

## Transport Statement

Prepared by Architecture:m Chartered Architects  
24<sup>th</sup> June 2020

a: Moravian College  
14 Fairfield Square  
Manchester  
M43 6AD  
t: +44 [0] 161 370 6166  
e: mail@architecturem.co.uk  
w: www.architecturem.co.uk

80A Kings Street  
Knutsford  
Cheshire  
WA16 6ED  
+44 [0] 1565 849 188

**Project No:** 382.09.1

**Title:** Transport Statement – Dean Brook Inn, St Marys Road, Newton Heath

**Client:** Mr Hashemi

**Issue Date:** June 2020

For the attention of Manchester City Council, Planning and Development Department.

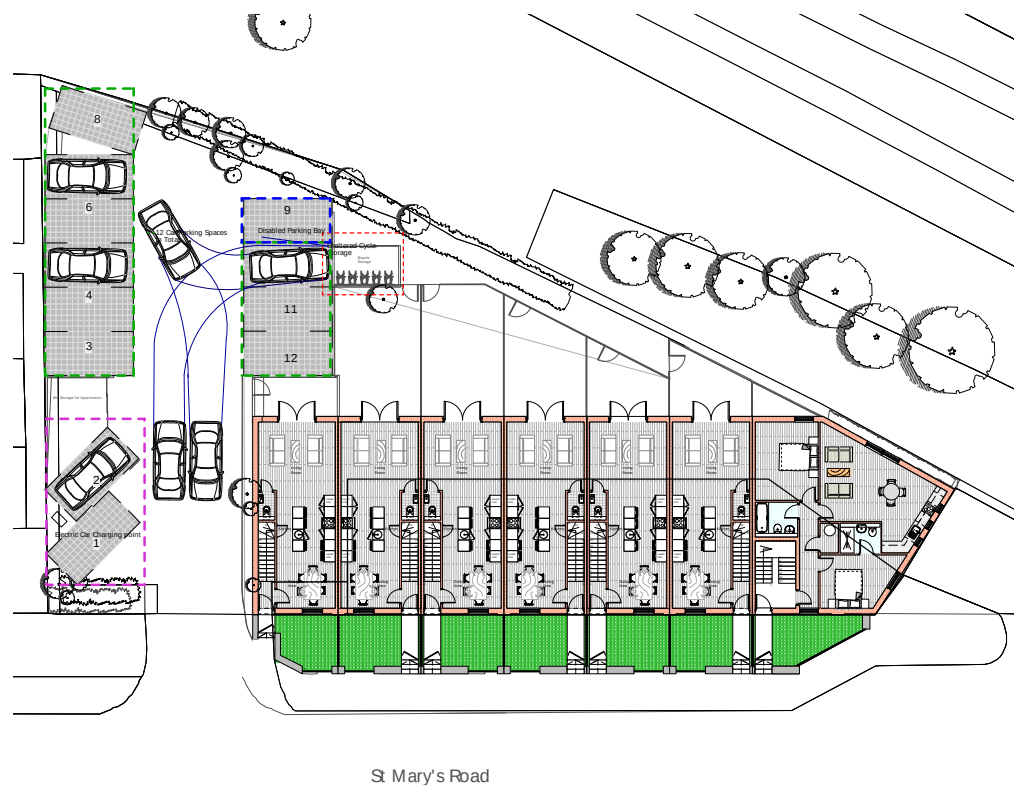


Fig.1 – Proposed Development, Ground Floor In Context including sweeping path of vehicles using the parking.

architecture:m

RIBA 

a: Moravian College  
14 Fairfield Square  
Manchester  
M43 6AD  
t: +44 [0] 161 370 6166  
e: [mail@architecturem.co.uk](mailto:mail@architecturem.co.uk)  
w: [www.architecturem.co.uk](http://www.architecturem.co.uk)

80A Kings Street  
Knutsford  
Cheshire  
WA16 6ED  
+44 [0] 1565 849 188

## Contents –

1. Introduction
2. Existing/ Proposed Usage
3. Conclusion

## 1. Introduction

The Dean Brook Inn is currently a vacant Building that over the past few years has been expanded and tailored to the contemporary requirements. However, as the site has been chopped and changed, the standard and quality of the building has deteriorated and fallen into disrepair.

Our aim is to transform this unused, dilapidated property that will not only aesthetically enhance the surrounding areas but reduce its overall impact on the environment.

The following statement highlights its current use and seeks to further elaborate on the proposed development, doing so via breaking down its needs on the transportation infrastructure. As the site is vacant, the access to the site entrance is unavailable, so no motor vehicles can come and go.

## 2. Existing and Proposed Use

The Dean Brook Inn is currently vacant however; its existing use was a public house, lending itself to the local community as a drinking and social gathering venue. The Pub had a reliance on the adjacent St Mary's Road in the sense of the following –

1. **Deliveries** – Constant access from St Marys Rd. and parking outside the entrance for off loading supplies,
2. **Car Parking** – The existing car park currently accommodates for 10 Car park spaces, which of an evening would be full adding bearing to St Marys Road Junction,
3. **Footfall** – As the function was a Public House, a consistent level of pedestrian traffic was present. Our proposal seeks to minimise to 'Foot Fall' of the Pedestrian walkway adjacent to St Marys Road.

The peak period for motor vehicle and pedestrian traffic for Dean Brook Inn is evident in the function of the building. The following times of day/night are the most likely times of high traffic and usage of the building in relation to transportation –

- Lunch Time – 11:30am – 14:00pm
- Evening Time – 18:00pm – 23:45pm
- Friday/Saturday Evening – 20:00pm – 23:45pm

Dean Brook Inn offered its catering services from lunchtime onwards. The traffic to and from the car park will dramatically occur at these times shown above, especially from an evening when a Pub is often at its higher capacity. From six o'clock in the evening, the demand for public transport within the area will increase further, but with close bus and tram links into the city and around the impact to rely on vehicles was reduced.

The Proposal seeks to minimise the impact of transportation and the adjacent roads. The proposal has many aspects that encourage public

transport but also encourages the use of cycling and being less dependant on motor vehicles.

a: Moravian College  
14 Fairfield Square  
Manchester  
M43 6AD  
t: +44 [0] 161 370 6166  
e: [mail@architecturem.co.uk](mailto:mail@architecturem.co.uk)  
w: [www.architecturem.co.uk](http://www.architecturem.co.uk)

80A Kings Street  
Knutsford  
Cheshire  
WA16 6ED  
+44 [0] 1565 849 188

The prominent time of day the development will potentially impact the main road, will be early mornings and evenings, imagining that the impact to be that of a similar nature to the Pub but with a lot less foot fall resulting in the reduction in noise pollution.

The development has a provision for the following, alongside a public infrastructure already in place –

- External Cycle Storage
- Similar Car Parking Facilities
- Bus Routes into the City directly next to the development (encouraging the occupants to rely more on public transport rather than their own vehicles).
- Newton Heath and Moston Metro link Stop is a 5 minute walk away from the development (Convenience for the occupants travelling into or out of the City)

### 3. Conclusion

The proposal put forward increases amenities for parking and opens up new avenues to travel in more sustainable and environmentally friendly ways. By providing secure and safe bike storage and maintaining close, easy to access links to bus and metro services, inhabitants will have multiple opportunities to reduce their carbon footprint.