

J000585-TS01d
June 2025

Redevelopment of Boulton House for 261 Serviced Apartments

Joyce, 17 Chorlton Street, Manchester,
M1 3HY

Transport Statement



Prepared on behalf of:

The James (M1 Living)
Limited

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10531-SHA-ZZ-A-B5D9-G200-PL-01-001	General Arrangement - Level 01
10531-SHA-ZZ-A-B5D9-G200-PL-02-001	General Arrangement - Level 02 & 03
10531-SHA-ZZ-A-B5D9-G200-PL-04-002	General Arrangement - Level 04 & 05
10531-SHA-ZZ-A-B5D9-G200-PL-06-001	General Arrangement - Level 06
10531-SHA-ZZ-A-B5D9-G200-PL-07-001	General Arrangement - Level 07
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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Joyce by The James to consider highways and transport matters related to proposals for the redevelopment of Boulton House, Chorlton Street, Manchester City Centre, to deliver a hi-spec serviced apartment scheme. The proposals envisage the delivery of 261 purpose built serviced apartments and represents an opportunity for the promotion of sustainable redevelopment.
- 1.2 This report has been prepared to support serviced apartment-based redevelopment at Boulton House. Due to the combination of the site's city centre location and the 'car free' nature of the redevelopment scheme, the proposals are unlikely to generate a substantive level of car trip demand. It is therefore not considered necessary to carry out a detailed assessment of highway network capacity or operational performance. Notwithstanding this, in line with good practice guidance, it is considered that the preparation of a formal Transport Statement is still appropriate. As a reflection of the city centre location of the site (ensuring excellent public transport connections and easy walk / cycle accessibility to key employment, educational, retail and health services), the report concentrates on identifying the site's sustainability and suitability for redevelopment when considered in transport / locational terms.
- 1.3 The format of this TS report has been designed to accord with the key assessment approach set out in National Planning Policy Guidance document "Travel Plans, Transport Assessments and Statements" and therefore covers the following matters:
- A description of the site location and planning history of the Application Site - including a review of relevant local and national planning policy, the nature of the surrounding road network and a consideration of relevant local road safety history.
 - An accessibility audit of the Application Site location, setting out the range of opportunities available to encourage travel to / from the site by alternative travel modes to the private car.

- A review of the key development principles and relevant highways and transport aspects of the Application Scheme, including main site access arrangements, supporting sustainable transport initiatives and vehicle servicing strategy.
- A review of indicative worst case traffic demand levels anticipated to be generated by the site.
- A review of the zero on-site parking approach proposed to support the redevelopment, both in terms of the extent and nature of current local on-street parking opportunities & enforcement and what opportunities exist for local private parking, should some visitors / staff ultimately wish travel by car to the Boulton House site.
- Summary and conclusions.

2.0 SITE LOCATION AND EXISTING NETWORK CONDITIONS

2.1 Site Location & Planning History

Site Location

- 2.1.1 The Application Site represents the existing Boulton House building, which provides main frontage to Chorlton Street, Manchester City Centre. A plan illustrating the strategic location of the site in terms of the Manchester City Centre core is provided as **Figure TS1**, with a more local plan, showing immediate streets and buildings, included as **Figure TS2**, and aerial image at **Figure TS3**. Chorlton Street forms the site's southwestern frontage, beyond which lies an NCP Car Park and Manchester Central Coach Station. Major Street forms the site's northwestern frontage, providing access to a small number of on-site parking spaces (5) and service access, and Arthur House office accommodation on its northern side. To the northeast, Boulton House is bounded by 6 Minshull Street building, which incorporates a hotel and commercial units, and 8 Minshull Street/42 Bloom Street buildings which have historically been occupied by office and restaurant uses. Hart Street, a short cul-de-sac, runs between 6 Minshull Street and 8 Minshull Street/42 Bloom Street, terminating and fenced at the Boulton House boundary. Bloom Street forms Boulton's House southeastern boundary, off which a 32-space car park at Boulton House is accessed. The Bloom Street surface car park is located at Bloom Street opposite Boulton House.

Planning History & Historical Site Use

- 2.1.2 Boulton House comprises 76,918sq ft net office accommodation across 8 floors, of which over 50% is currently vacant. The building will be fully vacant by end of 2025. On-site parking is available for a total 37 vehicles across parking areas located off Bloom Street and Major Street.

2.2 Relevant Planning Policy

- 2.2.1 The paragraphs below provide a summary of transport related planning policy matters that are considered relevant to the Application Scheme. This review

includes consideration of transport policy guidance set out in both national and local planning and transport policy documentation.

National Planning Policy

- 2.2.2 December 2024 National Planning Policy Framework (NPPF) seeks to encourage development which accords with the sustainable transport & development visions of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Paragraph 7 of NPPF notes that:

“The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner.”

- 2.2.3 Paragraph 10 reinforces this position by stating:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

- 2.2.4 The role of transport consideration in the planning system and the key objectives when promoting sustainable objectives as identified in the NPPF are as follows:

“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. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage - for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. (Para 109)

“The planning system should actively manage patterns of growth in support of these objectives. 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... (para 110)

“...Applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (Para 117)

2.2.5 It is considered that the development of the Application Site to bring the land into short stay serviced apartment use would be in line with these general policy principles, by locating the proposed development within Manchester City Centre and promoting the development as a car-free scheme, which would ensure that walking, cycling and public transport modes are adopted, thereby helping to minimise overall traffic related effects.

2.2.6 Paragraphs 115, 116 & 117 of NPPF also provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key

matters to be considered when determining the suitability of development proposals:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- b) safe and suitable access to the site can be achieved for all users;***
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and,***
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (Para 115)***

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.” (Para 116)

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.” (Para 118)

2.2.7 Paragraph 116 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ (our underlining), following mitigation - which is typically understood to mean situations where development is likely to result in a material detrimental ‘step change’ in circumstances when compared to predicted Baseline ‘Do-Nothing’ conditions. Should the operational effects, as a consequence of development, be marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

2.2.8 Whilst the NPPF does not seek to define the nature of what is considered to represent a ‘severe’ impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a

‘high-bar’ for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 116 inherently suggests that some measure of highways impact must be viewed as being ‘acceptable’ and that it is only when a ‘severe’ detrimental highways & transport position is identified that a refusal of planning permission on such grounds is appropriate.

Regional Policy: Greater Manchester Places for Everyone Joint Development Plan 2022 to 2037

- 2.2.9 Places for Everyone (PfE), adopted December 2024, is a long-term plan of nine Greater Manchester districts including Manchester, for jobs, new homes, and sustainable growth. Policy JP-Strat14: A Sustainable and Integrated Transport Network strives to ensure that *“half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods”*. The delivery of car free schemes where appropriately located in proximity to excellent walking, cycling and public transport opportunities, such as the Boulton House location, will be key to achieving this. The scheme can also be considered to be in accordance with Policy JP-C8: Transport Requirements of New Development, which seeks to prioritise *“the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability”*.

Regional Policy: Greater Manchester Transport Strategy 2040

- 2.2.10 The Greater Manchester Transport Strategy (GMTS2040) sets out the approach for dealing with highways and transport matters across Greater Manchester up to 2040 and has been developed in line with current Local Transport Plan guidance and best practice re: the creation of Sustainable Urban Mobility Plans. The GMTS2040 focuses principally on creating a co-ordinated transport for the Greater Manchester area that ultimately seeks to meet the vision of *“World-class connections that support long-term sustainable economic growth and access to opportunity for all”*. A key output from meeting this vision is to reduce the reliance on car travel for journey making with Greater Manchester, with an ultimate target of providing ‘the right mix’ of travel options and in so doing reduce car use to 50% or less of daily

trips (a net zero growth in motor vehicle traffic between 2017 - 2040). Key principles under-pinning the strategy are to deliver:

- *Walking & Cycling* - a comprehensive network of on and off-road walking and cycling routes to key local destinations and for leisure.
- *Public Transport* - A fully integrated high-capacity public transport system to support a rapidly growing City Region.
- *Highways* - A reliable and resilient multi-modal highway network that supports efficient movement of people of goods to, from and across Greater Manchester.

2.2.11 Policies within the GMTS2040 seek to prioritise the delivery of new development that is accessible by sustainable transport modes. A key element is to deliver 'connected neighbourhoods' which are based on the following principles:

- Local neighbourhoods to be safer and more pleasant to walk and cycle around, with the impact of traffic on local roads reduced and a year-on- year reduction in collisions.
- Achieve the Right Mix vision, by making walking and cycling the natural choice for short journeys.
- Ensure that town centres are attractive and well connected - and that interchanges are easier to access, in order to increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.

2.2.12 GMTS2040 recognises that such neighbourhood-focused policies, should be supported by development that seeks to meet the concept of 'Streets for All', thereby delivering streets and places that:

- Feel like welcoming and healthy places to spend time.
- Represent attractive and inclusive walking environments.
- Ensure a safe and connected cycling experience.
- Support reliable, integrated and accessible public transport network,
- Allow goods to reach their destinations on time, with minimal impact on local communities.
- Provide opportunities to harness future mobility innovations.

Local Planning Policy

- 2.2.13 A more extensive review of relevant planning policies within Local Planning Policy documents is included in the formal Planning Statement report submitted in support of the Planning Application. A summary of key local planning policy documents is provided below.

Manchester's Local Development Framework - Core Strategy Development Plan Document (adopted 2012)

- 2.2.14 Manchester's Core Strategy (adopted in July 2012) is the key Development Plan document in the Council's Local Development Framework (LDF). The LDF covers a 15-year period from 2012 to 2027, with the LDF Core Strategy setting out the long-term strategic policies for Manchester's future development and forming the framework against which planning applications will be assessed. Manchester's Core Strategy was updated following the adoption of PfE Joint Development Plan in March 2024. The following includes those policies which are still relevant, some policies having been replaced by PfE policies).
- 2.2.15 Paragraph 6.3 of the Core Strategy states that Manchester City Council has set key principles that apply to all development regardless of type, to ensure sustainable development in the context of climate change. Policy SP1 sets out the Core Development Principles that all new development schemes should seek to address.

"Development in all parts of the City should:-

- *Make a positive contribution to neighbourhoods of choice including:-***
 - *creating well designed places that enhance or create character.***
 - *making a positive contribution to the health, safety and wellbeing of residents.***
 - *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.***
 - *Protect and enhance the built and natural environment...***
- *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."***

2.2.16 The Core Strategy goes on to outline Transport Policy, with Objective 5 relating to Transport in the context of sustainable transport networks providing access to jobs, education, services, retail, leisure and recreation.

2.2.17 Policy T1 describes the aspirations in terms of providing Sustainable Transport across the city and sets out that:

“The Council will support proposals that:-

- Improve choice by developing alternatives to the car.***
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***

2.2.18 Policy T2 sets out guidance in relation to parking provision at new developments. With respect to development located within the city centre, policy T2 states,

‘Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development...

‘In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy...

‘The car parking standards are maximums and the cycled and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.’

2.2.19 This further reinforced by paragraph 11.17, which states:

‘The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The car parking standards in appendix B are maximums and the cycle and disabled parking are minimums, however the Council will consider whether there are any circumstances, related to either the site or the operation of the development, which warrant an alternative level of parking.’

2.2.20 The following sections to this TS therefore set out how the key elements of the Application Scheme have been designed to respect these core policy objectives. Furthermore, the TS will demonstrate that a) the site is easily accessible by walking, cycling and public transport, thereby enabling access to jobs and education by modes other than the private car, and, b) that the approach to car parking and level of cycle parking to be provided in support of the development has been identified cognisant of MCC sustainable development objectives particularly for city centre development.

City Centre Transport Strategy to 2040 (March 2021)

2.2.21 The City Centre Transport Strategy has been drafted by Transport for Greater Manchester (TfGM), Manchester City Council and Salford City Council. The 2040 Transport Strategy aims to shape and create a successful resilient city-region, with the Transport Vision seeking to deliver ‘World class connections that support long term, sustainable economic growth and access to opportunity for all’.

2.2.22 The Transport Vision has four key elements which represent the goals of the strategy:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all
- Developing an innovative city-region

2.2.23 The Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system to support a wide range of different travel needs. The successful delivery of this Transport Strategy will ensure that public transport is a realistic travel mode to new development, through the provision of integrated and reliable public transport.

2.2.24 Again, it is considered that the location and nature of the redevelopment scheme and the extent of facilities proposed to support the scheme directly responds to this core planning guidance.

2.3 Description of the Immediate Local Highway Network

- 2.3.1 The Application Site is a broadly rectangular parcel of land occupied by the Boulton House building and associated parking areas. The main entrance to the existing Boulton House building is via Chorlton Street. Chorlton Street is a two-way route running northwest to southeast from Portland Street to Fairfield Street. The vehicle carriageway to the immediate section of Chorlton Street to the development site is approximately 10.5m wide, incorporating on-street marked bus cage on its eastern side and taxi layby on its western side. The route is wide enough to accommodate the on-street bus cage whilst not impeding the two-way passage of vehicles on the route. Wide footways in excess of 3m are available to both sides, with bus shelters provided within the eastern footway. Chorlton Street operates under 20mph speed limit. The section of Chorlton Street between Silver Street and Portland Street, and Bloom Street to Fairfield Street, operates one-way only (north to south). The entire length of the route is subject to parking restrictions, including double yellow lines, loading restrictions bus waiting bays/bus stops, taxi bays and time-limited pay & display parking bays (operational Monday to Sunday, 8am till 8pm, 2hour max stay, no return with 1 hour).
- 2.3.2 Major Street, which represents the site's northwestern frontage, comprises a 2-way local access route of 6.4m carriageway width and 2.5m wide footways to both sides. The section of route to the site frontage is characterised by some time-limited pay & display parking bays (operational Monday to Sunday, 8am till 8pm, 2hour max stay, no return within 1 hour) and double yellow line restrictions. Access to a small parking area and servicing bays associated with Boulton House is available via separate entry and exit bellmouth junctions, both barrier-controlled, and located 22m and 50m northeast of Major Street's junction with Chorlton Street respectively.
- 2.3.3 To the west of Chorlton Street, Major Street operates as a one-way route (east to west) through Manchester Central Coach Station, and is barrier controlled, permitting access to coaches only. Beyond the coach station the route continues as a two-way route, ultimately terminating at a priority control junction with the A34 Princess Street. To the east, Major Street forms a priority-controlled crossroads with Minshull Street (Major Street forming the minor approaches), with

the eastern section of Major Street providing access to the Major Street car park. Major Street terminates to vehicles to the where it meets Aytoun Street, albeit onward pedestrian access is available to this route.

2.3.4 Minshull Street runs northwest to southeast as a two-way route between Portland Street and A6 Aytoun Street. The route comprises 6.0m carriageway / 2.0m minimum footways to both sides, with on-street time-limited parking bays (operational Monday to Sunday, 8am till 8pm, 2hour max stay, no return with 1 hour) at sections limiting the operating carriageway such that shuttle working is required. Sections of route not subject to on-street parking are subject to double yellow line restrictions.

2.3.5 Hart Street represents a short, narrow cul-de-sac which runs between 6 Minshull Street and 8 Minshull Street/42 Bloom Street, providing service access to these buildings and terminating and fenced at the Boulton House boundary.

2.3.6 Bloom Street forms the southeastern boundary of the Application Site, running southwest to northeast between Linley House and Aytoun Street, forming priority crossroads with routes including Princess Street, Abingdon Street, Sackville Street, Chorlton Street and Minshull Street where it represents the minor approaches. To the Application Site frontage, the route represents a circa 6m carriageway with 2m footways to both sides. The site side of Bloom Street is characterised by continuous double yellow lines, with on-street time-limited parking bays (operational Monday to Sunday, 8am till 8pm, 2hour max stay, no return with 1 hour, provided opposite the site. A bellmouth access to the Boulton House main parking area is provided 20m north of the Chorlton Street / Bloom Street junction. The access incorporates a narrow splitter island, accommodating barrier-controlled entry and exit.

2.4 Road Safety: Review of Personal Injury Accident Data

2.4.1 Personal Injury Accident (PIA) data for the immediate sections of Chorlton Street, Major Street, Bloom Street and Minshull Street to the Application Site, has been reviewed by Focus TP via reference to data held in the Crashmap.co.uk database. This database provides details of all PIA events attended by the police and is approved by the National Statistics Authority and reported on by the Department

for Transport (DfT) each year. Such data represents industry standard information for use in road safety analysis.

- 2.4.2 Data has been obtained for the most recently available five-year search period, covering January 2019 - December 2023. Such a search period is in excess of the minimum accident review periods identified in NPPG (three-year standard search period and five-years for potential high-risk accident area).
- 2.4.3 A location plan of all incidents recorded within this search area is included as **Figure TS4** to this report. Review of this historical accident data identifies that just one accident has been recorded within the local search area over the five-year search period. This accident was of 'slight' impact classification, and occurred at the Chorlton Street / Bloom Street junction, involving two cars both proceeding normally along the carriageway.
- 2.4.4 Given the limited nature of accidents recorded locally it is considered that there are no material road safety issues that would call redevelopment of the Boulton House site into question or require the provision of additional local safety infrastructure to support the proposal. Recorded accident levels are generally low, particularly given the nature of the search area, which includes city centre routes to local public transport interchanges.

3.0 SITE ACCESSIBILITY AUDIT

3.1 Introduction

3.1.1 Serviced apartment development at the Boulton House Application Site would need to be delivered to satisfy planning and transport related sustainability objectives as set out in both local and national development policy documents. These documents state two primary transport related objectives when considering the location of new development:

- The need to reduce the need to travel, especially by private car;
- The need to promote accessibility to a range of sustainable travel options and encourage the location of new development in locations with good access to local facilities and services.

3.1.2 The Application Site is considered to enjoy a number of locational characteristics that would assist in encouraging trips to / from the proposed development to be made by a range of sustainable alternative travel options to the private car. The site is located within a short walk of a wide range of existing public transport connections and its city centre location means that it lies within an easy walking and cycling distance of a wide range of local facilities attractive to city centre visitors, such as shopping, education and leisure destinations - with the majority of these services & facilities being linked by good quality walk / cycle routes.

3.1.3 The nature of local sustainable transport connections available within the immediate catchment of the Application Site is set out in more detail in the paragraphs below.

3.2 Public Transport Connections

3.2.1 The Application Site provides excellent accessibility to bus, coach, metrolink (tram) and rail networks by virtue of its location.

Bus Services

- 3.2.2 Current planning guidance recognises 400m as a maximum walking distance to a bus stop from a new development, with 250m identified as a more desirable walk catchment in city or town centre locations in order to encourage regular bus use.
- 3.2.3 Several bus stops are located to the immediate frontage of the Application Site at Chorlton Street, within an on-street marked bus cage with 4 shelters and information boards available. These stops are served by the 191 service, which offers 4 buses per day (16:00-18:00 Monday-Friday) to Stockport via Longsight and Levenshulme (one continuing to Hazel Grove), 2 buses per hour on Saturdays and 1 bus per hour on Sundays. These stops are also served by the 197 service to Stockport via Longsight, Levenshulme and Green End, which offers 3 buses per hour from Stockport / 2 buses per hour to Stockport (05:30-23:00 Monday-Friday), 2 buses per hour in each direction on Saturdays and 1 bus per hour in each direction on Sundays.
- 3.2.4 Additionally, the Chorlton Street stops provide access to service X41 Manchester City Centre - Haslingden - Baxenden - Accrington (hourly service in each direction Monday-Sunday) and X43 Burnley & Rawtenstall to Manchester (3 buses per hour in each direction Monday-Saturday and 30minute service in each direction on Sundays).
- 3.2.5 The stops also represent Manchester Coach Station, and are served by National Express buses, providing circa hourly connections to London Victoria, 90 minute services to Liverpool, Leeds, and Birmingham and less frequent connections to Edinburgh, Blackpool and Glasgow.
- 3.2.6 Furthermore, the proposal site is located just 250m from the Piccadilly Gardens Bus Station, one of two main bus stations in Manchester City Centre, providing additional frequent services to a wide range of destinations across Greater Manchester & Cheshire. A plan of local city centre stops is provided at **Figure TS5**, with city centre bus services illustrated in **Figure TS6**.

Metroshuttle (Free City Centre Bus Shuttle)

- 3.2.7 In addition to standard public bus services, the Chorlton Street bus stops to the site frontage are served by Routes 1 and 2 of the free Manchester City Centre Metroshuttle service (see also **Figure TS7** to this report). Route 1 operates a 10-minute daytime frequency and provides connections to key city centre connections such as Piccadilly Station, Manchester Oxford Road, Deansgate, Spinningfields and Chinatown. Route 2 also provides a 10-minute daytime frequency connection between Manchester Picadilly, Chinatown, Victoria Station, Shudehill and the Northern Quarter.

Metrolink (Piccadilly Gardens Stop)

- 3.2.8 The Application Site is located within a 300m walk to the Metrolink (tram) stop at Piccadilly Gardens. This stop is served by trams on the following routes:

- Eccles - Ashton-under-Lyne (Blue line)
- Bury - Piccadilly (Yellow Line)
- Altrincham - Piccadilly (Purple Line)
- MediaCityUK - Etihad Campus (Orange Line) *peak only*

- 3.2.9 Each route operates with 12-minute service headways during peak times, with trams beginning to run from approximately 06:00 Monday to Saturday and finishing around midnight Monday to Thursday, 01:00 Friday and Saturday and 23:00 on Sundays. A network plan of the Metrolink system is included as **Figure TS8** to this report identifying the connections available from the Piccadilly Gardens stop. The combination of these services offers a core daytime service of at least 30 trams per hour.

Rail Services (Manchester Piccadilly Station)

- 3.2.10 Manchester Piccadilly Train Station also lies within a 600m walk of the Application Site. This hub station provides regular local rail connections to South Manchester & Cheshire suburbs and Inter City links to London, the Midlands, South West, North

Wales and the North West / Scotland. A plan of local rail network connections available from Piccadilly Station is illustrated in **Figure TS9** to this report.

3.3 Car Club Opportunities

- 3.3.1 City Car Club offers an established car sharing service that has been available to residents, visitors and businesses across Manchester City Centre since 2006. The service offers a 'pay by the hour' car hire scheme, giving city centre residents, visitors and workers a more convenient and cost-effective alternative to car ownership.
- 3.3.2 A fleet of low-emission car-club vehicles are located at numerous dedicated parking bays around the city centre. The closest of these bays to the Application Site being located at the Bloom Street NCP car park, located on the opposite side of Bloom Street to the Application Site (see **Figure TS10**).
- 3.3.3 Each vehicle is available for City Car Club members to hire out for as little as 30 minutes at a time, with vehicles available for immediate reservation via an on-line / mobile app-based booking system. Vehicles are accessed via a keyless entry system using members' smartcards.

3.4 Walking & Cycling Access

- 3.4.1 In addition to the local public transport connections set out above, the location of the Application Site is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot or by cycle. Major routes in the vicinity of the Application Site, including Portland Street, Aytoun Street and Fairfield Street provide push button pedestrian crossing controls to promote safe pedestrian and cycle use, and key junctions include advanced cycle stoplines.
- 3.4.2 CIHT document 'Providing for Journeys on Foot', suggests suitable walking distances to common facilities to encourage walking access. This document identifies the following guidance regarding relevant walking thresholds for access to community facilities, local services and shops:

- Desirable: 400m
- Acceptable: 800m
- Preferred Maximum: 1200m

- 3.4.3 **Figure TS11** to this report illustrates the extent of a 1km walk catchment as measured from the Boulton House Application Site. This analysis demonstrates that virtually the whole of Manchester City Centre lies within a 1.2km walking distance, including main shopping / leisure areas and key transport hubs including Manchester Piccadilly Train Station, Oxford Road Train Station, Piccadilly Gardens Bus Station and metrolink stations.
- 3.4.4 In addition to walking opportunities, national policy guidance also notes that cycling has potential to substitute for short car trips, particularly those journeys of less than 5km, and those forming part of a longer journey by public transport. The location of the Application Site allows access across the whole of Manchester City Centre and surrounding areas with good connections to the surrounding local suburbs of Hulme, Old Trafford, Gorton and Harpurhey as shown in **Figure TS12**.
- 3.4.5 An extract of TfGM's cycle map is provided in **Figure TS13** to this report. This plan identifies that the city centre roads are designated as 20mph routes. Routes with on road cycle provision are identified with traffic free routes being located in the vicinity of the River Irwell. Cycle lanes are present on Deansgate with advance cycle stop lines being available on key routes at the signal junctions.
- 3.4.6 To further assist cycle access, the Bee Network Cycle Hire scheme is available across Manchester. The network will provide numerous cycle hire stations across the city, with bikes and e-bikes available to hire from 5p per minute. A plan of local docking stations in the vicinity of the Boulton House site is provided at **Figure TS14**, with the closest docking station being at Bloom Street within 100m of the application site.
- 3.4.7 The proximity of the site to this dedicated infrastructure is likely to encourage cycling access to the site and ensures that cycling represents a potential practical travel option for visitor journeys.

3.4.8 Audit Summary

3.4.9 It is concluded that the Boulton House Application Site represents an appropriate location for redevelopment, being located within a short walking distance of a number of bus / metrolink / rail stops served by regular connecting services and within an acceptable walk / cycle catchment of a wide range of key everyday services, facilities and employment opportunities.

3.4.10 Overall, the locational characteristics of the site should assist in meeting the sustainable planning objectives for new development of promoting opportunities for the use of a range of travel modes, without dependence on the private car.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Description of the Scheme Proposals

4.1.1 The proposed Boulton House redevelopment scheme envisages the change of use and extension of the existing office building to deliver 261 serviced apartments, with flexible commercial uses at ground floor.

4.1.2 Illustrative floor plans for key elements of the proposals are included as a series of drawings to this report, with service apartment accommodation (predominantly studios with some apartments) provided primarily over floors 1 - 8 (a small number of apartments (5) and studios (5) would be included on the ground floor).

4.1.3 The ground floor level of the building would include a 268sqm commercial unit, along with the following shared amenities for use by visitors:

- Entrance / reception & concierge area;
- Work and social lounges;
- Gym/yoga studio;
- Cycle store;
- Meeting rooms;
- Podcast room;
- Management office;
- Refuse / bin store area.

4.2 Site Access Arrangements & Car Parking

4.2.1 Direct access to the Application Scheme would be provided by foot & cycle only, with main pedestrian access to the serviced apartments being taken from Bloom Street via a courtyard entrance, with access to the commercial unit via an entrance to the building at the corner of Bloom Street / Chorlton Street. A separate entrance/lobby would be provided off Bloom Street serve the apartments and studios proposed at ground floor level. Access to the courtyard would also be provided via Hart Street, with the existing fence proposed to be removed.

4.2.2 Due to the highly accessible location of the Application Site, no car parking is proposed to be delivered on site to support the redevelopment.

4.2.3 Should visitors to the Boulton House scheme ultimately decide to drive to the site, options for car parking would be restricted to local commercial car parks. Details of such available local commercial car parking is set out in section 6 to this report. Local on-street short-stay parking and supporting on-street 'no-waiting' parking controls are strictly enforced, which will help reinforce the principle of the car development.

4.3 Cycle Parking

4.3.1 23 secure / covered cycle parking spaces are proposed to be provided within the ground floor level to encourage cycle access to / from the site. The proposed level of cycle parking (1 space per 10 apartments) is in accordance with MCC's parking standards for hotels, which is considered the most applicable land use to application scheme.

4.4 Large Vehicle Servicing / Waste Management

4.4.1 A refuse store would be provided at the ground level, with access doors directly to the Major Street frontage, to allow on-street servicing, replicating the arrangements for the existing building which comprises on-street refuse collection at Major Street.

4.4.2 A drop off layby is also proposed at Bloom Street, to accommodate commercial unit deliveries, and taxis/small deliveries to the serviced apartments.

4.5 Travel Plan

4.5.1 It is proposed that the redevelopment of Boulton House would be supported the implementation of a travel plan at the site, to support sustainable objectives and to promote visitor travel by non-car modes. A copy of a Framework Travel Plan for future site operation is included as **Appendix TS1**, which includes for consideration of the following matters:

- Introduction & Review of Sustainable Transport Opportunities;
- Key Action Framework
- Travel Plan Administration
- Travel Plan Operation & Physical / Operational Measures
- Monitoring & Enforcement Measures.

5.0 PREDICTED DEVELOPMENT TRAFFIC DEMAND

5.1 Predicted Traffic Generation

- 5.1.1 The Application Scheme would deliver 261 serviced apartments. Given that the scheme is proposed to be promoted as a car free development, it is not anticipated that the scheme would generate any significant amounts of traffic. The excellent location of the site and lack of on-site car parking results in a limited requirement / ability for private cars to access the site.
- 5.1.2 With reference to the ground floor commercial unit, it is anticipated that the majority of customer movements associated with it would be pass-by or linked with other city centre trips. Staff trips could be expected to be mainly by sustainable modes.
- 5.1.3 It is also important to note the site currently represents an office development, with a total of 37 on-site car parking spaces. As the application scheme does not include any on-site parking spaces, the redevelopment would likely result in an overall reduction in vehicle movements to/from the site when compared to its current office use.
- 5.1.4 Based on the above it is considered that there is no requirement for further highway assessment.
- .

6.0 REVIEW OF LOCAL CAR PARKING OPPORTUNITIES

6.1 Introduction

6.1.1 The location of the Boulton House redevelopment site provides excellent opportunities for staff and visitors to travel to / from the site by sustainable travel modes, without the need for access to the private car. Indeed, the highly accessible nature of the Application Site by sustainable modes of transport together with the zero-car parking strategy is considered to represent a strong deterrent to staff and visitors from utilising a car for journeys to/from the site.

6.1.2 Nevertheless, it is accepted that a small number of staff and visitors may still wish to utilise a private vehicle for some journeys associated with the site. In recognition of the potential for some level of car use, the following paragraphs identify the extent and nature of local parking opportunities available within the immediate local catchment of the Boulton House site. For ease of reference, parking options have been broken down into the following categories:

- On-street parking;
- Off-site private contact parking.

6.1.3 It should be noted that MCC have implemented strict controls on parking within the city centre, with all on-street parking chargeable and time-limited (in the immediate vicinity of the Application Site limited to 2hrs) between the hours of 08:00-20:00 Monday to Sunday. Such rigorous parking controls would render on-street parking an impractical option for staff and visitors, with the effect being such that any staff / visitors travelling to the Application Site would not risk illegal parking, but instead would seek to utilise local formal parking opportunities. Illegal / fly parking issues are therefore considered unlikely to occur as a consequence of the redevelopment proposals.

6.2 On Street Parking Opportunities

6.2.1 Short stay on-street parking opportunities are available on a number of local streets within a short walk catchment of the Boulton House site, including at the Bloom Street and Major Street frontages to the Application Site.

6.2.2 The local bays are located either within the City Centre Zone 2 controlled parking zone and therefore are subject to short-stay on-street 'pay and display' parking during daytime hours (08:00-20:00). As such these spaces are considered to be of most relevance for potential visitor car trips to the Application Site. The following charges apply to these on-street bays daily:

Zone 2 Controlled Parking Zone - Monday to Sunday, 8am till 8pm

Pay & Display 2 Hours, No Return Within 1 Hour

- up to 30 minutes - £1.45
- up to 1 hour - £2.90
- up to 1 hour 30 minutes - £4.30
- up to 2 hours - £5.80

6.3 Off-Site Private Parking Opportunities

6.3.1 In addition to short-stay on-street parking spaces, other opportunities exist within the immediate catchment of the site for staff and visitors to park within private car parks, as illustrated in **Figure TS15** to this report. These commercial car parks offer an alternative for longer-stay one-off parking associated with visitor trips to the Application Site.

6.4 Parking Review Summary

6.4.1 In summary it is noted that some local off-site car parking is available within the immediate local walking catchment of the Boulton House site, which would allow staff or visitors to the site to utilise a private car on occasion as necessary. The relatively limited levels of car parking available, in combination with high parking charges for private car park arrangements and the strict enforcement of local on-

street short-stay parking provision, however, is anticipated to result in car use not representing a practical travel option for regular journeys to / from the site.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Joyce by The James to consider highways and transport matters related to proposals for the redevelopment of Boulton House, Chorlton Street, Manchester City Centre, to deliver hi-spec serviced apartment scheme. The proposals envisage the delivery of 261 purpose built serviced apartments and represents an opportunity for sustainable redevelopment of the site.

Planning History

- 7.2 The Application Site comprises a building of 76,918sq ft net office accommodation across 8 floors, which will be fully vacant by the end of 2025, with on-site parking for 37 vehicles.

Local Highway Network Conditions

- 7.3 Chorlton Street forms the site's southwestern frontage, beyond which lies an NCP Car Park and Manchester Central Coach Station. Major Street forms the site's northwestern frontage, providing access to a small number of on-site parking spaces and service access. To the northeast, Boulton House is bounded by 6 Minshull Street building and 8 Minshull Street/42 Bloom Street buildings. Hart Street, a short cul-de-sac, runs between 6 Minshull Street and 8 Minshull Street/42 Bloom Street, terminating and fenced at the Boulton House boundary. Bloom Street forms Boulton's House southeastern boundary, off which a 32-space car park at Boulton House is accessed.
- 7.4 A review of local road safety based on the most recently available 5 years of industry standard accident data does not identify any material road safety issues that would call the redevelopment of the Boulton House scheme into question or require the provision of supporting local safety improvement works.

7.5 Site Accessibility

7.6 The Boulton House Application Site represents an appropriate location for sustainable redevelopment, being located within a short walking distance of a number of bus / metrolink / rail stops served by regular connecting services and within an acceptable walk / cycle catchment of a wide range of key everyday services, facilities and employment opportunities.

7.6.1 Overall, the locational characteristics of the site should assist in meeting the sustainable planning objectives for new development of promoting opportunities for the use of a range of travel modes, without dependence on the private car.

Site Proposals

7.7 The proposed Boulton House redevelopment scheme envisages the conversion and extension of the existing office building to deliver a 261 serviced apartments, and a ground floor flexible commercial space.

7.8 Service apartment accommodation would be provided primarily over floors 1-8, with the ground floor level of the building to include a 268sqm commercial unit, along with the following shared amenities for use by visitors:

- Entrance / reception & concierge area;
- Work and social lounges;
- Gym/yoga studio;
- Cycle store;
- Meeting rooms;
- Podcast room;
- Management office;
- Refuse / bin store area.

7.9 The scheme represents 'car free' development with no on-site car parking to be provided. Direct access to the serviced apartments and commercial unit would be provided by foot & cycle only. Main pedestrian access to the serviced apartments being taken from Bloom Street via a courtyard entrance, with access to the

commercial unit via an entrance to the building at the corner of Bloom Street / Chorlton Street.

- 7.10 On-site secure cycle parking for 23 bicycles would be provided (1 space per 10 units).

Development Traffic Demand

- 7.11 It is anticipated that the redevelopment of Boulton House would not generate a substantial level of car trip demand, given the 'car free' nature of the proposals, and would be less than the existing office use of the site which includes 37 on-site car parking spaces.

Car Parking

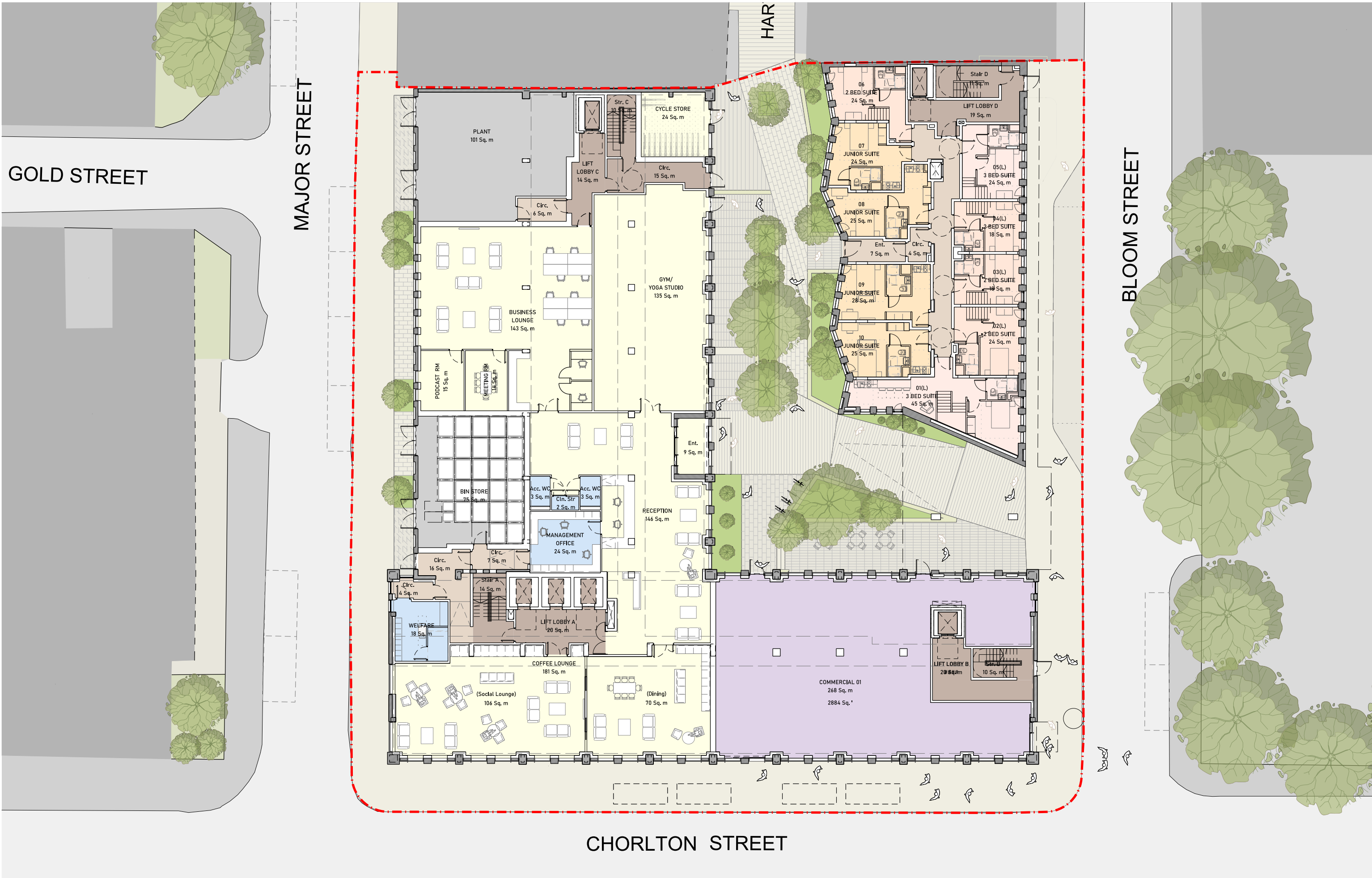
- 7.12 The proposed serviced apartments scheme at Boulton House is proposed to be operated as 'car-free' development. No car parking to support the development would be provided on site.
- 7.13 Some local off-site car parking is available within the immediate local walking catchment of the Application Site, which would allow staff and visitors to the site to utilise a car on occasion as necessary. The relatively limited levels of car parking available in combination with high parking charges and strict enforcement of local on-street short-stay parking provision, however, is anticipated to result in car use not representing a practical regular travel option for journeys to / from the site.

Summary

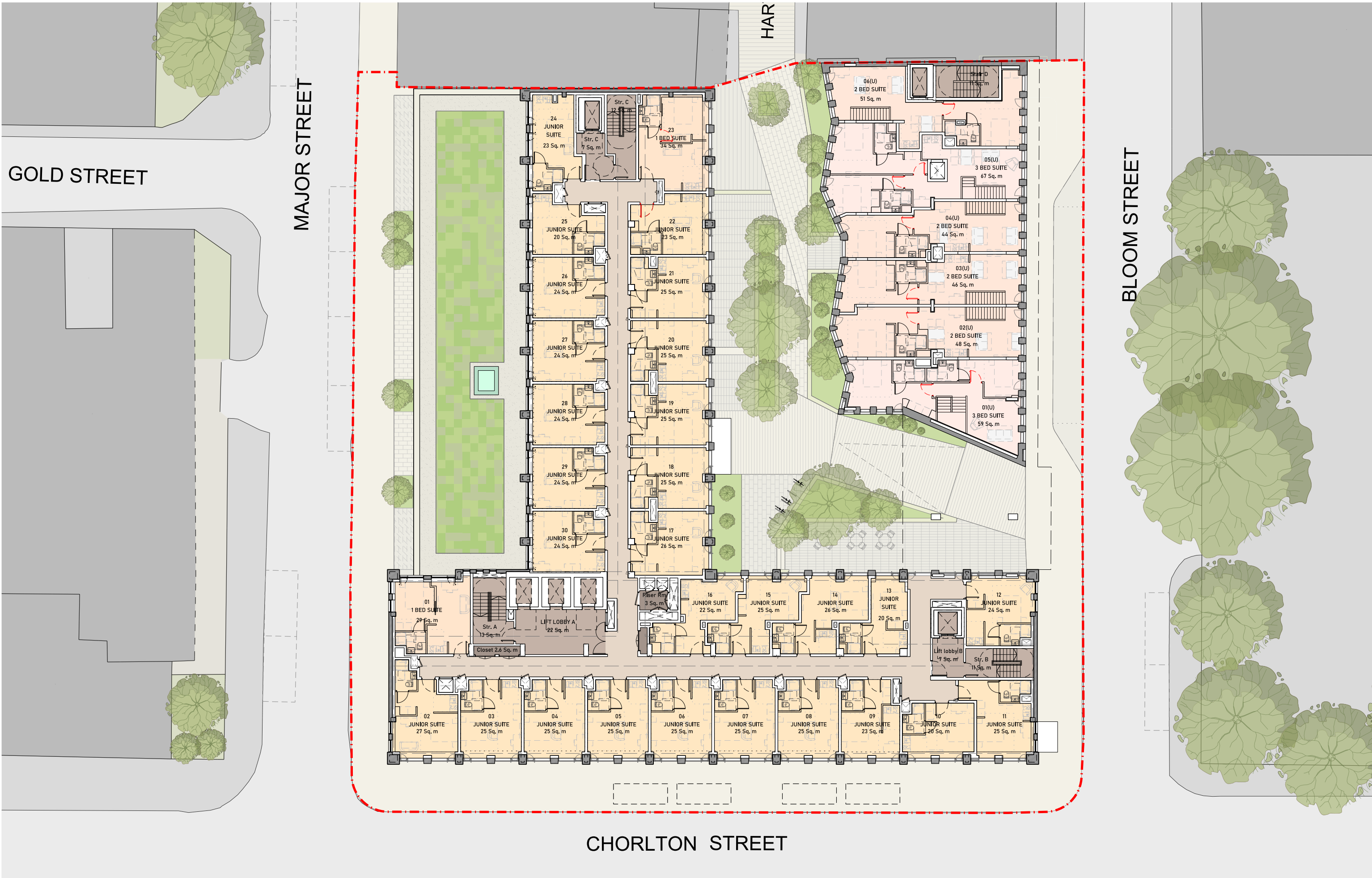
- 7.14 In summary, it is considered that the Boulton House Application Scheme represents a suitable and sustainable location for serviced apartment redevelopment and would not result in any material detrimental effects on the operation of the immediate local transport network. The site is well located to maximise opportunities for travel by sustainable modes, being located within a short walk of busy local public transport stops & stations, and within a short walk of a wide range of key everyday services, facilities and employment & leisure opportunities. Such

locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of a range of travel modes and supporting the principles of modern city centre redevelopment without dependence on the private car.





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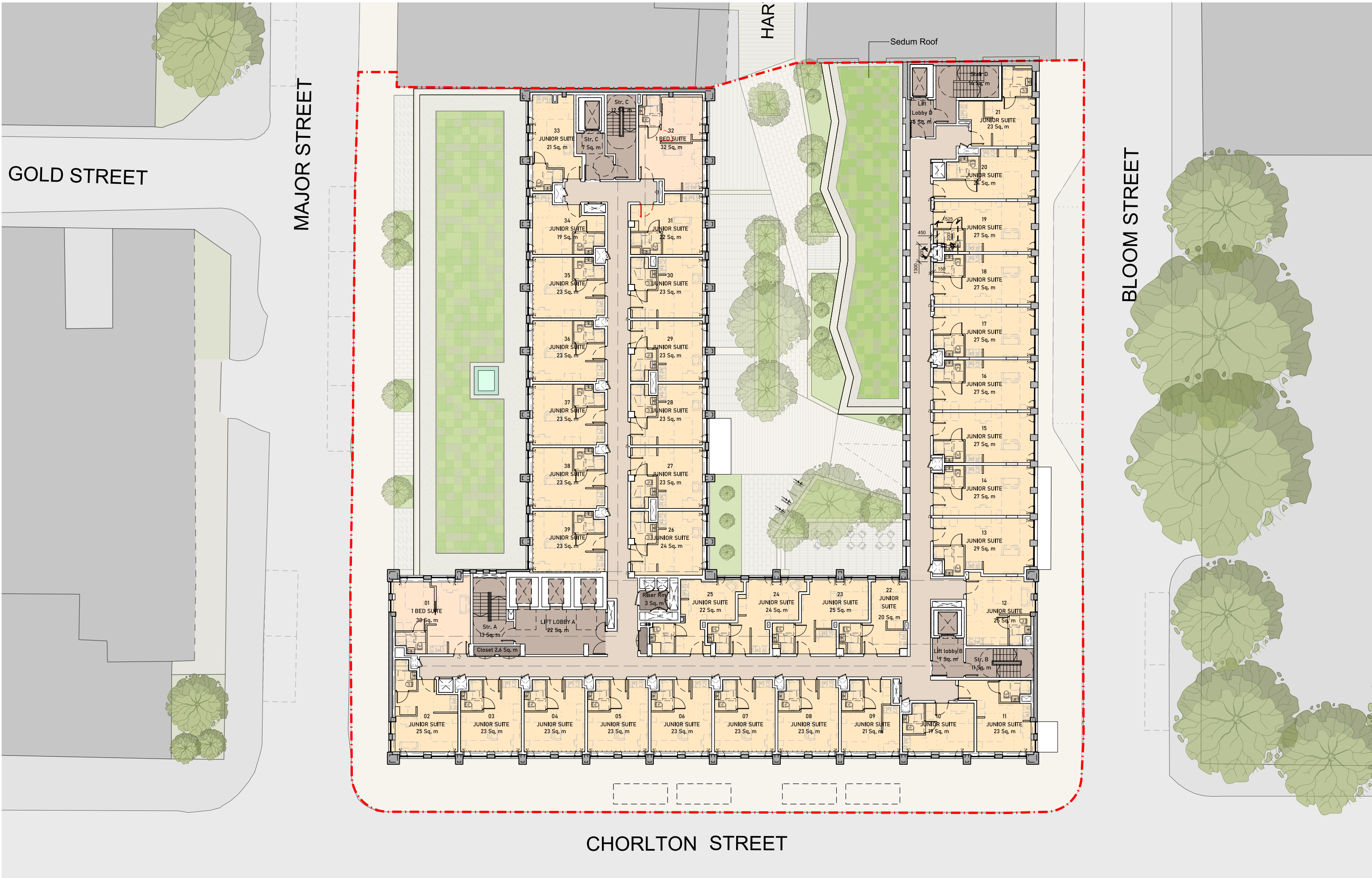
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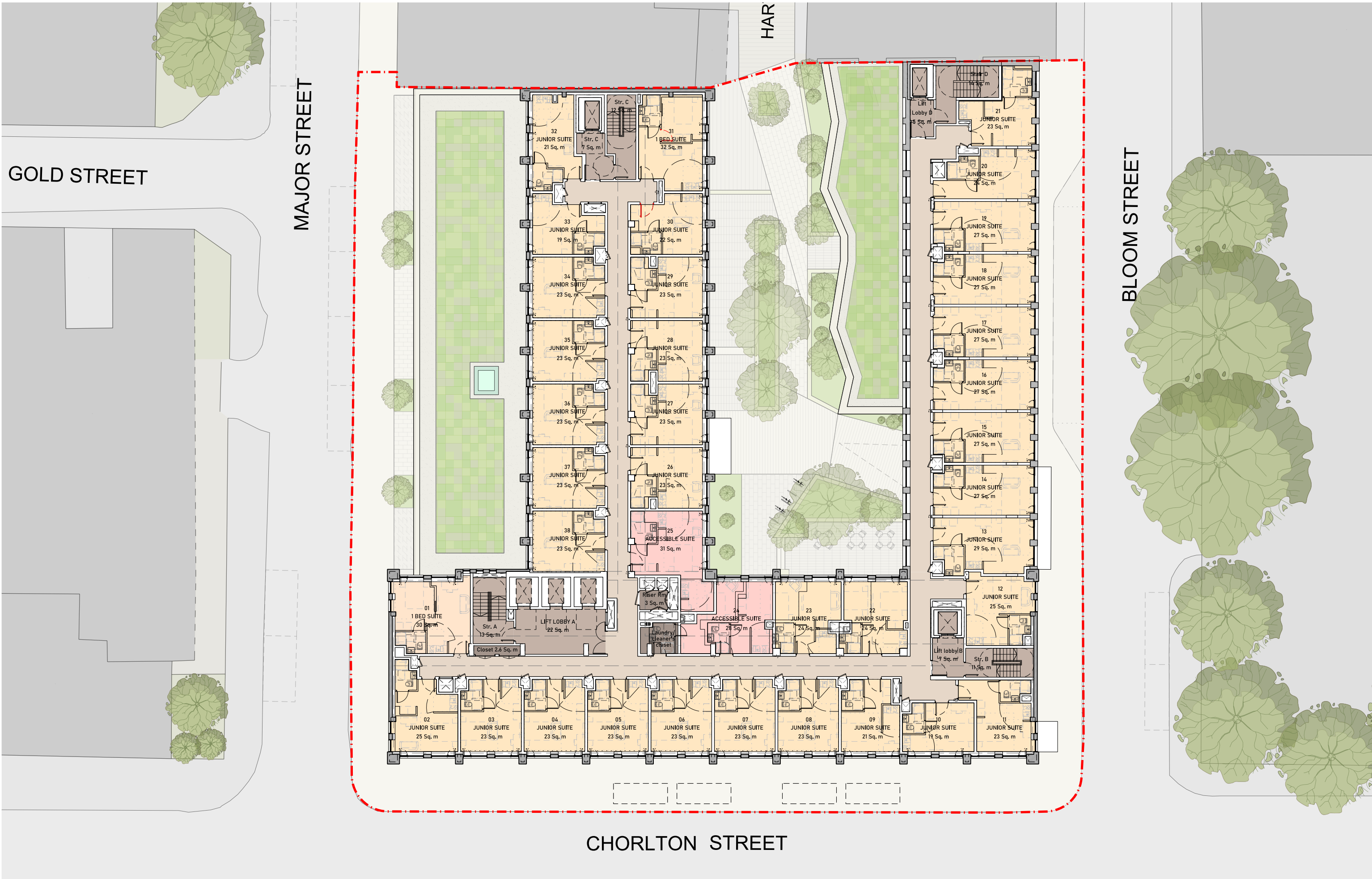
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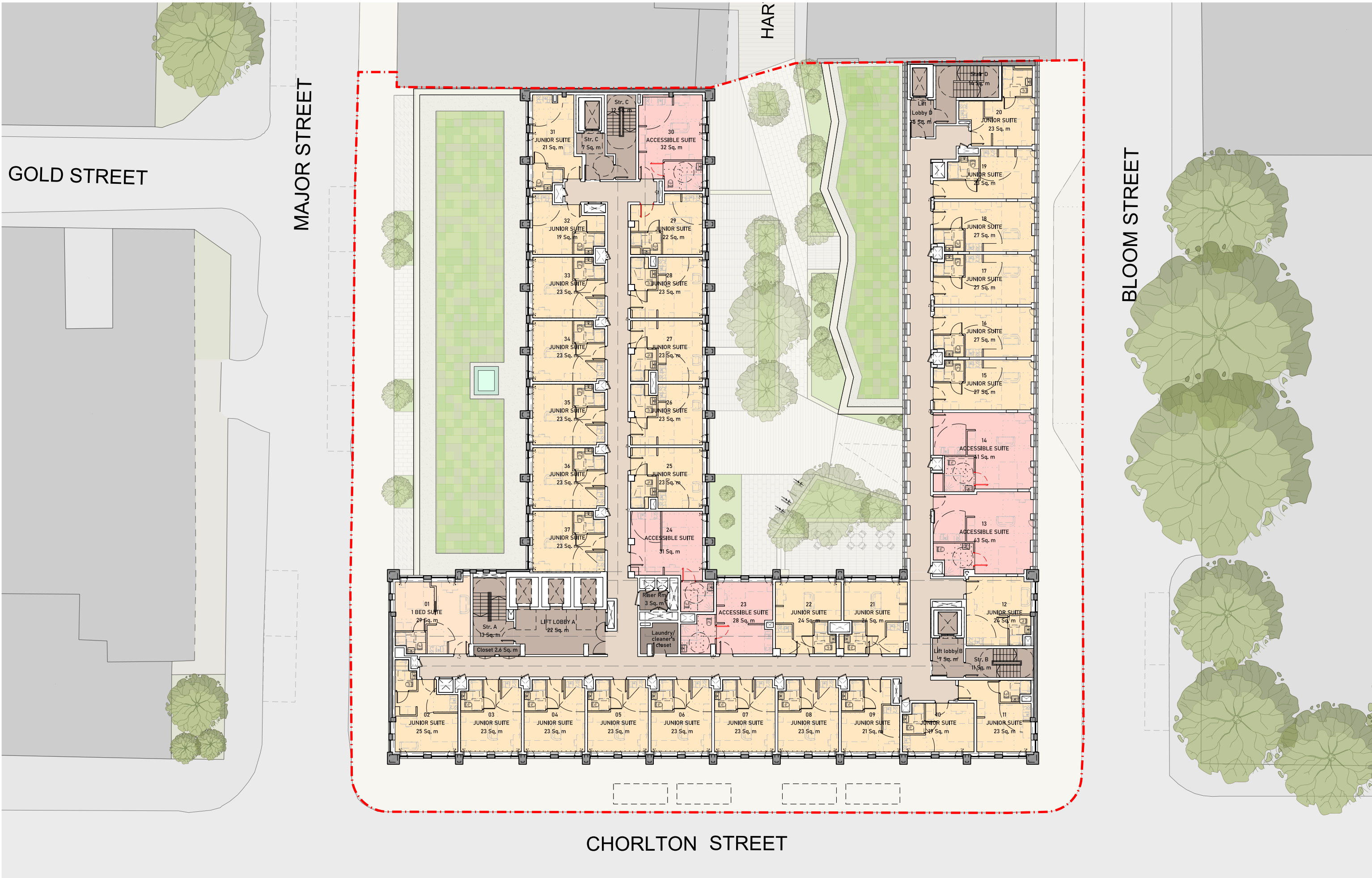
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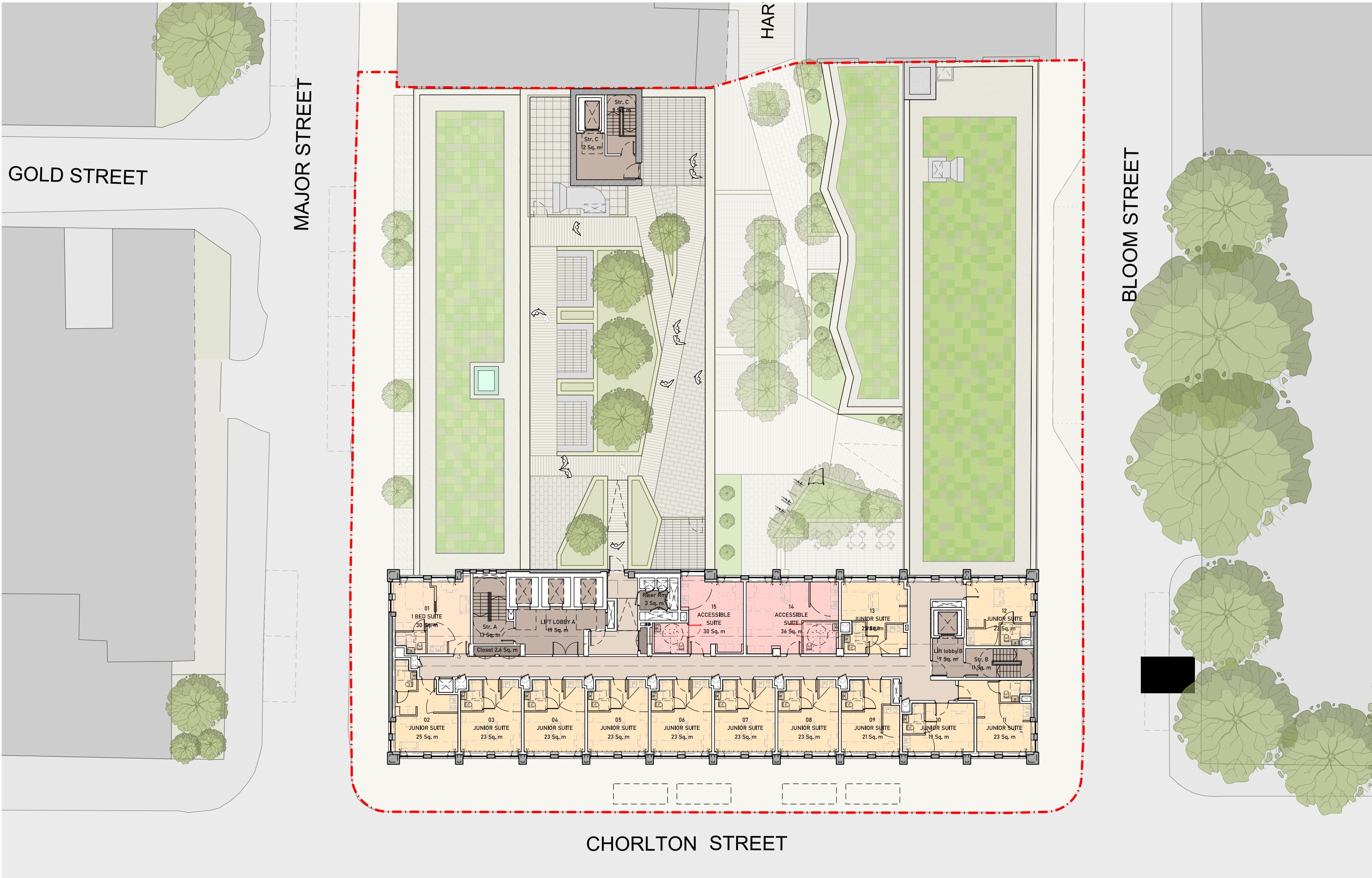
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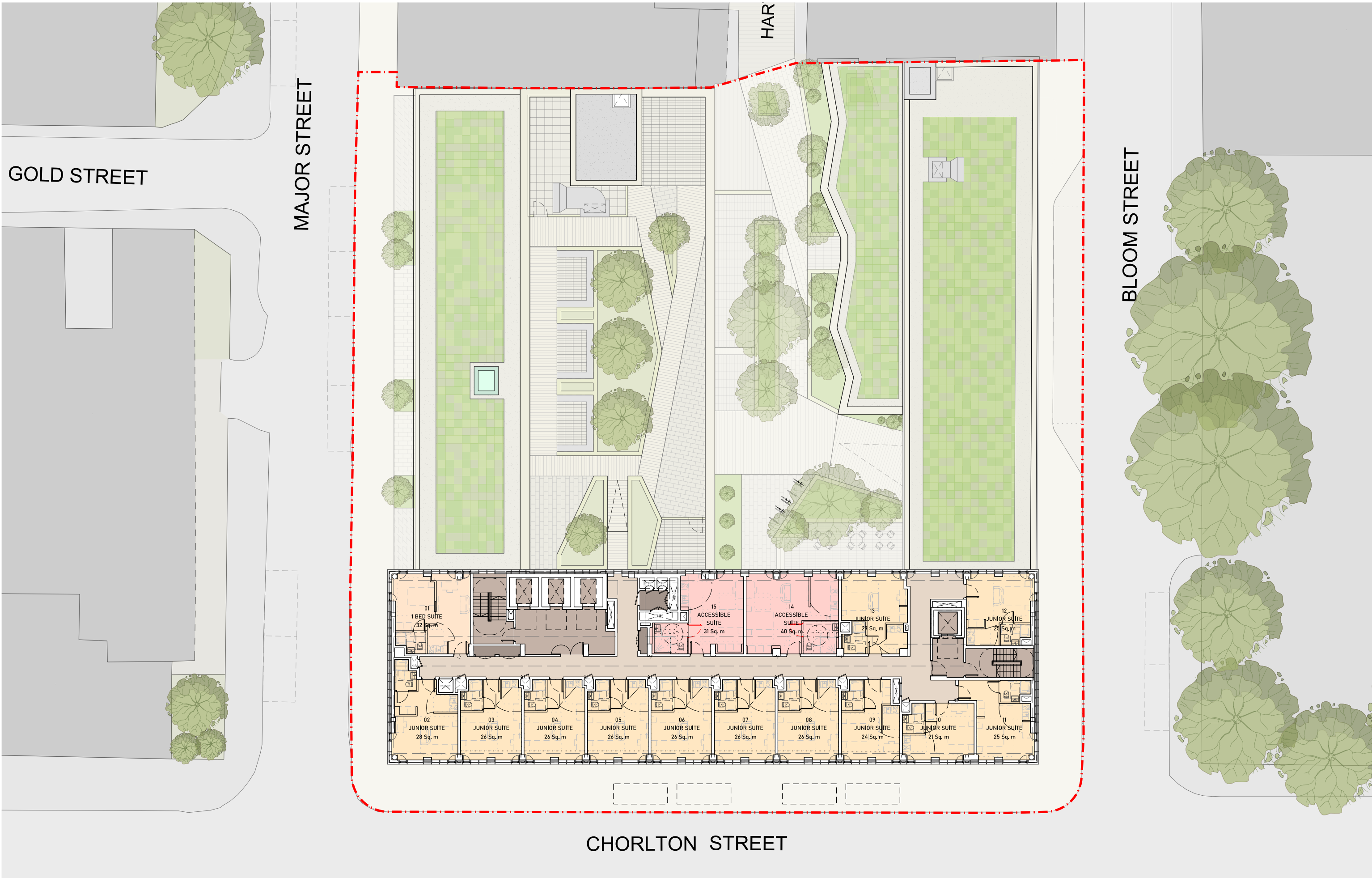
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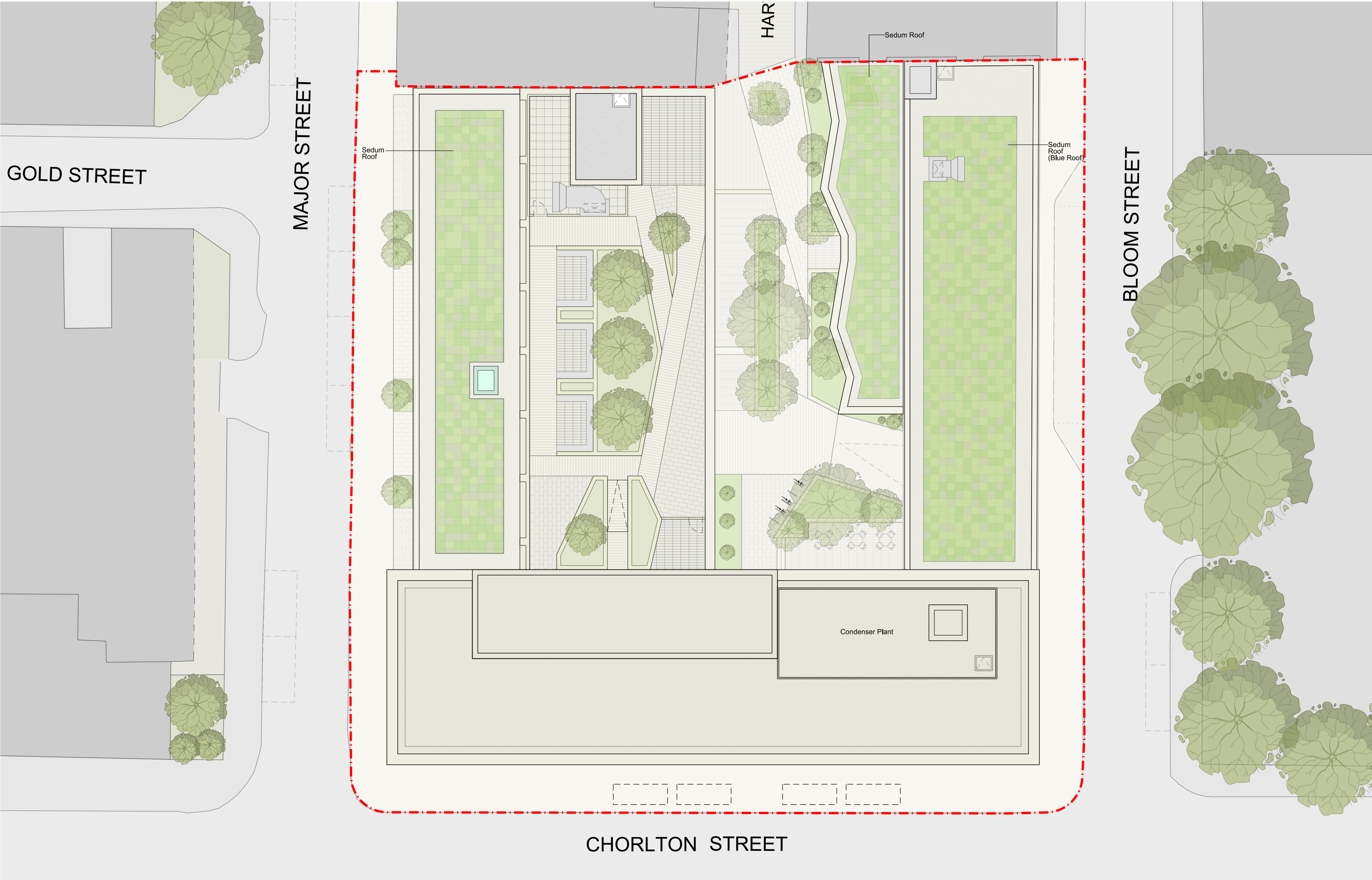
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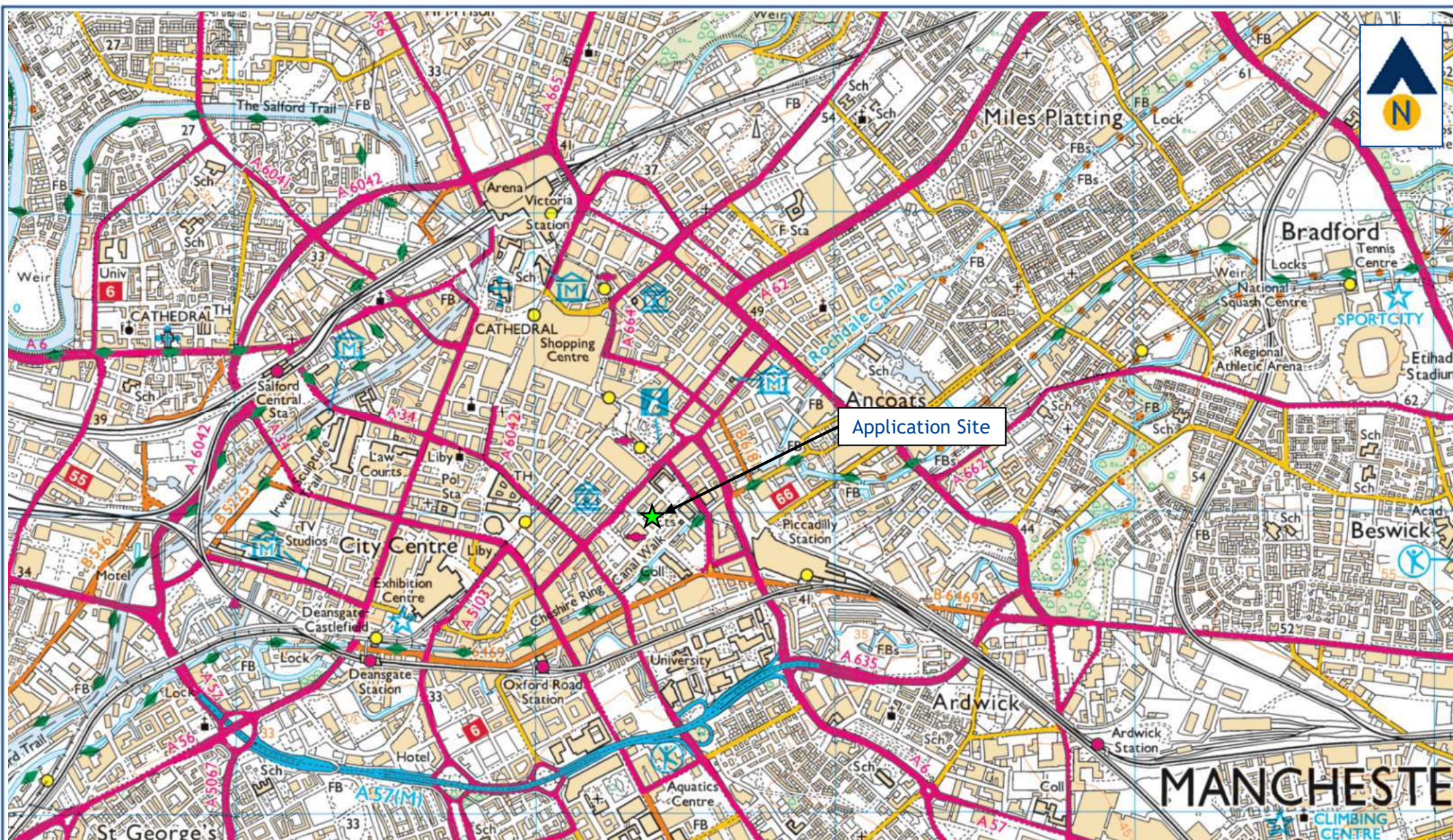
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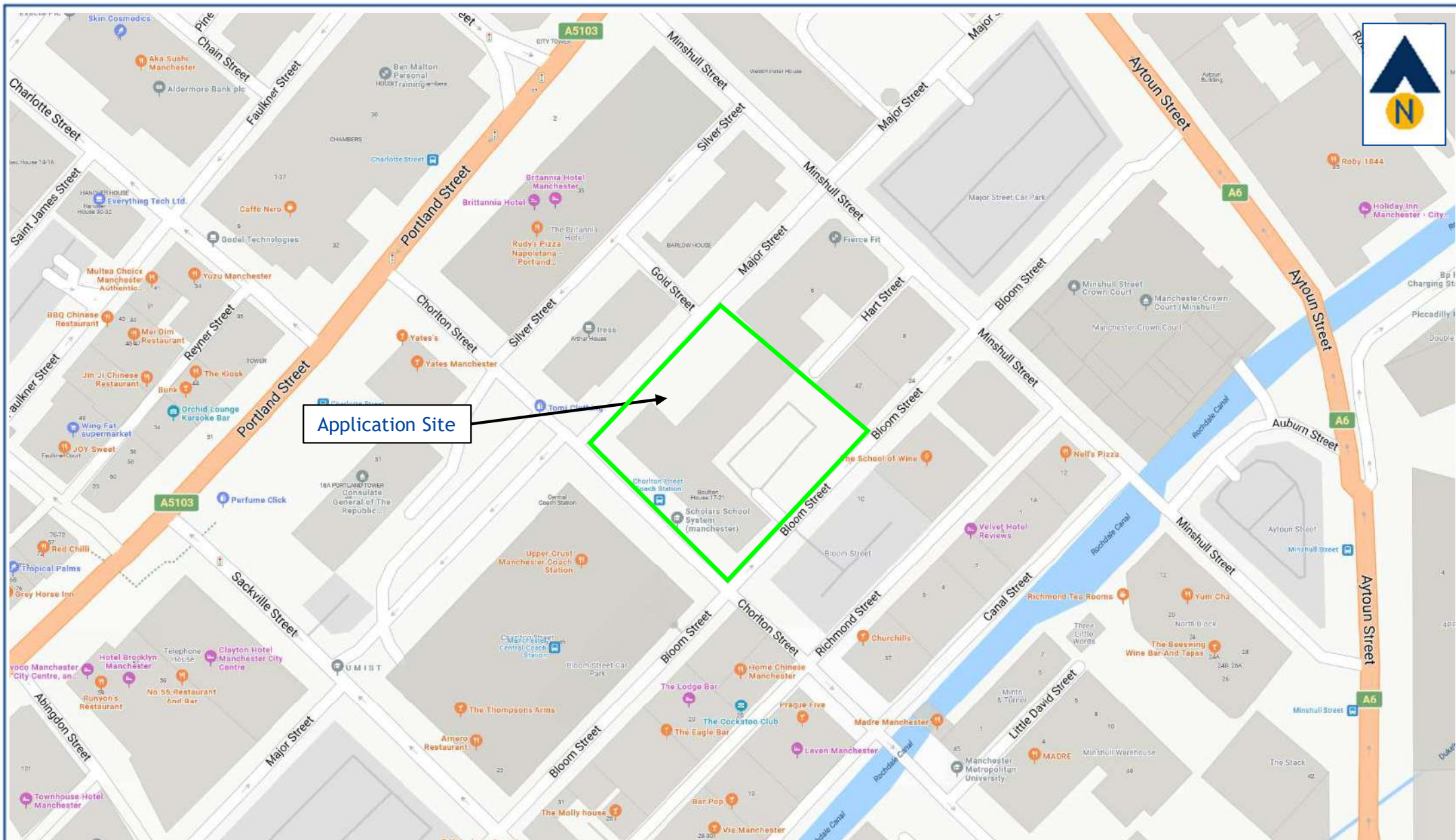






Figure TS4

Location of Recorded Personal Injury Accident Events (Jan 2019 – Dec 2023)

J000585

Boulton House, Chorton Street, Manchester

March 2025

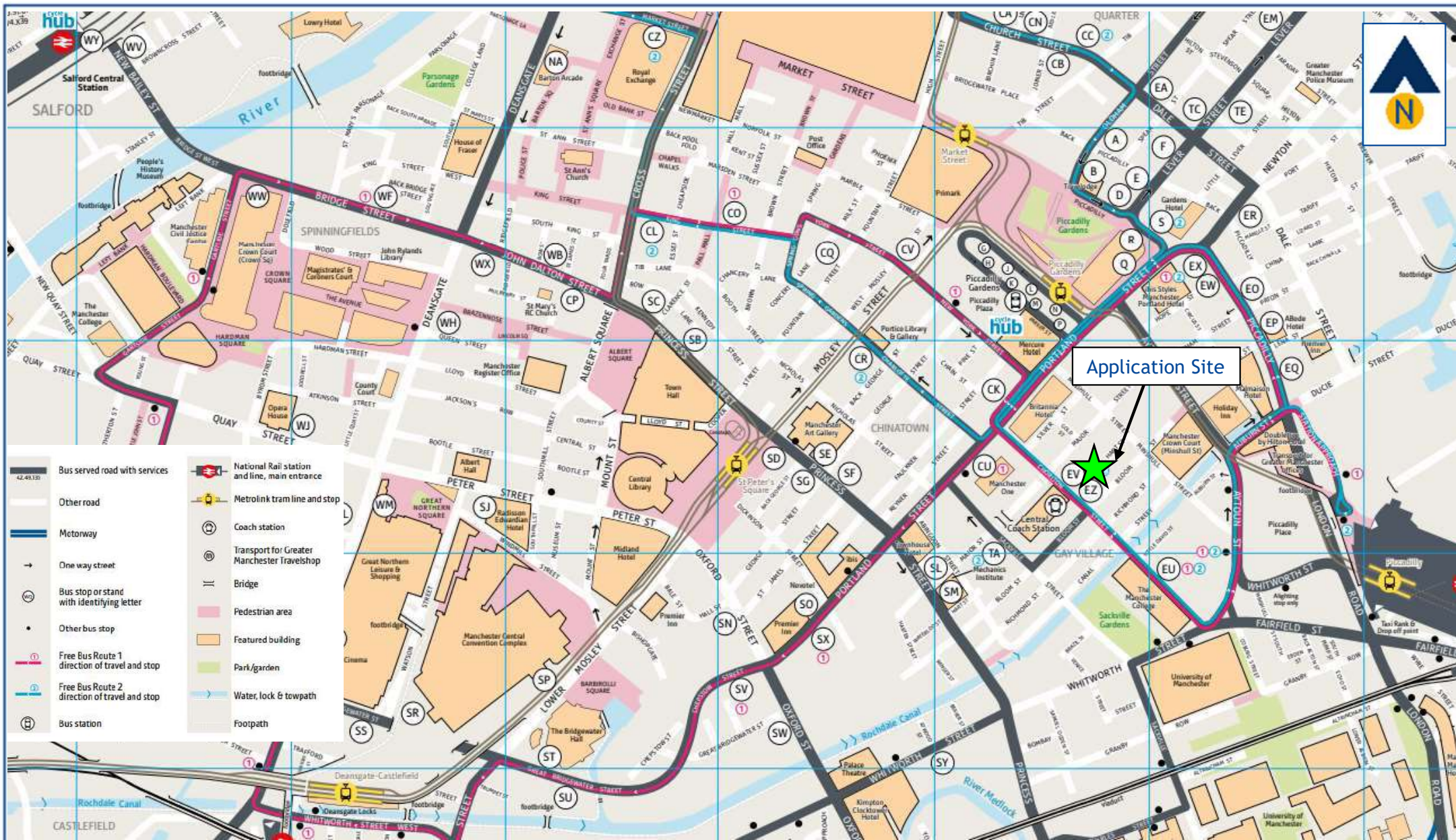


Figure TS5

Manchester City Centre Local Bus Stops & Key Road Routes

J000585

Boulton House, Chorlton Street, Manchester

March 2025



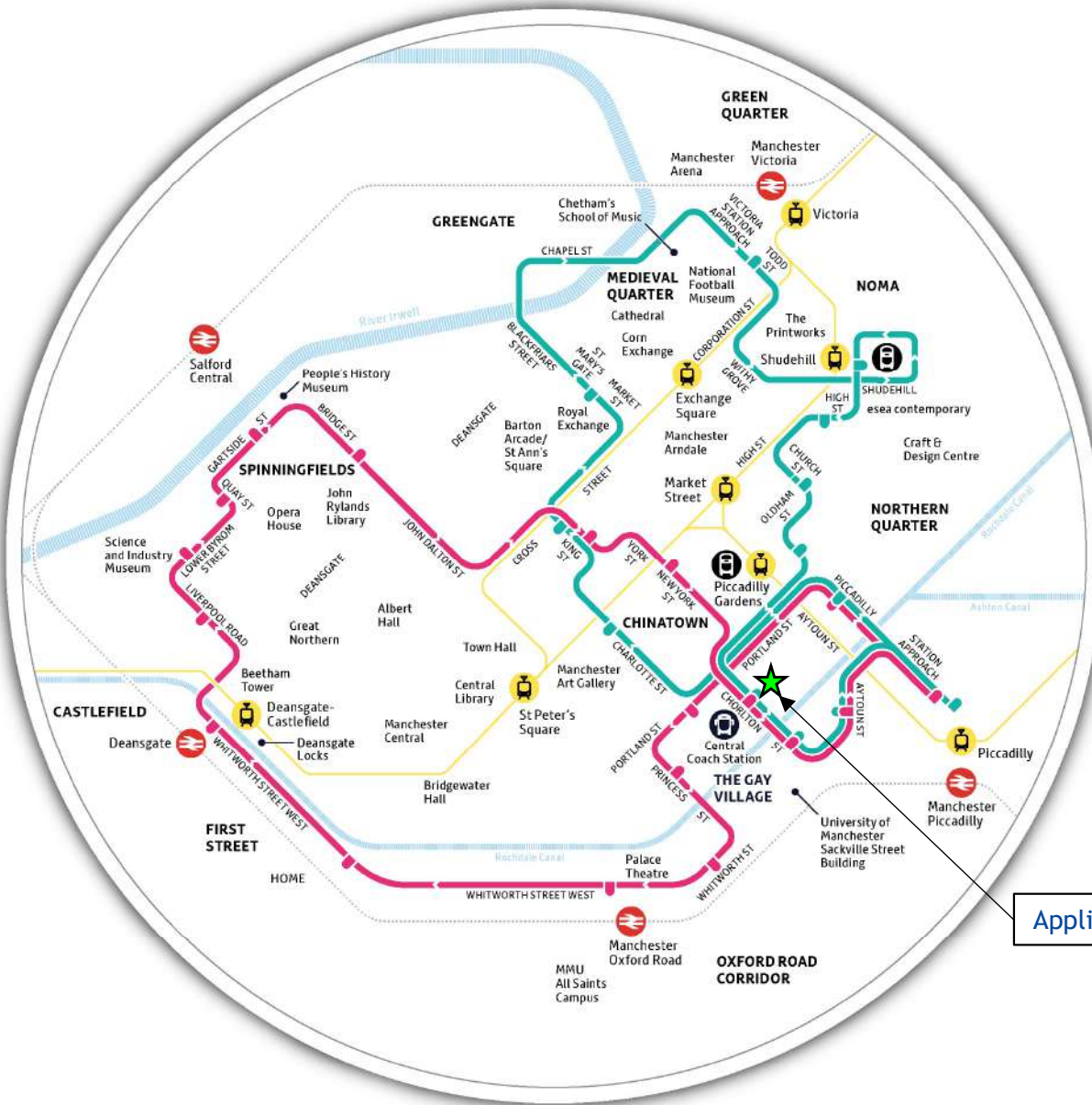
Figure TS6

Plan of Manchester City Centre Bus Services

J000585

Boulton House, Chorlton Street, Manchester

March 2025



1	Monday – Friday	
	Every 10 minutes 7am – 7pm	Every 30 minutes 7pm – 11.30pm
	Saturday	
	Every 15–30 minutes 7am – 9am Every 30 minutes 7pm – 11.30pm	Every 10 minutes 9am – 7pm
	Sunday and public holidays	
	Every 10 minutes 10am – 6pm	



BEE NETWORK



Transport for
Greater Manchester

2	Monday – Friday	
	Every 10 minutes 7am – 7pm	Every 30 minutes 7.15pm – 11.15pm
	Saturday	
	Every 15–30 minutes 7am – 8.30am Every 30 minutes 7.15pm – 11.15pm	Every 10 minutes 8.30am – 7pm
	Sunday and public holidays	
	Every 10 minutes 10am – 6pm	



**MANCHESTER
CITY COUNCIL**

**MAYOR OF
GREATER
MANCHESTER**

Application Site

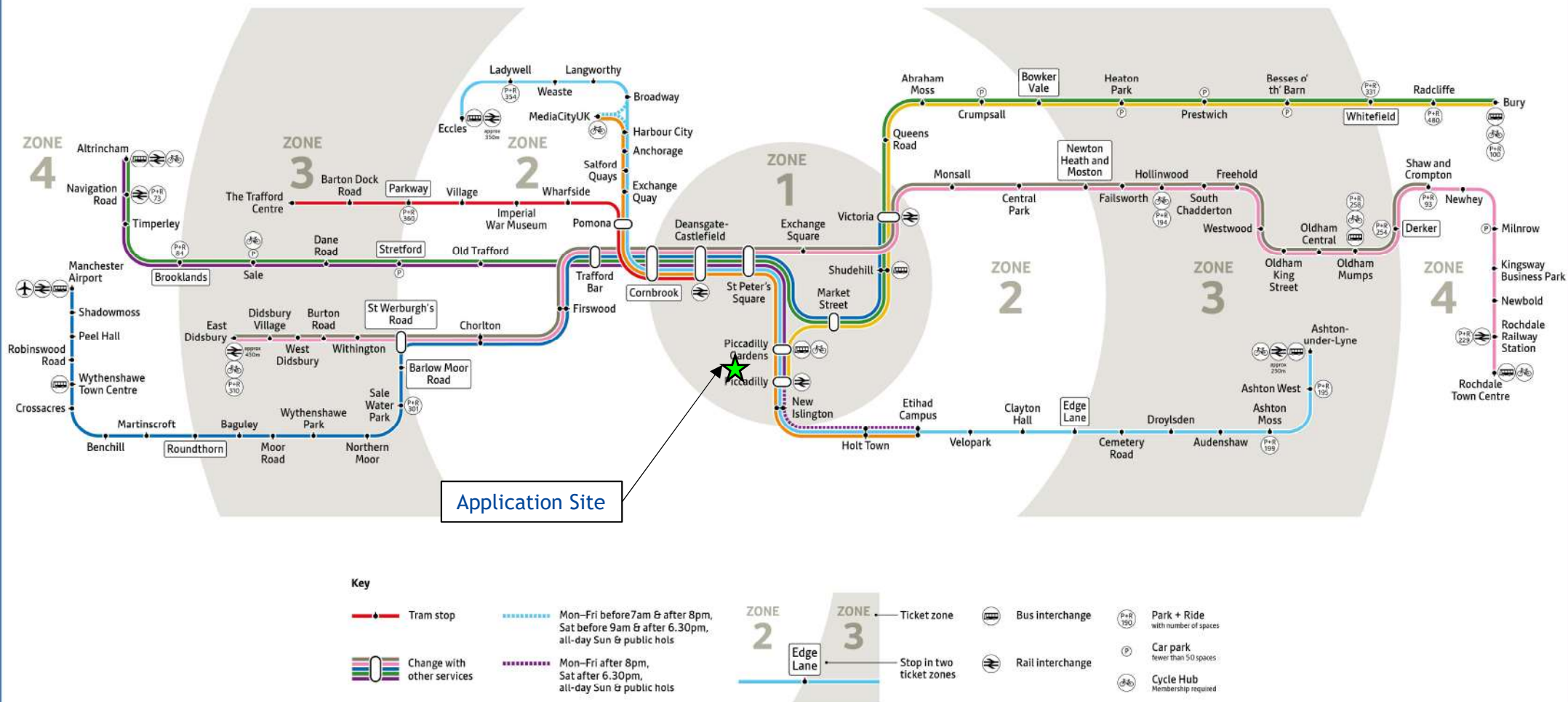


Figure TS8

Plan of Manchester Metrolink System

J000585

Boulton House, Chorlton Street, Manchester

March 2025

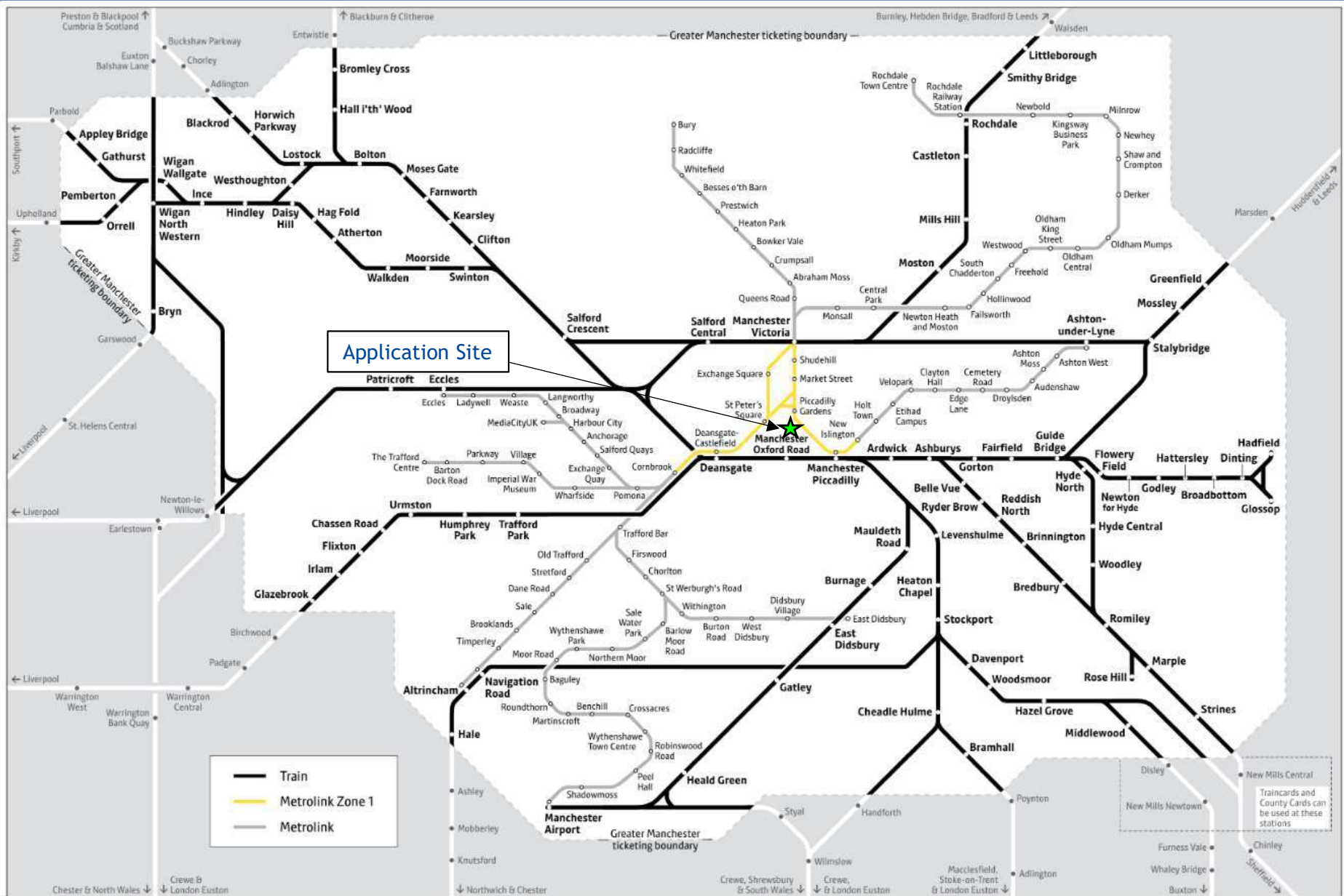


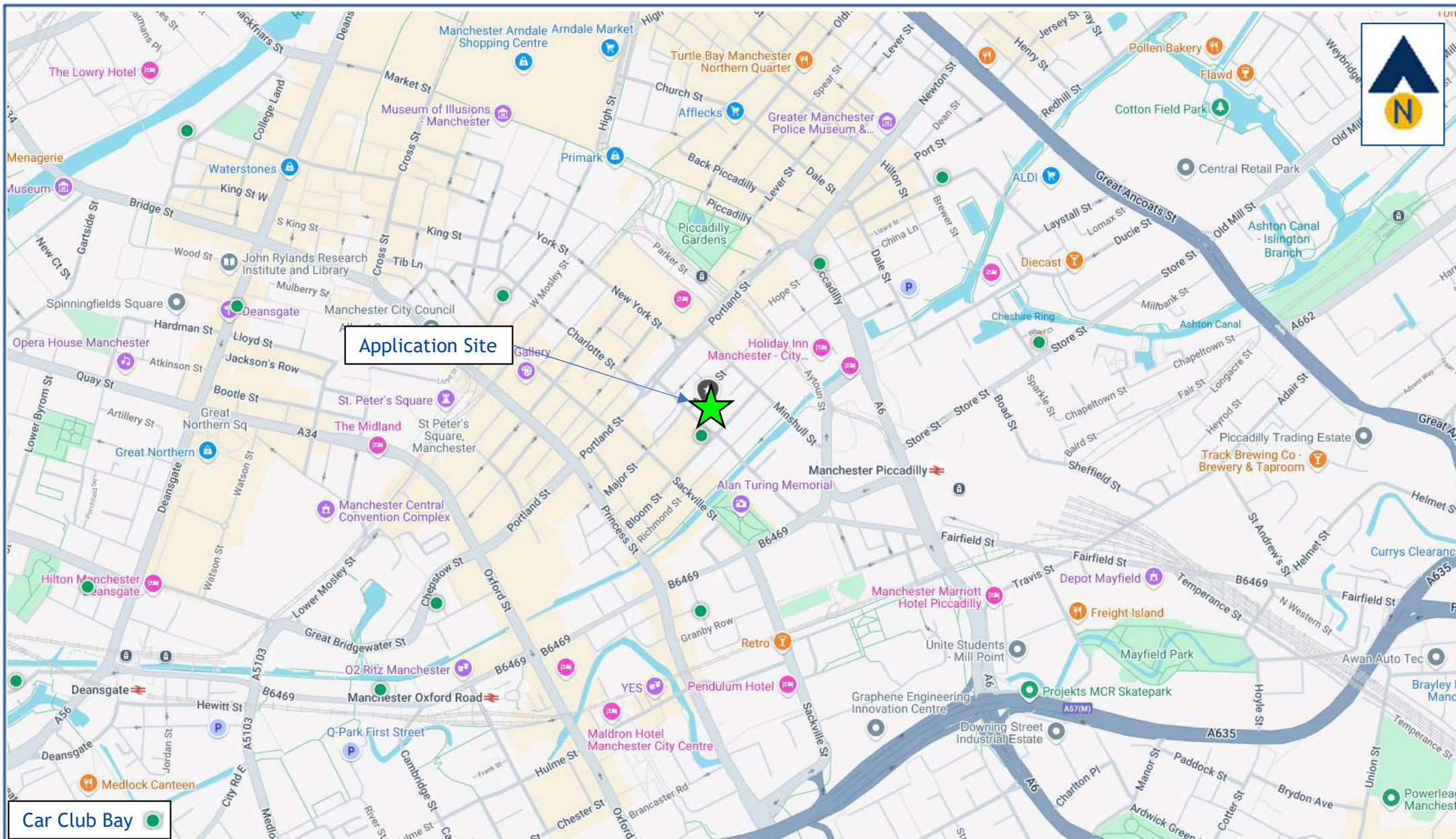
Figure TS9

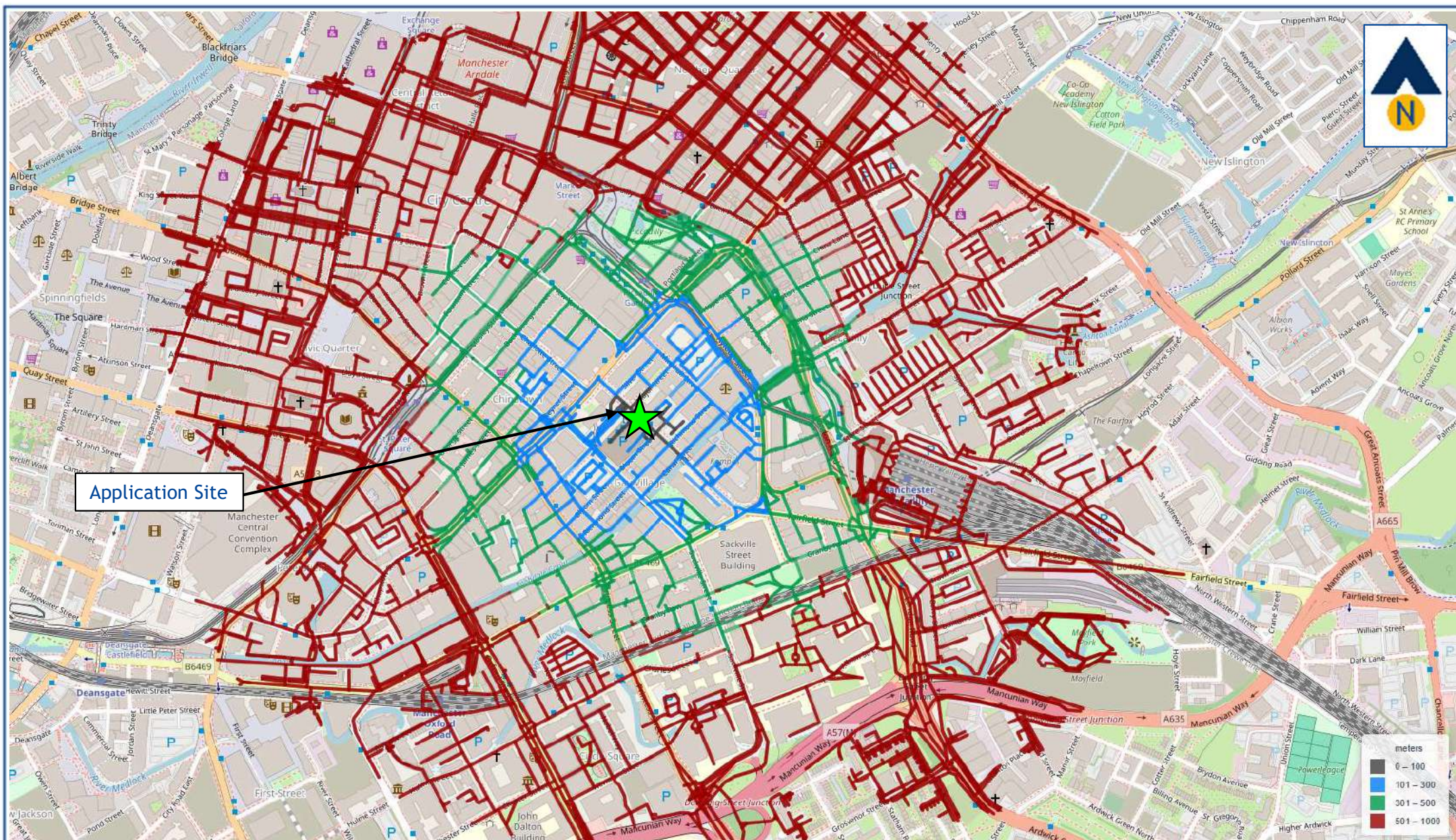
Plan of Manchester Rail System

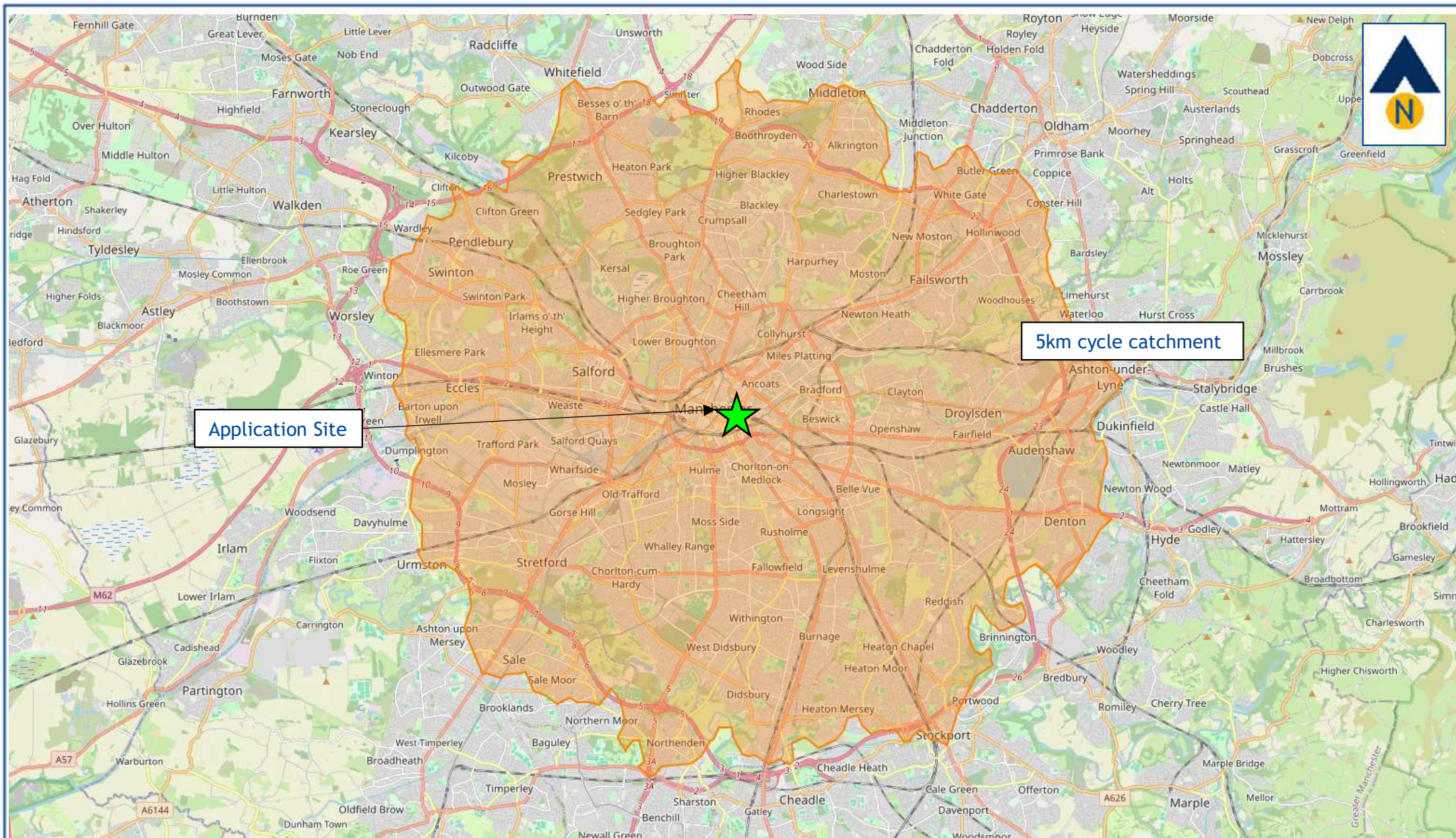
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Boulton House, Chorlton Street, Manchester

March 2025







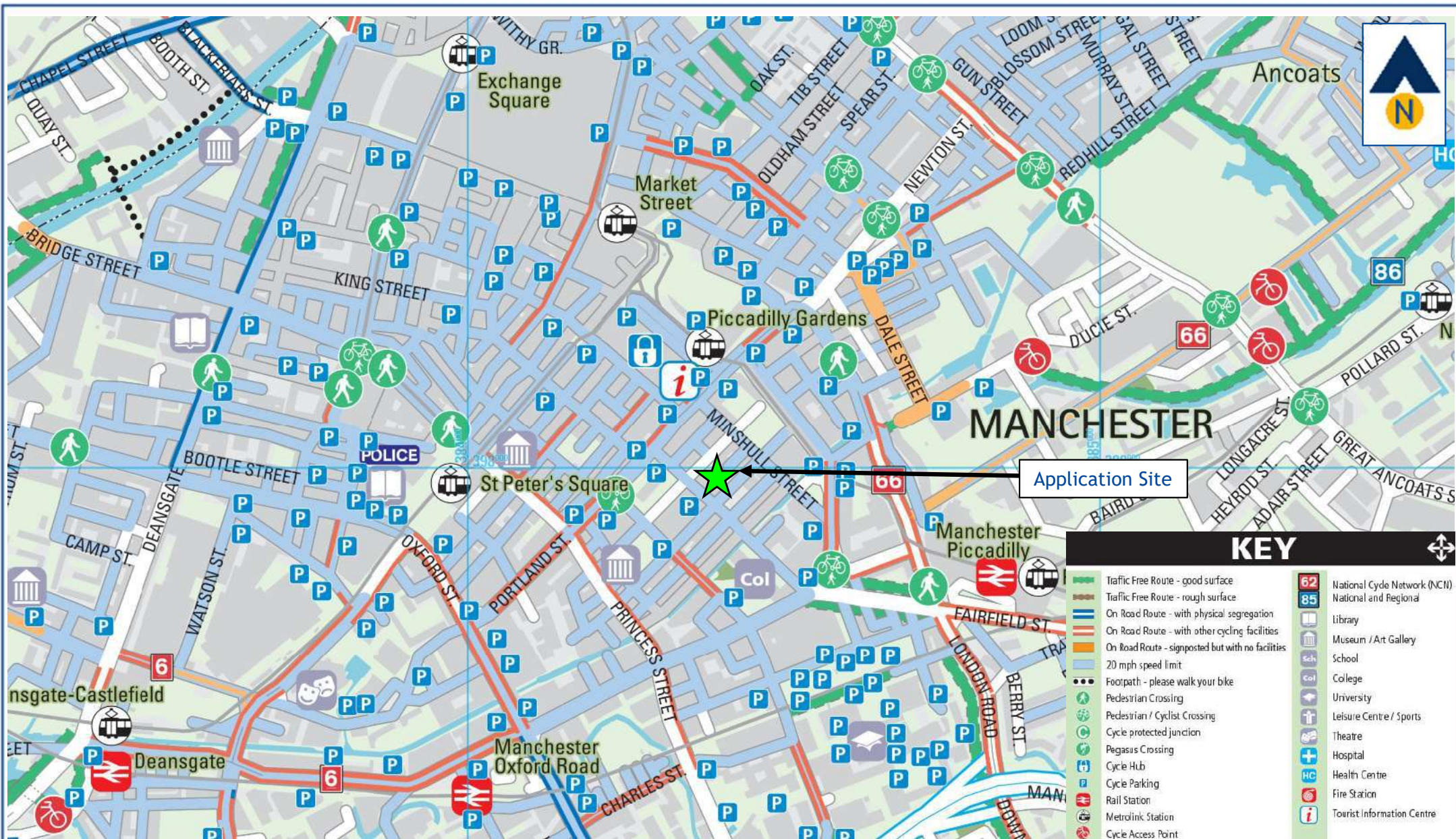


Figure TS13

Available Local Cycle Infrastructure to the Application Site

J000585

Boulton House, Chorlton Street, Manchester

March 2025

