4.6.2 This presents under a 10 minute-walk to the respective terminals provided above.
- 4.6.3 Within a 5km cycle catchment area, the airport estate as well as the surrounding residential areas of Wythenshawe, Heald Green, Hale Barns and the eastern parts of Altrincham readily accessible by cycle.
- 4.6.4 Within a 10km catchment, the entire built-up and residential areas of Altrincham, Bowdon, Didsbury, Stockport, Woodford, Wilmslow meaning that those living locally could access to those areas by an e-bike.
- 4.6.5 The bus and coach station is located approximately 100m walk distance to the southeast of the site and from here, bus services to Warrington, Lymm, Altrincham, Macclesfield, Wilmslow, Heald Green, as well as wider destinations.
- 4.6.6 There are also three coach operators namely Flixbus, Megabus and National Express services providing intercity patronage to Birmingham, Blackpool, Liverpool, Edinburgh, Newcastle, London and other wider areas to the bus and coach station.
- 4.6.7 The Manchester Airport rail and Metrolink station is located approximately 100m and so can be reached by both walk and cycle modes.
- 4.6.8 Given the above sustainable transport provision, it is considered that the site is highly accessible by sustainable forms of transport.

5.0 Framework Travel Plan

5.1 BREEAM Travel Plan

- 5.1.1 In line with the BREEAM guidelines, this Transport Statement has been produced which provides an assessment of accessibility by sustainable modes, a review of transport policies, describes the development including access and parking and predicts the vehicle trip generation of the site.
- 5.1.2 The BREEAM guidelines also set out that a site-specific travel plan (TP) that provides a long-term management strategy encouraging sustainable travel should be prepared.
- 5.1.3 It is acknowledged that Manchester Airport already has an Airport Wide Travel Plan (ATP) prepared in 2019 (with initiatives updated in 2023) and Premier Inn (PI) will refer to this when preparing a Full site-specific Travel Plan for the hotel detailing measures bespoke to the site as well as those implemented across all PIs. The information detailed herein should be considered a Framework Travel Plan and it is expected that the Full Travel Plan would be conditioned as part of the grant of planning permission.
- 5.1.4 PI agrees to actively work with Manchester Airport and its Transport Forum to improve the range of alternative modes of transport to access the airport site and drive down the reliance of staff driving to the airport site. By working with the Airport and the Forum, a far greater range of alternatives will be deliverable. PI will conduct annual staff travel surveys as part of their monitoring and share that data (subject to GDPR Regulations) with MAG's Surface Access Strategy Manager to inform the ATP.

5.2 Travel Plan Measures

- 5.2.1 The Travel Plan measures for the proposed hotel are expected to include, but are not limited to;
- Appoint a Travel Plan Co-ordinator (TPC)
 - To work collaboratively with the Airport's Surface Access Manager
 - Participation in the Airport's Transport Forum
 - Encourage and Promote Sustainable Travel – through staff training, the media display screen in reception, website information and booking confirmations
 - Provide employee Travel Information in the team room
 - Undertake annual Employee Travel Surveys and share them with the Airport's Surface Access Manager
 - Positive discouragement of staff parking in nearby residential areas
 - Lighting and landscaping around the site, creating a safe and pleasant pedestrian environment.
 - Provision of cycle parking facilities
 - Local staff recruitment policy
 - 7% Halfords discount through Perks at Work voucher scheme
 - Cycle maintenance equipment in Reception
 - Freephone taxi phone in Reception

6.0 Trip Generation

6.1 Introduction

- 6.1.1 This section sets out the anticipated trip generation of the development proposals.
- 6.1.2 On the matter of vehicular trip generation, two fundamental aspects were considered. The first is to understand which use type will be generating traffic. i.e. Is it the proposed Premier Inn or is it the Airport and its existing ancillary businesses.
- 6.1.3 The second consideration relates to the net traffic movement changes which may arise as a result of the proposals and whether or not those are material.

6.2 Trip Generation

- 6.2.1 In relation to the trip generation, it is unlikely that any customers of the hotel would be visiting for any purpose other than the associated adjacent airport and business uses. The hotel itself will offer no leisure facilities (no conferencing, meeting or event spaces) other than catering for residents.
- 6.2.2 Hotel customers will be travelling to or from the airport or on business associated with the airport's facilities. In other words, the customer base for the hotel will be derived from people who are already visiting the airport (travellers and air crew) and its adjacent facilities in any event. They will not be new customer vehicular trips associated with the proposals.
- 6.2.3 Persons using the hotel prior to, or after flights will either travel to the hotel by public transport or drive to one of the long stay car parks and transfer to the hotel by shuttle bus. The point being that their presence is a function of the airport and not the hotel. There is no parking on the application site, so the only vehicles associated with the proposals will be taxi and shuttle bus drop offs and service vehicles.
- 6.2.4 There will of course be staff at the hotel and their travel will need to be considered. The hotel is located in close proximity to sustainable modes of travel, walking, cycling and public transport and no staff parking will be provided alongside the proposals, other than accessible parking. There are airport staff carparks on the periphery of the wider site which are served by shuttle bus services.
- 6.2.5 Vehicular traffic associated with staff will not be present at the proposed site. The development will generate no new vehicular trips to or from the wider airport site.
- 6.2.6 Two plans are presented illustrating how the area was subject to greater levels of car parking around six years ago (at least on the day of the satellite imagery) and then how more recently a portion of the car park has been removed following use of the application site as a construction compound for the adjacent Tribe hotel approval in 2023, see **Appendix F**.
- 6.2.7 The trip type at the hotel will be drop off and pick up trips which are not new to the Manchester Airport area.
- 6.2.8 The point to make is that whilst the future approaches and drop off pick up areas servicing will attract some taxi service and movements by the mobility impaired to the local site access road,

delivering the new hotel is unlikely to lead to any material intensification of traffic in the vicinity of the site.

- 6.2.9 A trip generation exercise has been undertaken for a hotel in town centre locations where no parking is provided and details are provided in the next sub section.

6.3 TRICS analysis for Trip Generation Assessment

- 6.3.1 A trip generation exercise has been undertaken for a hotel in a town centre location where no parking is provided.

- 6.3.2 Trip rates were derived in line with the best practice guidelines from the TRICS Good Practice Guide 2016 (GPG). The methodology used to derive appropriate trip rates for the proposed development was as follows:

- The proposed land use category (06 – Hotel, Food & Drink) was selected from the main menu.
- In ‘Region Selection’, Greater London, East Anglia and Northwest were considered.
- Number of bedrooms was set to between 4 and 483 (units).
- Survey date was set to 01/01/2016 to the latest dataset (14/09/2023).
- Monday, Thursday and Friday.
- In location type – ‘Town Centre’ was selected based on the site location.
- Any sites surveyed with parking were manually deselected.

- 6.3.3 The trip rates and resultant trip generation are set out in **Table 6.1**. The full TRICS outputs are attached in **Appendix G**.

Table 6.1: Vehicular Trip Rates and New Vehicle Trip Generation

Time Period	Trip Rates			Traffic Generation		
	Arr.	Dep.	Totals	Arr.	Dep.	Totals
06:00-07:00	0.010	0.020	0.030	3	6	8
07:00-08:00	0.015	0.045	0.060	4	12	17
08:00-09:00	0.034	0.088	0.122	9	24	34
09:00-10:00	0.034	0.058	0.092	9	16	25
10:00-11:00	0.039	0.064	0.103	11	18	28
11:00-12:00	0.030	0.045	0.075	8	12	21
12:00-13:00	0.026	0.023	0.049	7	6	14
13:00-14:00	0.041	0.032	0.073	11	9	20
14:00-15:00	0.034	0.028	0.062	9	8	17
15:00-16:00	0.034	0.028	0.062	9	8	17
16:00-17:00	0.032	0.034	0.066	9	9	18
17:00-18:00	0.032	0.021	0.053	9	6	15

18:00-19:00	0.032	0.021	0.053	9	6	15
19:00-20:00	0.026	0.023	0.049	7	6	14
20:00-21:00	0.024	0.015	0.039	7	4	11
21:00-22:00	0.017	0.015	0.032	5	4	9
Daily	0.460	0.560	1.020	127	155	282

6.3.4 **Table 6.1** suggests that over the course of a day, a proposal for a 276-bed hotel could generate 282 vehicle trips, which would typically equate to 141 arrivals and departures, which are likely to be drop offs given the sample sites did not have car parking.

6.3.5 In the case of the Premier Inn proposal, they are not new trips (the airport and adjacent businesses already generate those), but even if they were, the impact on the wider highway network would be immaterial, for the following reasons:

- Some of those trips, e.g. aircrew, will shuttle between the terminals and hotel without impacting on the wider adopted highway network.
- Vehicular trips will approach or leave by one of three route options on site, these are:
 - Connecting to A555 to the east, M56 to the west and T1 & T3 via Malaga Avenue and Outwood Lane.
 - Connecting to M56 to the west and Enterprise Way to the north via Chicago Avenue and World Way.
 - Connecting to Wilmslow and wider sites to the south and west and T2 via Chicago Avenue, Atlanta Avenue and Palma Avenue.

6.3.6 Trips will distribute across the wider network including the M56 West, M56 East, A55 East, Thorley Lane, Wilmslow Road, in both arriving and departing directions, see **Appendix H**.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Tetra Tech (TT) has been appointed by Airport City Limited Partnership to provide highway and transport advice in relation to a full planning application for the proposed Manchester Airport Premier Inn, situated northwest of the Manchester Airport Rail & Metrolink Station.
- 7.1.2 The proposed development will comprise 276 bedrooms with associated infrastructure. It consists of a ground floor, a lower floor and seven upper floors. Four disabled parking spaces have been proposed for staff of the proposed hotel, in an existing car park to the east of the hotel. A loading bay on the southern side of the application site will provide safe servicing of the new hotel. 12 cycle spaces will be provided, while 108 cycle spaces including covered spaces, are already provided at the nearby airport Ground Transport Interchange.
- 7.1.3 General use parking will be spread between the 48,104 car parking spaces across the Manchester Airport Estate, with a shuttle bus service providing access to the hotel, from those car parks.
- 7.1.4 Adjacent to but outside of the application site is a drop-off area for use by taxis and coaches only.
- 7.1.5 Pedestrian access to the hotel will be via zebra crossings from the Ground Transport Interchange 100m to the south. A recently constructed pedestrian bridge across the M56 Airport Spur provides safe access for pedestrians and cyclists arriving from the north.
- 7.1.6 The personal injury accident data for the local highway network has been reviewed for the most recent 7-year period for site access, Chicago Avenue and World Way Road links. The review has established that there are no existing highway safety issues in the vicinity of site which should prevent the proposed development from coming forward.
- 7.1.7 With regards to accessibility on foot, there are a number of journey types to be considered, Those are;
- Staff trips to/ from nearby residential areas.
 - Staff and customers travelling on foot from the nearby Manchester Airport railway and Metrolink stations.
 - Customers travelling on foot to/ from the site, from/ to the terminals.
- 7.1.8 Airport Terminals T1, T2 and T3 are all accessible in a 1km walk catchment. In a 2km catchment, the proposed site is accessible by staff commuting to/from the residential area of Wythenshawe. The Airport Railway & Metrolink station and Bus & Coach Station are within 100m walk distance.
- 7.1.9 As regards access by cycle, the 5km cycle catchment includes entire built-up area of Manchester Airport and the residential areas of Wythenshawe, Heald Green, Hale Barns and the eastern parts of Altrincham etc. This confirms the site would be accessible by cycle.
- 7.1.10 In a 10km e-Bike catchment area residential area of Altrincham, Bowdon, Didsbury, Stockport, Woodford, Wilmslow can be accessed.
- 7.1.11 The bus and coach station are located approximately 150m walk distance to the southeast from the proposed site providing both local and intercity bus services to Birmingham, Liverpool,

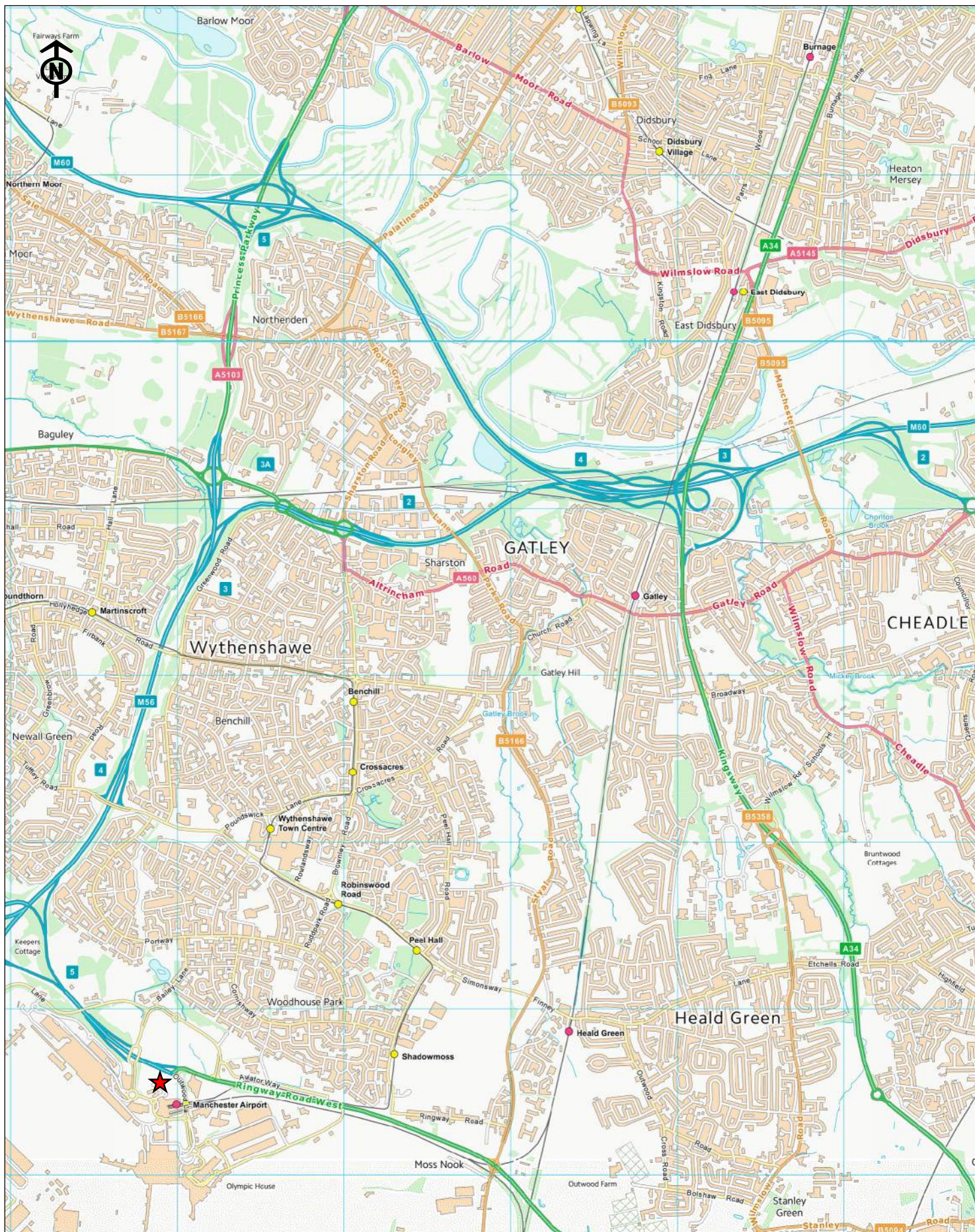
Newcastle, Leeds, London and other destinations. The bus and coach station provide a weekday combined frequency of 39 and 40 one-way services in the AM and PM peak hours respectively. The bus services provide access to a number of local and wider residential areas of Manchester.

- 7.1.12 Furthermore, there three coach operating companies providing intercity patronage services from Birmingham, Blackpool, Liverpool, Edinburgh, Newcastle, London and other wider areas to Manchester Airport. They provide a combined day frequency of 88 services during the weekday. On a Saturday and Sunday, there is a combined one-way frequency of 96 services across the day.
- 7.1.13 The rail & Metrolink station are located approximately 100m walk distance to the southeast from the proposed site. The station provides services regional and national destinations to Crewe via Wilmslow and Styal and Manchester Piccadilly via Heald Green and Ardwick.
- 7.1.14 Manchester Airport rail & Metrolink station provides services along the Airport Line to local destinations of Wythenshawe, Chorlton, Deansgate-Castlefield, Piccadilly, Droylsden, Ashton-under-Lyne within Manchester as well as access to Manchester Piccadilly and Manchester Victoria train stations.
- 7.1.15 Given the identified existing sustainable transport provision, which includes opportunities to travel on foot, by cycle, by bus and by rail it is considered that the site is very accessible by sustainable modes of transport.
- 7.1.16 PI agrees to actively work with Manchester Airport and its Transport Forum to improve the range of alternative modes of transport to access the airport site and drive down the reliance of staff driving to the airport site. By working with the Airport and the Forum, a far greater range of alternatives will be deliverable. PI will conduct annual staff travel surveys as part of their monitoring and share that data (subject to GDP Regulations) with MAG's Surface Access Strategy Manager to inform the ATP.
- 7.1.17 In terms of vehicular trip generation, the proposals is not expected to generate any new trips. The customer base for the hotel will be derived from people who are already visiting the airport (travellers and air crew) and its adjacent facilities in any event. They will not be new customer vehicular trips associated with the proposals.
- 7.1.18 Persons using the hotel prior to, or after flights will either travel to the hotel by public transport or drive to one of the long stay car parks and transfer to the hotel by shuttle bus. The point being that their presence is a function of the airport and not the hotel. There is no parking on the proposal site, so the only vehicles associated with the proposals will be taxi and shuttle bus drop offs, service vehicles and trips to the accessible parking spaces.
- 7.1.19 TRICS was interrogated for daily number of customer drop offs and staff. The proposed development is expected to generate only 127 and 155 daily vehicle trips arriving and departing from site respectively, which is low. These will be mainly drop-off and pick-up trips by coach or taxis. During the peak hours the traffic generation is also low, with 34 and 15 vehicle trips in the AM and PM respectively, thus will not have any material impacts on the local highway network. In any case, the vehicles are already on the network, as the users of the hotel will already be using the Airport, they are simply transferring to the hotel as part of their trip to the airport.

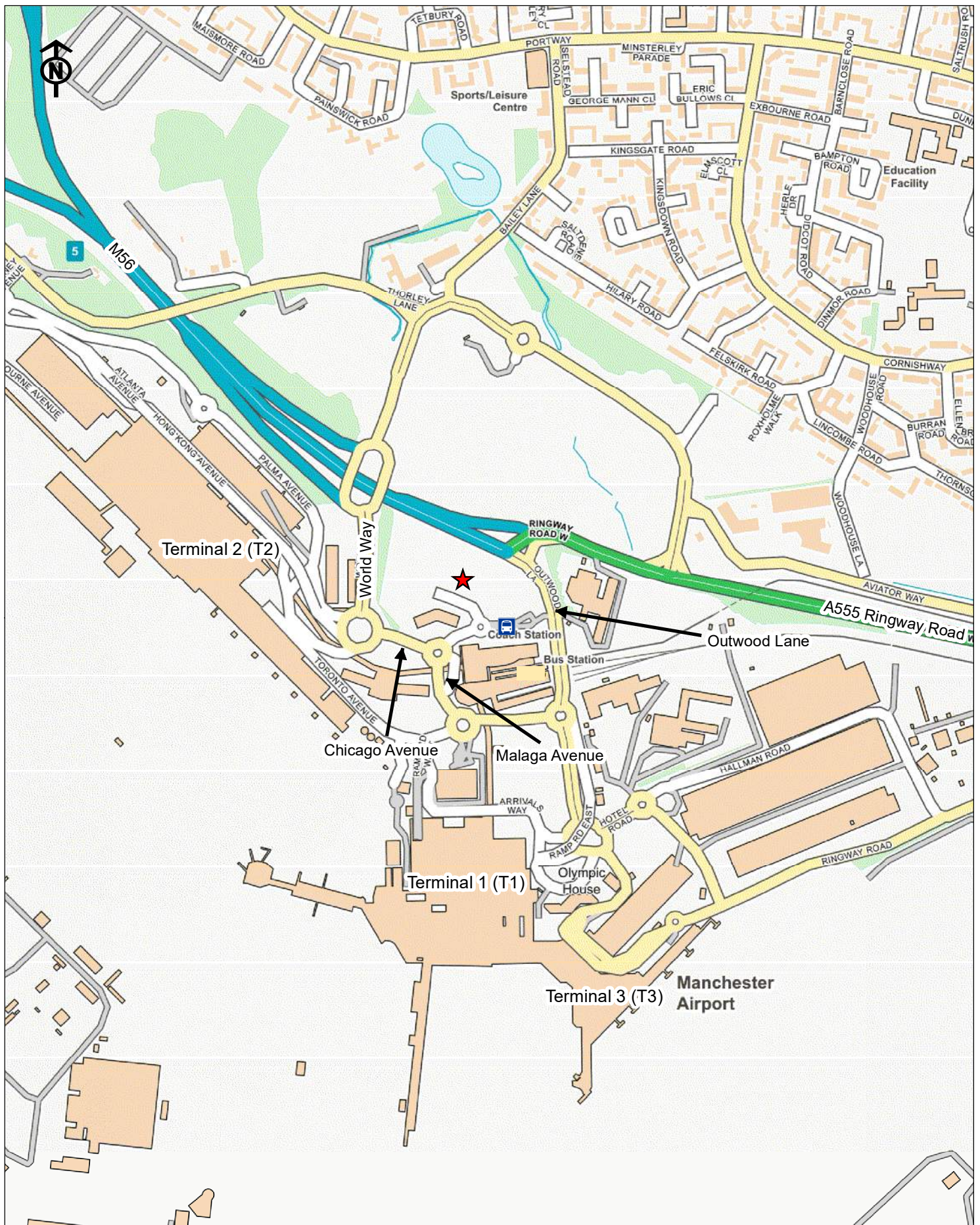
7.2 Conclusion

- 7.2.1 This Transport Statement has demonstrated that the proposed hotel development can come forward in a manner which provides safe and sustainable access, and which does not have a severe impact on the local highway network. As such it offers the potential for the sustainable delivery of an ancillary use to the wider airport operations.

Plans



© Tetra Tech Limited  TETRA TECH	Plan 1: Site Location Proposal: Proposed Development of Manchester Airport Premier Inn Location: Manchester Airport TT Job No.: 784-B055332	Legend ★ Site Location
0 370 740 1,110 Meters Scale: 1:30,000 @A4		25 September 2024 NGR: 383,889 E / 388,326 N © Crown Copyright All rights reserved. License number: 100019980



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Plan 2: Local Highway Network

Proposal: Proposed Development of Manchester Airport Premier Inn

Location: Manchester Airport

TT Job No.: 784-B055332

0 100 200 300 Meters
Scale: 1:8,000 @A4

27 September 2024

NGR: 381,939 E / 385,502 N

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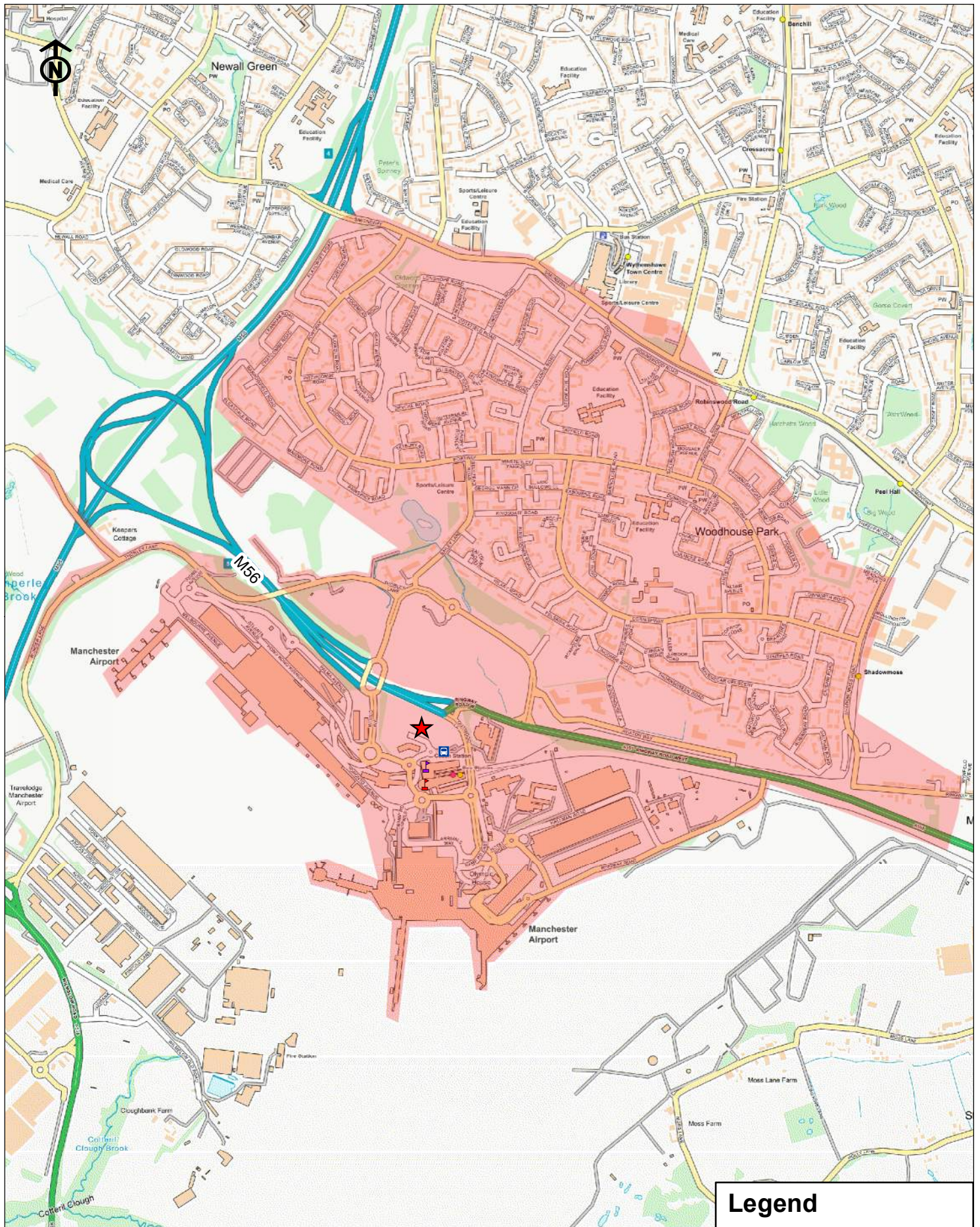
Legend



Site Location



Bus stops



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TETRA TECH

Plan 3: Walk Catchment

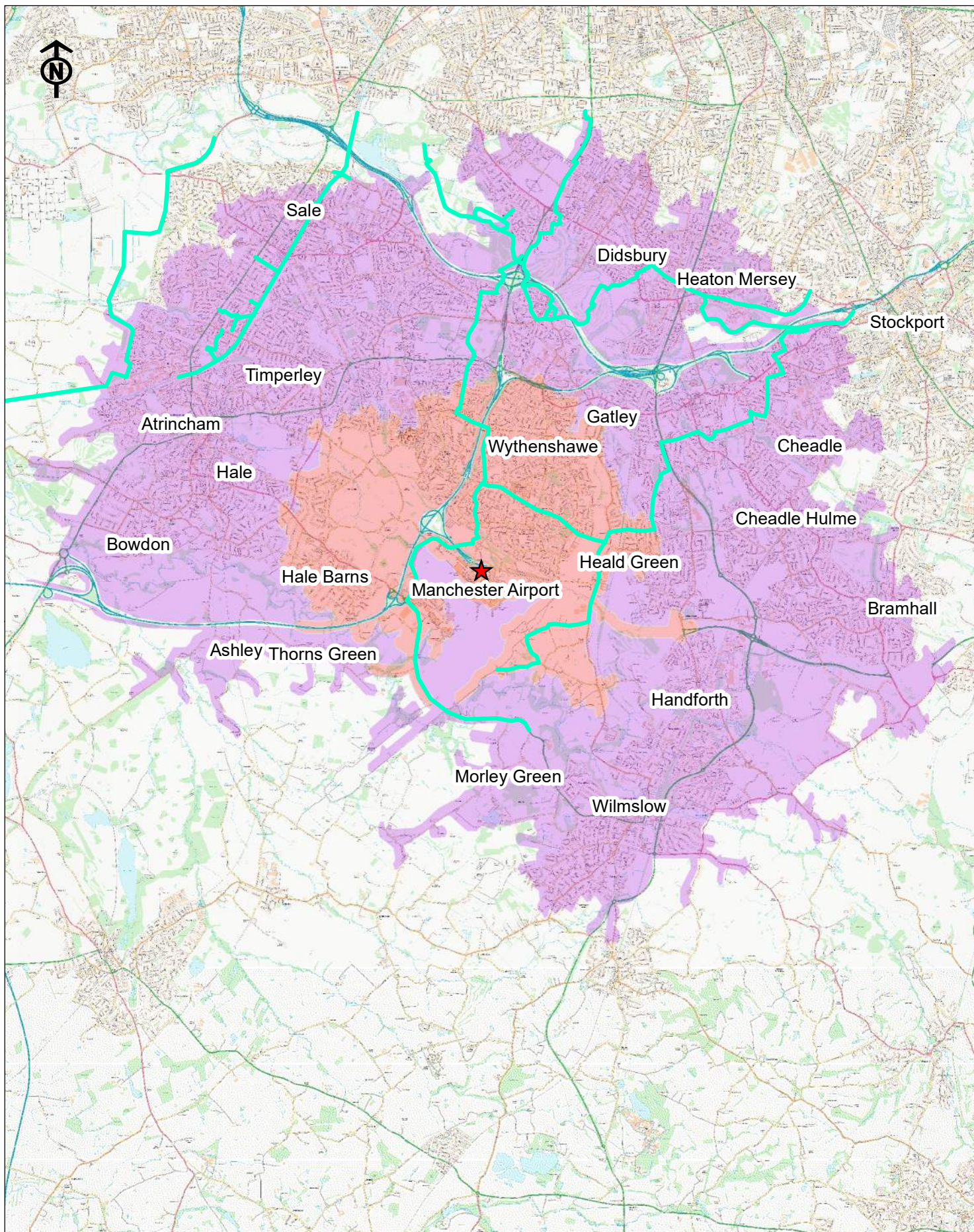
Proposal: Proposed Development of Manchester Airport Premier Inn

Location: Manchester Airport

TT Job No.: 784-B055332

Legend

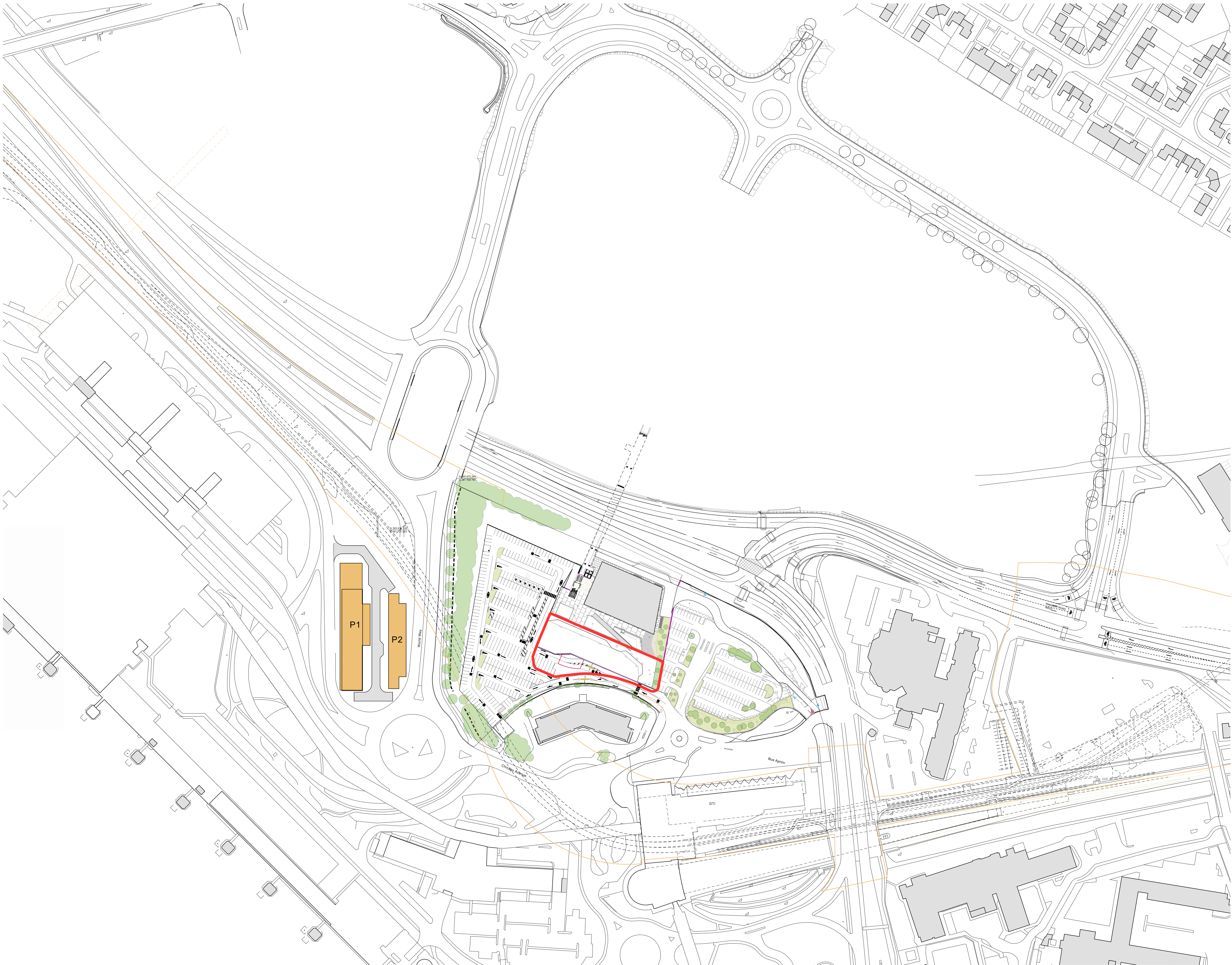
-  Site Location
-  Rail & Metro Station
-  Bus & Coach Station
-  Bus stops
-  2km Walk Catchment



© Tetra Tech Limited  TETRA TECH	Plan 4: Cycle Catchment Proposal: Proposed Development of Manchester Airport Premier Inn Location: Manchester Airport TT Job No.: 784-B055332	Legend  Site Location  5km cycle catchment  10km e-Bike catchment  National Cycle Route
0 1,100 2,200 3,300 Meters Scale: 1:90,000 @A4 26 September 2024 © Crown Copyright All rights reserved. License number: 100019980 NGR: 382,091 E / 384,647 N		

Appendices

Appendix A: Red Line Boundary Plan and Proposed Site Layout



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KEY PLAN:

— Planning boundary

- P07 06/11/24 Building footprint increased to allow for tolerance
- P06 10/10/24 Site context updated
- P05 09/10/24 Site context updated
- P04 07/10/24 Final planning draft
- P03 27/09/24 Issued for planning review and submission
- P02 20/09/24 Boundary updated
- P01 06/09/24 First issue

REV: DATE: DETAILS:

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Manchester, M1 1FN

London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER

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PROJECT:
Manchester Airport City
Airport City Plot H5

TITLE:
Existing Site Location Plan
Red Line Boundary

SCALE: 1:1250@A1 ORIGIN DATE: 19/12/23 DRAWN: RK CHECKED: JB

STATUS:
Planning (Stage 2)

PROJECT: 06050 DRAWING NO: H5PI-SPA-00-00-DR-A-021000 REV: P07

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Dimensions and levels should be read only from those values stated in text, on the drawings.

KEY PLAN:

Red Line Boundary



P08	05/11/24	Building footprint increased to allow for tolerance
P07	22/10/24	Ground floor amended to suit Stage 2 Issue
P06	10/10/24	Site context updated
P05	09/10/24	Site context updated
P04	07/10/24	Final planning draft
P03	27/09/24	Issued for planning review & submission
P02	20/09/24	Landscape and coach drop off updated
P01	06/09/24	First issue

REV:	DATE:	DETAILS:
------	-------	----------

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PROJECT:
Manchester Airport City
Airport City Plot H5

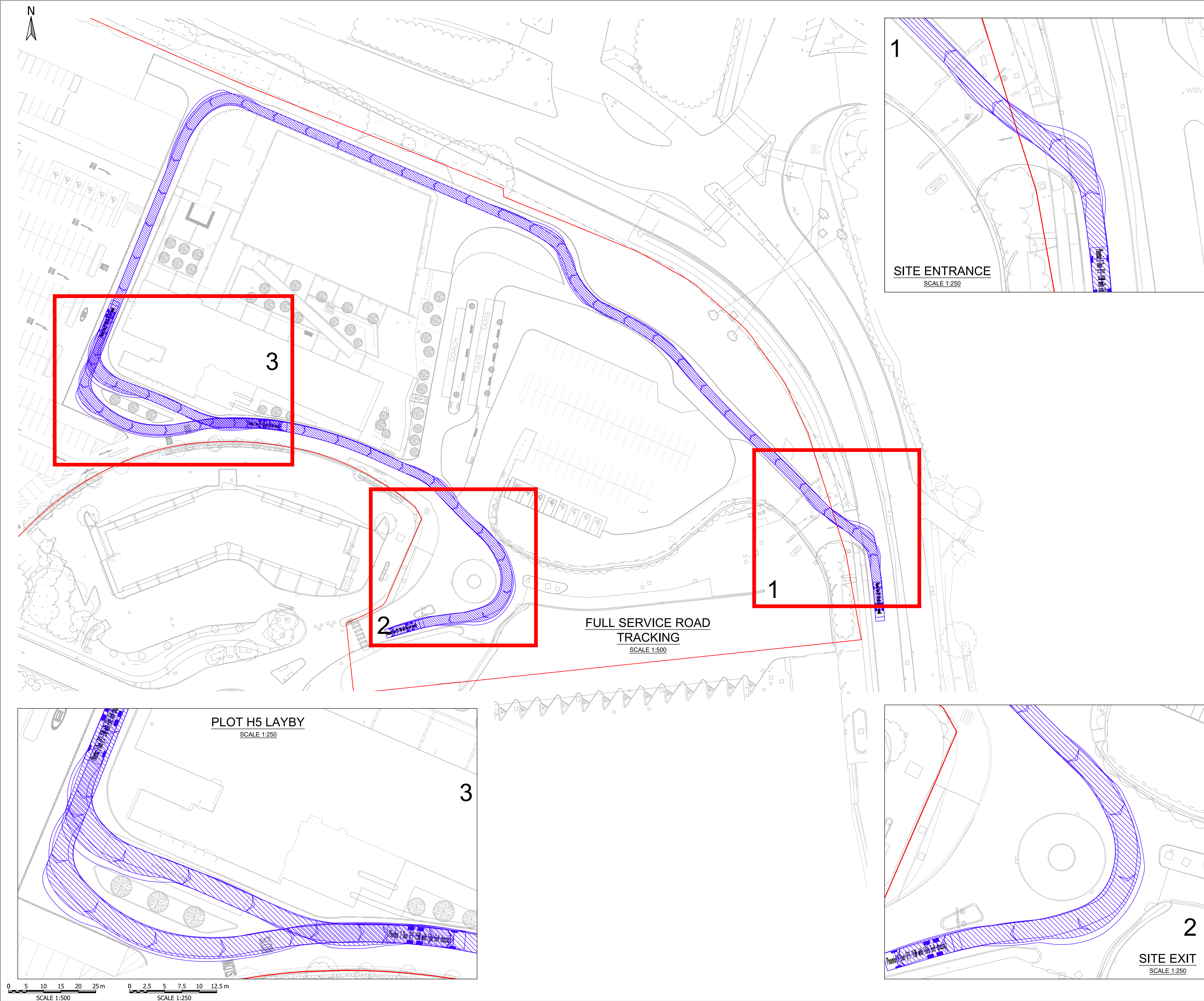
TITLE:
Proposed Site Plan
Ground Floor

SCALE: 1:500@A1 ORIGIN DATE: 19/12/23 DRAWN: RK CHECKED: JB

STATUS:
Planning (Stage 2)

PROJECT: 06050 DRAWING NO: H5PI-SPA-00-00-DR-A-021200 REV: P08

Appendix B: Tracking Drawing with Taxi, Bus, Refuse Vehicle and Heavy Goods Vehicle (HGV)



NOTES - GENERAL NOTES

- ALL DIMENSIONS IN METERS UNLESS SPECIFIED OTHERWISE.
- THIS DRAWING IT BE READ IN CONJUNCTION WITH ALL OTHER TETRA-TECH DRAWINGS AND RELEVANT 3RD PARTY INFORMATION

KEY

PROPOSED DEVELOPMENT BOUNDARY

PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)

OVERALL LENGTH	11.200m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	3.751m
MIN BODY GROUND CLEARANCE	0.304m
TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	9.500m

PRELIMINARY ISSUE

P02	UPDATED SITE LAYOUT	11.11.2024	SS	JS	NM
P01	PRELIMINARY ISSUE	27.09.2024	JS	JS	NM
Rev	Description	Date	Dm	Chk	App
	Document Control				

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Client

Manchester Airport Group

Project Name

Manchester Airport Premier Inn

Sheet Title

Vehicle Tracking
Premier Inn Service Road - Refuse Tracking

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B055332	JS	Mar '24	JS	Mar '24	NM	Mar '24	AS SHOWN	S2
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B055332	TTE	- 00	- XX	- DR	- C	- 408106	P02	

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TTE_MT_v1



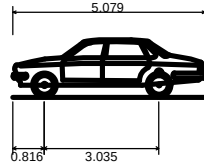


0 1000 2000 3000 4000 5000mm
SCALE 1:100

ARTICULATED BUS
TRACKING - ACCESS ROAD
1:250

- NOTES - GENERAL NOTES
1. ALL DIMENSIONS IN METERS UNLESS SPECIFIED OTHERWISE.
 2. THIS DRAWING IT BE READ IN CONJUNCTION WITH ALL OTHER TETRA-TECH DRAWINGS AND RELEVANT 3RD PARTY INFORMATION
 3. THIS DRAWING IS BASED ON THE FOLLOWING INFORMATION:
 - PLANIT DWG FILE '3627-VW-002-MIX Manchester Plot H5 Working File' RECEIVED 18.09.2024.

KEY



LARGE CAR (2006)
OVERALL LENGTH 5.079m
OVERALL WIDTH 1.872m
OVERALL BODY HEIGHT 1.525m
MIN BODY GROUND CLEARANCE 0.310m
MAX TRACK WIDTH 1.831m
LOCK TO LOCK TIME 4.00s
KERB TO KERB TURNING RADIUS 5.900m

PRELIMINARY ISSUE

P01	PRELIMINARY ISSUE	18.09.2024	JS	JS	NM
Rev	Description	Date	Dim	Chk	App

Document Control

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Client



Manchester Airport Group

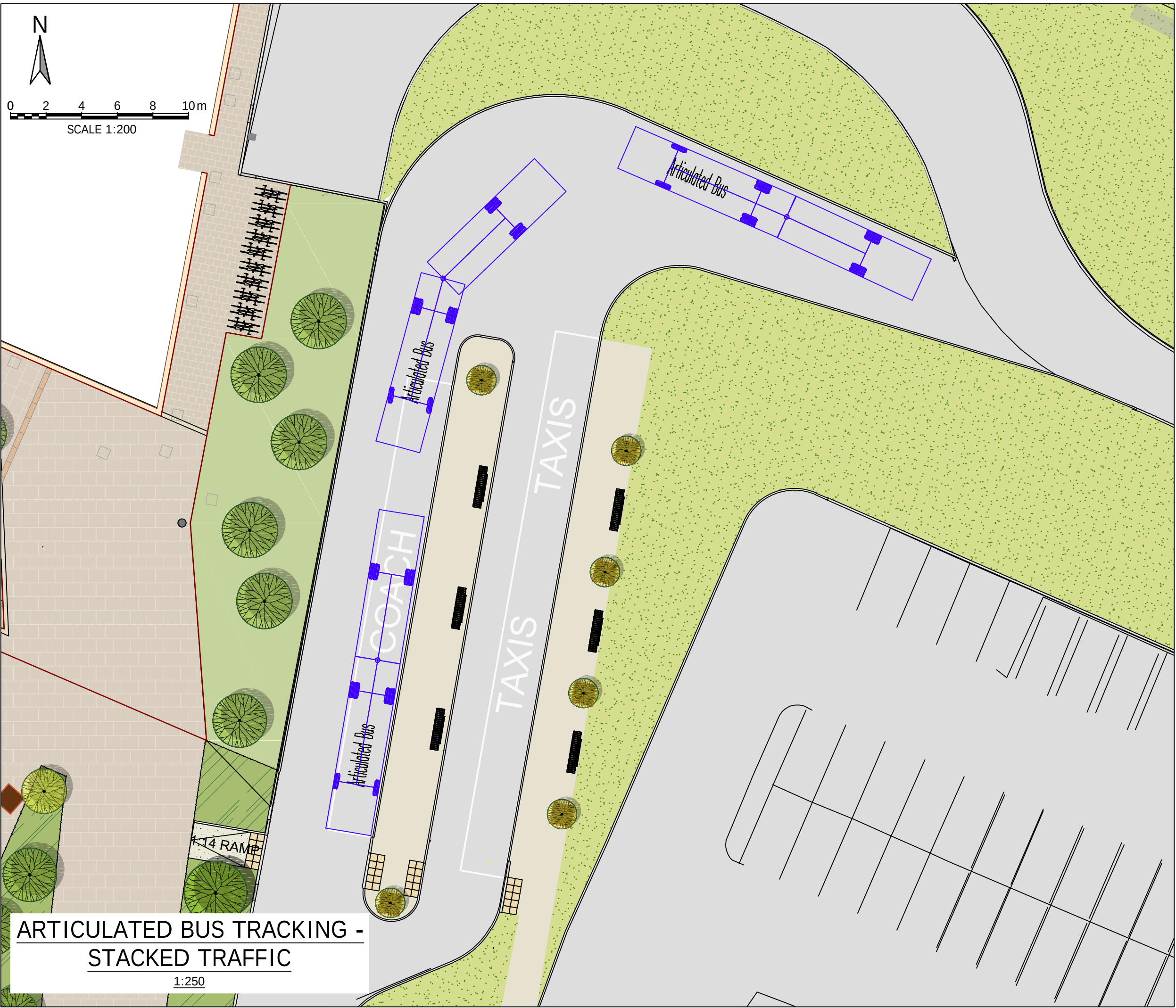
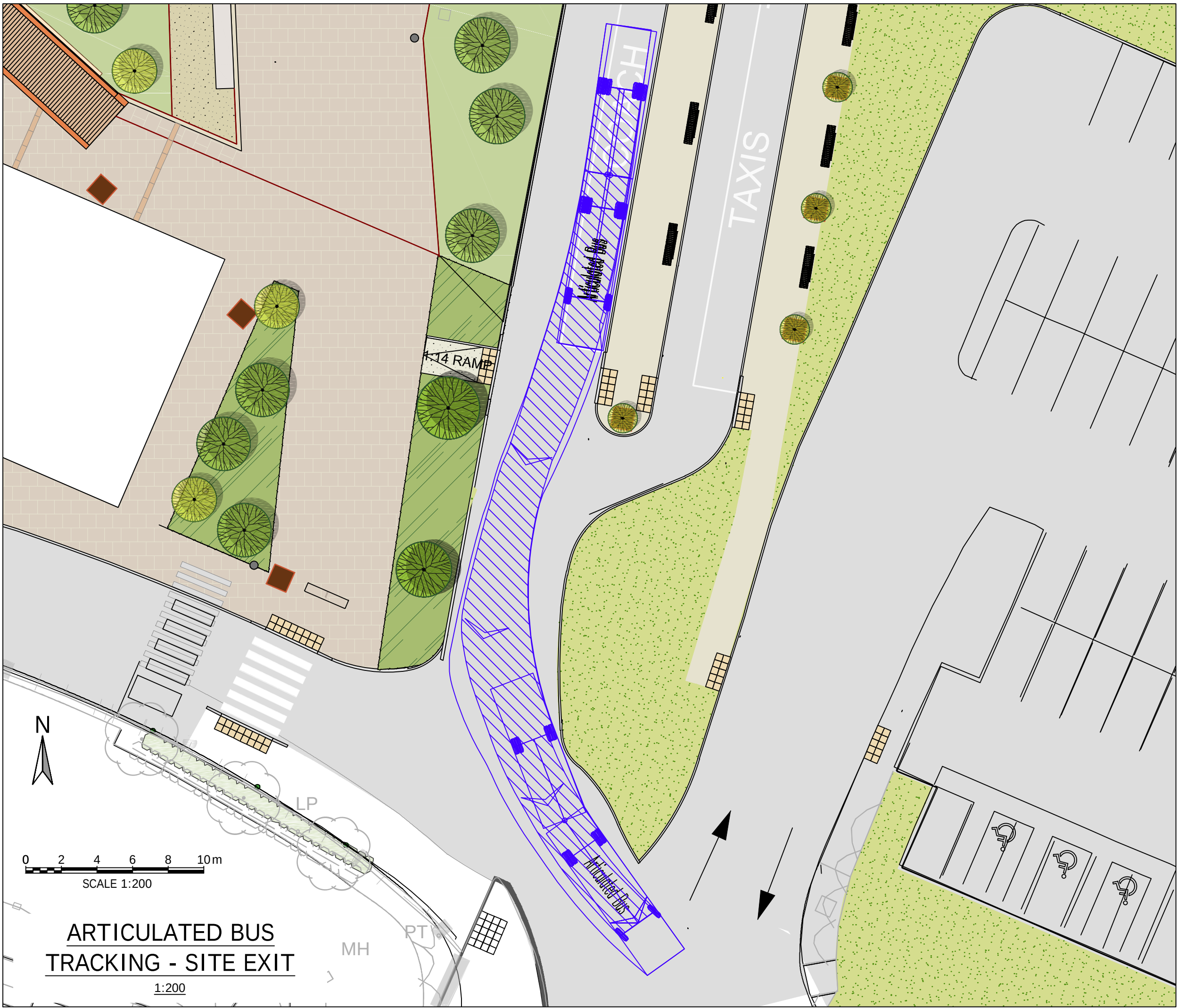
Project Name

Manchester Airport Premier Inn

Sheet Title

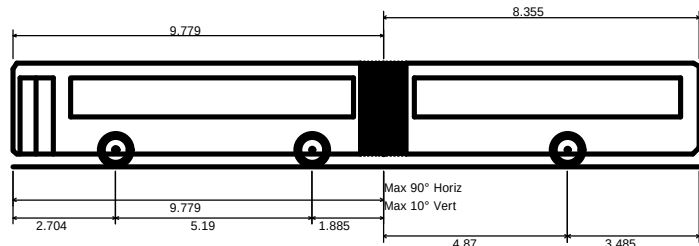
Taxi Tracking
Bus Drop Off

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B055332	JS	Sep '24	JS	Sep '24	NM	Sep '24	AS SHOWN	S2
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B055332	TTE	- 00	- XX	- DR	- C	- 095952		P01



- NOTES - GENERAL NOTES
- ALL DIMENSIONS IN METERS UNLESS SPECIFIED OTHERWISE.
 - THIS DRAWING IT BE READ IN CONJUNCTION WITH ALL OTHER TETRA-TECH DRAWINGS AND RELEVANT 3RD PARTY INFORMATION.
 - THIS DRAWING IS BASED ON THE FOLLOWING INFORMATION:
- PLANT DWG FILE '3627-VW-002-MIX Manchester Plot H5 Working File' RECEIVED 18.09.2024.

KEY



ARTICULATED BUS	18.134m
OVERALL LENGTH	2.550m
OVERALL WIDTH	2.751m
OVERALL BODY HEIGHT	0.337m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	6.00s
LOCK TO LOCK TIME	10.140m
KERB TO KERB TURNING RADIUS	

PRELIMINARY ISSUE

P01	PRELIMINARY ISSUE	18.09.2024	JS	JS	NM
Rev	Description	Date	Dim	Chk	App

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Client

Manchester Airport Group

Project Name

Manchester Airport Premier Inn

Sheet Title

Articulated Bus Tracking
Bus Drop Off

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale	@ A1	Suitability
B055332	JS	Sep '24	JS	Sep '24	NM	Sep '24	AS SHOWN		S2

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B055332	TTE	- 00	- XX	- DR	- C	- 095951	P01

Appendix C: Premier Inn Standard Delivery Schedule

PREMIER INN GENERIC SPECIFICATION FOR A TURNKEY DEVELOPMENT

APPENDIX A – PREMIER INN STANDARD DELIVERY SCHEDULE

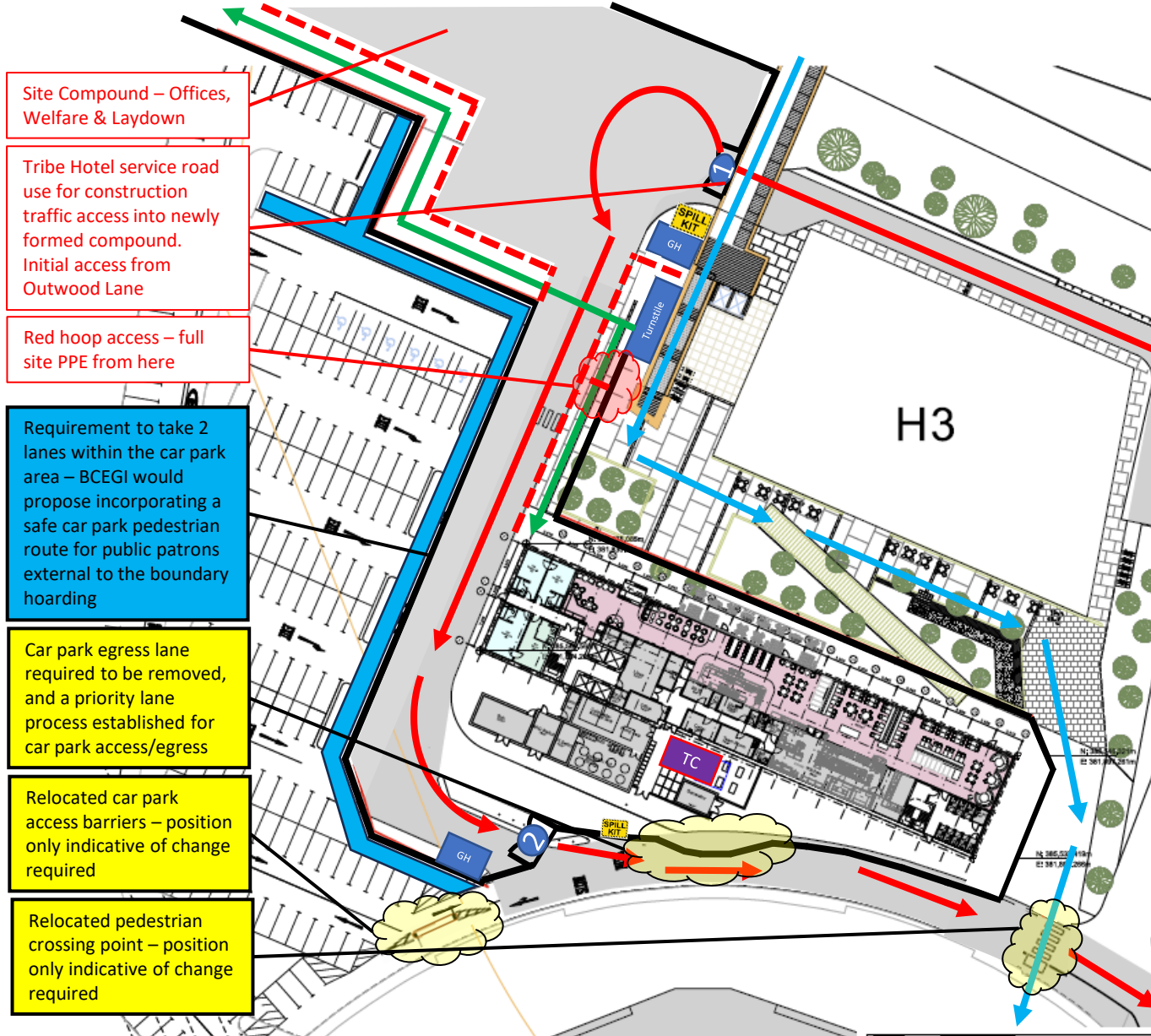
VEHICLE DETAILS				
VEHICLE TYPE	LENGTH	WIDTH	HEIGHT	COMMENT
Small articulated	14.6m	2.65m	4.2m	2 nd choice
Rigid lorry, 26t & bin lorry	12.00m	2.65m	4.0m	3 rd choice
Refuse Vehicle				

DELIVERIES					
TYPE	No VISITS	DURATION	TIMINGS	VEHICLE TYPE	ACTIVITY
Linen	7	30 mins	06.30 – 18.00	26t	6 x 1.5 m3 cages on wheels
Food	3	40 mins	06.30 – 18.00	12m fixed	1 x trolley with 1m x 1.2m pallet
Beer/wine	1	45 mins	06.30 – 18.00	12m fixed	1 x trolley with 1m x 1.2m pallet
Refuse	4	20 mins	06.30 – 18.00	12m fixed 26t	4 bins emptied per visit average
Width includes vehicle body width only, not including wing mirrors - allow additional 80cm for the 18t and 26t, so 3.45m wide for the rigid, PLUS a reasonable gap for manoeuvring the vehicle, 4.0m will allow for that, albeit not much room for error					

DELIVERY CONDITIONS	
▪ All corner radii to be a minimum of 6m ▪ Vehicle loading bay to be virtually flat ▪ Surface of delivery route from the vehicle to be smooth and level ▪ Loaded pallets (1m x 1.2m) are pulled to the F&B areas ▪ Slopes at delivery points - the maximum slopes at delivery point are 1 in 25 or 1.3 degrees	

Appendix D: BCEGI Site Logistics Plan

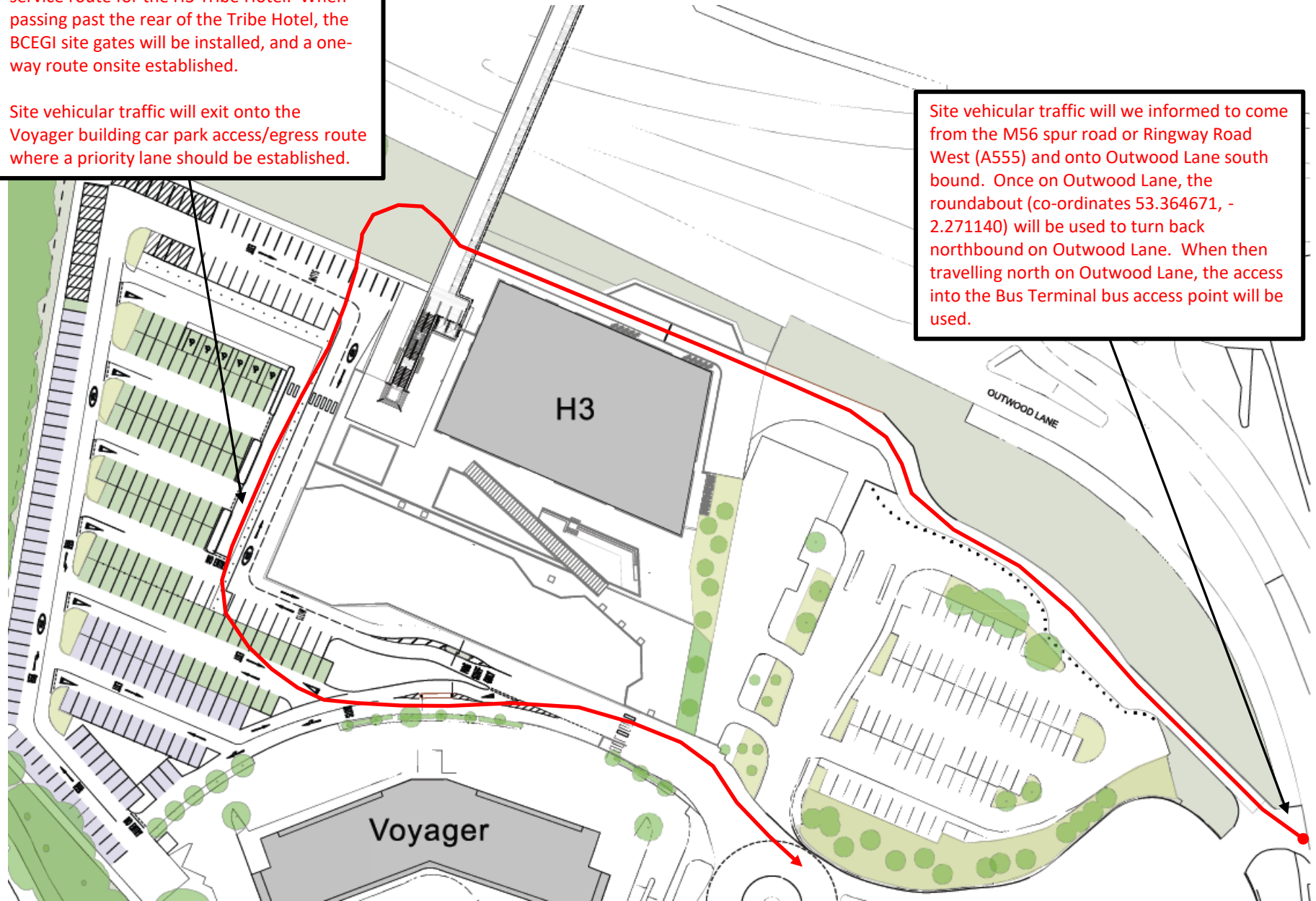
	Hoarding / Waters
	Heras Fence
	Ped Barriers
	Site Ped Access Route
	Site Veh Route
	Public Ped Route
	Public Ped Route
	Tower Crane
	Haki Staircase / Stairs
	Ladder Access/Egress
	Spill kit
	Numbered Gate Access Points
	Fuel Storage
	Sub Station / Generator
	Store / Waste Skip
	Turnstile / Gatehouse



The site vehicular access will twin with the service route for the H3 Tribe Hotel. When passing past the rear of the Tribe Hotel, the BCEGI site gates will be installed, and a one-way route onsite established.

Site vehicular traffic will exit onto the Voyager building car park access/egress route where a priority lane should be established.

Site vehicular traffic will be informed to come from the M56 spur road or Ringway Road West (A555) and onto Outwood Lane south bound. Once on Outwood Lane, the roundabout (co-ordinates 53.364671, - 2.271140) will be used to turn back northbound on Outwood Lane. When then travelling north on Outwood Lane, the access into the Bus Terminal bus access point will be used.



Appendix E: BREEAM Index Calculation

BREEAM 2014 Tra01 Public Transport Accessibility calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Other building type 1

No. nodes required: 3

Building in Greater London?

Dedicated bus service: No

Select

NODE 1

Public transport type	Bus										
	Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	3	16	5.5	1.5	6	4.5	3				

NODE 2

Public transport type	Bus										
	Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1.67	1.42	0.33	0.25	0.33	1	1.08	1.25			

NODE 3

Public transport type	Rail										
	Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1	8									

Accessibility Index

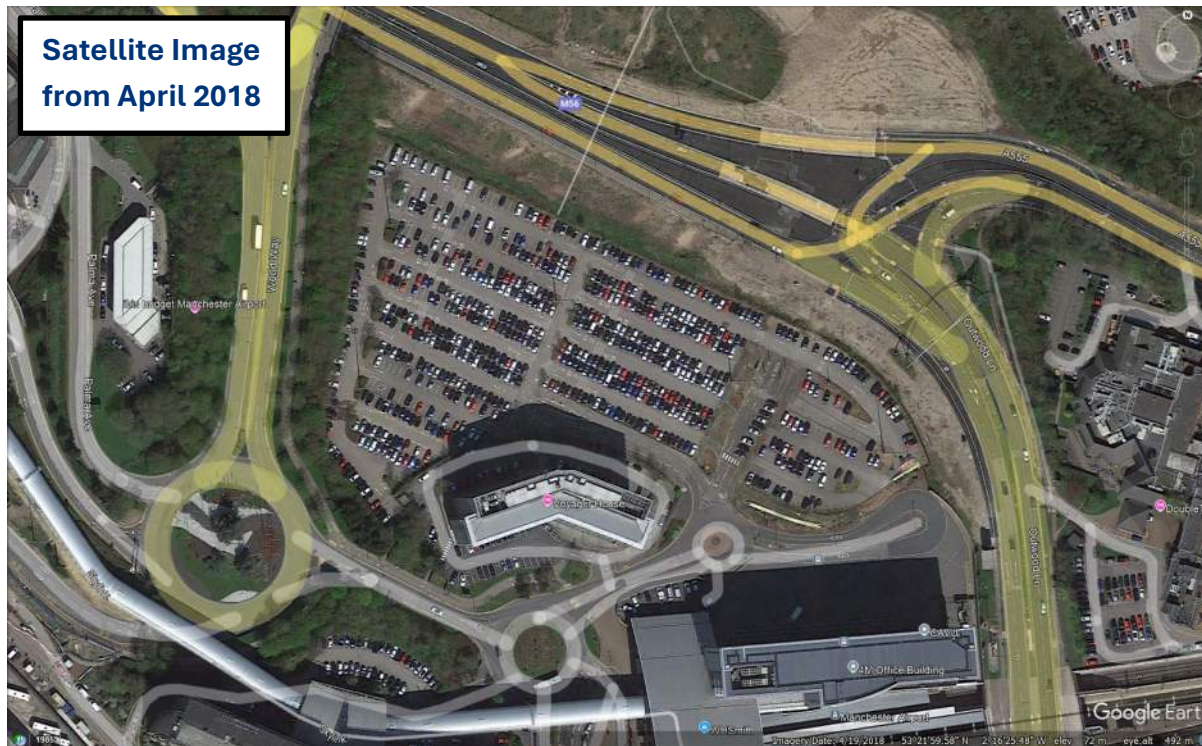
22.75

Tra01 total credits achieved

3

Appendix F: Satellite Images over the recent past

**Satellite Image
from April 2018**



**Satellite Image
from June 2023**



**784-B055332 - Premier Inn at
Manchester Airport**



TETRA TECH

Appendix G: TRICS Output

Calculation Reference: AUDIT-705118-240920-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	LB LAMBETH	1 days
	SK SOUTHWARK	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Tetra Tech Quay West Manchester

Licence No: 705118

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
 Actual Range: 52 to 297 (units:)
 Range Selected by User: 4 to 483 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
 Thursday 1 days
 Friday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 3
 High Street 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C1 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-06-A-08	IBIS	GREATER MANCHESTER
	PORTLAND STREET MANCHESTER		
	Town Centre Built-Up Zone		
	Total Number of bedrooms:	127	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
2	LB-06-A-01	HAMPTON BY HILTON	LAMBETH
	WATERLOO ROAD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of bedrooms:	297	
	Survey date: FRIDAY	23/11/18	Survey Type: MANUAL
3	NF-06-A-03	HOTEL	NORFOLK
	4 MARINE PARADE GREAT YARMOUTH		
	Town Centre Built-Up Zone		
	Total Number of bedrooms:	57	
	Survey date: FRIDAY	11/05/18	Survey Type: MANUAL
4	SK-06-A-01	TRAVELODGE	SOUTHWARK
	PECKHAM HIGH STREET PECKHAM		
	Town Centre High Street		
	Total Number of bedrooms:	52	
	Survey date: THURSDAY	14/09/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-A-01	Want sites with no parking
CU-06-A-01	Want sites with no parking
NY-06-A-02	Want sites with no parking
TW-06-A-03	Want sites with no parking

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.010	1	297	0.020	1	297	0.030
07:00 - 08:00	4	133	0.015	4	133	0.045	4	133	0.060
08:00 - 09:00	4	133	0.034	4	133	0.088	4	133	0.122
09:00 - 10:00	4	133	0.034	4	133	0.058	4	133	0.092
10:00 - 11:00	4	133	0.039	4	133	0.064	4	133	0.103
11:00 - 12:00	4	133	0.030	4	133	0.045	4	133	0.075
12:00 - 13:00	4	133	0.026	4	133	0.023	4	133	0.049
13:00 - 14:00	4	133	0.041	4	133	0.032	4	133	0.073
14:00 - 15:00	4	133	0.034	4	133	0.028	4	133	0.062
15:00 - 16:00	4	133	0.034	4	133	0.028	4	133	0.062
16:00 - 17:00	4	133	0.032	4	133	0.034	4	133	0.066
17:00 - 18:00	4	133	0.032	4	133	0.021	4	133	0.053
18:00 - 19:00	4	133	0.032	4	133	0.021	4	133	0.053
19:00 - 20:00	4	133	0.026	4	133	0.023	4	133	0.049
20:00 - 21:00	4	133	0.024	4	133	0.015	4	133	0.039
21:00 - 22:00	4	133	0.017	4	133	0.015	4	133	0.032
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.560			1.020

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

52 - 297 (units:)

Survey date date range:

01/01/16 - 14/09/23

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix H: Traffic Routing Plan

Plan 1: Traffic Trip Distribution from the proposed site

