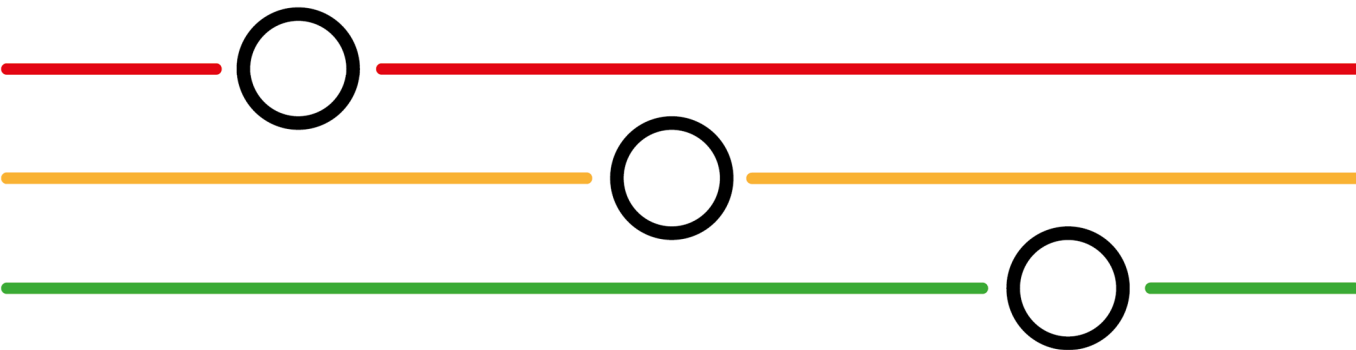




VS Property Group Ltd

Proposed Change of Use, Etrop Grange Hotel,
Thorley Lane, Manchester

Transport Statement

3703024



JUNE 2024

Report Details

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Report Title:	Transport Statement, Proposed Change of Use, Etrop Grange Hotel, Thorley Lane, Manchester
Client:	VS Property Group Ltd
Date:	05 June 2024
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by VS Property Group Ltd to report on the highways and transportation considerations related to the regularisation of the change in use from a hotel to a residential institution (Use Class C2), at the Etrop Grange Hotel, Thorley Lane, Manchester.

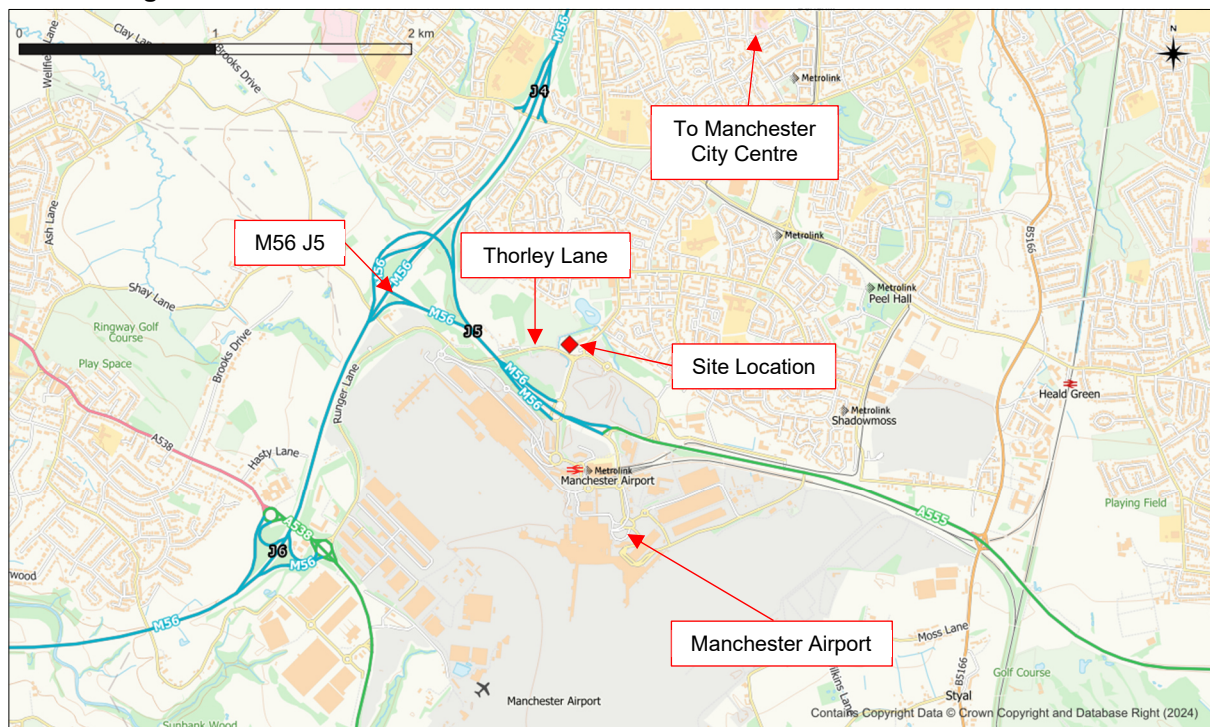
This Transport Statement (TS) has been produced to advise Manchester City Council (MCC) as the Local Planning and Highway Authority and Transport for Greater Manchester (TfGM) on the transport planning considerations associated with the change of use.

1.2 Site Location

The application site comprises an existing hotel building and associated parking provision to the north of Manchester Airport. The site is located around 900m east of the M56 J5 and approximately 12km south of Manchester City Centre.

The location of the site is illustrated at **Figure 1.1:**

Figure 1.1 – Site Location Plan



1.3 Site Context

The application site comprises a hotel building which ceased operating in 2021. Since October 2022 the building which provides short term accommodation for homeless persons. The existing building and on-site parking provision have been retained as part of the change.

1.4 Purpose and Structure of Report

This TS has been produced to support the proposed regularisation of the change of land use, from a C1 Hotel to a C2 Residential Institution. Therefore, the TS will examine the context of the application site, review the layout including swept-path analysis, calculate the trip generating potential of the current site and review accessibility by non-car modes.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport (DfT) '*Guidance on Transport Assessment*' document.

This report is structured as follows:

- Section 2 sets out the existing site conditions;
- Section 3 provides an overview of the current site operations;
- Section 4 assesses sustainable access options;
- Section 5 presents the trip generation for the current site; and
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The application site comprises a former 69-bedroom hotel building situated in Wythenshawe, to the north of Manchester Airport and around 900m east of the M56 J5. The M65 Airport Spur Road and A555 run to the south of the site in an east/west orientation, providing access to Manchester Airport.

Manchester Airport and its associated car parking, hotels and other infrastructure are located approximately 600m to the south of the site, with the area to the north of the site largely comprising residential dwellings.

The site is served by two vehicle access points. The main site access is off Thorley Lane via an existing priority junction to the south-west of the site. An additional access is provided via Bailey Lane but is not currently used.

2.2 Surrounding Highway Network

2.2.1 Thorley Lane

Thorley Lane runs to the south of the site in an east/west orientation. To the west of the site Thorley Lane routes towards Davenport Green, and directly to the south of the site the road meets Enterprise Way at a signalised junction.

Within the vicinity of the site the road is formed of a single carriageway, approximately 7m in width and subject to a 30mph speed limit. A right-turn ghost island is provided on Thorley Lane, to facilitate vehicle access into the site from the east.

Thorley Road flares to a two-lane approach at the signalised junction with Enterprise Way. The junction is supported by advanced cycle box markings and Puffin crossing points across each arm of the junction.

A shared use path is provided along the southern aspect of the road, supported by street lighting provision. Within the vicinity of the site double yellow line parking restrictions are present along both sides of the road.

2.2.2 Bailey Lane

Bailey Lane is formed of a single carriageway which runs to the east of the site in an overall south-west/north-east orientation. Bailey Lane terminates at its southern end at a priority junction with Enterprise Way and to the north becomes Selstead Road, providing access to residential areas.

Within the vicinity of the site, Bailey Road is approximately 7m in width and subject to a 20mph speed limit. A priority junction off the northbound lane provides vehicle access into the site but is currently closed off.

Pedestrian footways run along both sides of Bailey Road supported by streetlighting. Double yellow line parking restrictions are present within the vicinity of the site.

2.2.3 Enterprise Way

Enterprise Way link road opened in November 2017 to facilitate the wider Airport City proposals and provides access to future development plots between the site and the airport. Within the vicinity of the site, Enterprise Way comprises a dual carriageway approximately 9m in width, with a signalised junction at Thorley Lane.

The signalised junction is supported by advanced cycle box markings and a Puffin crossing point across the southbound lanes. A shared use path runs along both sides of Enterprise Way, supported by street lighting provision.

2.3 Road Safety

Accident data was obtained for the local highway network in the vicinity of the application site for the latest available three years of data covering 2020 to 2022 from the Department for Transport (DfT) website.

During the assessment period no accidents were recorded along Thorley Lane, Enterprise Way, or Bailey Lane, within a 200m distance of the site.

Based on the accident record and the reduction in vehicle trips resulting from the change of use this will not have an adverse impact on road safety upon the local highway network.

3 Existing Operations

3.1 General

The application is for the regularisation of the change of use from a hotel (Class 3) to a residential institution (Use Class 2). The proposals include the retention of the existing hotel building and parking provision.

The application site is operated by MCC and features 69 bedrooms for residents with around 10 staff employed on site. Residents typically arrive and depart the site by taxi, organised by MCC. On average residents stay for a period of 28 days but this can vary subject to individual circumstances. A site layout plan layout is included in **Appendix 1**.

3.2 Site Access Arrangements

The existing vehicle accesses off Thorley Lane and Bailey Lane have been retained, with all vehicle movements via the Thorley Lane access. It is understood the vehicle access with Bailey Lane is currently closed to vehicles. This decision was taken in the interest of highway safety to prevent vehicles using the existing hotel forecourt to avoid delays at the traffic lights, situated to the south of the site along Thorley Lane.

Pedestrian access to the site will continue to be facilitated by the shared use footways within the vicinity of the site, including the Puffin crossing points at the Enterprise Way/Thorley Lane junction.

3.3 Servicing and Refuse Arrangements

A weekly housekeeping delivery and a weekly refuse collection are undertaken at the site, with occasional deliveries of donations and charity drops offs occurring on an ad-hoc basis. No on-site catering is provided at the application site with all linen and other washing needs undertaken in house, with no such delivery vehicles required to access the site.

Weekly refuse collections are undertaken by a private contractor, Kenny Waste Management, by a refuse vehicle of approximately 9.5m in length. A swept path analysis of the access/egress and internal arrangements has been undertaken to demonstrate that safe and efficient refuse collection can be undertaken on site. The vehicle tracking is shown on the plan included in **Appendix 2**.

3.4 Parking Provision

Around 10 parking spaces are provided to the south of the site for staff and visitor use. This is considered a sufficient level of provision to comfortably accommodate parking demand at the site.

Cycle parking is also provided at the site, to the south-eastern corner of the existing building for staff usage.

4 Access by Non-Car Modes

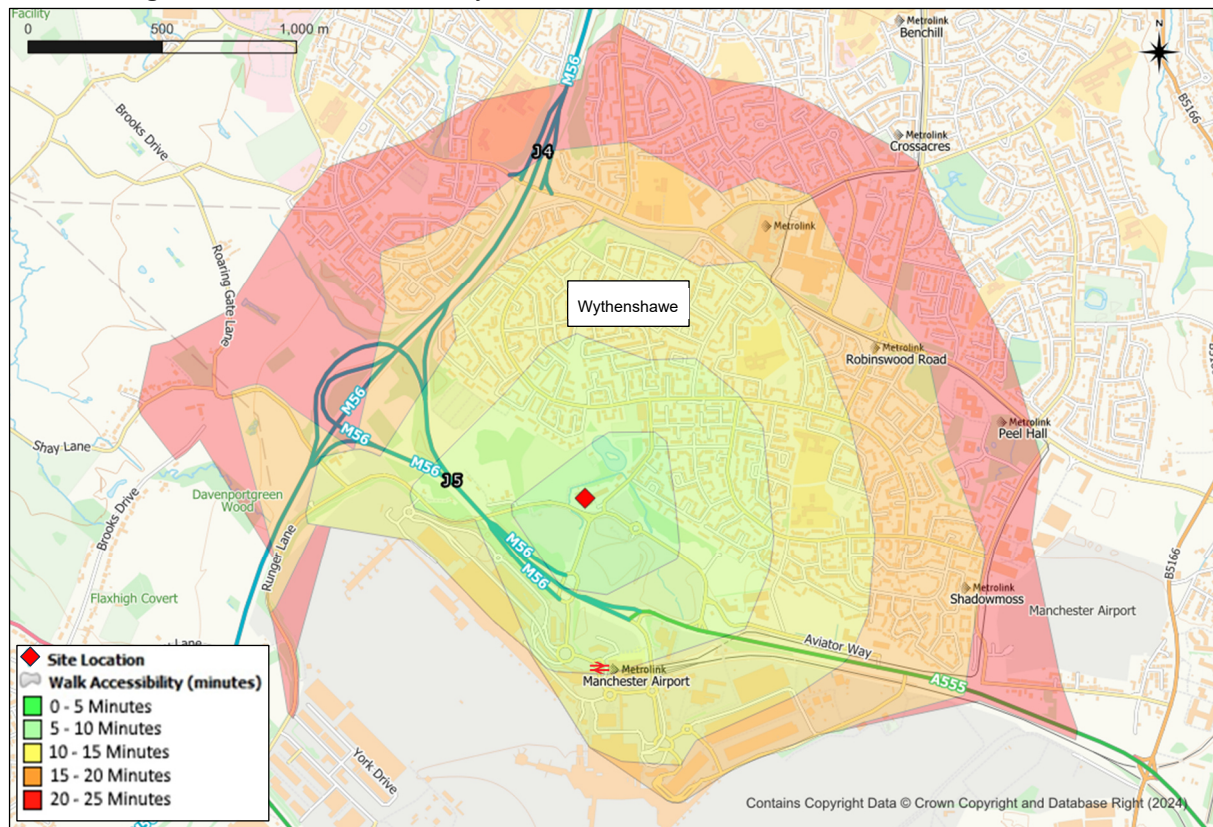
4.1 General

In accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan



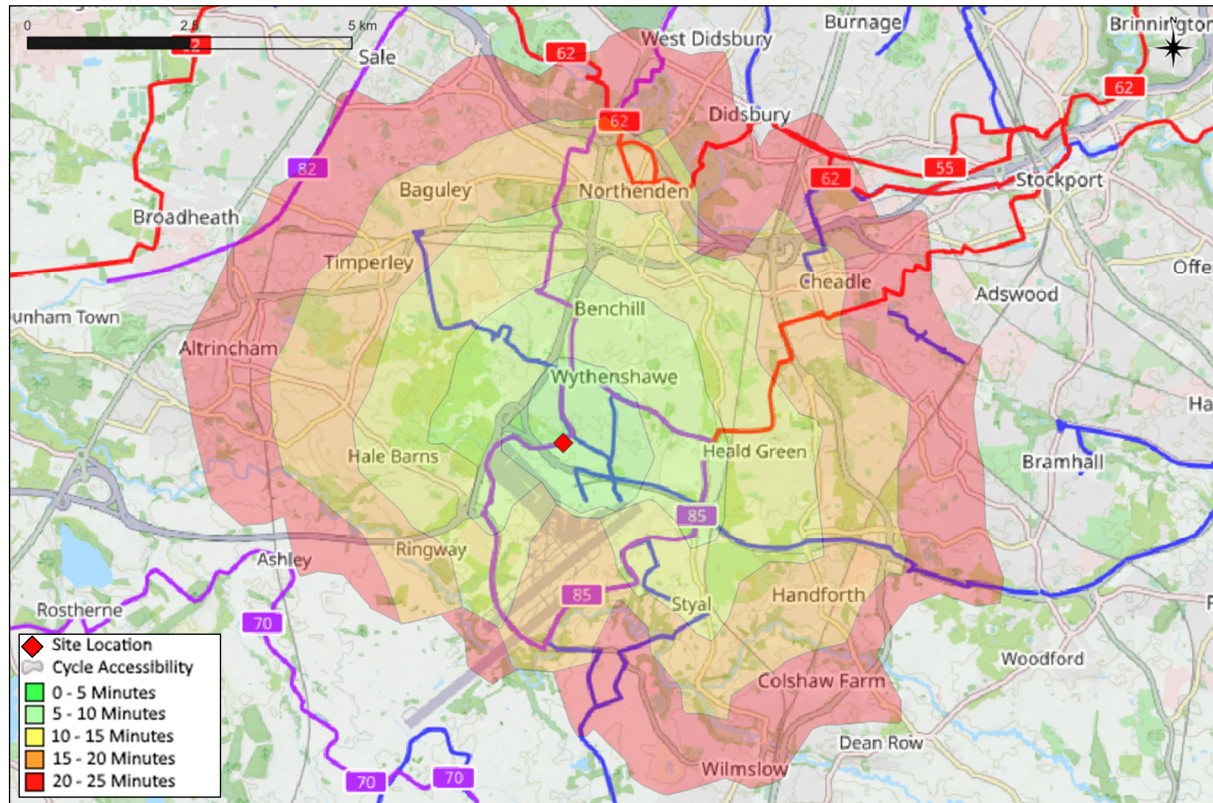
The plan indicates that a significant portion of Wythenshawe to the north of the site is accessible within a 25-minute walking journey. Manchester Airport is also within a 10- to 15-minute walk to the south of the site. Several Manchester MetroLink Tram stops are located within the catchment, with Manchester Airport train and tram stop situated within a 15-minute walking distance.

Pedestrian access to the site is facilitated by the existing footways and shared use paths along Bailey Lane, Enterprise Way and Thorley Lane within the vicinity of the site.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2024)

The plan indicates that a significant portion of South Manchester is accessible within a 25-minute cycling journey of the site, including the residential areas of Wythenshawe, Altrincham and Cheadle.

The site benefits from existing cycling infrastructure in the form of on-/off-road cycling paths along Thorley Road, Enterprise Way and Bailey Lane, connecting the site to local residential areas, Metrolink Tram stops and local bus stops, as shown below at **Figure 4.3**.

Figure 4.3 – Local Cycle Route Map



Source: TfGM Bee Network

Cycle parking is provided at the application site to encourage users to access the site by pedal cycle.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops are located approximately 150m north-east of the site, along Bailey Lane, equating to around a two-minute walk. Pedestrian access between the site and the bus stop is enabled by the existing footways along Bailey Lane. Both bus stops are supported by bus box marking and a flagpole, with the southbound stop also benefiting from timetable information, a summary of the available bus services operating at the above stops is provided in **Table 4.1**:

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
18	Eccles Interchange – Manchester Airport	Hourly
43	Piccadilly Gardens – Manchester Airport	Every 10-minutes (24-hour service)
103	Piccadilly Gardens – Manchester Airport	Every 30-minutes
130	Macclesfield – Alderley Edge – Wilmslow – Handforth – Wythenshawe – Manchester Airport	Hourly

Source: Traveline

As the table shows frequent bus services are available from the site to Manchester City Centre, Manchester Airport and Macclesfield. Significant additional bus services are available from Manchester Airport Rail Station located 600m to south of the site. The available services therefore provide opportunities to travel to the site by bus.

4.4.2 Light Rail and Train Access

The nearest Manchester MetroLink Tram stop is Manchester Airport, located around 600m to the south of the site, equivalent to around a 13-minute walking or a six-minute cycling journey.

The stop is the terminus of the Victoria – Manchester Airport tram line, where a service operates every 12-minutes from 06:00 to 00:00 Monday – Thursday.

Manchester Airport Station is managed by TransPennine Express, with services operated by TransPennine Express, Northern Trains and Transport for Wales.

Hourly services depart the station for Saltburn (via Middlesbrough), Carlisle, Lancaster, Liverpool Lime Street, Manchester Piccadilly, Chester and Crewe.

A service also departs the station every 30-minutes for Blackpool North and every two-hours for Edinburgh Waverley and Glasgow Central.

4.5 Accessibility Summary

Overall, it can be summarised that the site offers strong potential for journeys, particularly by staff, to be undertaken by sustainable modes of travel.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the change of use on the adjacent highway network. Information has been provided by the applicant regarding the current operation of the site, the frequency and type of vehicle movements are detailed below.

5.2 Trip Generation

It is understood the site currently operates as a C2 residential institution. Information provided by the applicant indicates the site features 69 rooms for residents who typically stay for a period of 28 days. Residents arrive and depart the site via taxi, arranged by MCC staff, with on average ten taxis using the site per day comprised of five arrivals and five departures.

Residents can travel off site, and this is typically undertaken using public transport using one of the numerous nearby travel options by bus, tram and train.

Operations are supported by around ten members of staff, the majority of who arrive at the site in the AM period and depart the site in the PM period. On an average day five staff will travel to work by car and park on-site generating ten two-way vehicle trips.

Servicing to the site is restricted to housekeeping undertaken on a weekly basis with weekly refuse collection undertaken by a private contractor. It is understood that other ad-hoc deliveries are made to the site for donations, which occur on an infrequent basis. The schedule of current deliveries at the site is shown in **Table 5.1**.

Table 5.1 – Site Deliveries

Use	Frequency	Vehicle Type	Notes
Housekeeping Service	Weekly	Van	Cleaning Service, making use of an existing parking bay.
Refuse collection	Weekly	9.5m Refuse Vehicle	Refuse collection takes around five minutes.
Donations	Ad-hoc	Van	Donation deliveries occur on an ad-hoc basis as and when required

It is noted that both the refuse collection and house-keeping deliveries are undertaken by a third party where site staff aim to manage deliveries to ensure only one vehicle is present at the site at any given time.

Overall given the existing low level of trip generation to the site for C2 residential use this is significantly less than would be expected from the previous hotel use on-site and as such will have minimal impact on the local highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed to report on the highways and transportation considerations related to the regularisation of the change of use from a hotel to a residential institution (Use Class C2), at the Etrop Grange Hotel, Thorley Lane, Manchester.

The existing vehicle accesses off Thorley Lane and Bailey Lane have been retained, with all vehicle movements via the Thorley Lane access. It is understood the vehicle access with Bailey Lane is currently closed to vehicles.

A review of the highway accident data for the site access point and adjacent highway has identified no pre-existing patterns or trends of incidents that could be impacted by the change of use.

The site currently operates as a residential institution of 69 rooms with operations supported by around ten members of staff. Residents arrive and depart the site by taxis which are organised by MCC. Typically, residents stay for an average of 28 days and can travel off-site which is generally undertaken using public transport. Staff and visitor parking is provided on site in the form of 10 car parking spaces and cycle stands to the south of the existing building.

Swept path analysis has been undertaken which demonstrates that safe and efficient refuse collection can be undertaken on site by a 9.5m bin lorry as the largest vehicle to access the site.

Information provided by the applicant regarding the current operation of the site as C2 residential has been used to inform the existing level of vehicle trips. It is understood average vehicle movements per day comprise five taxis associated with residents checking in/out and five staff cars generating in the region of 20 daily two-way trips. Given the existing low level of trip generation to the site this is significantly less than would be expected from the previous hotel use on-site and as such will have a minimal impact on the local highway network.

Overall, on the basis of the above it is concluded that there are no outstanding reasons why the change of use at the site should not be granted permission on highways grounds.

Appendix 1

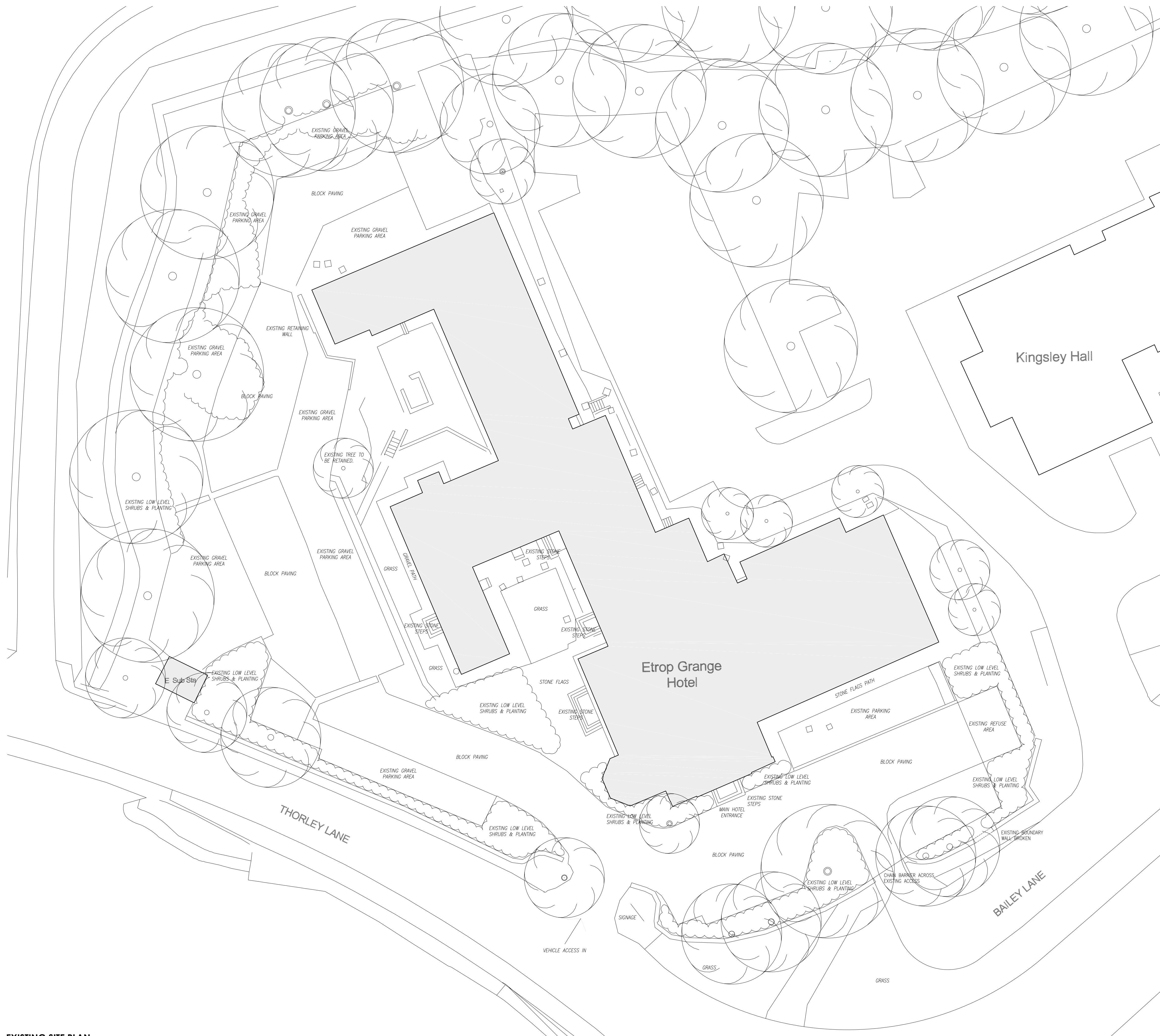
Site Layout



General Notes:

All levels and dimensions to be checked on site by contractor prior to commencement.

Any variations / anomalies to be reported to Hunter & Belle Ltd. Do not scale from this drawing use figured dimensions only. All work shown on this drawing to be carried out in accordance with current British Standards and Codes of Practice.



EXISTING SITE PLAN

A	23.05.24	Updated for planning submission
Rev:	Date:	Description:

Client:	VS Property Group		
Project:	Etrop Grange, Manchester		
Project No:	Drawing No:	Rev:	
149	002	A	
Description:	Existing Site Plan		

Scale: 1:200 @ A1 Date Drawn: 16.04.24

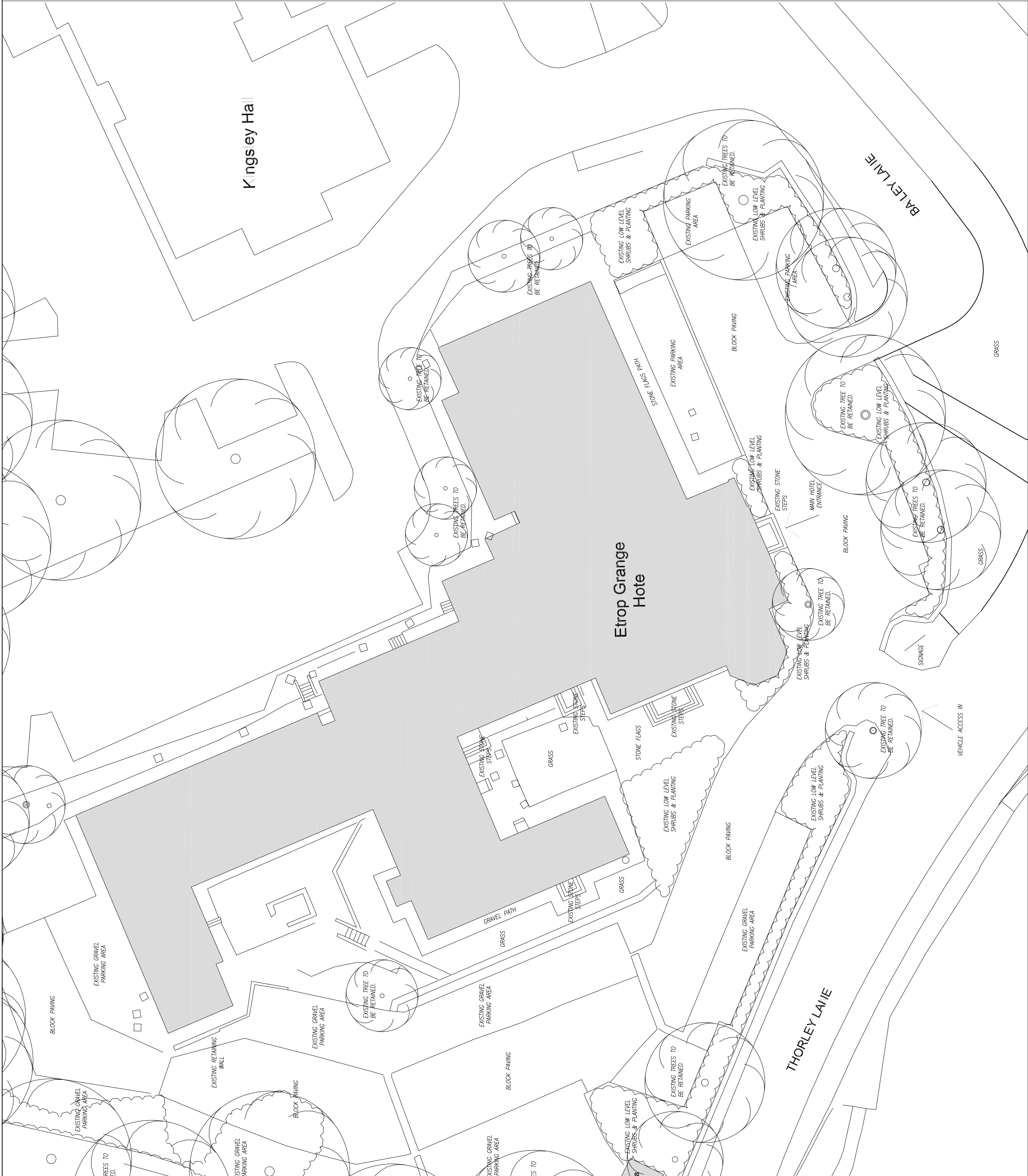


Purpose of Issue: Planning Building Regs Tender Comment Approval Construction

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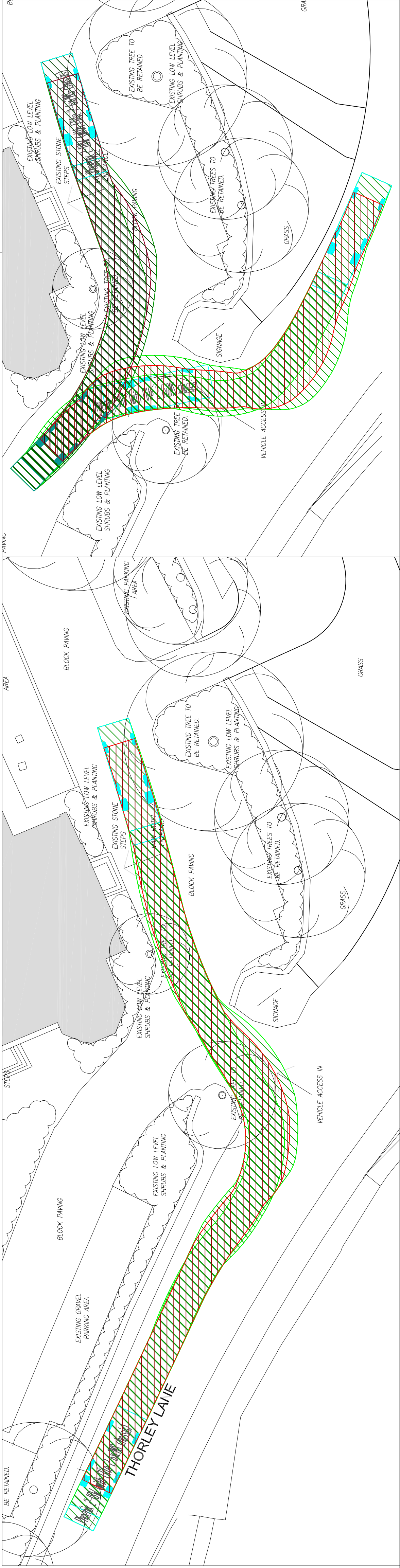
Appendix 2

Swept Path Assessment



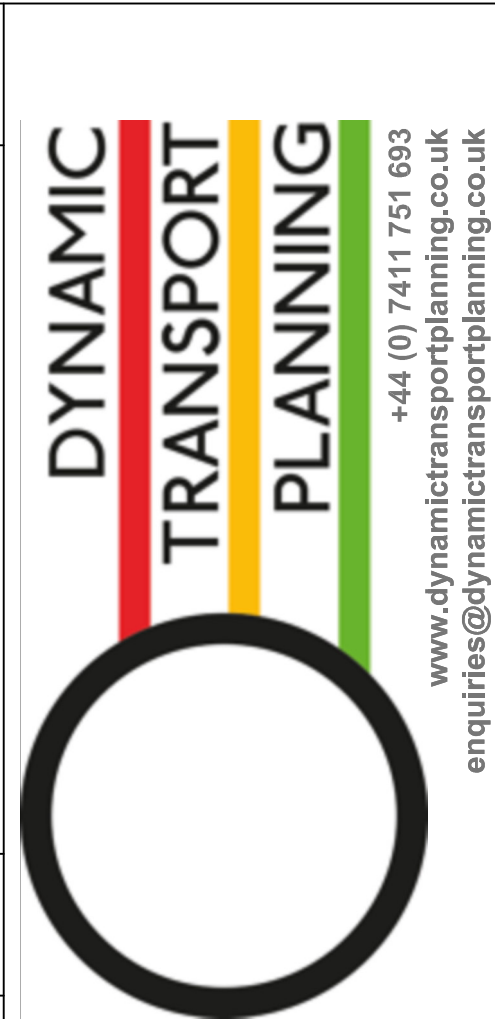
Proposed Site Layout - Scale 1/250

Swept Path Analysis - 9.5m Refuse Collection Vehicle - Scale 1/200



Notes

Rev.	Date	Revisions	Drawn
A	24/05/24	First Issue	BF
-	24/04/24	First Issue	BF



Client

VS Property Group Ltd

Project

Proposed Change of Use at the
Etrop Grange Hotel,
Thorley Lane, Manchester

Drawing Title

Proposed Site Layout
Swept Path Analysis
9.5m Refuse Collection Vehicle

Date	April 2024	Scale	As Specified @ A1
Drawn	BF	Approved	GS
Drawing Number	DTP/3703024/ATR001		
Rev.	A		