

Moss Nook Guest House
Transport Statement
230414/SK22033/TS01(-06)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK222033	TS01	01	Pre-Application	L Speers	LGS	26/06/2020
SK222033	TS01	02	Submission	L Speers	LGS	12/12/2020
SK22033	TS01	03	Updated Layout	L Speers	LGS	24/03/2021
SK22033	TS01	04	Increased Parking Level	L Speers	LGS	18/11/2021
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SK22033	TS01	06	Updated following architect comments	L Speers	LGS	14/04/2023

1 Introduction

- 1.1 SK has been instructed to prepare a Transport Statement (TS) to accompany a planning application for a guest house with 15 bedrooms. The proposed site layout is attached as Appendix A.
- 1.2 The TS has been prepared in accordance with the guidance set out in Manchester City Council's (MCC) Core Strategy, Transport for Greater Manchester's (TfGM) 'Transport for Sustainable Communities: A Guide for Developers', the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.3 The committee report for a previously submitted scheme at the site for a larger hotel (30 bedrooms) shows that MCC highway officers supported the scheme (128916/FO/2020). The committee report confirms that the highway officers agreed that the site occupied an accessible location with suitable provision in terms of pedestrian, cycle, and public transport access. The officers also agreed that the access, parking, and servicing arrangements are appropriate. The relevant extracts from the committee report are attached as Appendix B.
- 1.4 Despite the above the application was refused, with one of the reasons for the refusal being:

'1) The proposal would have a detrimental impact on the amenity of neighbouring residents, particularly in relation to those residing on Trenchard Drive and Maroon Road, due to the increase in the comings and goings to and from the site and the associated noise and disturbance and increase in traffic late at night and during the early hours of the morning, contrary to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.'
- 1.5 A Planning Appeal was lodged, and the Inspector upheld the reasons for refusal in late 2022.
- 1.6 The revised scheme seeks to address the reasons for refusal by reducing the scale of the development and setting out other management measures.

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows the location of the site.
- 2.2 The site sits to the northeast of Manchester Airport, southeast of Wythenshawe and southwest of Heald Green. It is bounded by Ringway Road to the south and Trenchard Drive to the west.
- 2.3 The site's permitted use is as a restaurant, and it was most recently used as the Moss Nook Restaurant. This is the baseline against which the impact of the proposal has been assessed.
- 2.4 Vehicle access to the site's car park is currently provided from a simple (gated) priority arrangement on Ringway Road. Service access was achieved from kerbside.

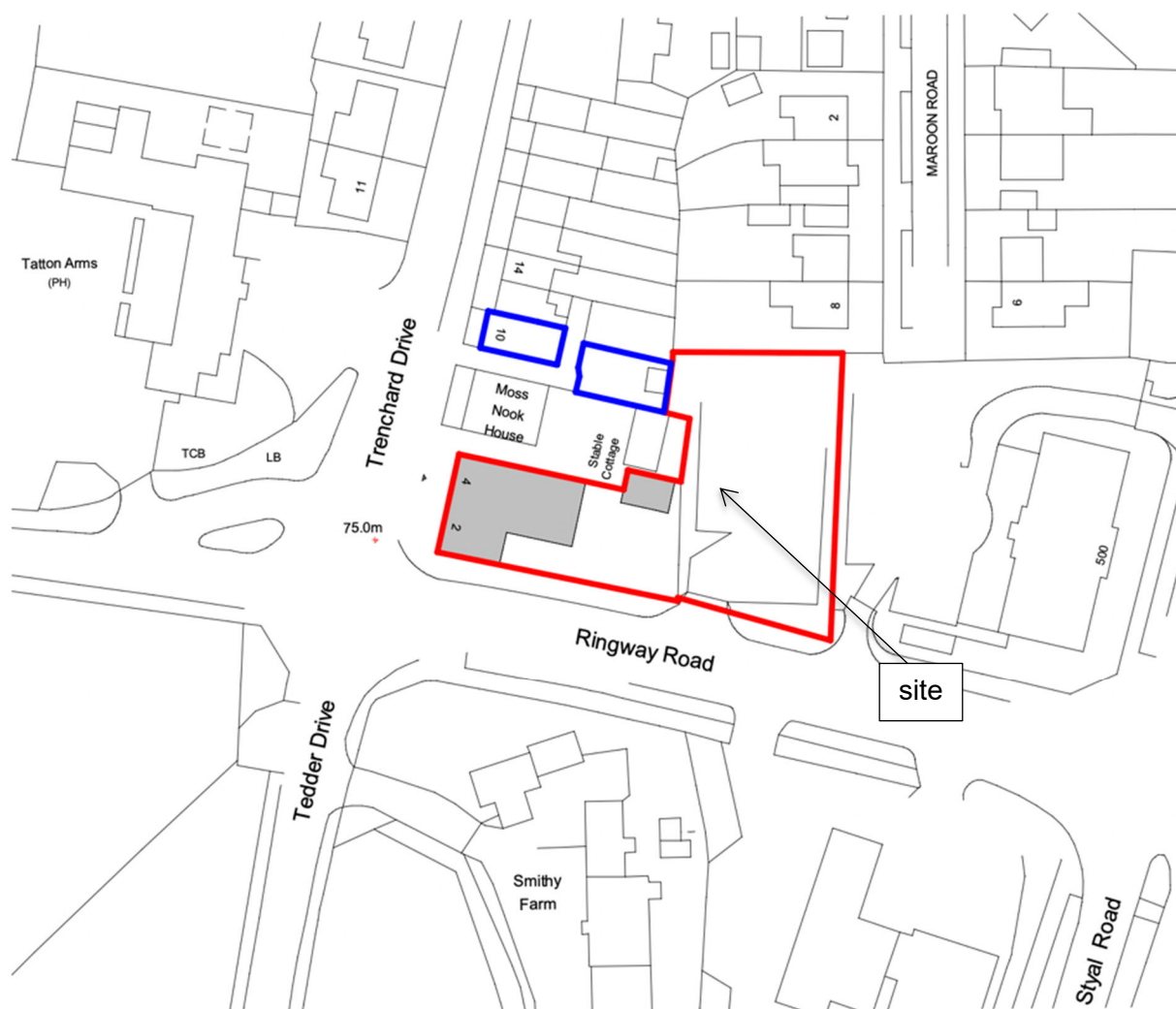


Figure 2.1: Site Location

Local Highway Network

- 2.5 Outside the site Ringway Road is a 40mph single carriageway route that routes east-west south of the site, providing access to commercial and residential properties along its length. To the west of the Trenchard Drive junction the speed limit reduces to 30mph. Footways are provided along either carriageway edge and street lighting is present.
- 2.6 At its eastern end Ringway Road meets the B5166 Styal Road at a signalised junction. At its western end Ringway Road turns north where it becomes Shadowmoss Road. Ringway Road sits to the north of the A555 Manchester Airport Relief Road (MARR) and a pedestrian/cyclist connection to the MARR is available at the western end of the road, with no vehicle connection available. Vehicle access to the MARR is achieved by travelling south on Styal Road and using the MARR/Styal Road signalised junction.
- 2.7 Trenchard Drive is a 30mph access road with street lighting and footways on either carriageway edge. The road is a cul-de-sac with no vehicle through route at its northern end. Motor vehicles are prohibited from using Trenchard Drive north of the Tatton Arms car park, except for access.

Traffic Regulation Orders

- 2.8 Parking is prohibited on both sides of Ringway Road over its whole length. There are no loading restrictions on Ringway Road in the vicinity of the site.
- 2.9 Trenchard Drive sits in the Shadowmoss Resident Parking Permit Area (Zone WP2) and parking is restricted to vehicles displaying permits only. There are no loading restrictions on Trenchard Drive in the vicinity of the site.

Road Safety

- 2.10 The TfGM database has been reviewed for accidents occurring in the most recent five years available to December 2022.
- 2.11 The locations and severities of accidents on the roads directly serving the site are shown in Figure 2.2.

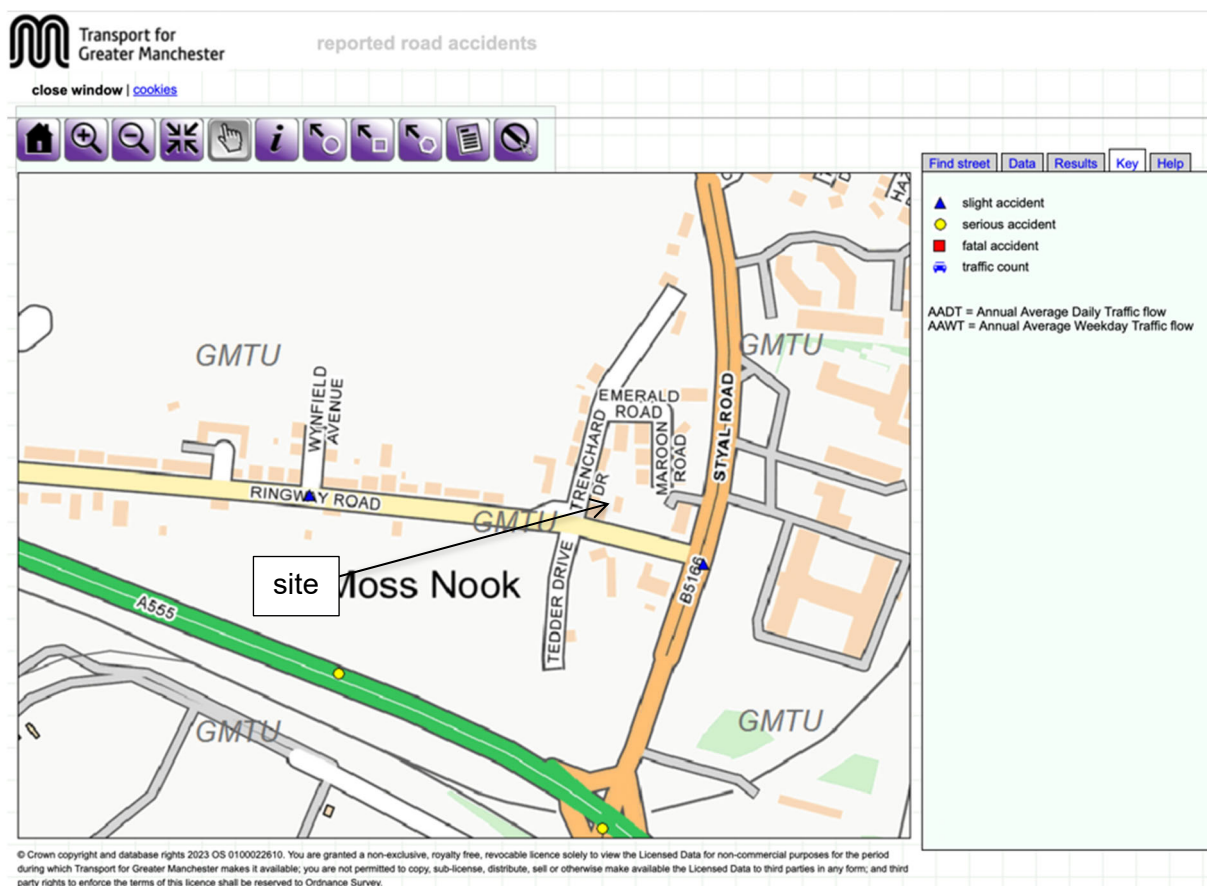


Figure 2.2: Accident Locations - Five Years to December 2022
[source: TfGM]

- 2.12 The data shows that there have been no accidents at the site access junction or the Ringway Road/Trenchard Drive junction during the five-year period assessed.
- 2.13 There has been one accident at the junction of Ringway Road/Styal Road. The accident occurred in 2019 and was classified as slight.
- 2.14 A single accident occurred at the junction of Ringway Road/Wynfield Avenue. The accident occurred in 2018 and was classified as slight.

3 Proposed Development

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The application seeks permission to convert the building to a guest house with 15 bedrooms. The guest house will be served by a small dining area that will be available for use by guests only.
- 3.3 Vehicle access to the site will be retained from the existing arrangement on Ringway Road. Access to the car park will be controlled by an ANPR barrier so that guests can enter the car park without stopping for tickets. Guests will register their vehicles prior to arrival at the site as part of the booking process. The provision of the ANPR was requested by the EHO to minimise noise and delay at the access.

- 3.4 The ANPR barrier is in the same location as previously proposed. MCC previously agreed that the location of the ANPR barrier would not cause an issue to the free flow of traffic on Ringway Road.
- 3.5 The main pedestrian entrance is provided from Ringway Road, with a secondary entrance from the car park.
- 3.6 Cycle parking is provided in a secure store for ten bikes. The cycle parking is in excess of the adopted standard set out in Appendix B of the Core Strategy which requires a minimum of 1 space per 10 bedrooms.
- 3.7 MCC's parking standards for hotel uses are 1 space per bedroom for staff and guests. The proposal provides 17 parking spaces for 15 bedrooms (including 2 disabled spaces and 2 EV charging spaces).
- 3.8 The proposal provides in excess of MCC's parking standards to acknowledge consultation comments received on the previous proposal.
- 3.9 As noted by the Planning Inspector, the parking controls on the streets surrounding the site will restrict opportunities for guests to park on street.
- 3.10 Unlike other land uses, the operation of a guest house is unique in that it allows an opportunity to influence access behaviour and travel patterns prior to the arrival of the user to the site. This is because guests are required to book accommodation in advance and will be required to book a parking space as part of their room reservation. This is not an unusual arrangement for guest houses.
- 3.11 The use of the parking spaces will be managed so that guests arriving or leaving in the early hours will be allocated the 'night' spaces closest to Ringway Road to reduce noise effects to nearby residences. The location of these 'night' spaces is shown on the layout in Appendix A. Again, this was a measure requested by MCC's EHO to minimise noise to bounding properties.
- 3.12 The main entrance is located on Ringway Road to minimise noise effects on properties on Trenchard Road. Guests travelling by taxi will be required to be dropped-off / collected outside the main entrance. This is the same as practices that will have occurred under the site's permitted and formerly active use as a restaurant.
- 3.13 The scale of the proposal is beneath that which triggers a requirement for the submission of a Travel Plan. Notwithstanding this, the applicant is committed to encouraging staff to travel as sustainably as possible and a Staff Travel Pack will be prepared for the site prior to occupation. Guests will be provided with information on travel and parking arrangements when booking a room and details will be provided on the guest house website.
- 3.14 The use of the site as a restaurant was associated with delivery and refuse vehicle movements occurring from kerbside. Delivery and refuse collection will be retained as existing from kerbside. The restaurant site use and proposed site use are not dissimilar in terms of servicing requirements and therefore the proposal will not cause any significant changes in these movements.

4 Trip Forecast & Traffic Assessment

Development Trip Generation

- 4.1 For consistency the TRICS trip rates agreed with MCC when considering the previous scheme have been used in the assessment.

	Person Trip Rate (per bed)			Total Trips		
	In	Out	Total	In	Out	Total
AM	0.238	0.514	0.752	7	15	23
PM	0.338	0.243	0.581	10	7	17
Daily	3.588	3.551	7.139	54	53	107

Table 4.1: Person Trip Rates & Total Trips

4.2 Table 4.2 shows the vehicle trip rate and traffic flows.

	Vehicle Trip Rate (per bed)			Total Traffic		
	In	Out	Total	In	Out	Total
AM	0.193	0.273	0.466	3	4	7
PM	0.184	0.144	0.328	3	2	5
Daily	2.243	2.224	4.467	34	33	67

Table 4.2: Vehicle Trip Rates & Total Traffic Flows

4.3 Table 4.3 shows the number of service movement trips generated over the day.

	Service Trip Rate (per bed)			Service Traffic		
	In	Out	Total	In	Out	Total
Daily	0.023	0.023	0.046	1	1	2

Table 4.3: Service Vehicle Trip Rates & Total Traffic Flows

4.4 The assessment shows that the proposal will be associated with a minimal level of traffic in the peak hours and across the day. The level of traffic generated by the proposal will have no impact on highway operation.

Sensitivity Test Trip Generation

- 4.5 The site is located close to the Airport and is likely to be used by people travelling. To allow an understanding of the implications this has on trip generation a sensitivity test assessment has been undertaken. The sensitivity test assessment uses TRICS hotel sites that also serve Manchester Airport.
- 4.6 Three such sites are available on the database and while all of these are much larger than the proposal site, they do offer the opportunity for a review to be made of travel patterns at accommodation in the area that target airport travellers.
- 4.7 The TRICS output is attached as Appendix C with a summary is provided below.

	Vehicle Trip Rate (per bed)			Total Traffic		
	In	Out	Total	In	Out	Total
AM	0.16	0.176	0.336	2	3	5
PM	0.129	0.163	0.292	2	2	4
Daily	1.995	2.152	4.147	30	32	62

Table 4.4: Vehicle Trip Rates & Total Traffic Flows – Sensitivity Test

- 4.8 The assessment shows that the hotels that serve Manchester Airport generate similar patterns of peak hour and daily movements to hotels in other locations. This is because people travelling for leisure or on holiday tend to travel in the same car, with the National Travel Survey (Table 0905) showing that vehicle occupancies are much higher for these journey purposes (1.7 and 1.9, respectively) when compared to people travelling for other purposes, such as commuting or business (1.1 and 1.2, respectively).
- 4.9 The TRICS output for both assessments covers slightly different time periods, with the hotel TRICS presented with the previous period covering 7am to midnight and the TRICS for the airport hotels covering 6am to 10pm. Traffic flows using both TRICS trip rate methods are presented below to allow an understanding of typical hourly patterns of movement generated by hotel developments.
- 4.10 Table 4.5 shows that the proposed guest house will be associated with a minimal level of traffic accessing the site per hour regardless of which trip generation method is used. It also shows that in all cases there are minimal levels of movement early in the morning and late in the evening.
- 4.11 While it is accepted that some traffic movements could occur outside the periods available in the TRICS data, the scale of the proposal (15-bedrooms) will naturally minimise the level of traffic that will be realistically generated between midnight and 6am. Parking management measures are proposed as part of the booking process to minimise the noise associated with guests arriving or leaving the site in the early hours.

	Previous Application Hotel TRICS trip rates: Total Hourly Traffic Flows	Airport Hotel TRICS trip rates: Total Hourly Traffic Flows
06:00-07:00	0	2
07:00-08:00	5	3
08:00-09:00	7	5
09:00-10:00	6	5
10:00-11:00	4	4
11:00-12:00	3	3
12:00-13:00	4	4
13:00-14:00	5	5
14:00-15:00	3	4
15:00-16:00	5	4
16:00-17:00	5	5
17:00-18:00	5	4
18:00-19:00	5	4
19:00-20:00	4	5
20:00-21:00	3	3
21:00-22:00	2	3
22:00-23:00	2	0
23:00-24:00	0	0

Table 4.5: Total Hourly Traffic Flows

Baseline Site Trip Generation

- 4.12 The TA prepared previously for the site included an assessment of the baseline trips associated with the permitted and formerly active use of the site as a restaurant. These are replicated below.

	In	Out	Total
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	7	5	12
11:00-12:00	7	2	9
12:00-13:00	12	8	20
13:00-14:00	11	16	27
14:00-15:00	2	8	10
15:00-16:00	4	4	8
16:00-17:00	3	2	6
17:00-18:00	9	3	12
18:00-19:00	19	9	28
19:00-20:00	19	14	32
20:00-21:00	14	11	25
21:00-22:00	7	12	20
22:00-23:00	2	8	10
23:00-24:00	1	19	20

Table 4.6: Total Hourly Traffic Flows – Baseline Site Use

- 4.13 The assessment shows that the baseline use of the site as a restaurant is potentially associated with significantly higher hourly traffic flows than that associated with the proposed 15 room guest house.
- 4.14 While it is accepted that a restaurant use is not typically associated with traffic flows in the early hours, it is noted that there is no planning restriction on the hours of operation of the permitted site use.

Summary & Policy Compliance

- 4.15 NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment shows that the proposal will not generate a significant level of traffic and that the peak hour characteristics are similar to that associated with the restaurant use.
- 4.16 The proposal includes the above the level of parking that MCC policy requires for a guest house land use of this size. A management strategy will be adopted at the site to inform guests of travel options to the site and parking arrangements. The adoption of such strategies is typical for the development type.
- 4.17 The existing parking controls on street prevent parking, other than for permit holders. These controls mean that there will be no overspill parking from the site and therefore no negative effects on road safety or residential amenity.
- 4.18 Consideration has been given to the effects of the proposed guest house serving people travelling to or from Manchester Airport. This assessment shows that the traffic flows are not dissimilar to

those associated with other locations, which is in part due to the high vehicle occupancy found at hotel developments.

- 4.19 In line with Paragraph 111 of NPPF, the assessment shows that the proposal will not have a severe impact on highway operation or unacceptable effects on road safety.
- 4.20 MCC previously agreed the above finding in relation to the planning application for the larger hotel scheme at the site.

5 Accessibility Assessment

Walking & Cycling

- 5.1 The suitability of the existing pedestrian and cycle network to serve the proposed use type at the site was agreed with MCC when considering the previous application for the larger hotel development at the site. The existing routes are summarised below.
- 5.2 Footways are provided on both Trenchard Drive and Ringway Road that provide connections to the wider network. To the east of the site signalised crossing facilities are present at the junction of Ringway Road/Styal Road. Heading west of the site a pedestrian refuge crossing is provided on Ringway Road that provides a connection to the route to the Airport. Access can also be gained to the Shadowmoss tram stop using the footways on Shadowmoss Road. Access can be gained to Heald Green station by travelling north on Trenchard Drive and using the link through to Styal Road (N).
- 5.3 Figure 5.1 shows the Greater Manchester Cycle Network serving the site. Access can be gained from the site to cycle routes on Styal Road (Route 85 of the National Cycle Network) and the cycle route to the west of the site that connects to the Airport.

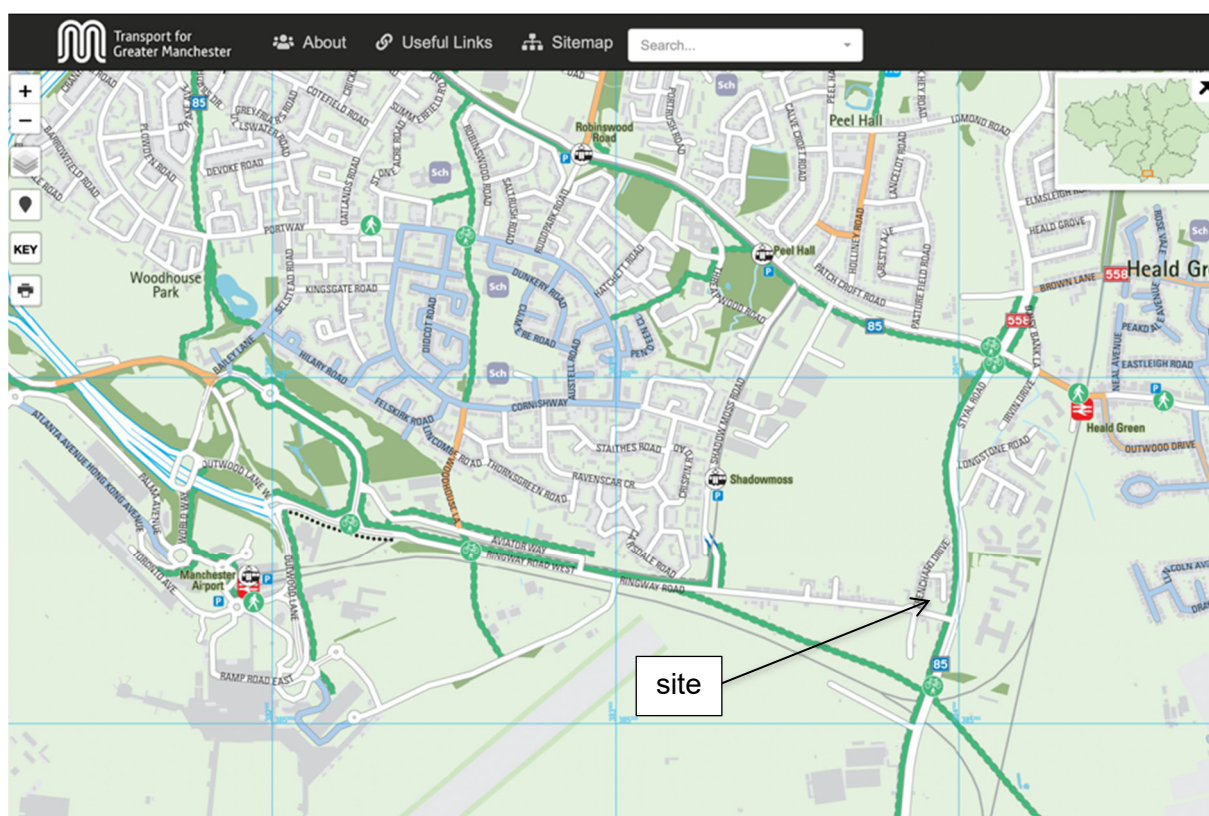


Figure 5.1: Cycle Network
[source: TfGM]

- 5.4 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. The Department for Transport (DfT) best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates

to a 25-minute walk. CIHT provide further guidance on suitable walk distances, setting 2km as a suitable distance to employment/education facilities and 1.2km to all other destinations.

- 5.5 Figure 5.2 shows a 25-minute and 15-minute walk isochrones from the site, equating to 2km and 1.2km walk distances based on an average walk speed of 80m/min.

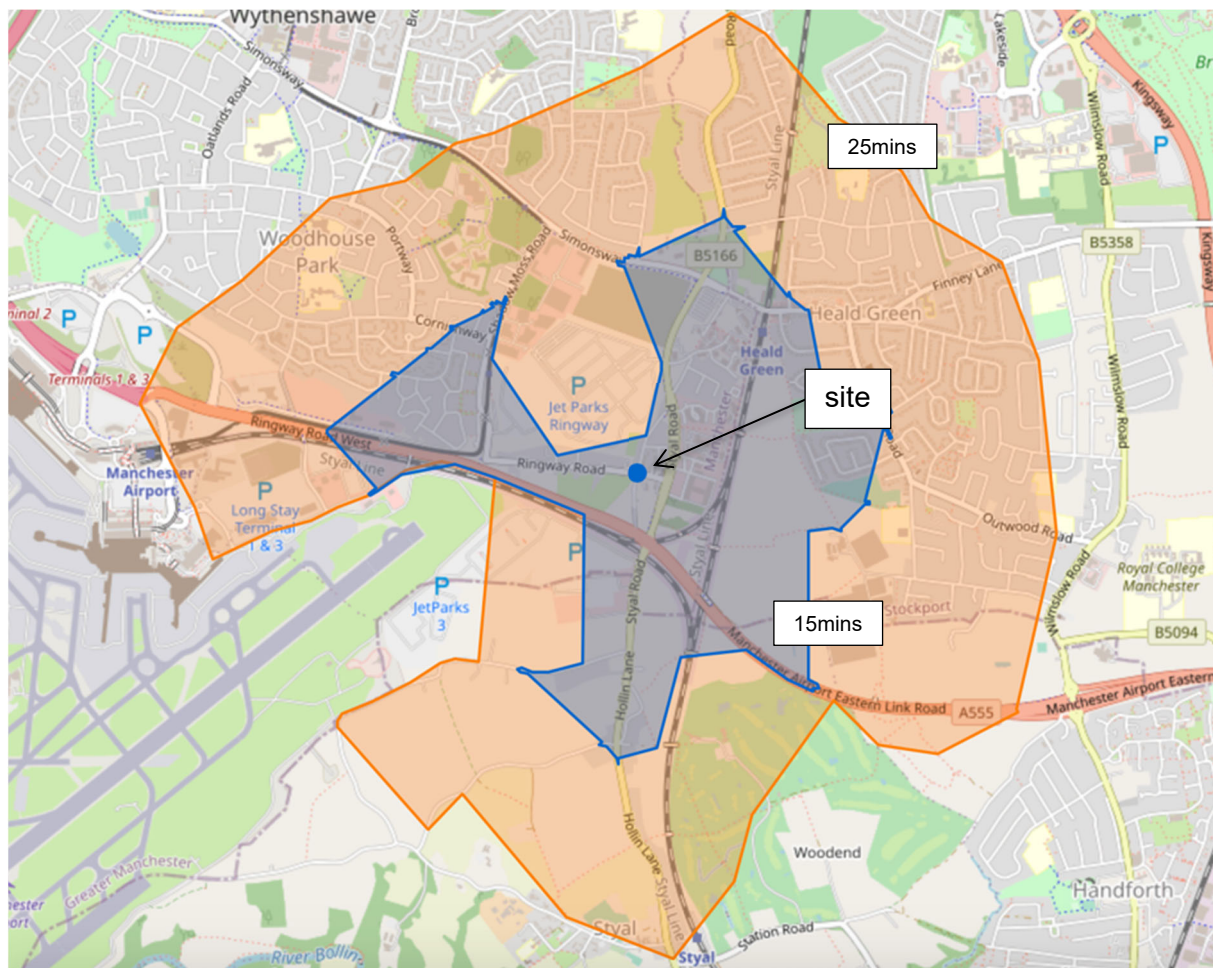


Figure 5.2: 15-Minute & 25-Minute Walk Isochrones

- 5.6 Figure 5.2 shows that Heald Green train station and the Shadowmoss tram stop are all within a 15 minute walk of the site. Access can also be gained to the Airport, Wythenshawe, areas of Heald Green and Woodhouse Park within a 25 minute walk of the site.
- 5.7 Cycling into Development Proposals' states that cycling has the potential to substitute for car trips under five miles (8km). Figure 5.3 shows an 8km cycling catchment from the site.

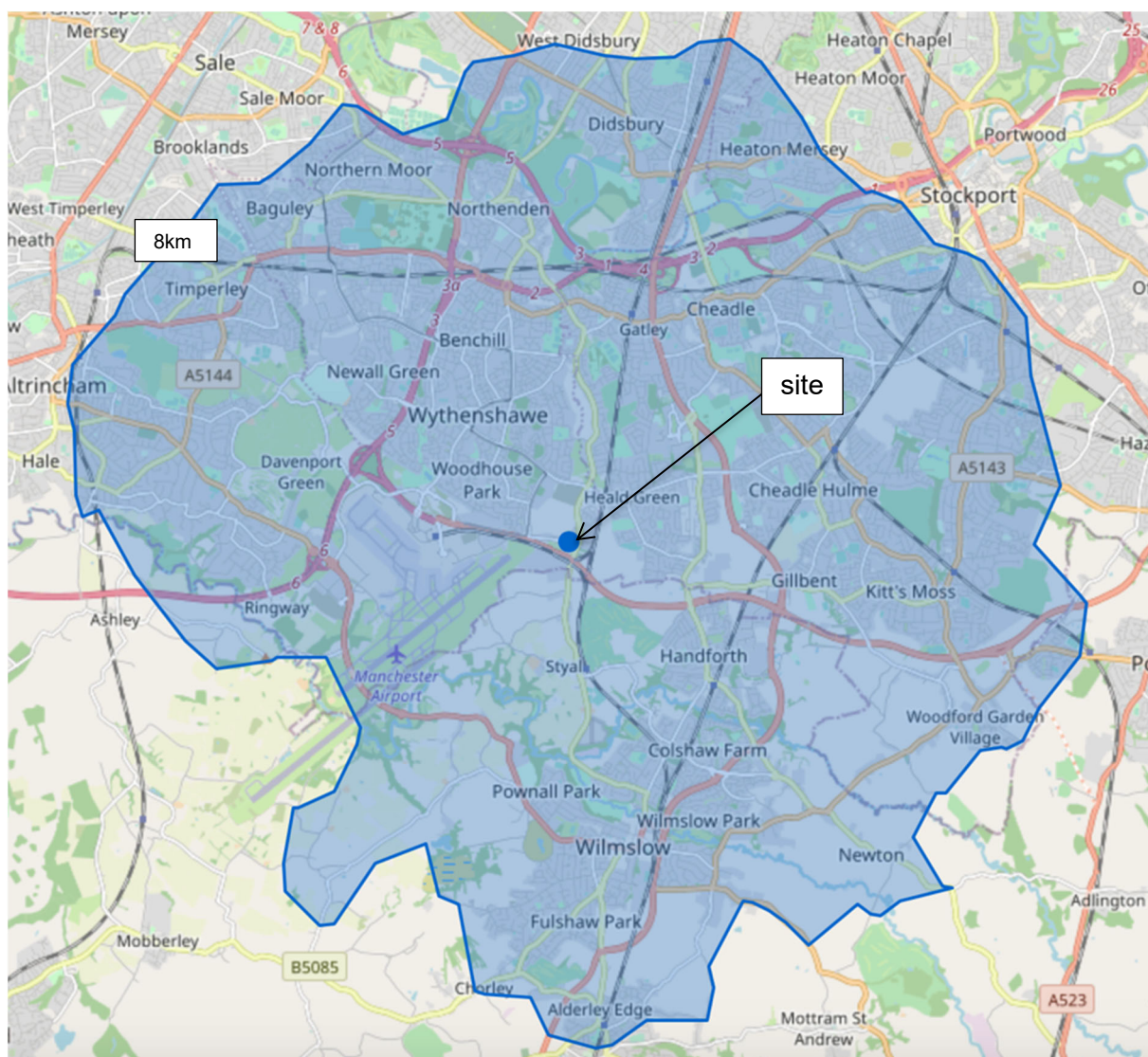


Figure 5.3: 8km Cycle Catchment

- 5.8 Figure 5.3 shows that the site is within an 8km cycle distance of Didsbury, Wythenshawe, Wilmslow, Cheadle Hulme, Heaton Mersey and Timperley.
- 5.9 It is accepted, given the proposed use of the site and as many guests will have luggage with them that walking and cycling is unlikely to form a dominant mode of travel for trips. However, the assessment confirms that the site is well located to allow staff to travel on foot and by cycle.
- 5.10 Staff will be provided with details of local walking and cycling routes in the Staff Travel Packs. Details of local routes will also be provided on the hotel website.

Public Transport

- 5.11 When considering the previous hotel planning application, MCC concluded that the site is '...suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train'. The accessibility assessment has been updated to reflect current service availability.
- 5.12 The public transport network serving the site is shown on Figure 5.4.

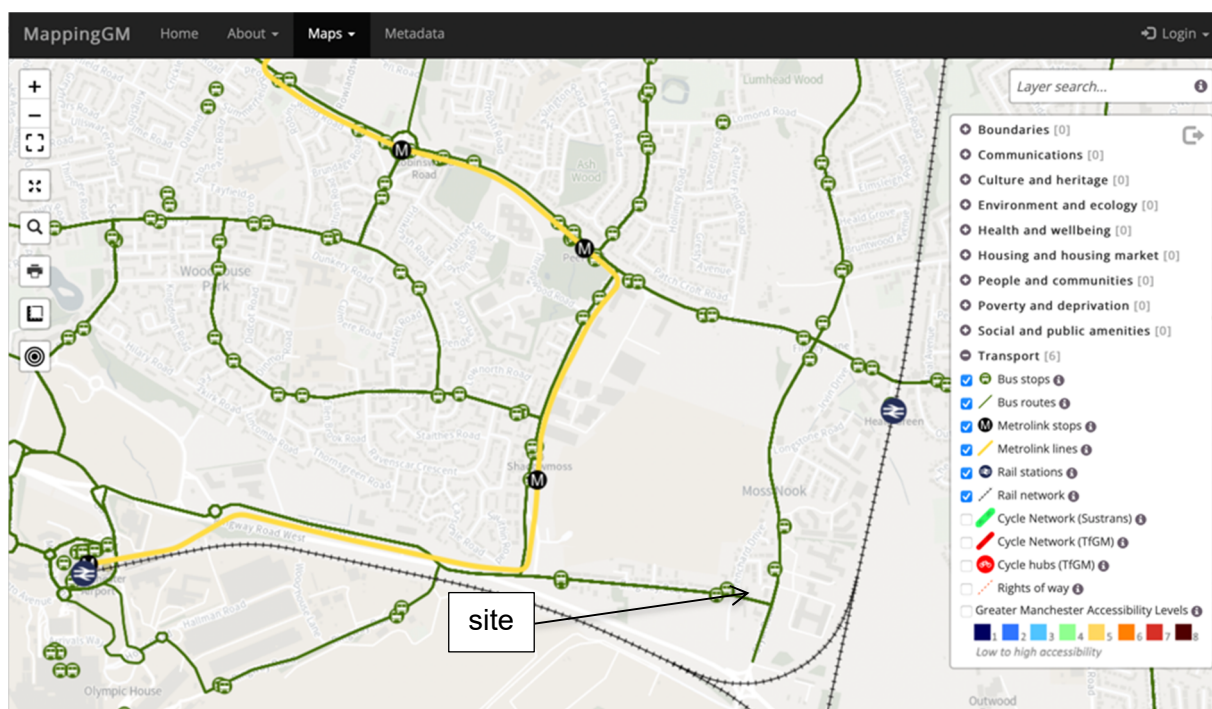


Figure 5.4: Public Transport Network
[source: MappingGM]

- 5.13 The site is served by Shadowmoss tram stop, an 11-minute walk to the northwest of the site. Figure 5.5 shows the tram network near to the site. Shadowmoss sits on the Airport line and frequent direct services provide connections to the Airport, Wythenshawe and Manchester city centre. Changing services at Trafford Bar, Cornbrook and the city centre stops allows connections across the wider network.

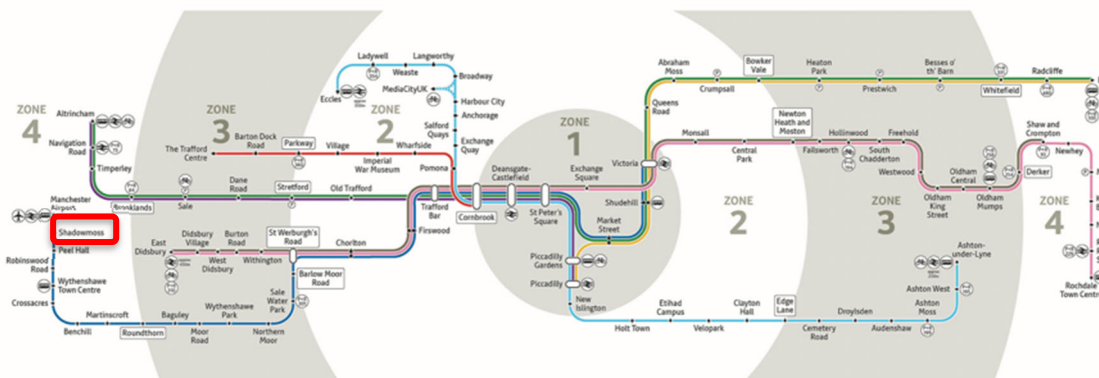


Figure 5.5: Tram Network
[source: TfGM]

- 5.14 The nearest train station to the site is located at Heald Green, a 12-minute walk to the northeast of the site. Heald Green station sits on the Styal Line between Gatley and Wilmslow. Trains operate twice an hour between Manchester Piccadilly and Manchester Airport, as well as once an hour between Crewe and Piccadilly, via the Airport. Additional services run in peak times and on Sundays trains run on an hourly schedule, with two hourly extensions to Alderley Edge.
- 5.15 The nearest bus stops to the site are located opposite the site on Ringway Road and Styal Road. The Ringway Road stops are served by Route 368 that provides an early morning connection between Stockport and the Airport.
- 5.16 Access can also be gained to bus services close to the Shadowmoss tram station, including Route 103. Route 103 operates between the Airport and Manchester city centre with a daytime frequency of two buses per hour (each way) and an evening frequency of one bus per hour.

- 5.17 The assessment shows that there are opportunities to access the site using local public transport routes.

Summary & Policy Compliance

- 5.18 The TS shows that opportunities exist to access the site on foot, by cycle and using public transport. The site is served by tram and train stations that are located within an 11-minute and 12-minute walk respectively.
- 5.19 The accessibility of the site is such that it offers opportunities for staff to travel to work at the site sustainably. While it is acknowledged that many guests will choose to travel by car because they are carrying luggage, some guests may also choose to travel sustainably. The location of the site does offer the opportunity for them to do so. In this regard, the proposal meets the requirements of Paragraph 110 of NPPF.
- 5.20 Measures are included within the proposal such as a high level of cycle parking, Staff Travel Packs, and details of sustainable routes on the guest house website. EV parking is also provided and, typical for the type of use proposed, the site can be expected to naturally generate a high level of car sharing which is recognised in Annex 2 of NPPF as a sustainable mode of travel.
- 5.21 MCC highway officers previously supported the conclusions drawn regarding the accessibility of the site and the ability of the location to offer opportunities for access by sustainable modes for staff and guests.

6 Conclusions

- 6.1 SK has been instructed to prepare a TS to accompany a planning application for a 15-bed guest house development on a site located off Ringway Road near Manchester Airport.
- 6.2 The TS has been undertaken in line with standard appraisal methods set out in local and national guidance.
- 6.3 The site sits to the northeast of Manchester Airport, southeast of Wythenshawe and southwest of Heald Green. It is bounded by Ringway Road to the south and Trenchard Drive to the west. The site's most recent use was the Moss Nook restaurant.
- 6.4 Vehicular access to the site is currently provided from a gated priority arrangement on to Ringway Road. The proposal will retain the existing access arrangements and servicing will continue in line with baseline site arrangements.
- 6.5 A road safety assessment has been undertaken which shows there are no prevailing accident issues at the site access junction or nearby highway network.
- 6.6 A full accessibility assessment has been undertaken that shows that the site can be accessed on foot, cycle and by public transport. The assessment shows that the site is suitably located to enable access by walking, cycling and public transport. Measures are proposed to promote local sustainable transport routes to staff and guests, and a high level of cycle parking is provided. The suitability of the accessibility of the site and local infrastructure to serve a guest house in this location has been previously agreed with MCC.
- 6.7 The proposal provides 17 parking spaces, which is above the level required by MCC's Core Strategy for staff and guest use at a development of this type and size.
- 6.8 A Parking Management Strategy is proposed at the guest house whereby guests will be required to pre-book a parking space when booking accommodation. The guest will provide details of their vehicle registration at this point which will allow access through the ANPR barrier. The allocation of spaces will also be managed so that guests arriving or leaving in the early hours provided with 'night' spaces located to minimise noise to nearby properties.
- 6.9 As noted by the Planning Inspector, street parking controls are already in place surrounding the site which prevent the use of streets for parking relating to the development. Based on this the proposal will not result in overspill parking and therefore will not have an impact on road safety or resident amenity levels.

- 6.10 The assessment shows that the proposal will not generate a significant level of traffic and therefore will not lead to a severe impact on highway operation or unacceptable effects on road safety.