



DESIGN & ACCESS STATEMENT

Proposed Change of Use
Etrop Grange Hotel, Manchester

May 2024

Hunter and Belle

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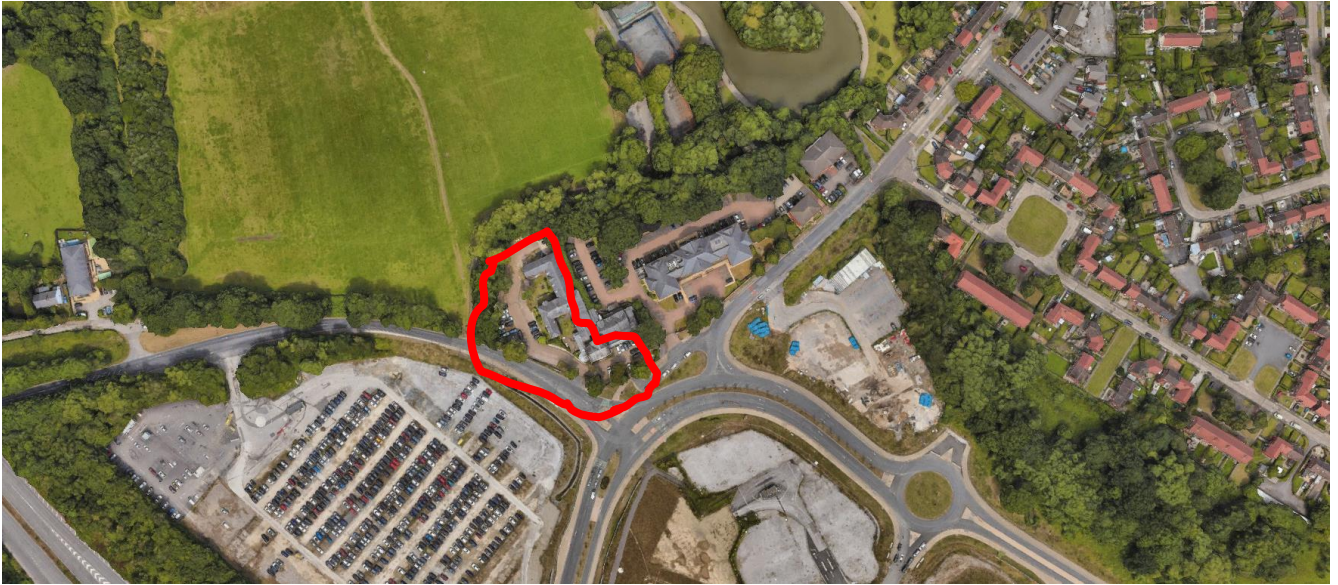
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Introduction

This Design & Access Statement is to be read in conjunction with the proposals submitted for a Change of Use application from a former hotel (Use Class C1) to temporary living accommodation for homeless people (Sui Generis).

Context Summary



The application site comprises a former 69-bedroom hotel building. Use of the hotel ceased in 2021, and since October 2022 it has been used to provide temporary accommodation for homeless people. It is 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 and commercial office spaces adjoining on the eastern boundary.

The front building is also a Grade II listed heritage asset.



Heritage

The front building is Grade II listed as:

"Etrop Grange 18/12/63 (Formerly Listed as: BAILEY LANE, Ringway (North side) Moss House)".

The list description is as follows:

"House, now hotel. Probably later C18; altered. Red brick in Flemish bond with sandstone dressings and slate roof. Double-depth plan with shallow back extension and later addition to this. Palladian style on small scale. Three storeys, 1:3:1 bays, symmetrical, with pedimented centre breaking forwards slightly, stone plinth, modillioned eaves cornice and pediment. Central round-headed doorway (up 3 steps) with pedimented Tuscan pilaster doorcase, fanlight with renewed radiating tracery; tall sashed windows at ground and 1st floors with prominent raised sills and flat-arched heads with large keystones; square windows at 2nd floor, with raised sills. Gable chimneys. Left gable wall rebuilt c.1900; right-hand gable wall has some cross-window casements. Rear: stair-window with intersecting tracery. Interior: dog-legged staircase with open-string, 3 turned balusters per tread (all those above 1st flight recently restored), mahogany handrail; otherwise, altered".

Design Statement

Use, layout and size

No physical alterations, internal or external, are proposed to the building. It is proposed to repair and reinstate a damaged section of the boundary wall (tree damage), however this will use matching materials and will not exceed its former height. This does not require planning permission.

The development provides satisfactory accommodation, of good quality and compliant with national standards and guidelines including the government's nationally described Space Standard, until they can be transferred to a permanent home or longer-term supported accommodation.

The use of the building as temporary living accommodation for homeless people has been taking place since October 2022. It has operated without issue.

The maximum number of residents could be conditioned by the local planning authority to a maximum of 77 to ensure that the development will not result in an overly intensive level of occupation.

Appearance

No physical alterations, internal or external, are proposed to the building. It is proposed to repair and reinstate a damaged section of the boundary wall (tree damage).

For this reason, the proposals will not have a harmful effect on the Listed Building.

Access

A Transport Statement has been submitted with the application. This demonstrates that the impact of the development on highway safety and parking is acceptable.

Around 10 parking spaces are provided to the south of the site for staff and visitor use. Secure covered cycle storage is also provided at the site, to the south-eastern corner of the existing building for staff and visitors.

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 that the vehicle access with Bailey Lane is currently closed to vehicles.

The site benefits from existing cycling infrastructure in the form of on-/offroad cycling paths along Thorley Road, Enterprise Way and Bailey Lane, connecting the site to local residential areas, Metrolink Tram stops and local bus stops. 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. The development provides good access to sustainable transport provision, with numerous nearby bus, tram or train transport options available.

Conclusion

This report assesses and sets out the justification for the proposals to demonstrate the character and appearance of the Listed building will not be substantially or inappropriately altered.

The proposals take full account of the significance of the building and it is our professional view that the proposals will not cause harm or loss to that significance, ensuring that the buildings can continue to accrue value (in terms of significance).