

Clayton Hotel Manchester Airport

Transport Statement

6 June 2023

Quality information

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1. Introduction

1.1 Overview

AECOM has been commissioned by Dalata Hotel Group PLC to prepare a Transport Statement (TS) in support of a planning application submission for a Proposed Development at the existing Clayton Hotel, Manchester Airport, comprised of a 216 bedroom extension that will result in a total of 214 additional rooms overall as 2 rooms within the existing hotel are being lost, as well as a reconfiguration of the car parking provision to provide a total of 255 car parking spaces on the existing site. The site is located to the east of Outwood Lane, opposite the Manchester Airport Ground Transport Interchange (GTI).

1.2 Background

The Clayton Hotel is located within the existing Manchester Airport boundary, south east of the Ground Transport Interchange (GTI).

The Proposed Development is located to the north of Terminals 1 and 3 at Manchester Airport, with a railway line to the north and Outwood Lane running along the western boundary of the site. Figure 1 below illustrates the site location.

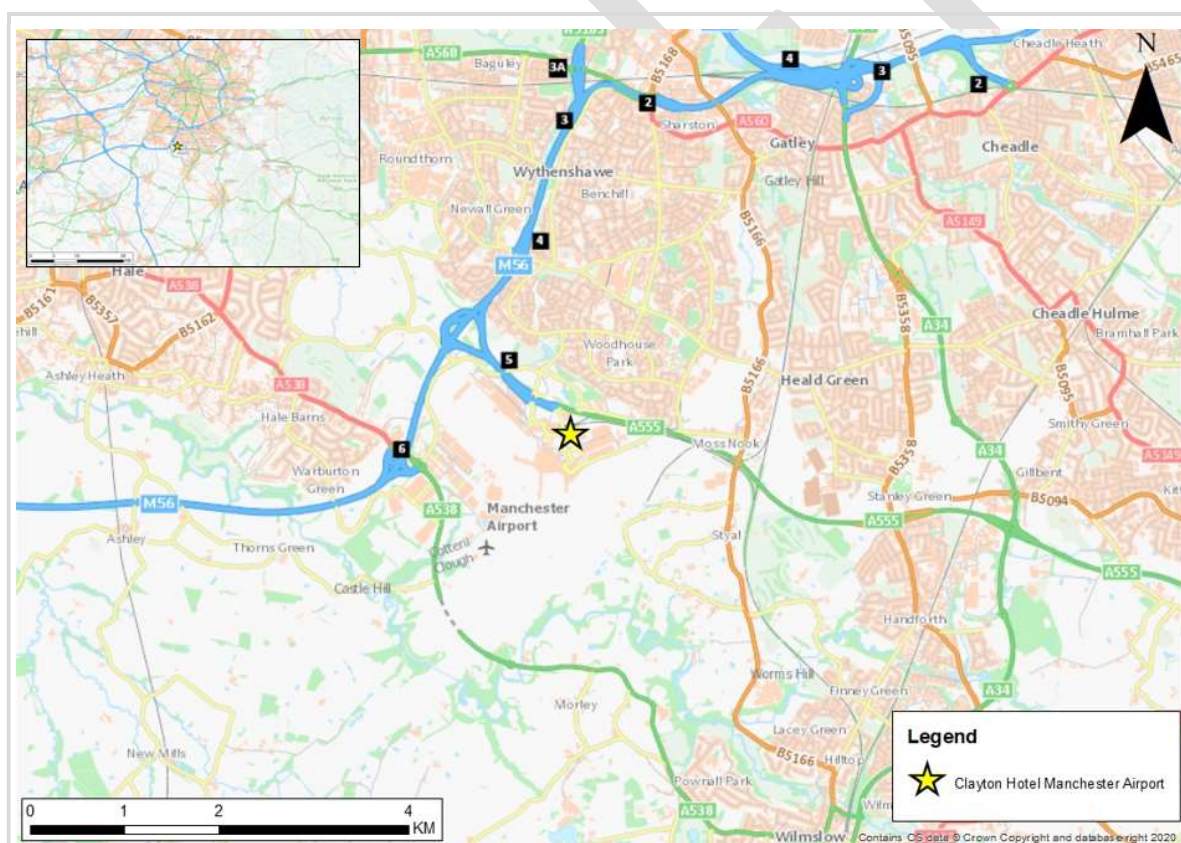


Figure 1. The Clayton Hotel Manchester Airport Site Location

1.3 Manchester Airport Planning Background

The Manchester Airport Sustainable Development Plan sets out the context for the growth and development of the airport to 2030. The long-term aim of the Sustainable Development Plan is to deliver development growth and infrastructure provision to support a throughput of 45 million passengers per annum. To achieve this, the Sustainable Development Plan and

particularly the Land Use Plan element, provides the framework for the airport's detailed investment and capacity planning.

In June 2016 MAG published its draft Sustainable Development Plan, with the overall approach to surface access being to improve the airport's accessibility with quick, convenient and reliable access from all parts of the airport's catchment area. The aim is to extend and improve rail services, making the airport a major node in the wider network. It is intended to manage growth in road traffic and promote the improvement in public transport links for passengers and staff. The airport's public transport connections are also important in local access to airport employment.

Embedded within the plan is the detailed surface access strategy which has re-emphasised the airport's longstanding commitment to delivering sustainable travel and managing the growth in road traffic. A key element of this commitment has been the setting of long-term modal split targets for both passengers and staff which reflects the ongoing commitment to delivering a fully integrated surface access network.

A number of planning applications have been submitted for developments forming part of this long-term growth strategy, with many developments underway or completed. Manchester Airport City North is a planned development that is currently underway. Most recently, a link road has been completed (Enterprise Way) adjacent to the airport and construction of a new foot and cycle bridge between airport city north and the transport interchange was opened in 2020.

Two hotels have been constructed and opened as part of the Airport City development – the Ibis Budget and Holiday Inn Manchester Airport are located adjacent to Terminal 2 at Manchester Airport and provide 542 rooms between them. In addition, planning has also been applied for two more hotels adjacent to the GTI which overall could provide an additional of 629 bedrooms.

The recently finished Global Logistics Hub development has seen the creation of 5 million square foot of business space. Locally, there are also plans to see development to the west of the airport, with the Timperley Wedge Scheme proposed to accommodate housing demand in Trafford by constructing an additional 2,500 dwellings as well as 60,000 sq.m of commercial space in the area.

Manchester Airport has recently seen the extension of Terminal 2 opening in 2021. Currently construction is continuing as the existing terminal building undergoes renovations to amend the quality and functionality of the extension. This development comprises of an extension of Terminal 2, improvements to the highway network with surface access parking and drop off areas, demolition of Terminal 1 and an associated multi-storey car park (MSCP), in addition, the construction of a new MSCP at Terminal 2 has provided a net increase of parking spaces.

1.4 Scoping Discussions

Previously, pre-application discussions in regard to a 195 room extension at the site were undertaken with Manchester City Council (MCC) Highways Officers in 2019, and subsequently a scoping note was submitted. This has informed the content of this report to guide this assessment, which considers the additional 19 rooms included in the extension, based upon a new overall increase of 214 bedrooms within the Hotel.

1.5 Report Structure

Following the introduction, the following report sections have been prepared:

- **Section 2** – Reviews the relevant National, Regional and Local Planning Policy;
- **Section 3** – Considers accessibility by sustainable transport;

- **Section 4** – Examines the existing conditions at the site;
- **Section 5** – Provides details of the Proposed Development;
- **Section 6** – Presents the Highways Appraisal;
- **Section 7** – Provides the Framework Travel Plan;
- **Section 8** – Addresses construction management strategy; and
- **Section 9** – Provides a summary and conclusion.

2. Policy Review

2.1 Introduction

Understanding of the policy background is imperative to delivering high quality development proposals. Prior to considering the proposal, it is important to examine the context of the site and how this relates to planning policies and guidelines.

This section of the report sets out these elements, providing an overall spatial and planning context for the development proposal at National, Regional and Local level.

2.2 National Policy

2.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF, 2019) has been designed for local planning authorities and decision makers, both in drawing up plans and as a material consideration in determining applications.

The NPPF identifies a presumption in favour of sustainable development. This is not intended to replace the development plan as the starting point for decision-making, but it does imply that, sustainable development in accordance with the development plan, proposals should be approved without delay.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. To achieve this, the planning system must pursue an economic objective, a social objective and an environmental objective. It calls on the planning system to *“help create the conditions in which businesses can invest, expand and adapt”*, and that *“significant weight should be placed on the need to support economic growth and productivity.”*

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;

- Prioritise pedestrian and cycle movements, and have access to high quality public transport facilities;
- Ensure safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establish home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles.

Following consideration of transport impacts, NPPF paragraph 111 states that: “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”, and from the analysis of the additional levels of traffic, the highly accessible location as well as the broad support in policy terms it is not considered that the impact from the development would be severe.

2.3 Regional Policy

2.3.1 Greater Manchester Combine Authority: Places for Everyone Joint Development Plan 2021

The Place for Everyone Document was approved by 9 local authorities in greater Manchester to deliver the ambitions for Greater Manchester. The plans aim to deliver the following:

- Significant falls in homelessness;
- An increase in new homes;
- An economic plan for the city region, agreed with Government in a Local Industrial Strategy, delivering growth in GM's world-leading sectors, and tackling low pay and insecure work through our Good Employment Charter;
- The delivery of a new Metrolink line, and Opportunity Pass giving young people free bus travel;
- Help for many people to get back into employment through our Working Well programmes of support;
- Improvements to connectivity including through promotion of active travel and the extension of full fibre; and
- Programmes to support increased levels of school readiness.

The Plan for sustainable growth for the boroughs involved does the following:

- Sets out how they should develop up to the year 2037;
- Identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;

- Identifies the important environmental assets which will be protected and enhanced;
- Allocates sites for employment and housing outside of the urban area;
- Supports the delivery of key infrastructure, such as transport and utilities; and
- Defines a new Green Belt boundary for the nine boroughs.

In *Chapter 4: Strategy*, the following policies regarding Manchester Airport are set out.

Policy HP – Strat 9: Southern Areas

This policy sets out that southern areas in Greater Manchester including Manchester Airport will see an emphasis on increasing attractiveness and the areas economic role. This will be complemented by increase transport connectivity with an emphasis on public transport, cycling and walking.

Policy JP – Strat 10: Manchester Airport

This policy sets out how Manchester Airport will sustainably grow in future. The airport is key in improving greater Manchester's connectedness and competitiveness in the UK, and sees the airport as central to raising a global profile and improving economic performance. The airport will become more connected through the following:

- The development of a new HS2 station immediately to the west of the airport;
- Northern Powerhouse Rail connections to other city regions;
- The construction of the Western Leg extension of Metrolink via the proposed HS2 station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital;
- Improved local public transport services and connections such as Bus Rapid Transit links by a new spine road through the Timperley Wedge allocation towards Altrincham;
- Improved local public transport services and connections, including to Stockport and Cheshire East areas; and
- The provision of a network of cycling and walking routes.

In *Chapter 10: Connected Places*, the ten priorities of the strategy to deliver an integrated network that is sustainable and aides transition to a carbon neutral target for 2038 are set out. The plan aims to improve quality and capacity of public transport, supporting jobs and local areas through growing transportation infrastructure.

Policy JP-C 7: Transport Requirements of New Development

This policy sets out that planning applications must be supported by relevant transport assessments or statements, travel plans and construction traffic management plans where appropriate.

Developments must be located in areas where walking, cycling and the use of public transport are easily accessible and can be encouraged, as to reduce car dependency. Developments should also be connected to nearby facilities, employment areas, and public transport stops. Developments should also be appropriately connected to the existing highway network.

2.4 Local Planning Policy Guidance

2.4.1 Manchester Core Strategy

Manchester's Core Strategy was adopted by the City Council in July 2012. Policy MA1 (Manchester Airport Strategic Site) sets out the policy context for the development of the proposed Airport City site. The document states that the area provides significant opportunity for employment in Manchester.

Policy MA1 Manchester Airport Strategic Site

This sets out the policy context for the development of the airport. It identifies areas for expansion of the airport and shows amendments to the Green Belt required to deliver that expansion. In table 8.1 of that Policy, the area subject to this application falls within the Existing Area Strategic Site, which is identified as being suitable for the development of 'Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking', and thus the proposals are in accordance with this policy.

Policy MA1 goes on to state *"all development proposed as part of the airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure that any impact is acceptable. It will be necessary to mitigate or compensate any negative effects"*.

Policy EC11 relates to the Airport City Strategic Employment Location. This identifies that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

The area is suitable for high technology industries, logistics, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City Manchester. Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester. Development should also:

- Maximise the employment and training opportunities and other regeneration benefits for local communities; and
- Take full advantage of the existing transport hub at Manchester Airport, the proposed extension of Metrolink, and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk throughout the Manchester – Salford – Trafford SRFA, energy infrastructure, the scale of uses within the area, and take full account of Baguley Brook and any wildlife in this corridor, in accordance with the relevant Development Plan policies.

Policy T1 relates to Sustainable Transport. This policy advises that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the airport. The proposed scheme specifically supports Policies T1 and T2. The development will:

- Improve choice by developing alternatives to the car, through the incorporation of excellent links with the Manchester Airport station, providing rail, bus and Metrolink links with the wider region;

- Provide a scheme that is designed to be entirely DDA compliant, and fully accessible to disabled people and people with mobility impairments;
- Contribute to improvements to the extent and reliability of the public transport network through encouraging the use of the GTI;
- Seek to reduce the negative impacts of road traffic;
- Be designed to take account of the needs of road users according to a hierarchy consisting of, in order of priority:
 - Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and
 - General peak time traffic.

2.4.2 Greater Manchester Fourth Local Transport Plan (GM Transport Strategy 2040)

The most relevant local policy documentation in the context of this Transport Strategy is the Fourth Greater Manchester Local Transport Plan, known as the GM Transport Strategy 2040, published in February 2017. It sets out the long-term vision for the development of the transport network within Greater Manchester to 2040, as well as identifying a 5-year Delivery Plan, which sets out short-term delivery priorities. The plan provides a strategy for the management, maintenance, development and monitoring of the area's transport system, and is developed by the 10 Local Authorities, and Transport for Greater Manchester (TfGM), with the input of local stakeholders.

The overall vision of the Strategy is to deliver “*world class connections that support long-term, sustainable economic growth and access to opportunity for all*”. This vision is supported by four key goals, to deliver a transport network that:

- Supports sustainable economic growth;
- Protects the environment;
- Develops an innovative city-region; and
- Improves the quality of life for all.

The key policies of the plan are the provision of safe, integrated, efficient and economic transport to and within the area. The policies contained within the plan build upon the transport direction set out in the previous Local Transport plans LTP2 and LTP3. The core objectives for the GM Transport Strategy 2040 are as follows:

- To deliver a fully integrated transport network which supports the Greater Manchester economy to improve the life chances of residents and businesses;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties, and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport services; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

2.5 Aviation Policy

2.5.1 Beyond the horizon: The future of UK aviation 2018

2.5.2 Aviation Policy Framework

The UK Aviation Policy Framework was published by the Government in 2013 and outlines national objectives and principles to guide plans and decisions at the local and regional level. The policy was last addressed in DfT document 'Beyond the horizon: The future of UK aviation' in 2018, which set out aviation forecasts at this time, which emphasises the role of national policy and the importance of utilising existing runways, as well as the decision making role of local authorities in airport planning and expansions where necessary for airports.

The 2013 original framework's primary objective is to achieve long-term economic growth and aviation is viewed as a key enabler in this regard by providing domestic and international connectivity which links business communities and markets. Aviation also benefits the UK economy through direct contributions to gross domestic product and employment, with the sector estimated to directly provide 220,000 jobs. The overall objective in the UK Aviation Policy Framework is to ensure that the UK's air links continue to make it one of the best-connected countries in the world.

The number of passengers using non-London airports has increased by over a third since 2000. Recognising the importance of airports such as Manchester, the framework states '*a key priority is to work with the aviation industry and other stakeholders to make better use of existing runway capacity at all UK airports*'. The framework also places importance on ensuring these airports are better integrated into the wider transport network.

The UK Aviation Policy Framework seeks to promote improved surface access to airports and that future development schemes should be accompanied by clear proposals that demonstrate how the airport will ensure easy and reliable access for passengers and staff, increase the use of public transport and minimise the impact of the operation in the local area. The UK Aviation Policy Framework continues to encourage airport operators to publish plans that set out their approach to growth and future development.

3. Existing Baseline

3.1 Introduction

This section of the report describes the location of the site, access arrangements and the existing highway conditions along with a summary of the existing facilities offered onsite in respect to access. In addition, a summary of the most recent available collision data recorded in the vicinity of the site is provided.

3.2 Site Location

The Proposed Development is located to the north of Terminals 1 and 3 at Manchester Airport, with Outwood Lane to the west and the Manchester Airport Rail Line Connection to the north.

The location of the Clayton Hotel within the Manchester Airport boundary results in the site being afforded excellent public transport connectivity as well as links to the Strategic Road Network, within the North West and nationally. Figure 2 below illustrates the location of Manchester Airport in relation the wider strategic highway network.

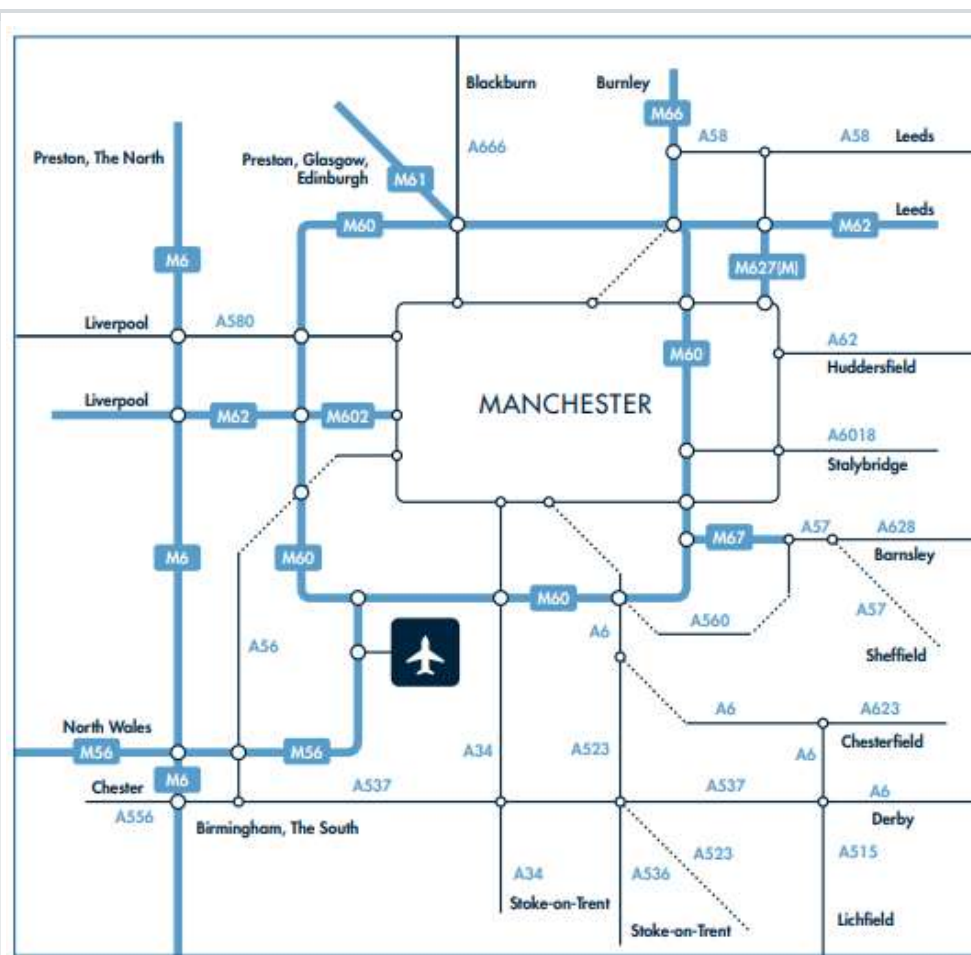


Figure 2. Manchester Airport Strategic Road Connections

The site is currently accessed via a barrier from Hotel Road, which is situated off the Hotel Road/ Parade Road/ Hallman roundabout. The junction is a 4-arm priority-controlled roundabout. No pedestrian crossing facilities are provided on the roundabout with access into the existing hotel obtained via the signposted route from the Ground Terminal Interchange (GTI), supported by a signalised pedestrian crossing point on Outwood Lane, and from Terminals 1 and 3, via an uncontrolled pedestrian crossing point to the west of the roundabout on Hotel Road.

M56

The M56 provides direct access to Manchester Airport and Airport City North via Junction 5. The M56 forms a strategic route from the M60 in the east to the M53 in the west, providing access to Greater Manchester and Cheshire, and has recently been upgraded with a new lane in both directions between junctions 6 and 8. The M56 also provides direct links to the M6 which is approximately 15 km to the west of the site.

M60

The M60 forms an orbital ring road around Manchester and is approximately 7 km to the north of the site. The M60 provides direct access into Manchester City Centre via the M602. The M60 also provides links to other areas of Greater Manchester via other strategic motorways such as the M62, M61, M66, M67.

M6

The M6 provides a major national strategic route in a north south direction and is approximately 15 km from the proposed site via Junction 20. As well as providing the main

north south movement from Manchester, the M6 also provides direct links to the M62 and M58 to Liverpool.

A555 & Ringway Road West

This is a 40 mph dual carriageway between Outwood Lane and the traffic signalised junction at Ringway Road. After this point, Ringway Road West becomes the A555 Manchester Airport Relief Road, which provides a direct dual carriageway connection to the A6 near Hazel Grove.

Runger Lane and Thorley Lane

Thorley Lane is a single carriageway road with a 30 mph speed limit, providing access to Wythenshawe via Bailey Lane to the north and to Runger Lane and the airport to the south, including the World Freight Terminal. Thorley Lane links with Outwood Lane to provide access to the T1 and T2 roundabouts providing access to the airport's passenger terminals.

Outwood Lane

Outwood Lane runs south from the Ringway Road West/ M56 Spur junction to the T1 roundabout and provides direct access to Terminals 1 and 3. From the airport Outwood Lane provides direct access onto the M56 spur. Access to the GTI is provided off Outwood Lane whilst Terminal 2 is accessed via World Way from an elevated junction on the M56 slip-road. The Outwood Lane (east side) roundabout is a signal controlled junction and provides access to Ringway Road West and Aviator Way to the east and direct access to Terminals 1 and 3 via Outwood Lane.

Enterprise Way

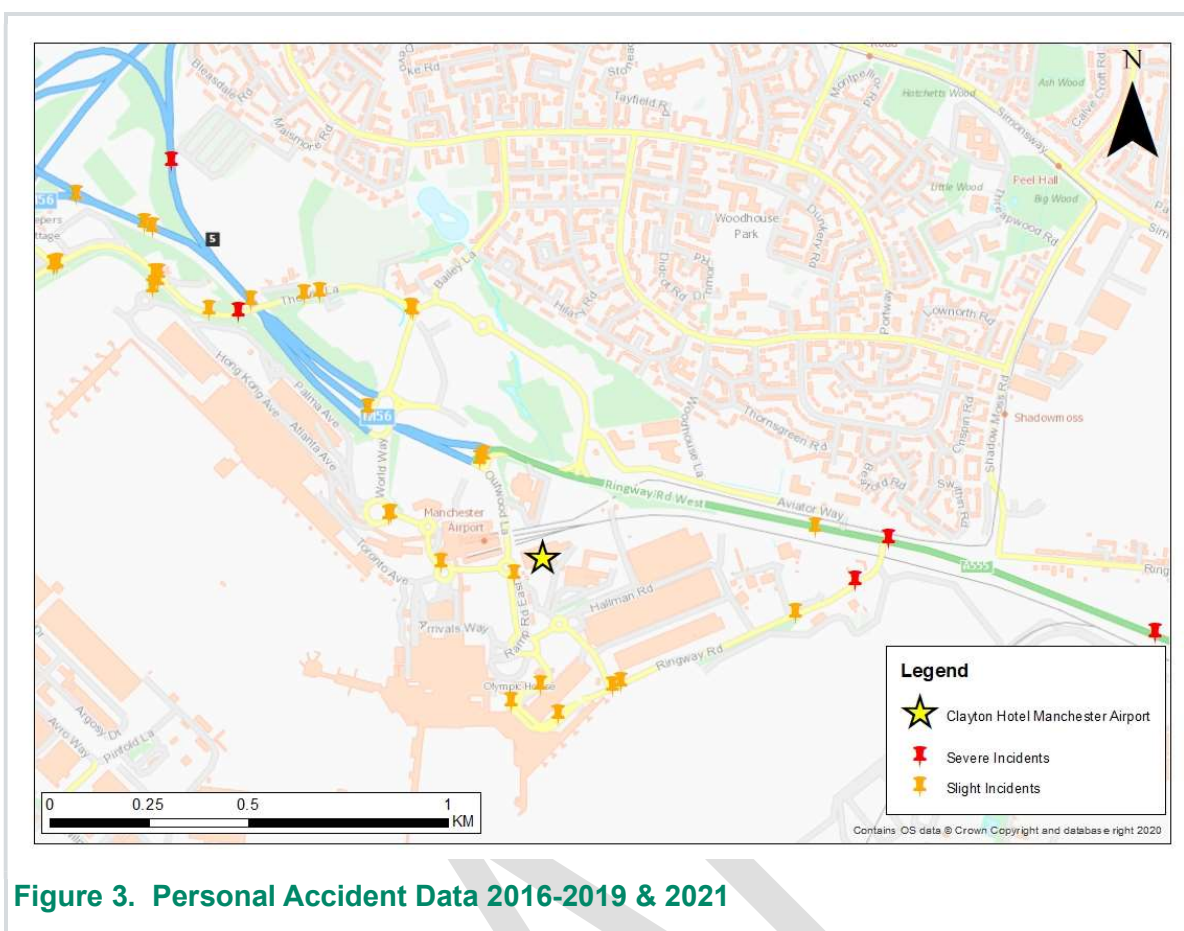
Enterprise Way is a single carriageway road with a landscaped central reserve planted with semi-mature trees. The link road forms a loop between the Terminal 2 roundabout and serves as the main spine road for ACN, it also provides the main access into Terminal 2 from the east.

3.3 Road Safety

The personal injury accident record on the surrounding roads has been obtained from Crashmap.com. This is an online database from the Department of Transport stating road casualty statistics, with data collected by the police about accidents occurring on British roads where someone is injured.

It has been used here to identify the timing and number of accidents over a five-year period from 1st January 2016 to 31st December 2019 and 1st January 2021 to 31st December 2021 inclusive. It is noted that 2020 was affected by the Covid19 Pandemic and has since been removed from consideration.

The accident study area and locations are shown in the figure below, and the data is summarised in Tables 1 and 2.



The above can then be quantified by year and severity as follows.

Table 1. Personal Incident Data 2016-2019 & 2021

Year	Severity			Total
	Slight	Serious	Fatal	
2021	1	2	0	3
2019	6	0	0	6
2018	9	2	0	11
2017	11	1	0	11
2016	4	0	0	3
Total	31	5	0	36

With a breakdown by location as follows.

Table 2. Personal Incident Data by Location 2016-2021

Location	Slight	Serious	Fatal	Total
Roads				
Outwood Lane	0	0	0	0
Enterprise Way	0	0	0	0
Thorley Lane	3	1	0	4
A555 Ringway Road West	1	2	0	3
M56 Airport Spur	5	1	0	6

Location	Slight	Serious	Fatal	Total
Ringway Road (south of Site)	3	1	0	4
Domestic Approach	3	0	0	3
Sydney Avenue	1	0	0	1
Junctions				
Outwood Lane/ A555 Ringwood Way West Junction	2	0	0	2
Outwood Lane/ Terminal Road North Roundabout	1	0	0	1
Malaga Avenue/ Terminal Road North Junction	1	0	0	1
Chicago Avenue/ World Way Roundabout	2	0	0	2
Thorley Lane/ Enterprise Way Junction	2	0	0	2
Thorley Lane/ Sydney Avenue Junction	3	0	0	3
Thorley Lane/ Runger Lane Junction	4	0	0	4
Total	31	5	0	36

In total, 36 collisions have been recorded within the study area during the previous 5 years, of which 31 were slight in nature and 5 were severe. No fatalities were recorded within this study area.

As shown in Figure 3, the accidents are dispersed across the network, with none occurring by the site access aside from one slight incident recorded in 2017. This does not indicate a problem with the site access or local road network.

It is therefore considered that there is no existing underlying road safety issue on the local road network that may then be exacerbated by the proposals.

4. Sustainable Accessibility

The current agenda at the Manchester Airport site, regarding transport and development is moving away from the provision of highway capacity. Instead, policies have been adopted to encourage more sustainable modes than the car and a planning system which places greater emphasis on the link between transport and land use planning, which is set out in the 2016 Sustainable Development Plan which has the following goals for modes of transport.

Table 3. Transport Mode Goals for Manchester Airport (for 45 mppa)

Mode of Transport		Passengers	Staff
Car	Park & Ride	17%	57%
	Park on Site	15%	
	Car Hire	3%	
	Kiss & fly/ Taxi	30%	

Mode of Transport		Passengers	Staff
Public Transport	Rail	25%	10%
	Coach & Bus	5%	10%
	Metrolink	5%	15%
Other	Cycle/ Walk/ Other	0%	8%

Source: Manchester Airport Group Sustainable Development Plan 2016: Economy and Surface

This forms part of a long-term strategy to reduce reliance on private car trips. The following section provides a summary of existing walking, cycling and public transport infrastructure conditions in the vicinity of the site.

4.1 Pedestrians

Given the nature of the site, it is unlikely that hotel guest will travel to the site on foot as their primary mode of transport. However, the hotel is located within close proximity to all terminals and the GTI, meaning that arriving to the terminals or GTI and completing the journey to the hotel on foot is feasible.

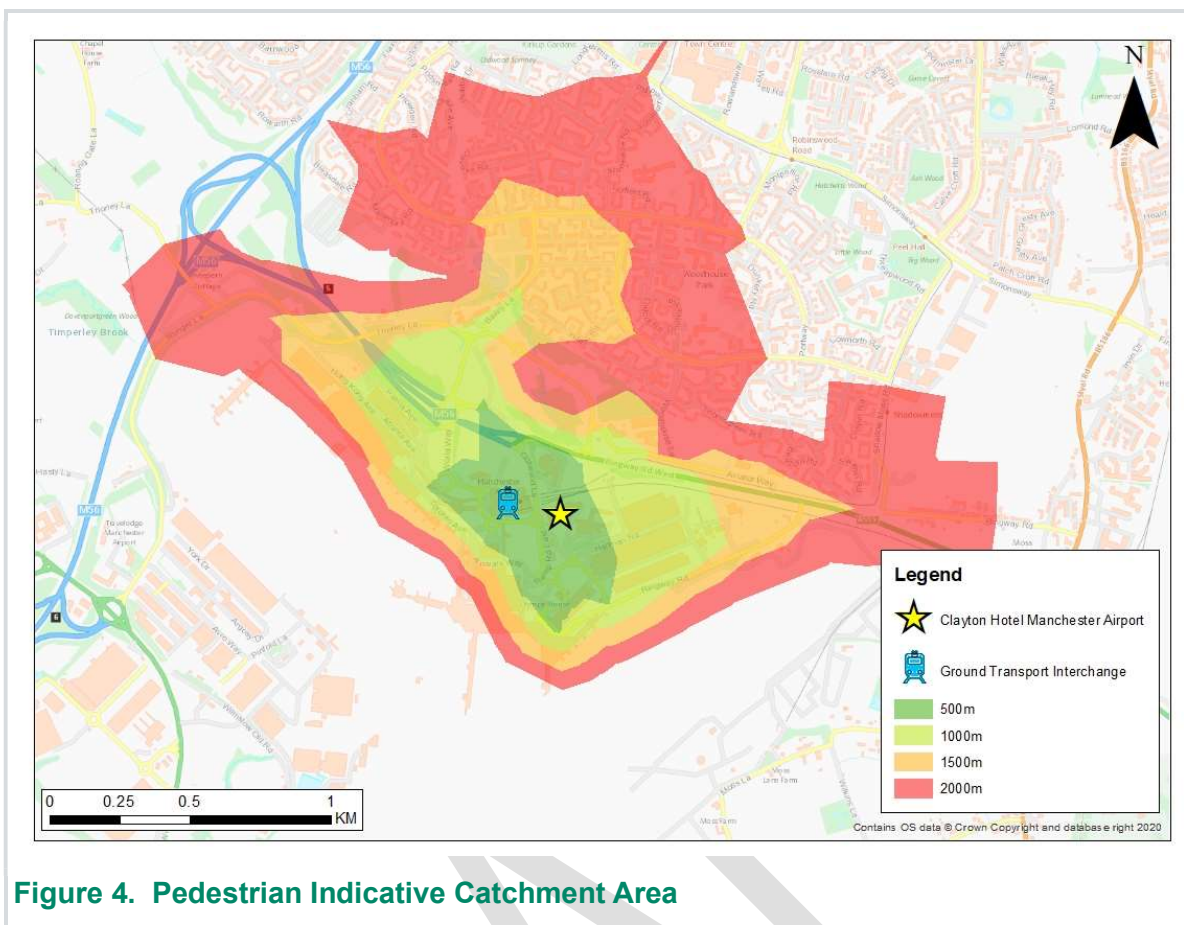
The Chartered Institute of Highways and Transportation (CIHT) Planning for Walking Document (2015): Guidelines for Providing for Journeys on Foot sets out desirable, acceptable and preferred maximum distances for different types of journeys as is set out in Table 4.

Table 4. Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

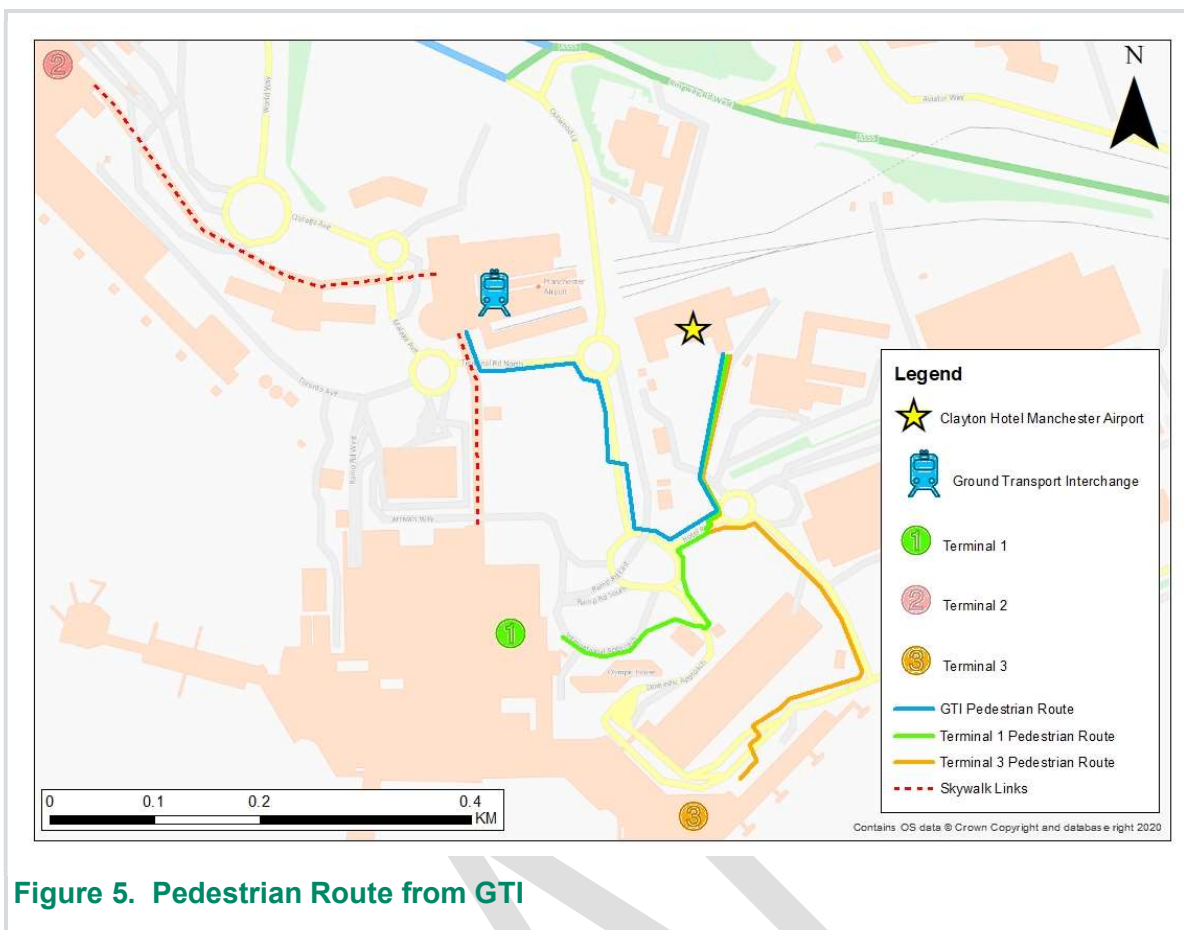
Source: CIHT Providing for Journeys on Foot

For the Clayton Hotel at Manchester Airport, a 2 km maximum walking catchment has been produced to illustrate the potential for walking to the site from local areas, which may be appealing to some staff.



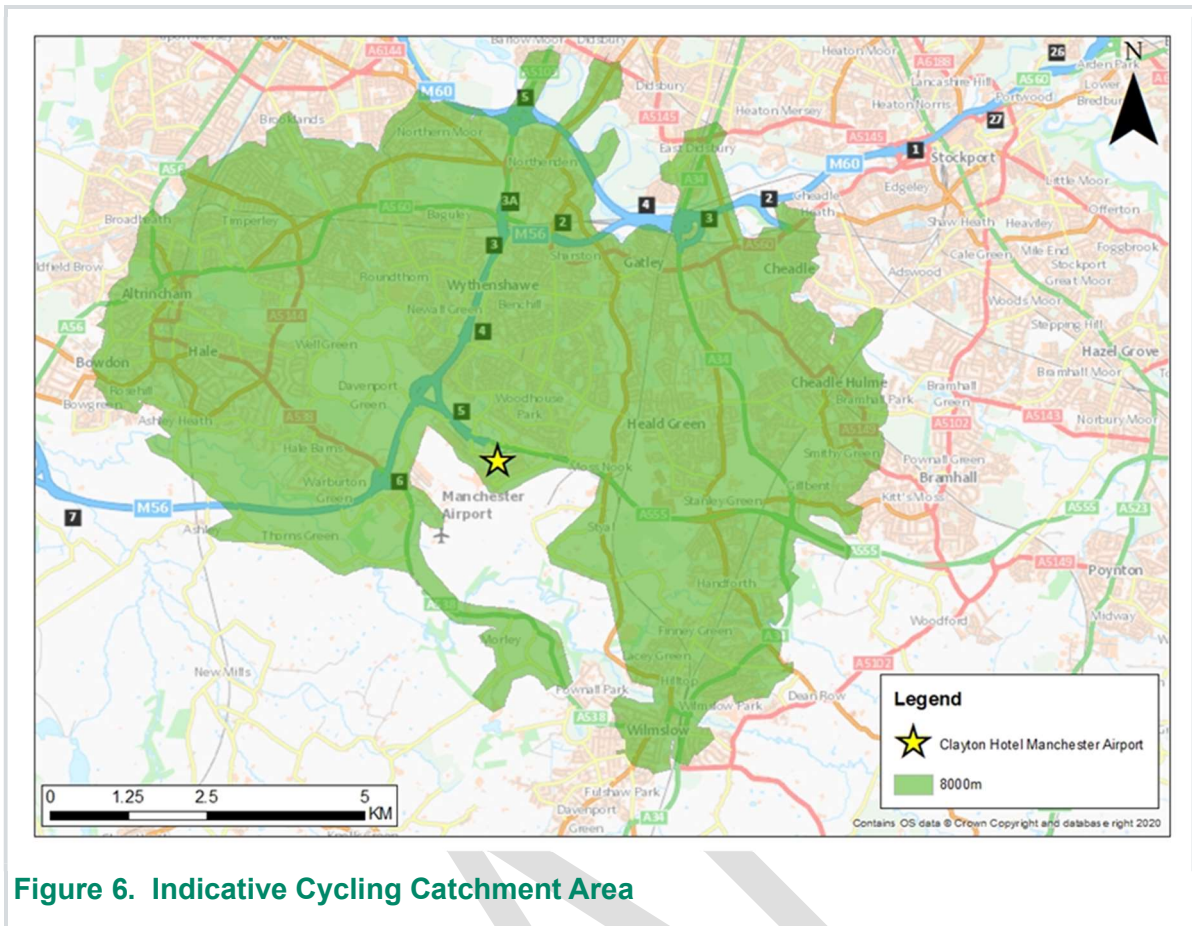
The catchment area shows that the residential areas in Wythenshawe are accessible on foot from the site, as well as the wider Airport boundary, although it is acknowledged that the demand for this mode of travel beyond the immediate confines of the wider Airport site is limited.

The site is currently accessed via a road off the 4-arm priority-controlled Hotel Road/ Hallman Road / Parade Road roundabout. There are no pedestrian crossing facilities at this roundabout, but there is a signposted route from the GTI for pedestrians with a signalised crossing point on Outwood Lane. From Terminals 1 and 3 there is an uncontrolled pedestrian crossing point to the west of the roundabout on Hotel Road, and Terminal 2 is accessible on Foot from the GTI and Terminal 1. This pedestrian route to / from the GTI to the site is shown below.



4.2 Cycling

Cycling is recognised as a sustainable and realistic alternative to short car journeys up to 8 km, as is demonstrated in the Figure below, although again the attractiveness for this option will be limited to staff rather than hotel guests.



The map indicates that the site is accessible via cycle from local areas such as Wythenshawe, Heald Green and Wilmslow.

Around the Manchester Airport Boundary there are some cycle routes along local access roads and connecting to local residential areas, such as the Manchester Airport Orbital Cycle Route, implemented by Transport for Greater Manchester, which is shown in the figure below.



Figure 7. Manchester Airport Orbital Cycling Network

Currently, there are 6 cycle racks with parking available for up to 12 bikes located to the rear of the hotel. This provision supports sustainable travel to the hotel for staff members. The secure cycle parking facilities are complemented by a dedicated changing, showering and drying area. The cycle facilities are intended for use by staff rather than guests given the nature of the Hotel and its location as a facility for travellers to continue their journey from the airport to their destination. Additionally, there are 60 cycle park spaces outside of the GTI.

4.3 Public Transport

4.3.1 Shuttle Bus

From the site, there is the provision of the Airport Shuffle Service that provides pick up and drop off to the following points:

- Terminal 1;
- Terminal 2;
- Terminal 3; and
- GTI.

The shuttle bus can be requested by guests and visitors free of charge on demand by calling a dedicated phone number and runs as frequently as every 15 minutes.

4.3.2 Community Transport

Community transport services provide access to the airport for those who do not have access to a car or who may be unable or unwilling to use conventional public transport. TfGM operate a comprehensive 'Ring and Ride' service that provides a door to door accessible mini bus service for people of all ages. The service covers all of Greater

Manchester, including an individual service in south Manchester that incorporates areas such as Wythenshawe, Gatley, Didsbury, Levenshulme and Hulme.

TfGM also operates the Wythenshaw 'Local Link'. This offers a 24-hour door to door flexible service focused on residents of Wythenshawe which may be utilised for airport trips. Discounted weekly and season tickets are available. Users must pre-register and pre-book journeys.

4.3.3 Buses

A number of bus services currently operate within the vicinity of the site, with the table below summarising the bus services provided from the GTI.

Table 5. Bus Services from GTI

Route Number	Route	Service Provider	Frequency
18	Eccles Interchange to Manchester Airport	Arriva North West	Every 60 Minutes each way
43	Manchester Piccadilly Gardens to Manchester Airport	Stagecoach Manchester	Every 30 Minutes each way
103	Manchester Piccadilly Gardens to Manchester Airport	Stagecoach Manchester	Every 30-60 Minutes each way
130	Macclesfield Bus Station to Manchester Airport	D&G Bus	Every 60 Minutes
288	Altrincham Interchange to Manchester Airport	Belle Vue Coaches	Every 60 Minutes
313	Stockport Circular via the World Freight Terminal and Manchester Airport.	Stagecoach Manchester	Every 30-60 Minutes
368	Stockport to Manchester Airport	Stagecoach Manchester	2 Services each way AM,
Skyline 199	Buxton Market Place to Manchester Airport	High Peak	Every 30 Minutes

Table 5 demonstrates that the site is already serviced by a number of high frequency bus services, connecting the Clayton Hotel to destinations across greater Manchester and beyond.

4.3.4 Coaches

Coach Services also travel to the Manchester Airport Vicinity, connecting GTI with cities across the UK. National Express Coaches provide routes to Birmingham, Liverpool, Leeds, London Edinburgh and Glasgow and other stops. Megabus also provides routes to Liverpool, Leeds and Birmingham as well as Preston and Goole, thus providing a comprehensive coverage.

4.3.5 Tram

The Metrolink Tram serves greater Manchester and provides a regular service from the GTI every 12 minutes to Manchester Victoria Station (journey time of approximately 60 minutes), passing through 24 stops, including Roundthorn, St Weburghs Road, Trafford Bar, and St. Peter's Square.

4.3.6 Rail

The GTI, provides numerous rail services across northern Britain and Crewe with connecting services via Manchester Piccadilly.

The station has 4 platforms that operate services throughout the day. The airport station provides direct links to Manchester Piccadilly every 10 minutes with a journey time of approximately 20 minutes, run by Northern Rail, Trans Pennine and Transport for Wales.

Table 6. Train Services from GTI

Route	Provider	Frequency
Regional		
Barrow in Furness to Manchester Airport via Manchester Piccadilly, Deansgate, Lancaster, Dalton	Northern	1 Service per Hour
Blackpool North to Manchester Airport via Manchester Piccadilly, Bolton, Preston	Northern	2 Services per Hour
Crewe to Manchester Piccadilly via Manchester Airport	Northern	1 Service Per hour
Liverpool Lime Street to Manchester Airport via Manchester Piccadilly, Deansgate, Rainhill	Northern	1 Service per Hour
Manchester Piccadilly to Crew via Manchester Airport	Northern	1 Service per Hour
Saltburn to Manchester Airport via Manchester Piccadilly, Manchester Victoria, Leeds, York, Middlesbrough	TransPennine Express	1 Service per Hour
National		
Edinburgh to Manchester Airport via Manchester Airport, Lancaster, Carlisle	Trans Pennine Express	1 Service every 2 hours
Glasgow Central to Manchester Airport via Manchester Piccadilly via Lancaster, Carlisle	TransPennine Express	1 Service every 2 hours
Llandudno to Manchester Airport via Manchester Piccadilly, Chester, Rhyl.	Transport For Wales	1 Service per Hour

From Manchester Piccadilly Station, frequent national services to London, Birmingham, Cardiff, Nottingham and Bristol as well as other destinations are provided.

4.4 Park, Stay & Fly

The Clayton Hotel provides a 'Park, Stay & Fly' service with a prepay system that enables guests to arrive at the hotel and initially park their vehicle on site, which is then moved from the car park outside of peak hours (19:00 onwards) by Car Parking Business (CPB) for storage either at the Manchester Airport Drop & Go Car Park or to an offsite Secure Car Park. Following the guests return, they are picked up from their required Terminal by the hotel shuttle bus service and taken to their vehicle, functioning as a meet and greet service.

4.5 Planned Improvements

The Bee Network is the proposed integrated transport network for Greater Manchester, composed of bus, tram, cycling and walking routes, anticipated to be operation by 2024, aiming to reduce car journeys taken. This will see rail services joining the network in 2030. The scheme involves 2900 km of new dedicated walking and cycle routes and new road crossings, new cycle hire scheme, and electric buses.

The Bee Network Cycling is planned to link up with the Manchester Airport Cycle Orbital Route in 2024, with routes are generally traffic free or roads with on road cycling facilities, and the network also includes local cycle hubs, and national cycle network routes in

Manchester, this will then further strengthen the cycle links between the Airport and the local areas.

As part of the Greater Manchester Transport Strategy 2040 (published 2021) options are being explored to extend the Metrolink airport line to Terminal 2 and Airport City to complete the 'Western Leg' of the airport line. A business case for this is planned to be implemented by 2026.

The Northern Powerhouse Rail Improvement sees a new line from Liverpool to Manchester via Manchester Airport and Warrington. The new line will see an increase of frequency from 4 to 6 services, and a journey time decrease from 35-51 minutes down to 29.5 minutes. This is proposed to be finished by the early 2040s.

The HS2 railway track from Manchester Piccadilly to London via Birmingham and Crewe is due to be completed in 2040. A section of track between Manchester Airport and Hulseheath (10 km) has been proposed to extend to this route and is currently in the pre-planning stages. When completed, this would make the journey time 9 minutes from the proposed HS2 station located to the west of Manchester Airport, to Manchester Piccadilly, 32 minutes to Birmingham Curzon Street, and 59 Minutes to London Euston. This planned improvement will also see development to increase capacity at Junction 6 along the M56 to accommodate the HS2 line by converting the junction to a roundabout.

Manchester Airport Rainbow Works are pre-planned highway obligations within the Site vicinity, which were agreed following planning permission for a second runway at the Airport, between MAG, MCC, the Secretary of State for Transport and Trafford Borough Council. The works involve improving Junction 6 M56, realigning and improving Runger Lane and Thorley Lane between Junction 6 M56 and Terminal 2, improvements to the M56 westbound slip, and the improvement to a dual 5 lane standard between Junctions 5 and 6 on the M56.

4.6 Summary

The Proposed Development is in an excellent location to take advantage of the various modes of sustainable travel that currently serve the airport. The development is within close proximity to the interchange (GTI), which provides direct rail, Metrolink and bus services to areas within the region to destinations across Greater Manchester Airport and nationally.

The Manchester Airport Metrolink line further expands the public transport catchment and provides access to local centres such as Wythenshawe, Chorlton and the regional centre of the City and to stops that link to the wider Metrolink network.

In terms of access for employees, the existing pedestrian and cycling access to the site is considered to be excellent and planned improvements will see this connectivity in the surrounding areas being further enhanced.

5. Development Proposals

5.1 Introduction

This section of the report will present the details of the Proposed Development.

5.2 Development Proposals

The development comprises of a 216 bedroom extension over 9 floors that will result in a total of 214 additional rooms overall as 2 rooms within the existing hotel are being lost, as well as a reconfiguration of the car parking provision to provide a total of 255 car parking spaces on the existing site, and the layout is shown below

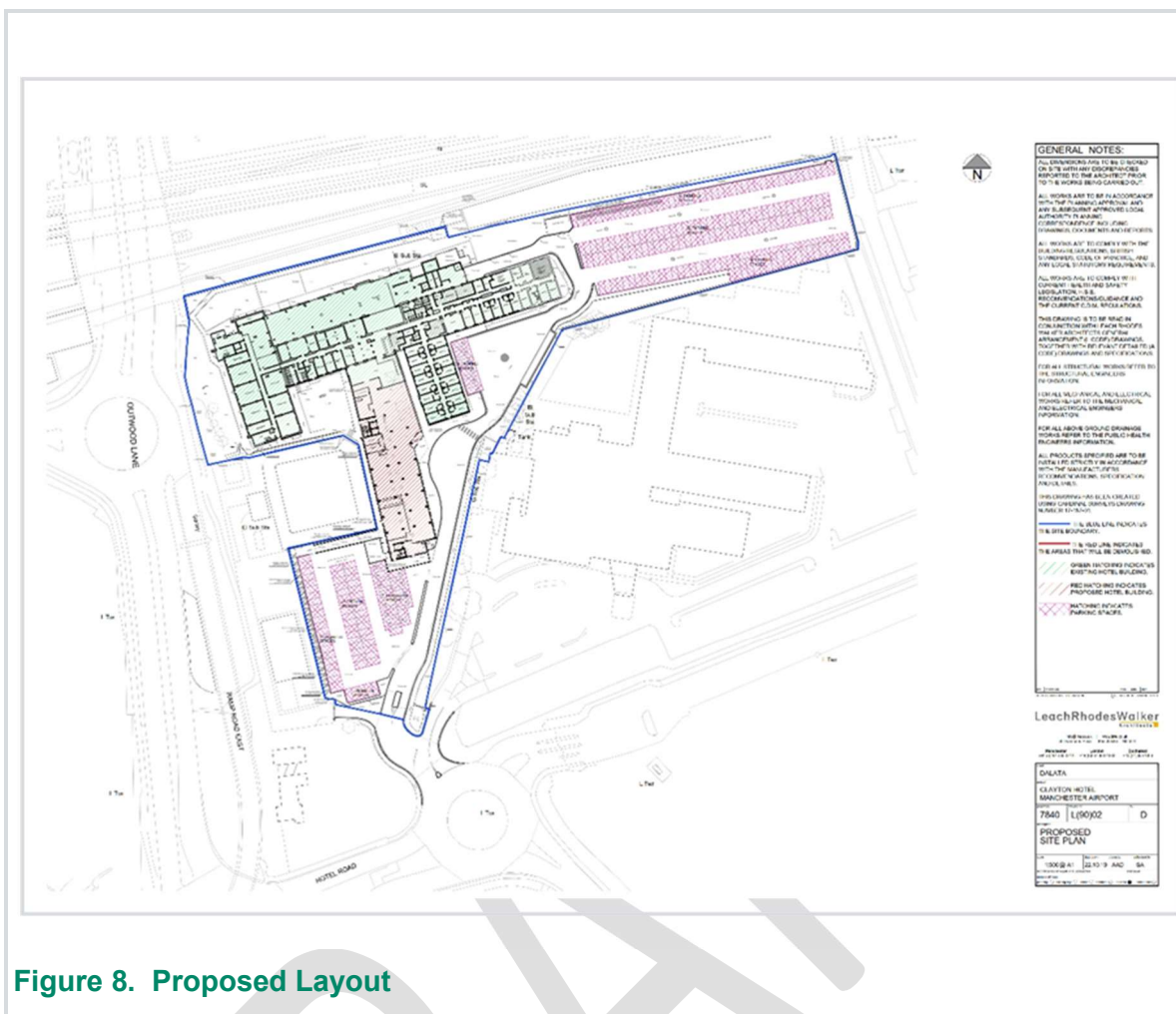


Figure 8. Proposed Layout

Non-motorised user (NMU) access to the site will remain as existing, with waymarking provided from the Terminals and the GTI. Internally to the site, NMU access will not significantly be altered and level access into the hotel remaining. Vehicular access will continue to be via the Hotel Road Roundabout.

5.3 Proposed Parking

The number of spaces to be provided on site will decrease from the current 320 spaces to 255 spaces following construction. Of these, 19 are intended to be DDA compliant (increase of 13 spaces), and 14 will be allocated for electric charging facilities.

The parking proposals in relation to the MCC parking standards are set out in the table below. The provision of parking is considered to be robust due to the close proximity of the GTI and other Airport parking facilities.

The hotel hosts conference events, but has no dedicated parking for this, as demand for parking is proposed to be satisfied by the existing provision.

Table 7. Parking Requirements and provision based on MCC Parking Standards

Land Use	District Centres	Maximum Number of Car Parking Spaces Areas not within the City of District Centres	Minimum Number of Spaces Required for:		
			Disabled People's Parking as percentage of the total (Citywide)	Cycles (City Wide)	
			Up to 200 in total	Over 200 in total	
Hotel	1 Space per bedroom including staff		3 bays or 6% of the total capacity, whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms, minimum 2 spaces
MCC Standards	582		35	27	58
Clayton Hotel Provision	255		-	18	32

Therefore, from the above for a hotel having a total provision of 582 rooms, the maximum allowable number of parking spaces is 582 provided on site.

5.4 Summary

As the table above indicates, the car parking provision at the site is planned to be below the maximum allowance permitted by MCC standards for all spaces, disabled and cycling spaces.

6. Highways Appraisal

6.1 Car Parking Accumulation

A trip generation analysis has been undertaken using the industry standard Trip Rate Information Computer System (TRICS) in order to understand any changes in vehicular movements resulting from the proposals. The assessment also aims to identify whether the proposed parking allocation is sufficient to accommodate any increase in demand resulting from the development proposals.

The TRICS database Version 7.20.3 has been used to forecast vehicular trip rates for a 15-hour period (07:00-22:00) based upon the extent of the development proposals. The following parameters have been selected within this assessment, and reflects the methodology adopted within the previous Transport Statement submitted in 2019.

- Land Use: 06 – Hotel, Food & Drink. Category A: Hotels,
- Vehicles,
- Average trip rates,
- Excludes all NI, Eire and Greater London count sites, and
- Excludes Town Centre, Edge of Town and Free-Standing sites.

It should also be restated that, the methodology adopted reflects a standard hotel as opposed to an airport hotel, due to the available data within the TRICS database. It is therefore considered that this potentially result in a more robust assessment as it may underestimate the number of arrivals made by public transport, particularly given the excellent level of provision at the adjacent GTI.

The table below presents the daily profile of trip rates, and trip generation (based on the 214 bedroom extension) derived from this TRICS analysis, and this follows the methodology adopted within the previous TS from 2019.

Table 8. Proposed Development Trip Rates & Generation (214 beds)

Time Range	ARRIVALS		DEPARTURES		Two-Way Trips
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	
07:00-08:00	0.059	13	0.135	29	42
08:00-09:00	0.089	19	0.163	35	54
09:00-10:00	0.120	26	0.129	28	54
10:00-11:00	0.074	16	0.113	24	40
11:00-12:00	0.066	14	0.120	26	40
12:00-13:00	0.064	14	0.076	16	30
13:00-14:00	0.089	19	0.071	15	34
14:00-15:00	0.120	26	0.096	21	47
15:00-16:00	0.096	21	0.089	19	40
16:00-17:00	0.132	28	0.091	19	47
17:00-18:00	0.191	41	0.106	23	64
18:00-19:00	0.171	37	0.099	21	58
19:00-20:00	0.115	25	0.091	19	44
20:00-21:00	0.081	17	0.063	13	30
21:00-22:00	0.058	12	0.046	10	22

The trip generation analysis identifies that the proposed 214 bedroom extension to the hotel is forecast to result in a maximum increase of 54 vehicular trips during the wider strategic network morning peak period (08:00-09:00) and 64 vehicular trips during the evening peak period (17:00-18:00). It is noted that the wider Airport peak period during the AM is between 04:00-09:00, although unfortunately due to the availability of data within TRICS, no movements are recorded between 0400 and 0700.

In November 2019, a meeting with the hotel manager identified that typical conferences held at the hotel saw travel occurring outside of the typical network peak hours, and therefore conferences are anticipated to have a negligible impact on the local highway network at its most sensitive times, in addition given the location, it would be envisaged that the majority of delegates would arrive using public transport.

A parking accumulation analysis has also been undertaken using the same dataset from TRICS, however in this instance the total number of bedrooms including the extension has been considered (582 rooms). Copies of the full output tables obtained from the TRICS database are included in **Appendix A**.

Based on a 2019 site visit, 239 spaces were found to be occupied between 08:30-09:30, and this has therefore been assumed as the starting level of occupied spaces. A forecast accumulation is presented based on this in the following Table, and this is consistent with the methodology previously discussed with MCC Highways in 2019 and is still considered to be reasonable and is likely to provide a robust level of assessment.

Table 9. Hotel Overall Parking Accumulation

Time Range	ARRIVALS		DEPARTURES		PARKING ACCUMULAT ION
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	
08:00-09:00	0.0890.089	19	0.163	35	223
09:00-10:00	0.120	26	0.129	28	221
10:00-11:00	0.074	16	0.113	24	213
11:00-12:00	0.066	14	0.120	26	201
12:00-13:00	0.064	14	0.076	16	199
13:00-14:00	0.089	19	0.071	15	203
14:00-15:00	0.120	26	0.096	21	208
15:00-16:00	0.096	21	0.089	19	209
16:00-17:00	0.132	28	0.091	19	218
17:00-18:00	0.191	41	0.106	23	236
18:00-19:00	0.171	37	0.099	21	252
19:00-20:00	0.115	25	0.091	19	257
20:00-21:00	0.081	17	0.063	13	261
21:00-22:00	0.058	12	0.046	10	263

The analysis identifies that the busiest period of trips to and from the hotel will be between 08:00-09:00 and 17:00-18:00. From 19:00 onwards, the parking accumulation is predicted to be slightly higher than the parking capacity on site, with the peak demand for parking forecast to be a maximum of 263 spaces (103% occupancy).

However, the Park, Stay & Fly is anticipated to accommodate the excess demand for car parking, with cars being moved offsite following initial parking which is not accounted for within the TRICS analysis. In addition, it is also anticipated that some guests to the hotel will park in long stay car parks elsewhere within the Airport boundary due to the nature of their travel needs. The hotel is also located close to the GTI which affords people an alternative mode of travel to the private car, and given the reason for stay, this is expected to be a viable and realistic alternative.

As a further assessment, the impact of the additional vehicles generated by the extension alone has also been assessed. Based on a 40 car starting point (so that the accumulation analysis does not fall below 0 cars during the day). The additional parking accumulation generated by the extension only is shown in the table below.

Table 10. Hotel Extension Parking Accumulation

Time Range	ARRIVALS		DEPARTURES		PARKING ACCUMULAT ION
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	
08:00-09:00	0.089	19	0.163	35	24
09:00-10:00	0.120	26	0.129	28	22
10:00-11:00	0.074	16	0.113	24	14
11:00-12:00	0.066	14	0.120	26	2

Time Range	ARRIVALS		DEPARTURES		PARKING ACCUMULATION
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	
12:00-13:00	0.064	14	0.076	16	0
13:00-14:00	0.089	19	0.071	15	4
14:00-15:00	0.120	26	0.096	21	9
15:00-16:00	0.096	21	0.089	19	10
16:00-17:00	0.132	28	0.091	19	19
17:00-18:00	0.191	41	0.106	23	37
18:00-19:00	0.171	37	0.099	21	53
19:00-20:00	0.115	25	0.091	19	58
20:00-21:00	0.081	17	0.063	13	62
21:00-22:00	0.058	12	0.046	10	64

This demonstrates that the maximum demand generated by the new development reaches a peak of 64 cars, between the hours of 21:00-22:00, although as mentioned previously this is likely to be a robust level of demand, and can be accommodated through the use of Park, Stay & Fly, and other long stay car parks within the wider Airport boundary meaning vehicles will be situated elsewhere.

It should also be reiterated that the development is located within close proximity to Manchester airport GTI, meaning that options to travel to the site using sustainable modes of travel are viable for staff and visitors travelling to and from the site,

6.2 Analysis of Forecast Increase in Trips

6.2.1 Greater Manchester Highway Model

This Proposed Development forms part of the strategic growth of the airport and will provide ancillary facilities to support the planned ongoing increase in annual passenger numbers.

The Greater Manchester Highway Model (GM SATURN, SEMMMS version) multi-modal transport model held by TfGM, was used to model the proposed construction of the A6 to Manchester Airport Relief Road and Enterprise Way, including the diversion of Thorley Lane/ Outwood Lane West, includes assumptions for general future airport growth related to an airport operation of 30 million passengers per annum by 2016, and up to a planned threshold of 45 million passengers per annum by 2030.

Most significantly, the future growth assumptions for the airport take into account the delivery of a number of developments, which includes the provision of hotels.

7. Construction Management

7.1 Introduction

A Construction Traffic Management Plan (CTMP) will be developed for the Proposed Development prior to commencement of works on site. This is a common approach for similar such development sites. The CTMP will be discussed and agreed with MCC, prior to commencement of any construction works, and is subject to planning approval being granted.

7.2 Impact and Proposals

The construction works will be constrained to within the site boundary, however should there be an impact on the highway network or pedestrian footways, MCC along with MAG will be consulted and traffic management measures agreed.

All traffic movements to the site will be strictly scheduled to ensure that there will be no traffic congestion caused by waiting vehicle unable to enter the site. Wherever possible, deliveries will be scheduled outside of the morning peak at the airport (04:00-09:00) and evening rush hours, thereby not adding to traffic congestion to the surrounding highway network during peak hours.

Traffic routes to and from the site, along with scheduled working hours, will be agreed with MAG and MCC prior to commencement of the works. A full CTMP will be submitted to MCC by the contractor prior to the commencement of the works on site.

7.3 Construction Traffic

Appointed contractors will be required to operate in accordance with the full CTMP. This will contain identified construction traffic routes to the site, estimated movements per day and safety procedures, including but not limited to:

- Integration of a traffic management scheme with surrounding construction developments and any traffic engineering or traffic calming measures;
- Access, egress, drop off and turning area;
- Temporary and/or permanent alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and position of any temporary signage, road markings or protection barriers;
- Pedestrian access around site and relevant protection, lighting and signage schemes;
- Temporary suspension/relocation of parking bays;
- Segregation of plant, materials and pedestrians on-site and safe access routes between welfare and site areas;
- The provision of car parking, and public transport strategy to all site staff; and
- Loading bays, hoist positions and crane areas.

The principal objective of the CTMP is to minimise the impact of construction operations on the surrounding properties, local highways and public space.

7.4 Car Parking

Site personnel will park on-site in MAG controlled off-street car parks, and be encouraged to utilise the extensive public transport and sustainable travel options surrounding the site. This will be detailed further within the full CTMP.

7.5 Health and Safety

The project will be carried out in accordance with the Construction (Design and Management) Regulations 2015, and any other relevant guidance and legislation.

The applicant will appoint a Principal Contractor who can demonstrate adequate competency in the management of health and safety, and who also will have the correct management procedures in place to control the activities of a complex construction project.

The Principal Contractor will produce a Construction Phase Health and Safety Plan prior to works commencing on site. This document will form the basis of the procedure for managing

the health and safety during the construction phase and will be periodically reviewed as the work progresses.

7.6 Site Security

Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing to a specified standard will be taken.

Vandalism and theft of plant, equipment, materials and fuel is possible throughout the duration of the development. The Principal Contractor will take appropriate action, to ensure the site is secure at all times from unauthorised access.

8. Travel Plan

8.1 Introduction

A draft airport-wide Manchester Airport Travel Plan (TP) was produced by Mott MacDonald on behalf of MAG in July 2019. This report is intended to cover all airport related uses. It covers the time period until the airport reaches its intended capacity of 45 million passengers per annum, which is likely to be in the 2030's.

The TP provides a comprehensive programme of targets and measures that will deliver the wider transport objectives for the airport and Greater Manchester. The TP includes a detailed toolkit of measures for both staff and guest's at hotels within the airport. It also sets out short, medium and long-term timescales for the preparation of baseline travel surveys which will be used to set targets for a shift to sustainable modes of travel.

The wider airport TP initiatives are summarised further below, and these provide a framework of initiatives to be taken forward by Clayton Hotel. It is assumed that planning conditions will be applied to any permission to cover the implementation of measures specific to the Clayton Hotel guests and staff.

It is intended that the hotel will be part of the airport campus-wide programme of green travel, on the basis that this is a far more effective way of securing change than individual occupiers taking measures in a piecemeal and un-coordinated way. It also provides a critical mass of demand which will enable earlier delivery and implementation of measures which might otherwise be beyond the reach of any individual development.

8.2 Manchester Airport Economy and Surface Access Plan

The Economy and Surface Access Plan is one of a series of documents making up the Manchester Airport Sustainable Development Plan. It sets out how the airport will achieve fast efficient and safe access to the airport for passengers and staff. This includes setting out a vision for surface access in order to support a throughput of up to 45 million passengers per annum. It includes the following objectives:

- To support the wider economy and better serve the airport's catchment area by providing a transport network that improves journey time reliability and allows for the fast and efficient movement of people and freight;
- To deliver an integrated transport network with high quality, safe and affordable facilities for customers and staff;
- To influence travel behaviour in order to significantly increase the numbers of passengers and staff using sustainable transport modes;
- To support infrastructure projects that will improve surface access to the airport;

- To ensure transport encourages access to employment at the airport and Enterprise Zone; and
- To be a beacon of best practice through the delivery of innovative transport solutions.

8.3 Manchester Airport Travel Plan

The Manchester Airport TP addresses the challenge of supporting and encouraging current and future airport staff to travel more sustainably. Reducing the proportion of staff travelling to the airport alone by car is essential in accommodating future passenger growth up to its intended capacity of 45 million passengers per annum. It will also be necessary to deliver an improved public transport offer and increase active travel to the airport. The Manchester Airport Travel Plan includes the following objectives:

- Reducing the impact of staff travel on the MAG and local road network through reducing the proportion of staff travelling by single-occupancy car;
- Supporting the health and wellbeing of the workforce and improving the local environment through encouraging active travel and public transport use;
- Helping MAG to be a good neighbour through reducing the impact of the airport's staff travel and parking on local residents and the environment; and
- Providing access to employment opportunities for non-car users.

9. Summary and Conclusions

9.1 Introduction

AECOM has been commissioned by Dalata Hotel Group Ltd to prepare a TS in support of a planning application submission for the Proposed Development which comprises of a 214 bedroom extension within the existing Clayton Hotel site within the can masterplan area.

9.2 Summary

The TS has considered the following aspects of the development proposals:

Relevant national, regional and local planning policy documents;

- Existing conditions on site including the location of the site, local transport conditions and proximity to amenities;
- Access to the site by sustainable modes of transport;
- Pedestrian and vehicle access strategy and parking proposals;
- Forecast trip generation, car parking accumulation, and highways analysis;
- An outline construction management plan; and
- Travel Planning.

9.3 Conclusions

It is concluded that the TS has:

- Shown that the proposed hotel development is in compliance with the relevant planning and transport policies within existing and emerging documents and with the priorities set out within the NPPF and BREEAM guidance;
- Demonstrated that the development site's location is accessible by walking, cycling, and various public transport services;

- Concluded that the proposed Clayton Hotel extension is unlikely to have a detrimental effect on road safety in the area. Where collision history for the extent of the local highway network in the vicinity of the development site was considered for a five-year period;
- Considered site access arrangements including access for service, emergency and construction vehicles, as well as provision of pedestrian linkages between the site and GTI;
- Forecast the trip generation and parking accumulation resulting from the development proposals. The most recent TRICS database was used which identified that proposed levels of parking will be sufficient to accommodate forecast demands

Based on the previous discussions with MCC surrounding an extension of the site, the increase of an additional 19 rooms (214 compared to 195 previously) when using the same scope initially considered to assess the development from 2019, is anticipated to cause a minimal traffic impact.

It is therefore considered that the proposal represents sustainable development in line with national and local planning policy and there are no reasons to refuse permission on transport or highway impacts.

Appendix A TRICS Full Output Report

DRAFT

