

6-10 Little Peter Street, Manchester

Prepared for: Torsion Homes

7 July 2025

5239

1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis have been appointed by Torsion Homes ('the Applicant') to provide highways and transport advice in relation to a planning application for full planning permission for the development of Land Located off Little Peter Street, Manchester, consisting of 9 apartments (use class C3) ('the Proposed Development'), located on land currently used as a private car park with space for circa 9 vehicles on the corner of Little Peter Street/ Constance Street ('the Site').

1.1.2 The purpose of this Highways Technical Note (HTN) is to inform Manchester City Council (MCC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.

1.2 Report Structure

1.2.1 The remainder of this HTN is structured as follows:

- i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
- ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
- iii) **Chapter 4** describes the Proposed Development in detail, including reference to the proposed access, parking and servicing arrangements;
- iv) **Chapter 5** forecasts the likely traffic generating potential of the Proposed Development; and
- v) **Chapter 6** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Introduction

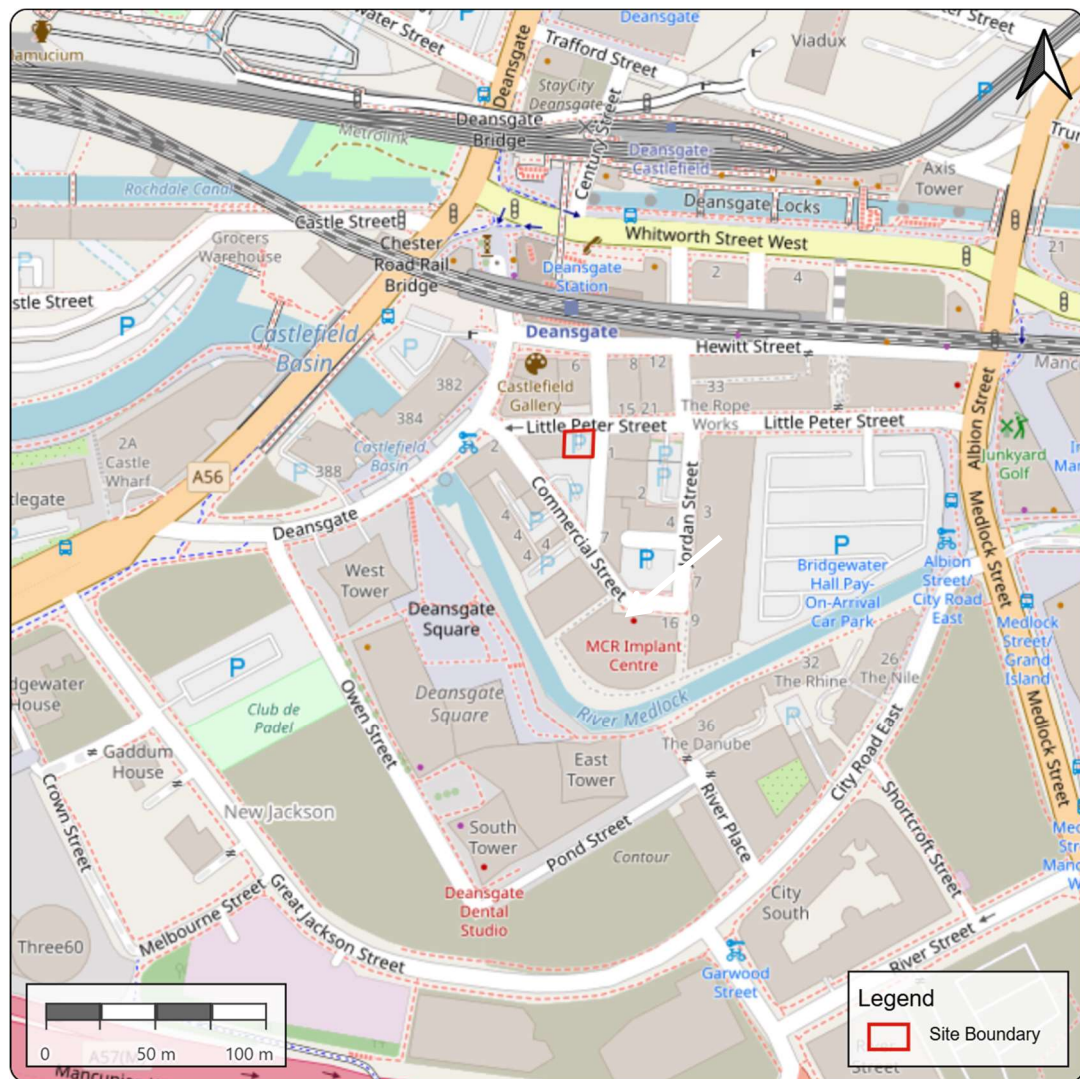
- 2.1.1 This section of the HTN describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

- 2.2.1 The Site is situated on land currently used as a private car park with space for circa 9 vehicles on the corner of Little Peter Street/ Constance Street. It is bound by a commercial/ office building to the west, Little Peter Street to the north, Constance Street to the east and a private car park to the south.
- 2.2.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

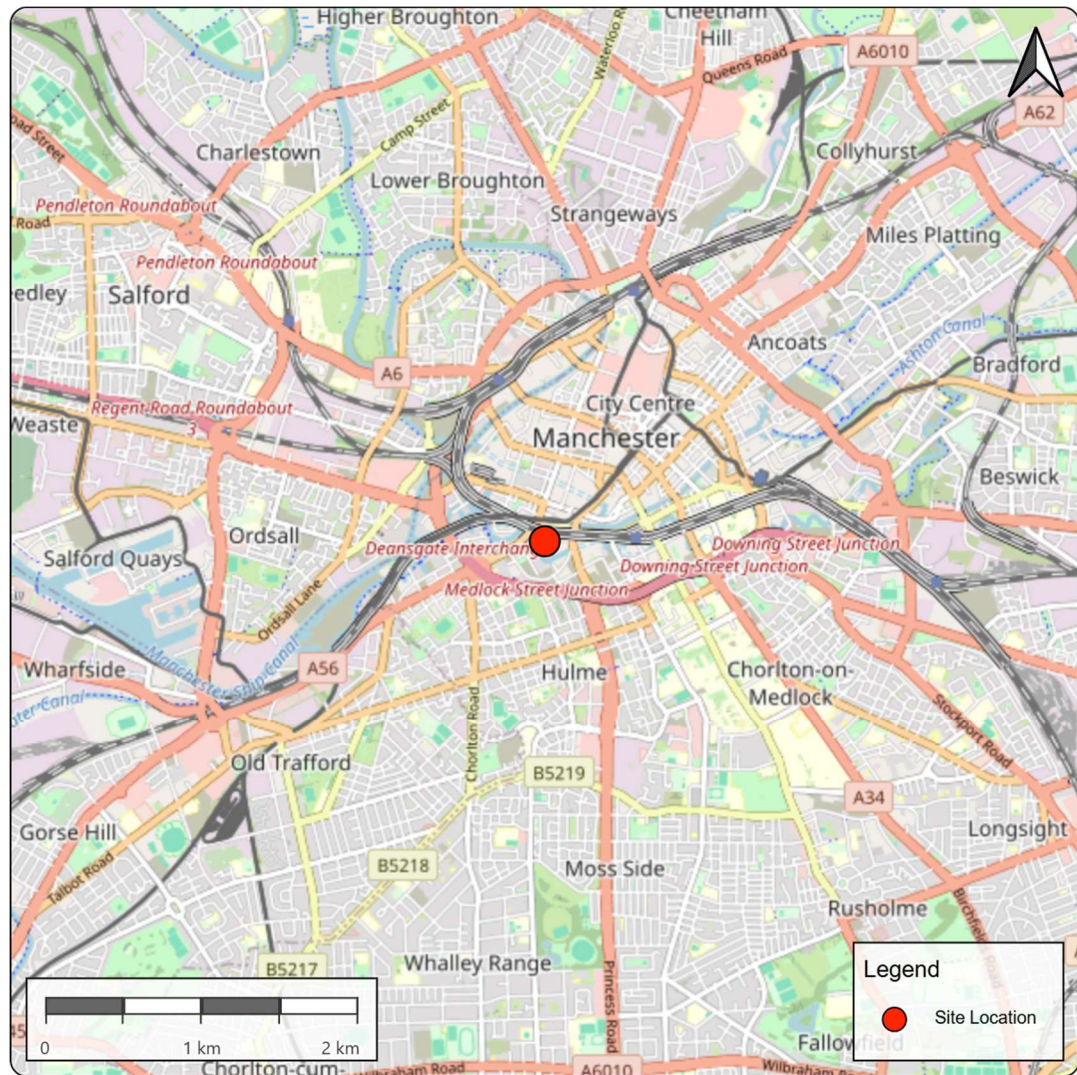


Image 2.1 – Site Location (Local Context)



2.2.3 The location of the site is shown in **Image 2.2** in relation to the wider highway network.

Image 2.2 – Site Location (Wider Context)



2.3 Existing Use

- 2.3.1 The Site is currently being used as a private car park and has been since the late 2000's when 19th Century buildings were demolished. It is understood the now demolished building was last used for office purposes.

2.4 Local Plan Allocation Status

- 2.4.1 The Site is located within the Regional Centre (EC3) and City Centre (CC1-CC10) and is included within the nearby Castlefield Conservation area.

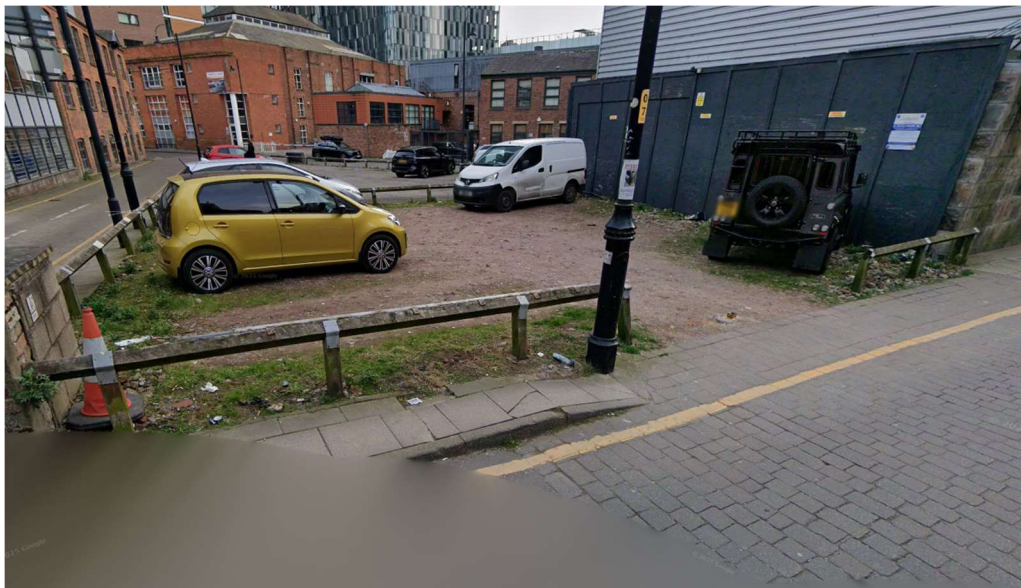
2.4.2 Core Policy EC3 (The Regional Centre) states that new housing development should 'complement the development of mixed-use employment areas', and will generally be appropriate for 'apartment' and 'higher density residential development'.

2.4.3 Core Policies CC1-CC10 (City Centre Development Strategy) specifies the Castlefield area as a priority for residential development, particularly of high density (CC3). Proposals should promote sustainable and mixed communities with a variety of housing options to accommodate different household circumstances (CC3 8.36).

2.5 Existing Access Arrangements

2.5.1 Vehicular and pedestrian access to the Site can currently be achieved via a priority junction located off Little Peter Street, to the north of the Site. **Image 2.3** below shows the existing site and access arrangements.

Image 2.3 – Existing Site & Access Arrangements



2.6 Site Planning History

2.6.1 The most recent planning history that is relevant to the Site is summarised in **Table 2.1**.

Table 2.1 – Summary of Most Recent Site Planning History

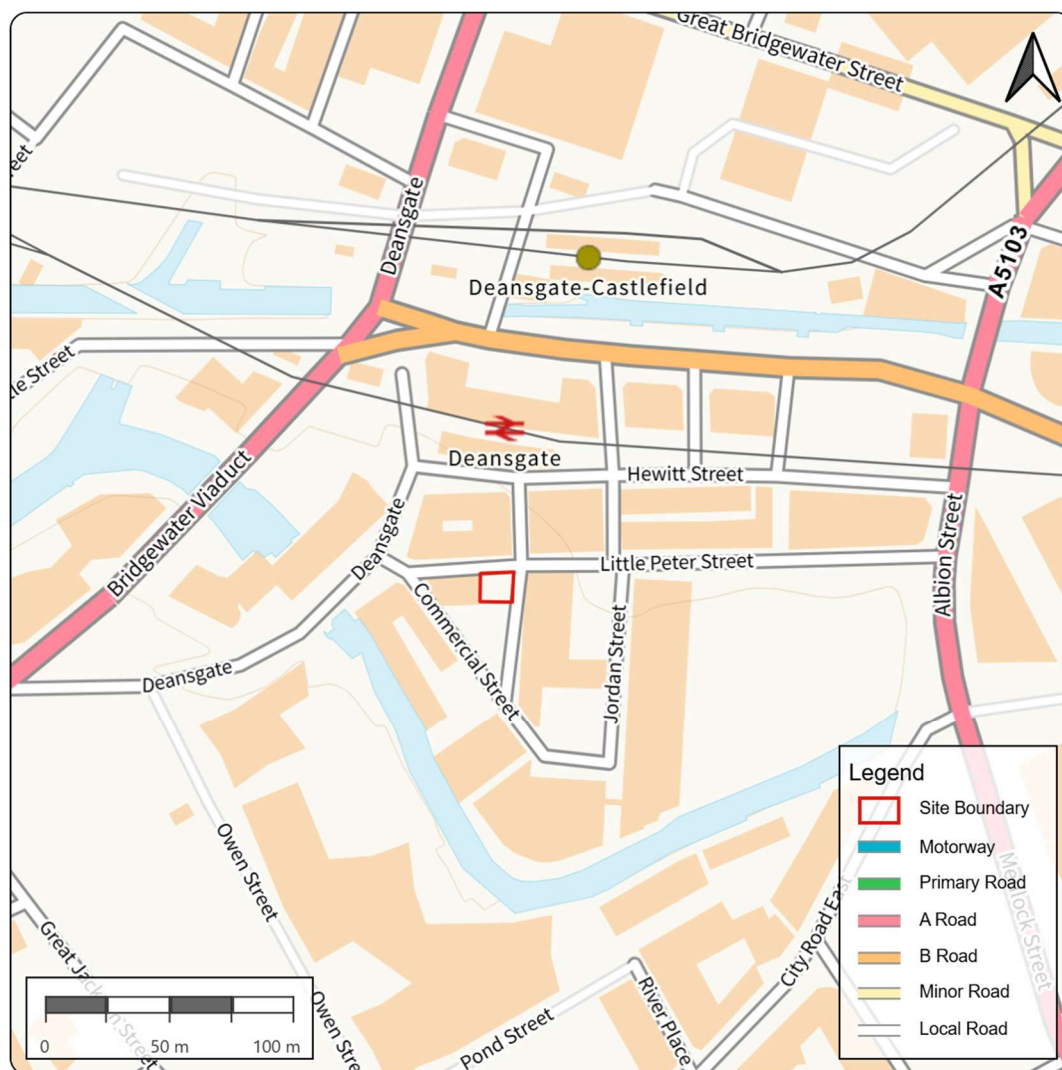
Application Reference	Description of Development	Status
081772/FO/2006/C3	Erection of a 4-storey development comprising of A1 (shop) unit at ground floor and upper floor offices following demolition of the existing building	Approved 23 April 2007

2.6.2 The building was demolished in the late 2000's but the consent for the erection of a 4-storey building was never implemented.

2.7 Local Highway Network

2.7.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 2.4**.

Image 2.4 – Local Highway Network



Little Peter Street

- 2.7.2 Little Peter Street borders the site to the north and is a single carriageway road which runs in a general east to west direction between the A5103 Albion Street and Commercial Street/ Deansgate.
- 2.7.3 Within the vicinity of the application Site, Little Peter Street has a carriageway width of circa 4.5m. There are footways on both sides of the road (varying from circa 0.8m – 1.8m wide). Street lighting is also provided, and Ellesmere Street is subject to a 20mph speed limit.
- 2.7.4 Furthermore, Little Peter Street is also subject to a one-way system, from east to west and has single yellow line markings on both sides of the road. Further details of the Traffic Regulation Order (TRO) regime along Little Peter Street and the surrounding area are illustrated on **Image 2.5** further below:-

Constance Street

- 2.7.5 Constance Street borders the site to the east and is a single carriageway road which runs a general south to north direction between Commercial Street in the south to Little Peter Street in the north.
- 2.7.6 Within the vicinity of the application Site, Constance Street has a carriageway width of approximately 4.0m. There is a narrow footway on the development (west) side of approximately 1.0m wide. On the eastern side the carriageway runs upto existing buildings and is separated by a single yellow line, circa 0.7m from the buildings.
- 2.7.7 Street lighting is also provided on the western side and the road is subject to a 20mph speed limit.

Commercial Street

- 2.7.8 Commercial Street is a single carriageway road and runs in a general south east to north west direction, connecting Constance Street in the south to Little Peter Street in the north.
- 2.7.9 Within the vicinity of the application Site, Commercial Street has a carriageway width of approximately 5.3m, however its width is reduced to approximately 3.3m due to the presence of some parallel marked bays on the western side of the road.



- 2.7.10 There is also footway on both sides of the road, typically 2.0m on the eastern side and 1.5m on the western side. Street lighting is also provided, and Commercial Street is subject to a 20mph speed limit.

Further Afield

- 2.7.11 Slightly further away from the Site, the B6469 Whitworth Street West is located some 120m to the north and runs in an east to west direction connecting the A5103 to the A56. Locally the A56 runs in a general north east to south west direction and connects to the Strategic Road Network A57(M) ring road via the grade separated Deansgate Interchange. These local distributor and strategic roads provide connections away from Manchester City Centre in all directions.
- 2.7.12 MCC secured funding to deliver cycling and pedestrian improvements as part of the Council's Active Travel Strategy with the aim to double the cycling mode share from 6% to 12% by 2028. In 2017 the Oxford Road the first of those schemes was completed along Oxford Road/ Wilmslow Road.
- 2.7.13 Most recently, the nearby Deansgate/ B6469 Whitworth Street and A56 Chester Road/ Bridgewater Viaduct have been upgraded to improve pedestrian and cycle facilities, including new footways, two-way cycle lanes (some segregation), CYCLOPS traffic signals to protect cyclists, controlled and uncontrolled pedestrian crossings together with the introduction of banned vehicle movements.

2.8 Existing Traffic Regulation Order (TRO) Regime & Car Parking Zones

- 2.8.1 **Image 2.5** illustrates the TRO regime within the immediate surrounds of the Site.

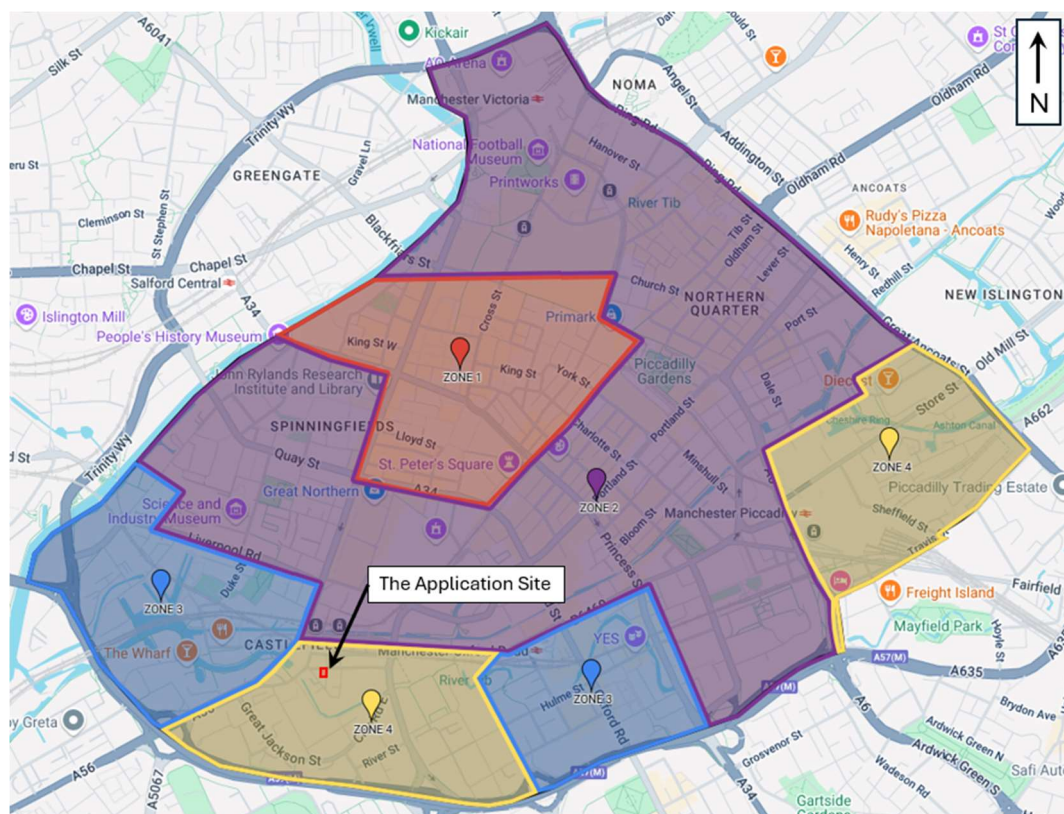


Image 2.5 – Local TRO Regime



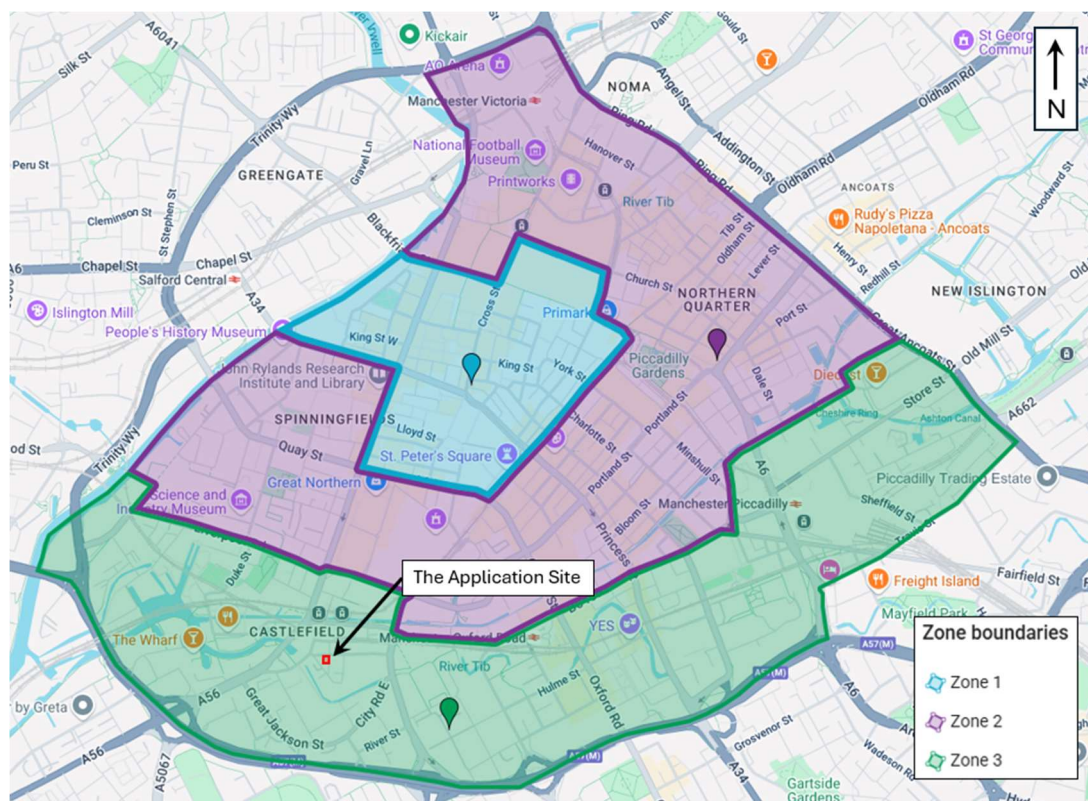
- 2.8.2 The Site is located within MCC's on-street controlled parking zone 4, refer to **Image 2.6** below. Parking charges apply to zone 4 from Monday to Sunday, 8am till 8pm with no charge for parking on a Bank Holiday. At the time of writing, the maximum stay is 10 hours in this zone with up to 30 minutes costing £1 and up to 10 hours £9.

Image 2.6 – MCC On-Street Car Parking (extract from MCC website)



- 2.8.3 In addition to the on-street parking zone, MCC operates a City Centre controlled parking zones, refer to **Image 2.7** below. The Site lies within Zone 3 where there are a limited number of city centre permits, once the maximum number of permits have been issued then any further applications are placed on a waiting list.
- 2.8.4 At the time of writing there are 100 'C1' permits that cover parking for Monday to Friday from 8am to 9am and from 5pm to 8pm and for Saturday to Sunday from 8am to 8pm. The annual price is £250.
- 2.8.5 There are also 50 'C2' permits that cover parking for Monday to Sunday from 8am to 8pm, the annual price is £750.
- 2.8.6 Permits are limited to 2 per household and the cost of the 2nd permits is 50% more than the cost of the first issue.

Image 2.7 – Manchester City Centre Controlled Parking Zones (extract from MCC website)

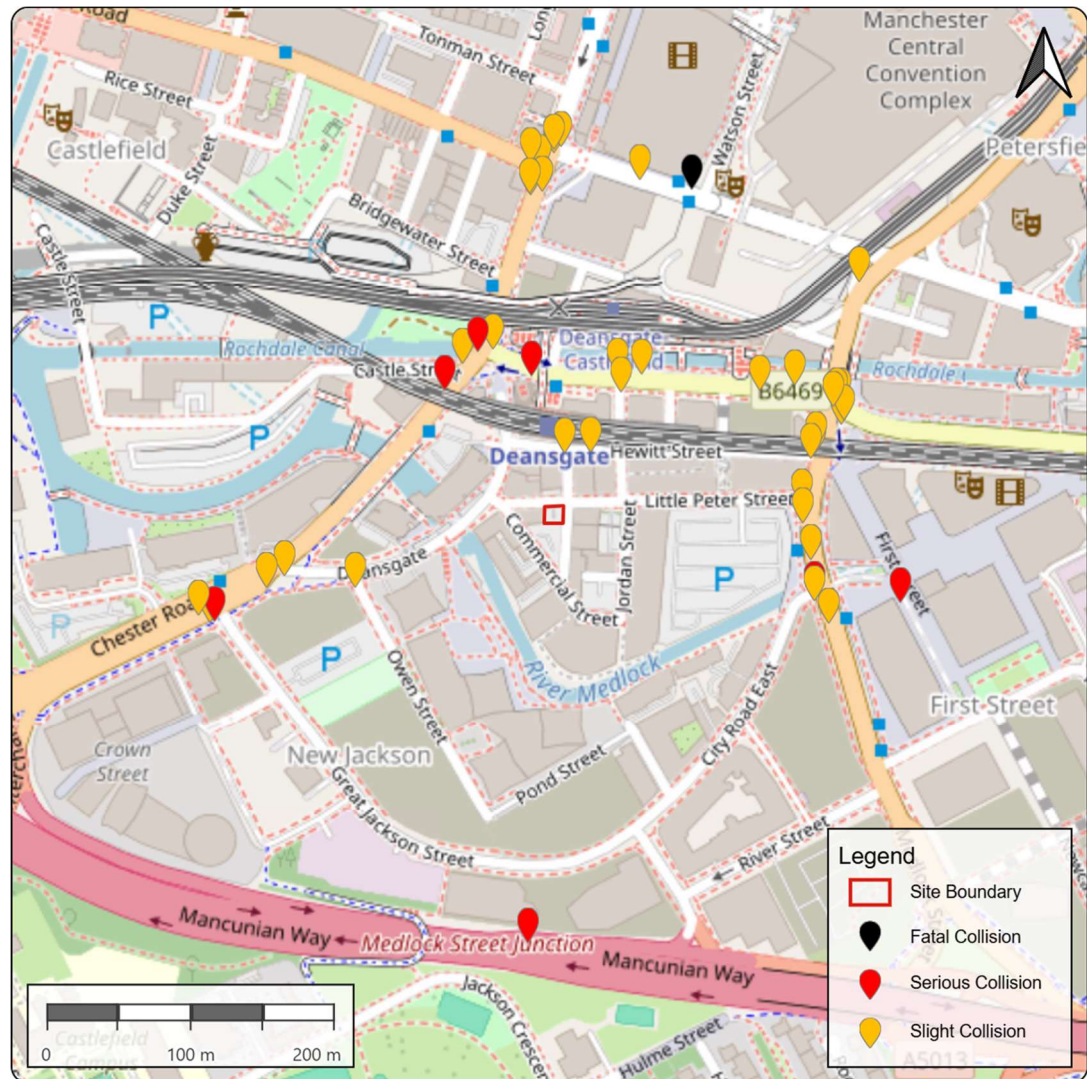


2.8.7 As demonstrated above, parking in the area surrounding the Site is strictly regulated to promote sustainable travel within the city and to prevent any overflow parking on the highway.

2.9 Highway Safety

2.9.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 5-year period, which is 2019-2023 inclusive. The location and severity of the accidents are shown on **Image 2.8**.

Image 2.8 – Personal Injury Accident Map Extract (2019-2023 Inclusive)



2.9.2 Review of **Image 2.8** demonstrates that a total of 45 incidents have been recorded within the general vicinity of the Site between 2019 and 2023 (inclusive). Of these:

- i) 37 'slight' severity accidents were recorded;
- ii) 7 'serious' severity accidents were recorded; and
- iii) 1 was recorded as fatal.

2.9.3 **Table 2.2** highlights the overall incidents in the vicinity of the site.

Table 2.2 – Total PIA Collisions

Study Area	Slight Collisions	Serious Collisions	Fatal Collisions	Total Collisions
0.3 km	37	7	1	45

2.9.4 There were no reported accidents immediately adjacent to the Site on Little Peter Street, Constance Street or Commercial Street.

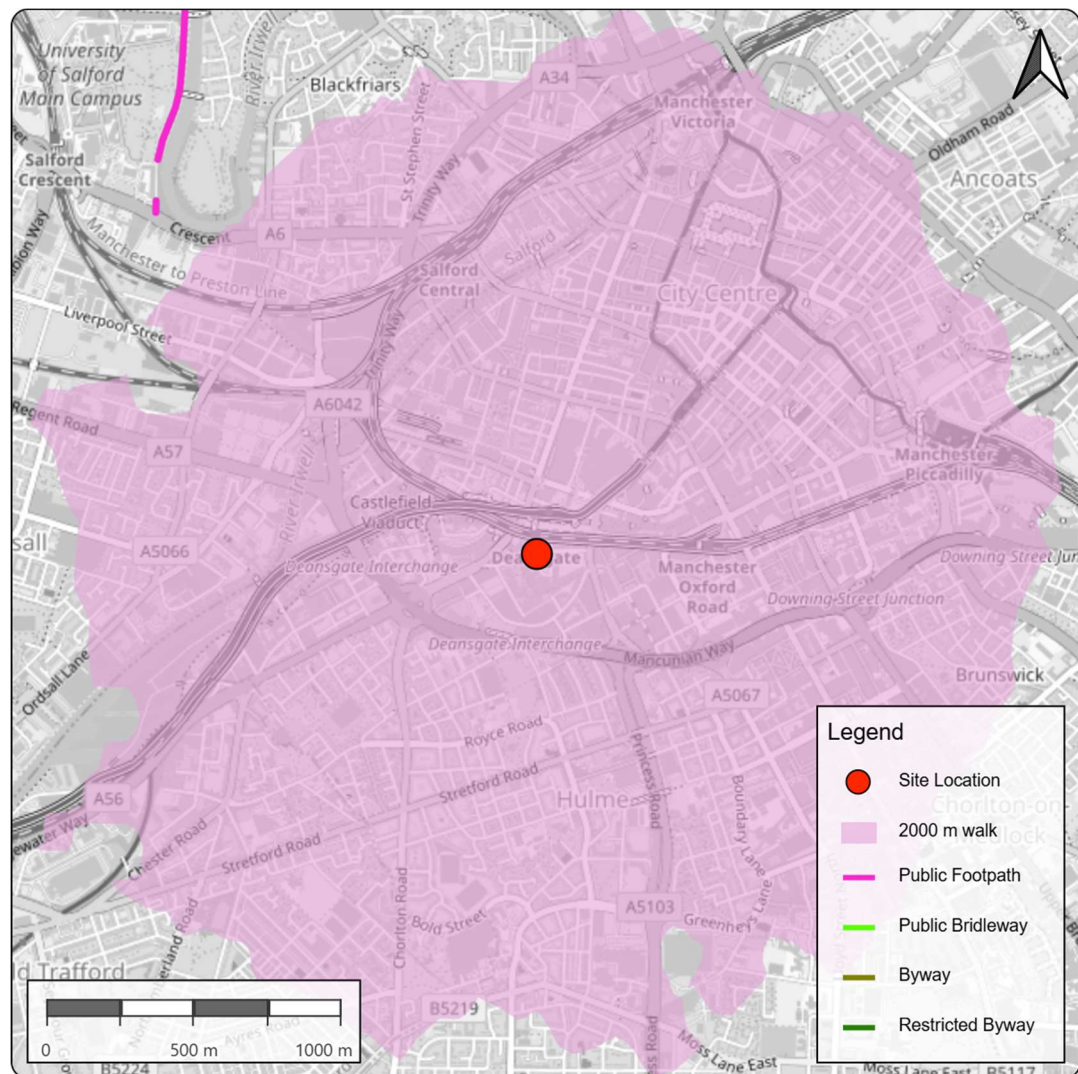
2.9.5 The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network. Road safety does not therefore cause a material concern in the context of the Proposed Development.

2.10 Public Rights of Way Network

2.10.1 There are limited Public Rights of Way (PRoW) that exist within the vicinity of the Site. These are illustrated on **Image 2.9**.



Image 2.9 – ProW Network



2.10.2 The nearest Public Footpath is located over 1km away from the Site. There will therefore be no requirement to stop up or divert any paths as part of the Proposed Development.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use. Section 2.0 earlier demonstrates the importance placed on promoting sustainable transport in planning policy.

3.1.2 Specifically, Paragraph 110 of the National Planning Policy Framework (NPPF) states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

3.1.3 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport.

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport

3.2 Accessibility on Foot

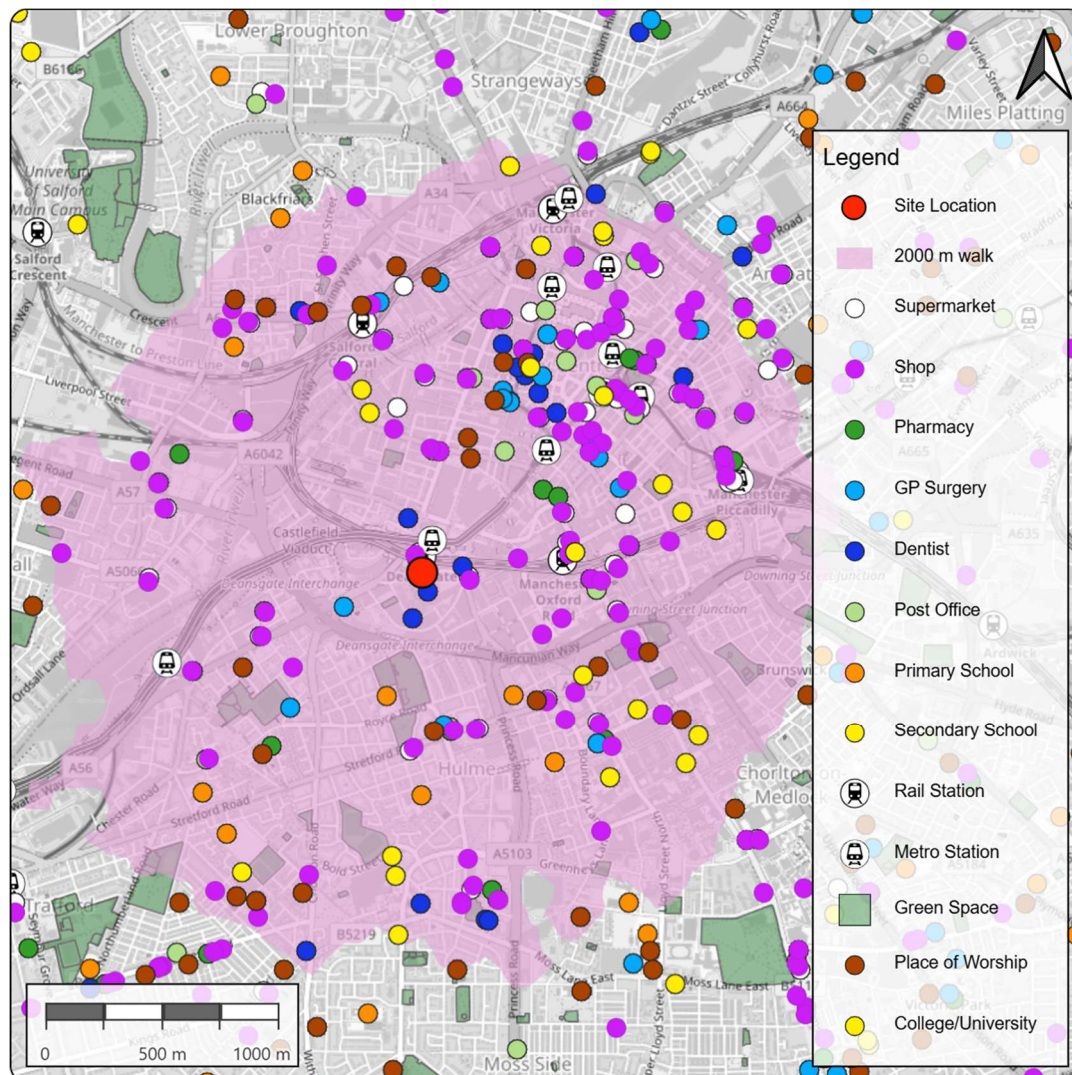
3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document *‘Providing for Journeys on Foot’*, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, a walk distance of 2km can be considered as the ‘preferred maximum’.

3.2.2 With regard to the above, **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site. This provides an indication of the areas which



can be reached within a 24-minute walk of the Site, assuming an average walk speed of 1.4m/s.

Image 3.1 – 2km Walking Catchment



3.2.3 **Image 3.1** shows that the 2km walking catchment incorporates the whole of Manchester City Centre, in addition to surrounding areas such as Hulme, Castlefield and parts of Ancoats.

3.2.4 The Site is therefore extremely well located in relation to local services and facilities within and around Manchester City Centre. Manchester City Centre offers a vast array of non-food and food retail, entertainment, restaurants, employment and leisure facilities as well as GP surgeries, Post Office, supermarkets, and education facilities from Primary Schools through to universities.

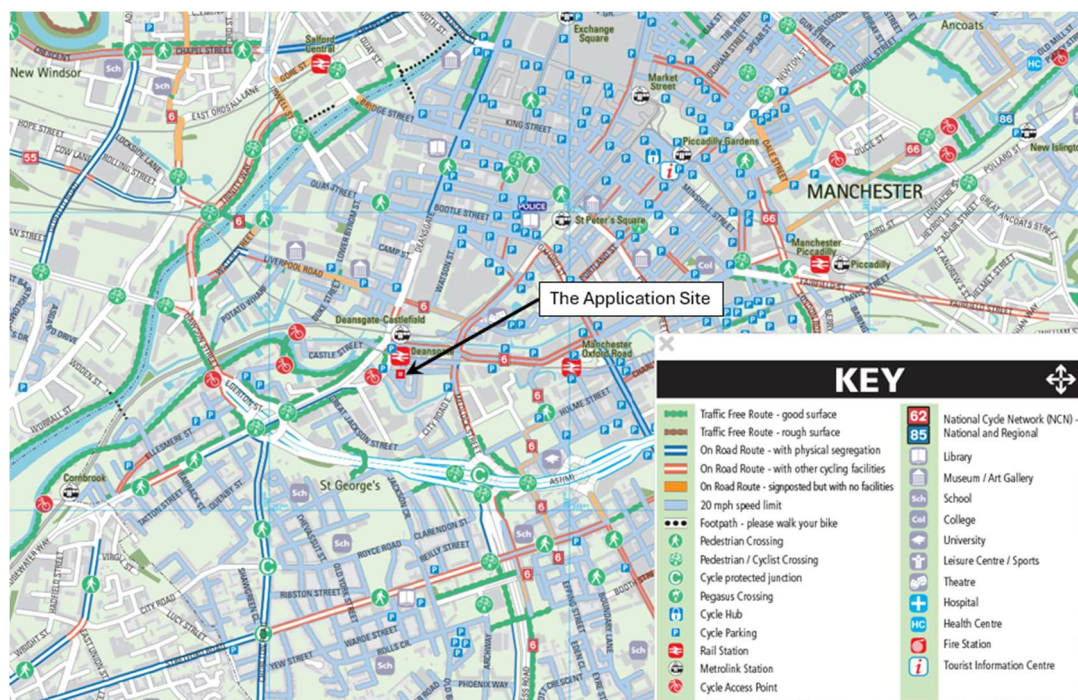
- 3.2.5 The Site is also within walking distance of numerous public transport facilities including bus stops, tram stops and railway stations discussed later in this Chapter.
- 3.2.6 To facilitate pedestrian permeability into the City Centre the recently upgraded Deansgate/ Bridgewater Viaduct and Whitworth Street West discussed in Chapter 2 provide excellent facilities for pedestrians and cyclists to walk into the City Centre. In addition to these, there are many signal-controlled pedestrian crossing facilities with dropped kerbs and tactile paving throughout the area and in the City Centre.
- 3.2.7 The Site's location offers residents safe and realistic opportunities to access the vast array of services and facilities on foot in Manchester City Centre without the need to use a private car.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 **Image 3.2** below illustrates the exemplary local cycle infrastructure near the Proposed Development, which residents can utilise for travel through Manchester. Although there are numerous traffic-free routes and on-road signed cycle paths, most streets have a speed limit of 20mph, allowing cyclists to ride safely on the carriageway when no designated cycle route is available.

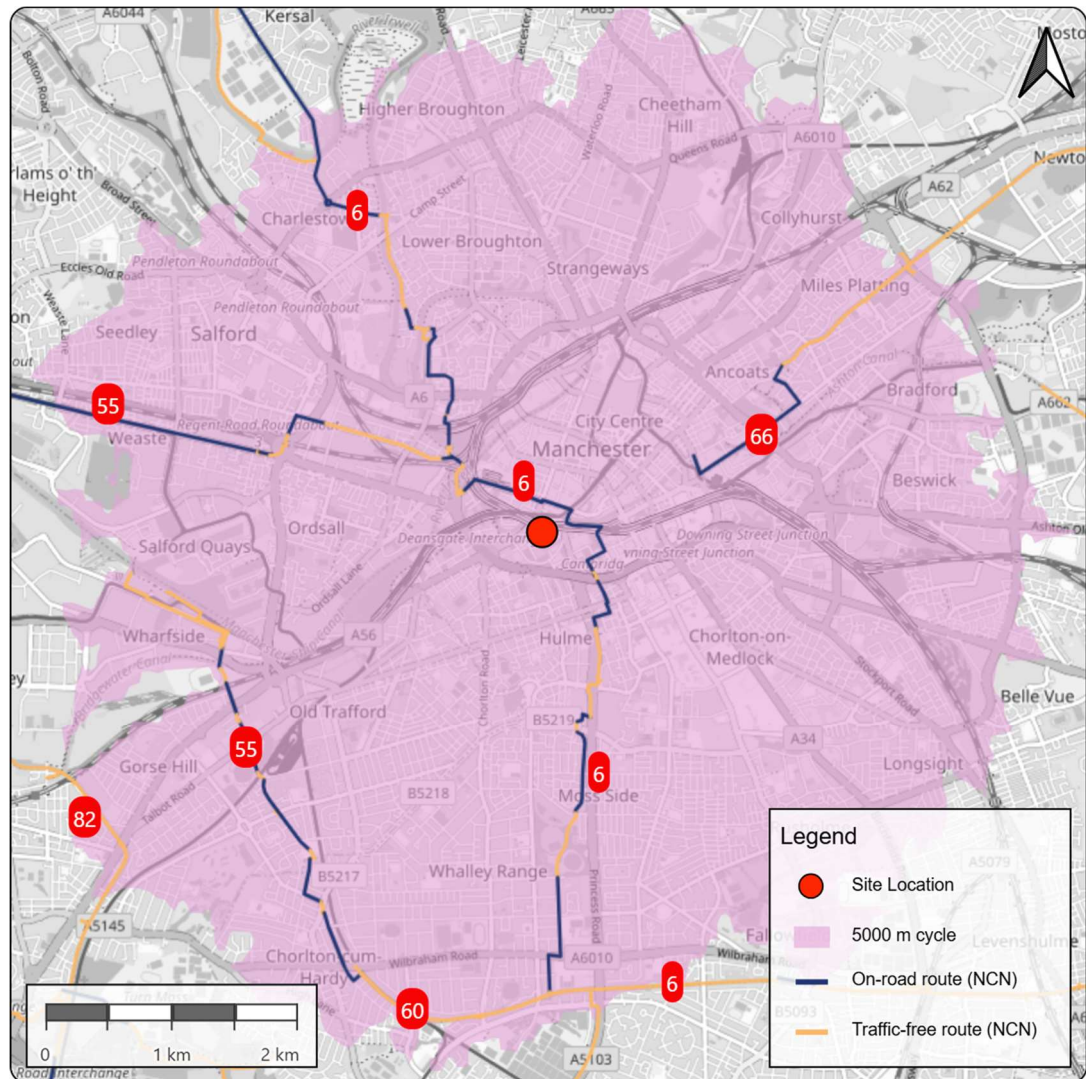


Image 3.2 – Manchester Cycling Infrastructure (extract from Transport for Greater Manchester)



3.3.3 In order to determine the accessibility of the site by cycle, **Image 3.3** below shows a 5km cycle catchment from the centre of the Site which utilise the cycling infrastructure shown above.

Image 3.3 – 5km Cycling Catchment



3.3.4 **Image 3.3** shows the excellent provision of National Cycle Network ('NCN') routes, including NCN route 6 immediately to the north and east of the Site running along Great Bridgewater Street, Liverpool Road and Whitworth Street West in the vicinity of the site. The NCN route 6 provides a general north to south connection to Bury and Accrington in the north to the southern residential areas of Manchester including Walley Range and Levenshulme. The NCN route 55 connects to NCN 6 which runs in a north westerly direction through Salford and further afield to Bolton. NCN routes 55 and 82 are also available within a 5km cycle ride located to the south west of the site, of which the 82 connects to Altrincham in the south to Patricroft in the north.

- 3.3.5 **Image 3.3** shows that the 5km catchment incorporates the whole of Manchester City Centre and areas such as Old Trafford, Whalley Range, Longsight, Beswick, Collyhurst, Cheetham Hill, Higher Broughton, Charlestown, Salford, and Goose Hill amongst others.
- 3.3.6 Deansgate Railway Station is also located within a 270m cycle distance of the site which therefore provides residents with the opportunity to access the site by a multi-modal journey by rail and cycle.
- 3.3.7 It should also be noted that the local highway network surrounding the Site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling. The local highway network as discussed above is also well equipped with on and off-road cycleways which provides excellent facilities for cyclists travelling locally.
- 3.3.8 With regards to the above, the Site is considered to be highly accessible by cycle.

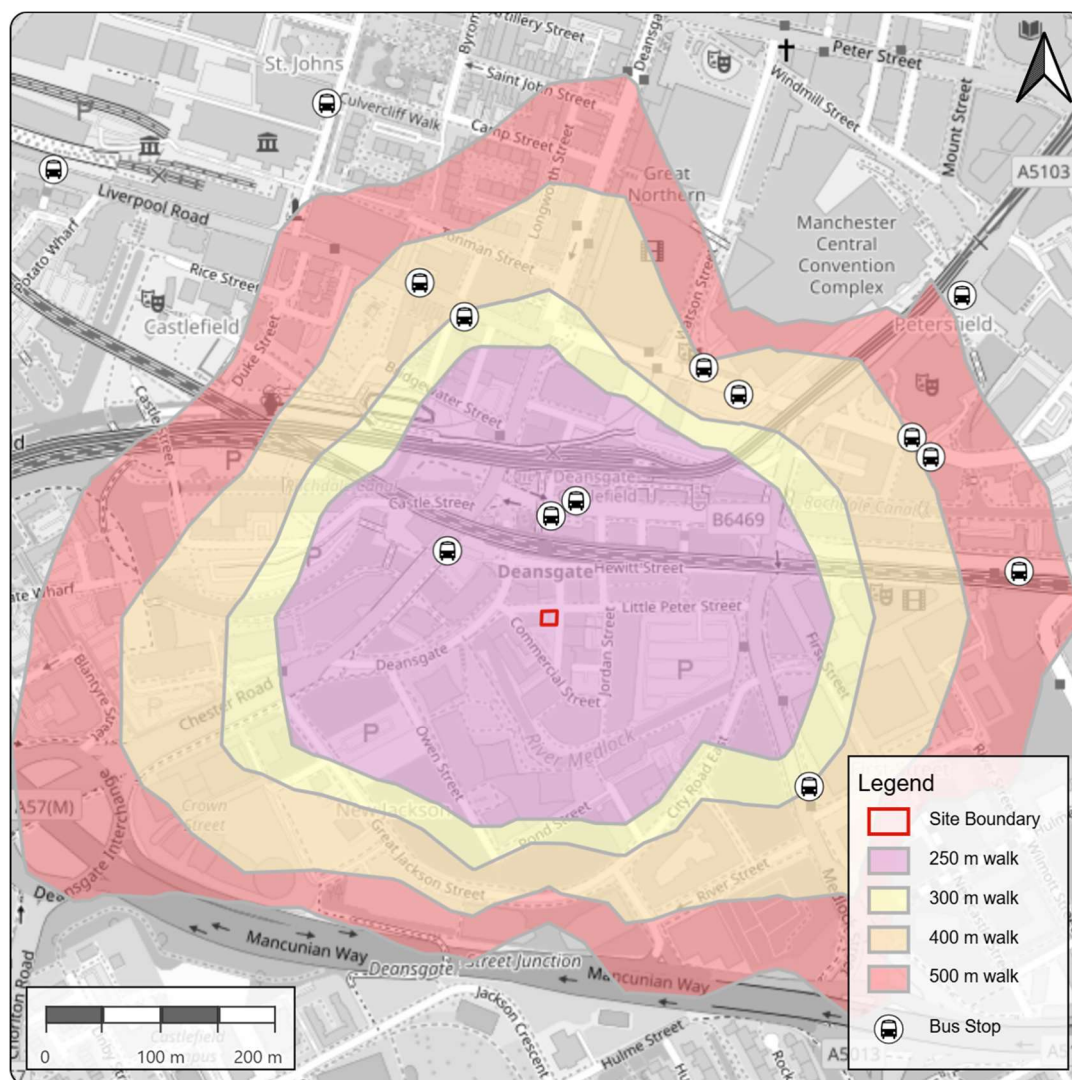
3.4 Accessibility by Public Transport

By Bus

- 3.4.1 The CIHT previously recommended a maximum walking distance of 400 metres to a bus stop in 'Planning for Public Transport in Developments' (1999). However, 'Buses in Urban Developments' (CIHT, 2018) provides updated guidance, setting walking distance thresholds based on service frequency and urban context. It states that in town and city centres, the preferred maximum distance is 250 metres, increasing to 300 metres for less frequent routes and 400 metres for single high-frequency services (every 12 minutes or better). For core bus corridors with multiple high-frequency services, a distance of up to 500 metres may be acceptable. The guidance also highlights that acceptable walking distances depend on factors such as walking route quality, local demographics, and overall journey convenience.
- 3.4.2 As illustrated on **Image 3.4**, the nearest bus stops are located along Whitworth Street West (150m) and Bridgewater Viaduct (190m) and can be reached within a circa 150m and 190m walk distance respectively to the north and west of the Site. The bus stops are therefore well located within the CIHT's lower recommended walk distance threshold.



Image 3.4 – Location of Nearest Bus Stops to the Site



3.4.3 The westbound bus stop on Whitworth Street West is located within a bus lane. It has a raised bus boarder for easy access, with a flag and pole and timetable information. The eastbound stop also has a raised bus boarder for easy access, with a flag and pole and timetable information. The southbound bus stop on Bridgewater Viaduct has a raised bus border for easy access with a shelter, seating and timetable information.

3.4.4 **Table 3.2** summarises the bus services that call at the nearest bus stops to the Site, including their respective frequencies.

Table 3.2 – Bus Services

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Whitworth Street West (W'B)	1	Manchester City Centre - Manchester City Centre	6 per hour	3 per hour	2 per hour
Whitworth Street West (W'B)	255	Piccadilly Gardens - Partington	1 per hour	1 per hour	1 per hour
Whitworth Street West (W'B)	X50	Piccadilly Gardens - The Trafford Centre	2 per hour	1 per hour	1 per hour
Whitworth Street West (E'B)	255	Partington - Piccadilly Gardens	2 per hour	1 per hour	1 per hour
Whitworth Street West (E'B)	X50	The Trafford Centre - Piccadilly Gardens	2 per hour	1 per hour	1 per hour
Bridgewater Viaduct	255	Piccadilly Gardens - Partington	1 per hour	1 per hour	1 per hour
Bridgewater Viaduct	X50	Piccadilly Gardens - The Trafford Centre	2 per hour	1 per hour	1 per hour

3.4.5 **Table 3.2** demonstrates that the public bus service 1 operates at the nearest bus stops to the Site, and provides up to 6 per hour services on weekdays, 3 per hour services on Saturdays, and up to 2 per hour services on Sundays. All three bus stops offer services 255 and X50. The 255 service runs from Partington to Manchester Piccadilly via Carrington, Flixton, Urmston, Stretford, Old Trafford, Cornbrook and Manchester City Centre. The X50 service runs from Manchester Piccadilly to The Trafford Centre via Manchester City Centre, Cornbrook, Old Trafford, Trafford Park and Dimplington.

3.4.6 The Site is therefore considered to be very accessible by bus.

By Rail & Tram

3.4.7 Planning for Walking (CIHT, 2016) states at paragraph 6.4, *“People will walk up to 800 metres to get to a railway station”* and this has been considered for the Proposed Development.

3.4.8 Deansgate Railway Station can be easily accessed within a 2-minute walk (or 180m walk distance) of the Site, whilst Deansgate-Castlefield Tram Stop is located within a circa 3½ -minute walk (270m walk distance) of the Site.

3.4.9 **Image 3.5** and **Table 3.3** shows the nearest railway stations to the Site, and **Table 3.4** demonstrates that Deansgate provides access to a number of local and regional destinations.

Image 3.5 – Location of Nearest Rail and Tram Stations to the Site

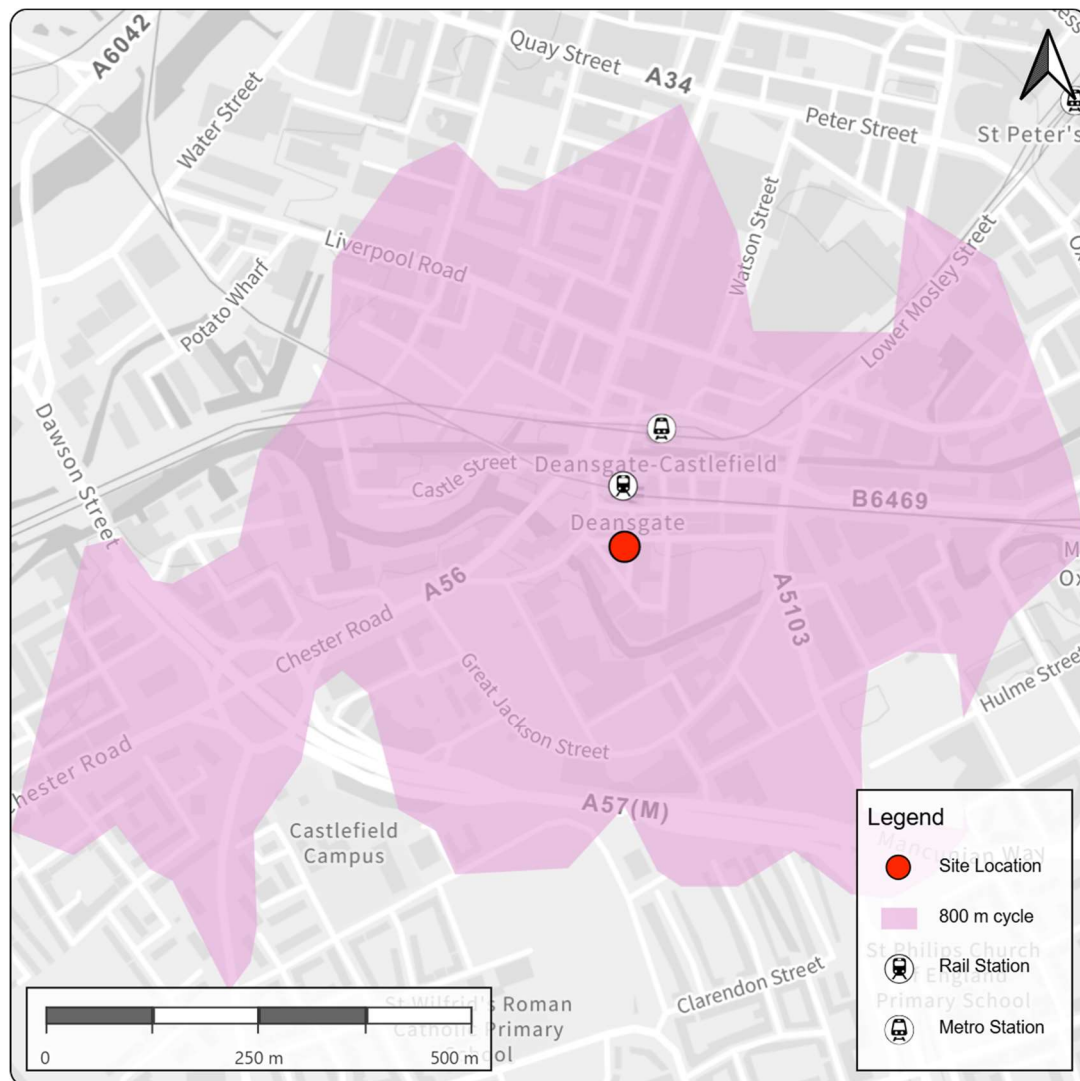


Table 3.3 –Railway Stations

Railway Station	Approximate Distance	Walking Duration	Cycling Duration
Deansgate	270m	3½ mins	2 min

Table 3.4 – Rail Services

Rail Station	Destination	Weekday Frequency	Approx Journey Time
Deansgate	Bolton	4 / hour	12 mins
Deansgate	Manchester Airport	4 / hour	21 mins
Deansgate	Liverpool Lime Street	1 / hour	52 mins
Deansgate	Preston	3 / hour	37 mins
Deansgate	Horwich Parkway	2 / hour	19 mins
Deansgate	Chorley	3 / hour	24 mins
Deansgate	Lostock	2 / hour	18 mins
Deansgate	Manchester Oxford Road	5 / hour	2 mins

3.4.10 **Table 3.5** shows the nearest tram stations to the Site and **Table 3.6** shows the tram lines available and frequency.

Table 3.5 – Tram Stations

Tram Station	Approximate Distance	Walking Duration	Cycling Duration
Deansgate	270m	3½ mins	2 min

Table 3.6 – Deansgate-Castlegate Tram Services

Tram Line	Weekday & Saturday Frequency	Sunday Frequency
Altrincham to Bury	Every 12 mins	-
Altrincham to Picadilly	Every 12 mins	Every 15 mins
Ashton-under-Lyme to Eccles	Every 12 mins	Every 15 mins
Etihad Campus to MediaCityUK	Every 12 mins	-
East Didsbury to Rochdale Town Centre	Every 12 mins	Every 15 mins
East Didsbury to Shaw & Crompton	Every 12 mins	-
The Trafford Centre to Castlefield	Every 12 mins	Every 15 mins
Manchester Airport to Victoria	Every 12 mins	Every 15 mins

3.4.11 The Site is therefore considered to be very accessible by rail and tram services to the local area and destinations further afield.

3.5 Local Infrastructure Improvements

3.5.1 As discussed above, MCC has secured funding (£70 million) to deliver cycling and pedestrian improvements as part of the Council's Active Travel Strategy. In addition to the completed schemes at Oxford Road/ Wilmslow Road and Deansgate/ Whitworth Street West, another major scheme will be delivered in Ancoats to the north of the City Centre.

3.6 Accessibility Summary

- 3.6.1 In summary, the Site is very well located to facilitate resident journeys to be made to/ from the Site by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.
- 3.6.2 The Site is also highly accessible by public transport, being located within a circa 180m walk/ cycle distance to three bus stops, an approximate 180m distance to Deansgate Railway Station and 270m walk to Deansgate-Castlefield Tram Station, all of which provide frequent services to a number of local and regional destinations.
- 3.6.3 Accordingly, it is evident that the site is highly accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 This planning application seeks full planning permission for the development of 9 apartments (use class C3). Of the 9 apartments, four will have one bedroom, three will have two bedrooms and two will have three bedrooms.

4.1.2 The proposed site plans are contained in **Appendix A** to the rear of this report.

4.2 Proposed Site Access Arrangements

4.2.1 There would be no vehicular access to the Proposed Development. The pedestrian access entrance would be made from Constance Street. Ollier Smurthwaite Architects **Drawing Number A886_P_111**, contained in **Appendix A**, shows the ground floor level and the entrance to the building from Constance Street.

4.3 Proposed Car Parking Arrangements

4.3.1 As shown on the proposed plans in **Appendix A**, there will be no on-site car parking provision as part of the Proposed Development, and so it will therefore effectively be 'car free'. If residents do have a car, they will need to park private vehicles off-site and potential opportunities for parking are discussed further below.

4.4 Justification for Parking Level Provided

Local and National Policy

4.4.1 MCC's Core Strategy (2012-2027) outlines (Appendix B) outlines the appropriate maximum parking standards for new developments. However, paragraph 11.17 of the Core Strategy states:

"The guidance on parking standards does not apply to the City Centre. This is the most accessible location in Greater Manchester, but it is also one which accommodates a complex variety of development. Whilst the appropriate level of parking is always likely to be lower than in other parts of the City, the range of circumstances across City Centre sites means that each case may be different and standards specific to the City Centre are not appropriate."



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- 4.4.2 The Local Policy therefore confirms that city centre developments do not have fixed parking standards, and each application is to be evaluated individually.
- 4.4.3 Additionally, MCC's City Centre Transport Strategy to 2040 vision is for a *"well-connected, zero-carbon City Centre, at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit"*. To support MCC's Vision, the aim is for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport by 2040, which means fewer cars in the city centre.
- 4.4.4 The Addendum to Manchester Core Strategy 2024 was adopted on 21 March 2024 and Policy JP-C8: Transport Requirements for New Developments states that:
- "We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments."*
- 4.4.5 At a national level, paragraph 109 of the NPPF sets out the following:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."*
- 4.4.6 Paragraph 112 of the NPPF also sets out the following:
- "If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 4.4.7 With regards to the above and as identified by MCC, the parking provision within the city centre should be assessed on a case-by-case basis, considering the scale, nature and location of the development, whilst at a national level a vision-led approach should be adopted to deliver well-designed and sustainable places.
- 4.4.8 The Proposed Development supports the current shift in transport planning from a 'predict and provide' model to a 'decide and provide' or 'vision-led' approach which is core to the NPPF, MCC Transport Strategy to 2040 and Policy JP-C8 of the Addendum to the Core Strategy 2024, recognising the role of design in shaping sustainable travel behaviour.
- 4.4.9 As a general principle, it should be noted that any prospective resident considering moving into the proposed apartments would be doing so in full knowledge that there is no on-site car parking available. This will essentially be a self-regulating factor in the profile of residents and will, by definition, deter individuals from choosing to live at the Site for whom car parking is a necessity.

Accessibility of the Site by Sustainable Travel Modes

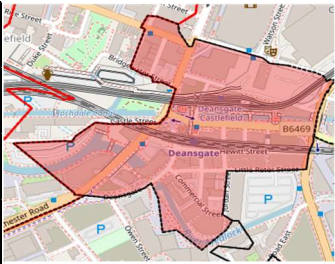
- 4.4.10 The car-free nature of the Proposed Development is considered to be appropriate when having regard to the highly sustainable location of the Site and the proposed suite of active travel infrastructure on the surrounding local highway network (see **Chapter 3**). The Site is very well located within Manchester City Centre with very good access to local facilities, amenities, retail, education and employment opportunities. It is considered that this will have tangible effects on the propensity for residents living at the Site to use more sustainable modes of transport, and thereby considerably reduce the requirement for car ownership.
- 4.4.11 Furthermore, several bus stops, plus Deansgate Railway & Tram Stations are located within a short walk distance (less than a 3-minute walk). These public transport facilities provide excellent quality, regular and frequent services to a large range of destinations within and around Manchester and destinations further afield.
- 4.4.12 In these circumstances, the requirement for car ownership is considerably reduced, as evidenced below with reference to 2021 Census data and observed car parking demand at sites of a similar scale.



Local Car Ownership Levels - 2021 Census

- 4.4.13 In addition to the above, the 2021 Census data has also been further interrogated to determine the existing local car availability around the Site, using dataset RM001 – Accommodation type by car or van availability by number of usual residents aged 17 years or over.
- 4.4.14 Data for the Lower Super Output Area (MSOA) E01034131: Manchester 060E (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by occupants of the Proposed Development.
- 4.4.15 **Table 4.1** shows the area covered by this output area and the census data on car availability.

Table 4.1 – 2021 Census Data – Local Car Ownership Levels

Car / Van Availability	E01034131 Output Area	
All Households	640	
No Cars or Vans in Household	412	
1 Car or Van in Household	192	
2+ Cars or Vans in Household	36	
All Cars or Vans in Households	228	
Percentage Car Ownership	35.6%	

- 4.4.16 The data in **Table 4.1** demonstrates that car ownership is at 35.6% within the local Census output area. If this percentage is applied to the Proposed Development, comprising 9 apartments, this would give rise to an ownership level of only 3 cars.

Public Car Parks

- 4.4.17 As set out in Chapter 2, the Site is located in MCC's Controlled Parking Zone 3 where residents can apply for one of the 100 available 'C1' permits or 50 'C2' permits. If residents have a permit they can park in any pay & display bay within Zone 3. If, however, residents are placed on a waiting list, there is the opportunity to purchase permits at nearby car parks, most notably the nearby Bridgewater Hall APCOA car park located off Little Peter Street which is within a 150m walk from the Site. At the time of writing the annual permit price for a resident in the area is £1,250 and there are 280 spaces available.

- 4.4.18 For visitors to the Site there is a nearby public car park at Alpha Place (see Image 2.5) which has 14 spaces and is within a short 90m walk. In addition, there are on-street parking bays on Commercial Street, also within a very short walk. The Bridgewater Hall car park can also be used by visitors and paid on an hourly basis. There are many other car parks further afield if those parking facilities are fully occupied.

Local TRO Regime

- 4.4.19 As set out in **Chapter 2** of this report and shown on **Image 2.5**, an analysis of the TRO regime on the local highway network to the Site has been undertaken, which demonstrates that the surrounding streets are characterised by significant sections of double and single yellow lines, with a few permit holder/ short stay on-street parking bays available, especially along Commercial Street.
- 4.4.20 The local TRO regime to the Site does not therefore provide future residents with the opportunity to make use of on-street parking (with no valid permit) and is therefore a self-regulating factor in preventing any overspill parking on the local highway network, and to car ownership more generally.

Car Clubs

- 4.4.21 Without prejudice to the above, there are two Enterprise Car Club spaces located within walking distance (500m) of the Site along Whitworth Street West which provide the opportunity for prospective residents to rent out a space for an hourly / daily cost at the user's convenience. A further Enterprise Car Club space is also available on Castle Street (within a 350m walk) of the Site.
- 4.4.22 Residents can therefore make use of nearby Enterprise Car Club spaces, providing access to a car when needed without the requirement of car ownership.

Summary

- 4.4.23 The proposed car free nature of the scheme is considered to be appropriate for the scale, location and character of the development. It aligns with parking provision at comparable residential schemes in Manchester City Centre and is consistent with the guidance set out in the NPPF.



- 4.4.24 The car-free nature of the Proposed Development supports the current shift in transport planning from a 'predict and provide' model to a 'decide and provide' or 'vision-led' approach, recognising the role of design in shaping sustainable travel behaviour.

4.5 Proposed Cycle Parking Arrangements

- 4.5.1 MCC's Core Strategy does not set specific residential cycle parking space requirements, but Policy JP-C8 of the Addendum to the Core Strategy requires new development to incorporate enough secure and covered cycle parking to meet long term demand from occupiers and visitors in a convenient location that helps to maximise its use.
- 4.5.2 The Proposed Development therefore provides one secure cycle parking space per apartment, located on the basement level. Access to the basement cycle storage is facilitated via the platform lift near the Constance Street entrance, followed by the main lift located in the south-west corner of the building. Refer to Ollier Smurthwaite Architects Drawing **No. A886_P_110** in **Appendix A** for further detail.



5.0 TRAFFIC GENERATION

5.1 Overview

- 5.1.1 As discussed above at Chapter 4, in particular **Table 4.1**, the car ownership at the Proposed Development is likely to be below 35.6% (and very potentially 0% given the car-free nature of the scheme and local TRO regime) which equates to a maximum of 3 cars from the Development.
- 5.1.2 Therefore, at worst, a maximum of 3 outbound (commuter) car trips from the Development in the AM peak could be expected to occur and a maximum of 3 arrivals (commuter) in the PM peak. This volume of trips onto the local road network would have a negligible impact to the safety and operation of the highway network.



6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

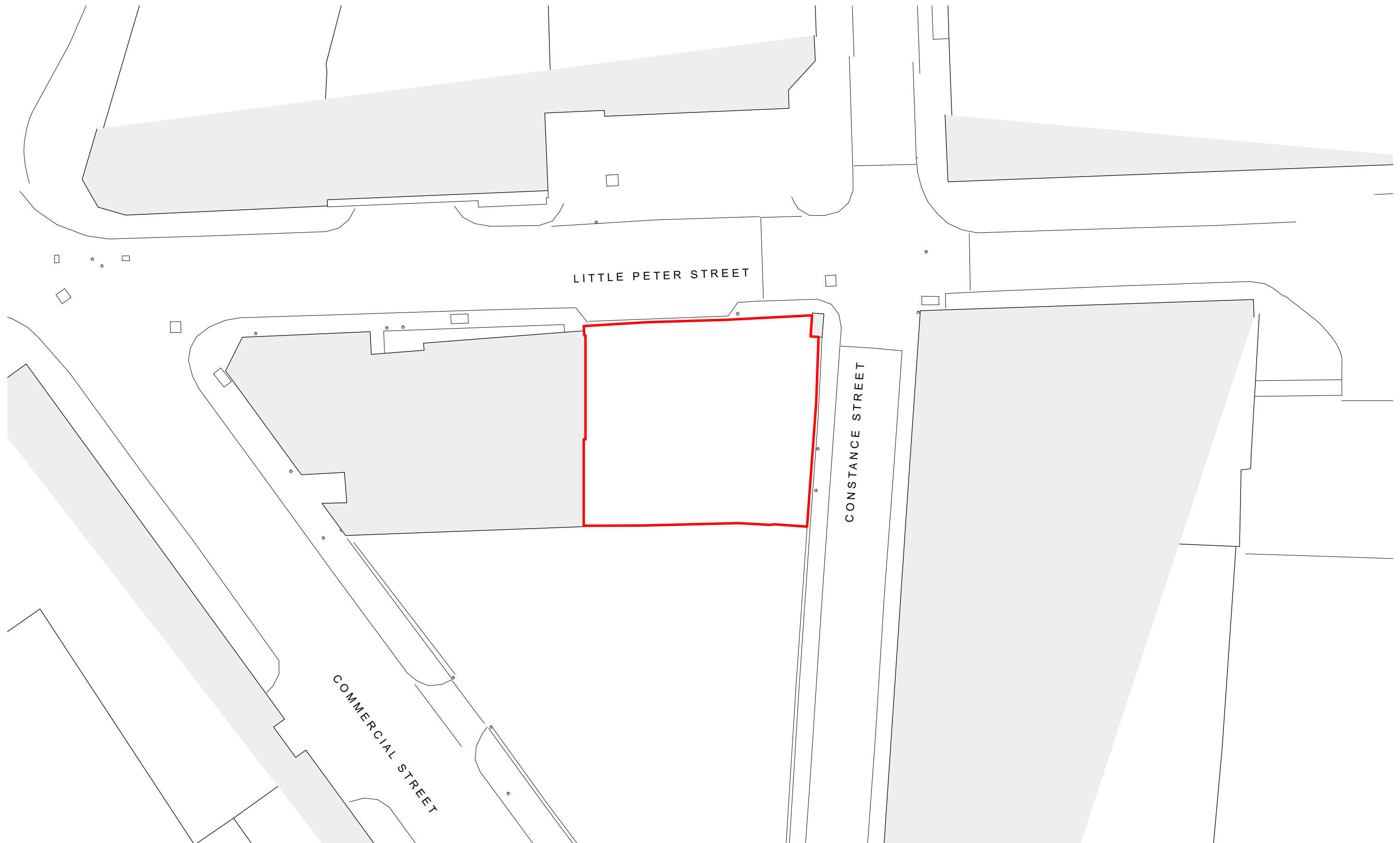
- 6.1.1 Axis have been appointed by Torsion Homes ('the Applicant') to provide highways and transport advice in relation to a planning application for full planning permission for the development of Land Located off Little Peter Street, Manchester, consisting of 9 apartments (use class C3) ('the Proposed Development').
- 6.1.2 The Site is situated on land currently used as a private car park with space for circa 9 vehicles on the corner of Little Peter Street/ Constance Street. It is bound by a commercial/ office building to the west, Little Peter Street to the north, Constance Street to the east and a private car park to the south. All of the surrounding roads have waiting restrictions.
- 6.1.3 The Proposed Development consists of 9 apartments with no on-site car parking, making it effectively 'car-free'. Pedestrian access will be from Constance Street, and the development will include 1 secure cycle parking space per apartment. The car-free nature of the development aligns with local and national policies promoting sustainable travel and reducing car dependency.
- 6.1.4 The likely car ownership at the proposed development is estimated to be low, with a maximum of 3 cars. This would result in a negligible impact on the local road network, with minimal additional traffic generated by the development.
- 6.1.5 Refuse collection will be undertaken directly from Constance Street in accordance with the servicing arrangements of the existing properties.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the Proposed Development is considered to pass the test set out in Paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.



Appendix A – Drawings



1:200@A3

DRAFT

REVISION	DATE	DESCRIPTION

CLIENT: TORSION HOMES	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: SITE PLAN	
SCALE: 1:200@A3	DATE: JUNE 2025
DRAWING NO: A886_P_100	

40 King Street, Manchester, M2 6BA

T 0161 883 0838
F 0161 883 0839
E mail@olliersmurthwaite.com



BASEMENT FLOOR PLAN

1:100

DRAFT

REVISION	DATE	DESCRIPTION

CLIENT: TORSION HOMES	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: BASEMENT FLOOR PLAN	
SCALE: 1:100	DATE: JUNE 2025
DRAWING NO: A886_P_110	

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GROUND FLOOR PLAN
1:100@A3

DRAFT

REVISION	DATE	DESCRIPTION

CLIENT: TORSION HOMES	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: GROUND FLOOR PLAN	
SCALE: 1:100@A3	DATE: JUNE 2025
DRAWING NO: A886_P_111	

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NORTH ELEVATION 1:100@A3	DRAFT		CLIENT: TORSION HOMES			
			PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT			
			ADDRESS: LITTLE PETER STREET, MANCHESTER			
			DRAWING TITLE: NORTH ELEVATION			
			SCALE: 1:100@A3	DATE: JUNE 2025		
© Copyright Ollier Smurthwaite Architects	REVISION	DATE	DESCRIPTION	DRAWING NO: A886_P_310		OLLIER SMURTHWAITE ARCHITECTS 40 King Street, Manchester, M2 6BA T 0161 883 0838 F 0161 883 0839 E mail@olliersmurthwaite.com



EAST ELEVATION
1:100@A3

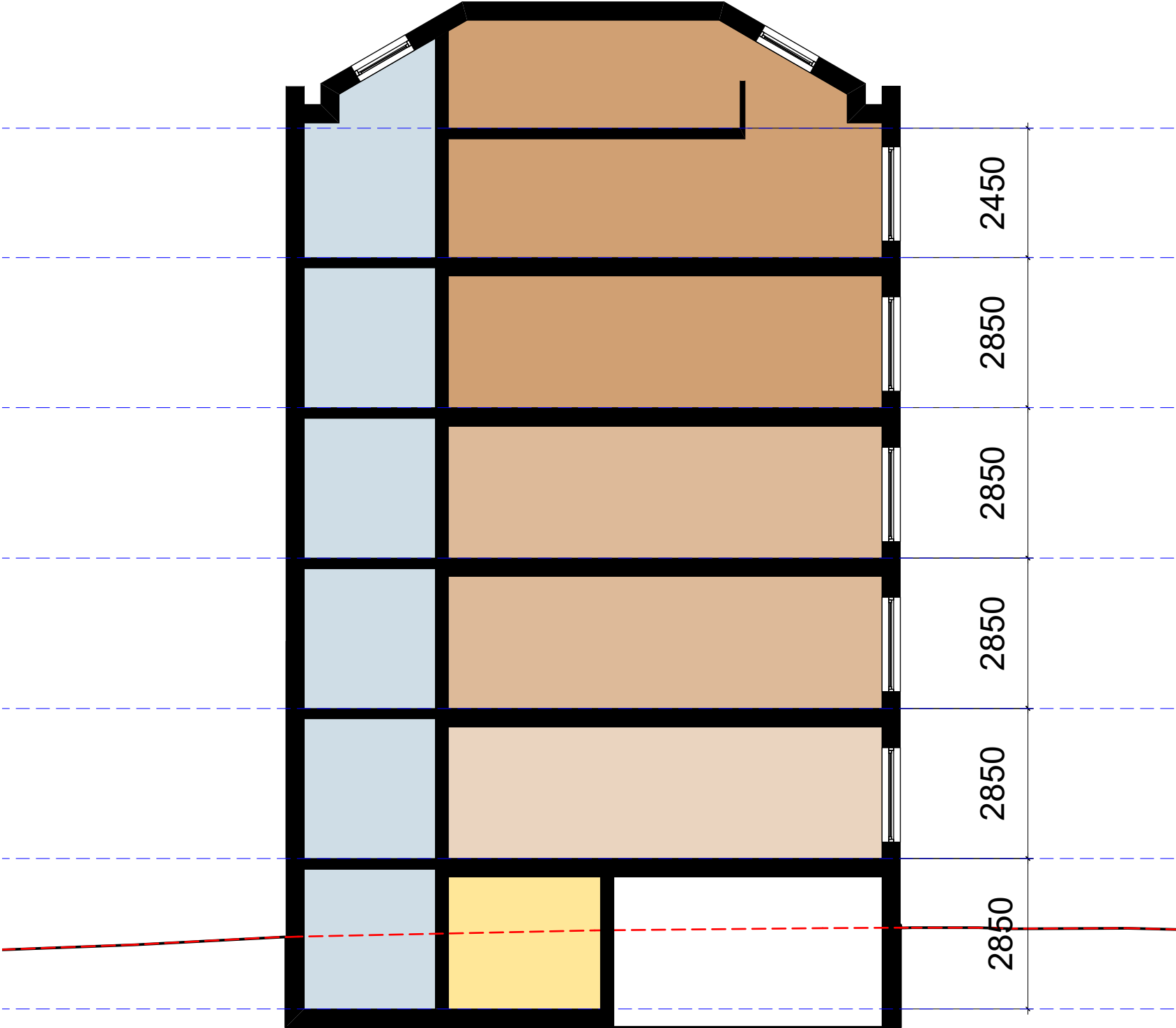
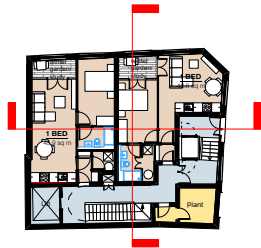
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REVISION	DATE	DESCRIPTION

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PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: EAST ELEVATION	
SCALE: 1:100@A3	DATE: JUNE 2025
DRAWING NO: A886_P_311	

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SECTION AA
1:100@A3

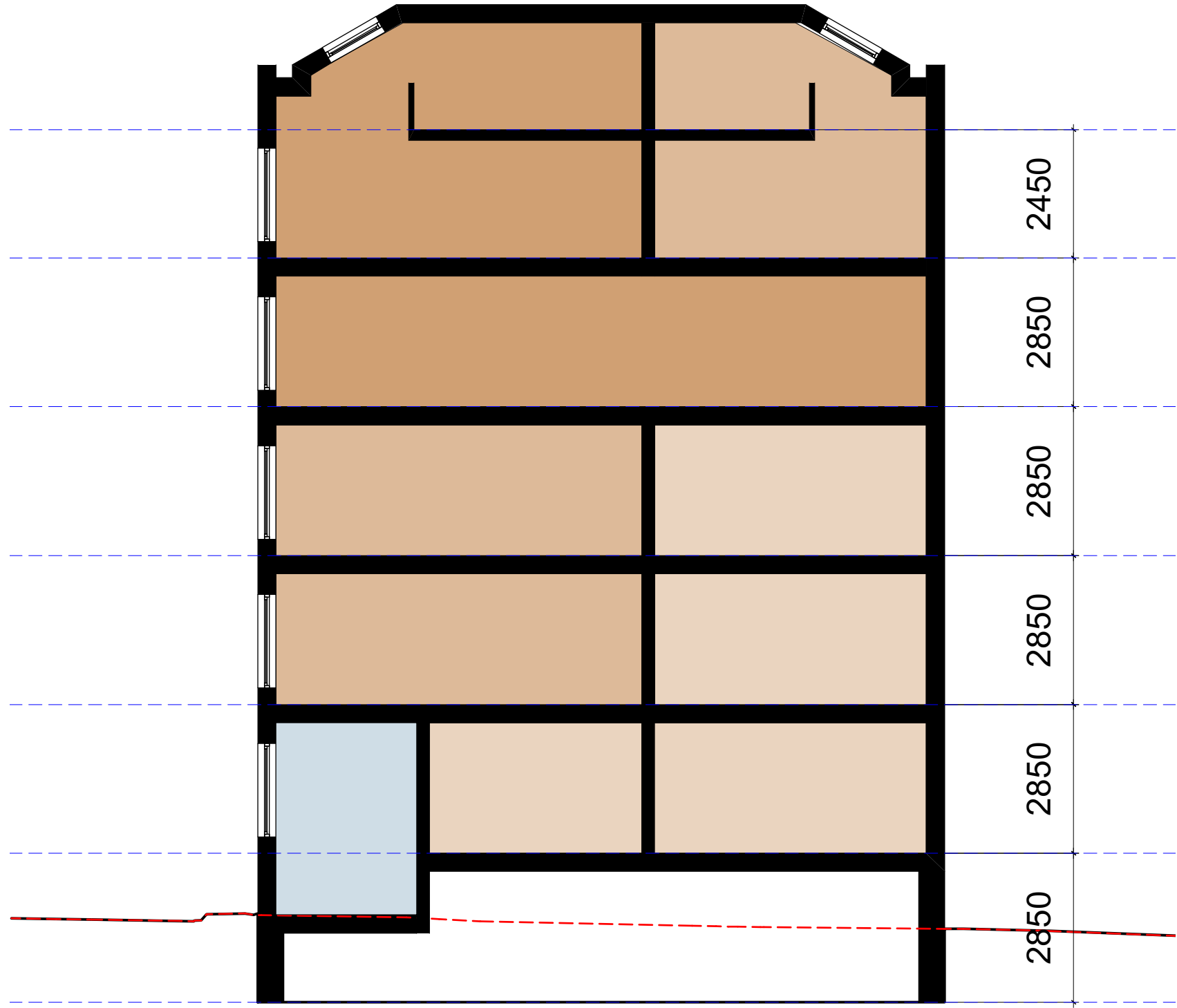
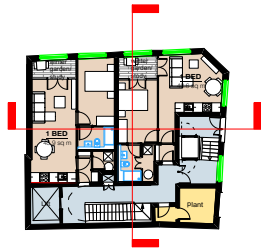
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REVISION	DATE	DESCRIPTION

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PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: SECTION AA	
SCALE: 1:100@A3	DATE: JUNE 2025
DRAWING NO: A886_P_410	

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SECTION BB
1:100@A3

SECTION BB
1:100@A3

DRAFT

REVISION	DATE	DESCRIPTION

CLIENT: TORSION HOMES	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: LITTLE PETER STREET, MANCHESTER	
DRAWING TITLE: SECTION BB	
SCALE: 1:100@A3	DATE: JUNE 2025
DRAWING NO: A886_P_411	

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