

Technical Note

Date: 15 April 2025

Project: 8 – 8A St John Street Manchester

Title: Transport Statement

1. Introduction

- 1.1 In 2020 SK was involved in a planning application (ref: 127944/FO/2020) that was granted permission for the following:

“The change of use of 8/8A St Johns from offices (B1) to residential accommodation comprising of two four-bed dwellings (C3) including the demolition of existing outriggers and the erection of a replacement rear extension; and the erection of a new four-bed residential dwelling (C3) at the rear of the existing property.”

- 1.2 Planning permission was granted in August 2021.
- 1.3 The planning permission was not implemented and a new scheme has been prepared. As with the previously consented scheme, the current proposal is for change of use of 8/8A St Johns Street to residential accommodation comprising of two four-bed dwellings and the construction of a new four-bed residential dwelling at the rear of the property.
- 1.4 SK prepared a Transport Statement (TS) for the original planning application, and this is attached as Appendix A.
- 1.5 This TS has been prepared for the new planning application and this sets out details of the previously consented development layout and a review of the surrounding transport network to determine if there are any substantial changes that will impact on the proposal.
- 1.6 Figure 1.1 shows that the site is located to the southwest of the city centre, south of the A34 (Quay Street) and west of the A56 (Deansgate). The site is bounded to the north by Artillery Street, to the east by Longworth Street and to the south by St John Street.

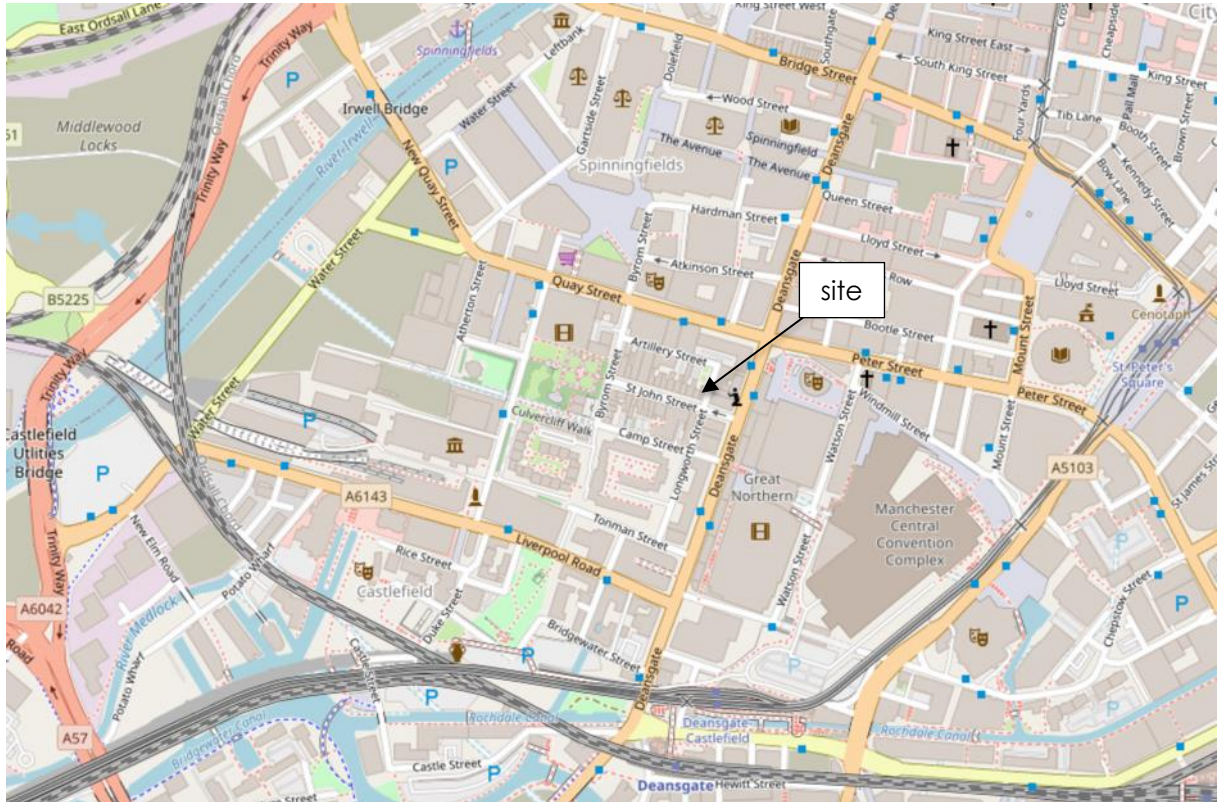


Figure 1.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

2. Comparison with Consented Development Layout

Consented Layout

- 2.1 This section sets out details of the consented development that was agreed with MCC in 2021.
- 2.2 The development would provide three dwellings and the previously consented layout is attached in Appendix B. The agreed access arrangements are set out below.
- 2.3 Two dwellings would have been provided through the conversion and extension of the existing office building. Pedestrian access to both dwellings will be provided from St John Street. One of the dwellings would have a parking space accessed from a shuttered arrangement on Longworth Street, broadly located where the existing parking area access is. The parking space included an area for bins and bikes to be stored. The second dwelling would have no dedicated parking space but will have a bin and bike store area accessed off Longworth Street.
- 2.4 At the rear of the site a new dwelling as proposed with pedestrian access from Artillery Street. A parking area was also provided with access off Artillery Street. A bin/bike store was also provided with an access off Longworth Street.
- 2.5 The footways on the Artillery Street and Longworth Street frontage are currently 1.1m and 1m wide respectively on the site frontages. The previously approved development would set back the building line on Artillery Street such that the available width will be increased to a minimum of 1.2m increasing to 1.8m at the corner with Longworth Street. The building line on Longworth Street is set back slightly within the site but this does not appreciably increase the available width.
- 2.6 Existing vehicle accesses to driveway style parking areas are present on both frontages. In both cases these give directly onto the existing footways with planting up to the edge of the site, hard up against the edges of the entrance points. In the case of the existing Longworth Street driveway this is in a similar location to that proposed. The existing driveway space on Artillery Street is close to the bend with Longworth Street and the proposed garage has been moved as far from the bend as is possible within the site.
- 2.7 The previously consented development provided two off-street parking spaces (67%).

- 2.8 The planning conditions attached to the 2021 consent include the following requirement:

“11) Before the development hereby approved is completed, a paving and surfacing strategy for public footpaths, vehicular crossings and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority.”

2.9 Current Layout

- 2.10 As with the previously consented scheme the current proposal will reconfigure properties 8/8A and change the use to residential dwellings (2 no.) with associated external space and parking, and construct a new dwelling to the rear, again with external space and parking. The current layout proposal is shown in Appendix C.
- 2.11 The arrangement currently proposed is mostly the same as the previously consented scheme, other than that there are two external parking spaces proposed from Longworth Street, as well as the garage retained in the same position on Artillery Street, such that one space is provided per property (100%).
- 2.12 The garage space for the newly constructed property is proposed with access from Artillery Street in the same location as for the previously approved scheme, with the same building line as the previous scheme.
- 2.13 The external parking bays for properties 8/8A will be accessed from Longworth Street, as with both the existing parking space and the previously consented scheme, but will require the existing dropped kerb crossover arrangement on Longworth Street to be extended to provide access to both spaces. The applicant agrees to the same planning condition referenced at para 2.8 above, in relation to the new application, which will cover the extension of the crossover.
- 2.14 Pedestrian access arrangements to the proposed dwellings are as per the previously consented arrangements.
- 2.15 The external areas have been reconfigured for the current proposal, incorporating garden areas for property no. 8 and the new build dwelling. Dedicated bin and cycle storage areas are provided within these areas. A storage area is also included within the external parking area for property 8A.
- 2.16 Servicing arrangements will remain as per the previously consented scheme.

3. Assessment Review

Overview

- 3.1 This section provides a review of the surrounding transport network to establish whether there have been any substantial changes that will impact on the transport aspects of the development site.

Street Parking Controls

- 3.2 [MCC's website](#) shows that, as set out in the TS for the consented scheme (attached as Appendix A) the site continues to sit in Parking Zone 2 for which controls are in operation between 8am and 8pm (Monday to Sunday).¹ The controls limit parking to a two-hour maximum stay. 50 resident parking permits are still available for Zone 2.
- 3.3 In line with MCC parking policy, the parking charges and time restrictions do not apply to Blue Badge holders. Blue Badge holders can park for free and unlimited duration in the marked bays.

¹ https://www.manchester.gov.uk/info/500346/city_centre_parking

Public Car Parks

- 3.4 [NCP's website](#) shows that the nearest public car parks to the site continue to be Greater Northern Warehouse (1 and 2) and Spinningfields.² The car parks are operated by NCP and provide over 1,900 parking spaces, including disabled spaces and EV charging spaces.

Road Safety Assessment

- 3.5 The consented scheme TS reviewed collisions on St John Street, Artillery Street and Longworth Street site frontages and showed that there had been two slight collisions in the study area over the five-year period considered.
- 3.6 The [TfGM database](#) has been used to establish collision patterns in the same study area for the most recent five-year period available.³ The TfGM database states that the current data is five years to 31st December 2024.
- 3.7 The TfGM database shows that there have been no collisions in the study area during the five-year period assessed.

Accessibility Assessment

- 3.8 There have been no changes to the pedestrian routes bounding the site. As noted in the consented scheme TS (Appendix A), St John Street benefits from generous width footways that provide a connection to routes on Deansgate and Byrom Street. The footway on the Longworth Street and Artillery Street site frontages are 1.1m and 1m respectively, which while narrower than the footways provided in surrounding areas fit with the service category and historic nature of the routes and the low level of pedestrian traffic using them.
- 3.9 Access to one of the dwellings is provided from the rear of the site on Artillery Street. This is the same as the consented scheme and as previously accepted the scheme will increase the footway width on Artillery Street frontages to a minimum of 1.4m increasing to 1.8m at the corner with Longworth Street.
- 3.10 Figure 3.1 shows the [cycle network serving the site](#) from the TfGM website.⁴ This shows that the roads surrounding the site are subject to a 20mph speed limit, creating a suitable environment for cyclists. When compared to the consented TS, it can be seen that improvements have been made to some routes serving the site, such as the provision of routes nearby with physical segregation such as on Deansgate and Chapel Street.
- 3.11 Figure 3.1 confirms that the site continues to relate well to the Greater Manchester Cycle Network which has been noticeably developed since the time of the previously approved application, with enhanced facilities around the southern end of Deansgate of particular relevance.

² <https://www.ncp.co.uk/parking-solutions/cities/manchester/>

³ <https://www.gmtu.gov.uk/gmaccidents/>

⁴ <https://tfgm.pindarcreative.co.uk>

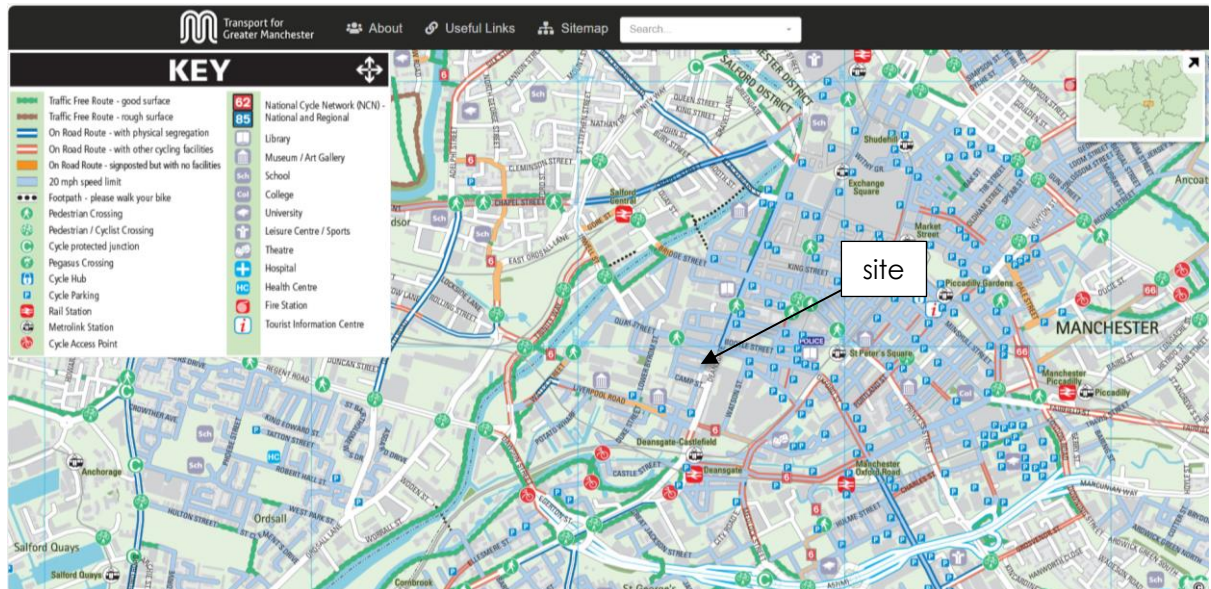


Figure 3.1: Cycle Network
[source: Transport for Greater Manchester]

- 3.12 The consented scheme provided space for storing bikes within covered and secure locations in each dwelling and the applicant agreed to localised modifications to bounding footways. The current proposal incorporates dedicated secure cycle storage within external garden areas for property no. 8 and the new build property to the rear of the site, and within the external parking area for property 8A.
- 3.13 The nearest bus stops to the site are still located on Quay Street and Deansgate, and access can also still be gained to other bus services within 20 minutes to Shudehill Interchange and in 15 minutes to Piccadilly Gardens Interchange. The nearest tram stops are located within a five-minute walk to either St Peter's Square or Deansgate-Castlefield. The nearest train station to the site is located at Deansgate-Castlefield, Salford Central and Oxford Road, which are five minutes, 11 minutes and 12-minute walks from the site.
- 3.14 A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁵ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 3.15 A [Greater Manchester Accessibility Level](#) (GMAL) calculation was undertaken in the consented scheme TS and this showed that the site had a GMAL of 8 in 2020. The same exercise has been undertaken and this shows that the site still has a GMAL of 8.

Trip Assessment

- 3.16 The number of dwellings proposed has not changed since the previous consent and therefore it is concluded that the development will continue to generate a maximum of four person trips in the peak hour and a maximum of two vehicle trips in the peak hour.

4. Conclusions

- 4.1 SK was appointed in 2020 to prepare a TS for the proposed development of three dwellings on a site off St John Street in Manchester city centre. The development was granted planning permission in August 2021.
- 4.2 The previously consented scheme was not implemented and a new scheme is now proposed, broadly the same as the previously consented scheme but with relevant modifications as listed

⁵ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

above, notably the provision of an additional parking space and other changes to external areas as described above. The principles remain as agreed with the Local Highway Authority, MCC, when considering the 2021 consented scheme.

- 4.3 SK has prepared an updated TS to review the transport network and previous assessment to allow an understanding of if there have been any changes that will impact on access to the development. The TS shows that there have been no substantial changes to road safety patterns, the accessibility level of site or nearby parking arrangements. The development will continue to generate a minimal number of trips as was the case with the consented scheme.
- 4.4 Since the submission of the previous scheme there has been updates to the National Planning Policy Framework (NPPF) and the Greater Manchester Combined Authority has adopted the 'Places for Everyone Joint Development Plan' (PfE).^{6 7}
- 4.5 Paragraph 110 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up. This is echoed in Policy JP-C1 (An Integrated Network) of PfE aims to help deliver an accessible, low carbon Greater Manchester by supporting developments that minimises the need to travel and is located where a significant proportion of trips can be made by walking, cycling and public transport. The consented scheme accords with these requirements.
- 4.6 The consented scheme also accords with Policy JP-C8 (Transport Requirements for New Developments) of PfE in that it provides facilities for pedestrians, and cyclists, and is located adjacent to good quality, existing public transport facilities.
- 4.7 Paragraph 115 of NPPF states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment confirms that the scheme continues to not have any negative effects on highway operation or road safety.
- 4.8 Based on the above, it is concluded that the new application should be granted planning permission.

⁶ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

⁷ Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022-2039

Appendix A

Transport Statement

Date: 28 July 2020

Project: St John Street, Manchester

Title: Transport Statement

1. Purpose

- 1.1 SK has been appointed to review the transport and highway implications of redeveloping a site off St John Street in Manchester city centre to provide three dwellings. The proposed site layout is attached as Appendix A.
- 1.2 The assessment has been undertaken in line with standard appraisal methods and in line with NPPF and PPG. The assessment is also in line with the following guidance:
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2017) Manchester Residential Quality Guidance
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2019) Revised City Centre Transport Strategy
 - TfGM (2013) Transport for Sustainable Developments: A Guide for Developers
 - TfGM (2017) Greater Manchester Transport Strategy 2040
 - DfT (2007) Guidance on Transport Assessment
- 1.3 The scale of the proposal is well beneath that which requires the submission of a formal Transport Assessment; however, this Statement has been prepared to set out the transport characteristics of the site and as a review of the impact of the proposal.

2. Existing Site Characteristics

Site Location

- 2.1 Figure 2.1 shows that the site is located to the southwest of the city centre, south of the A34 Quay Street and west of the A56 Deansgate.
- 2.2 The site is bounded to the north by Artillery Street, to the east by Longworth Street and to the south by St John Street.

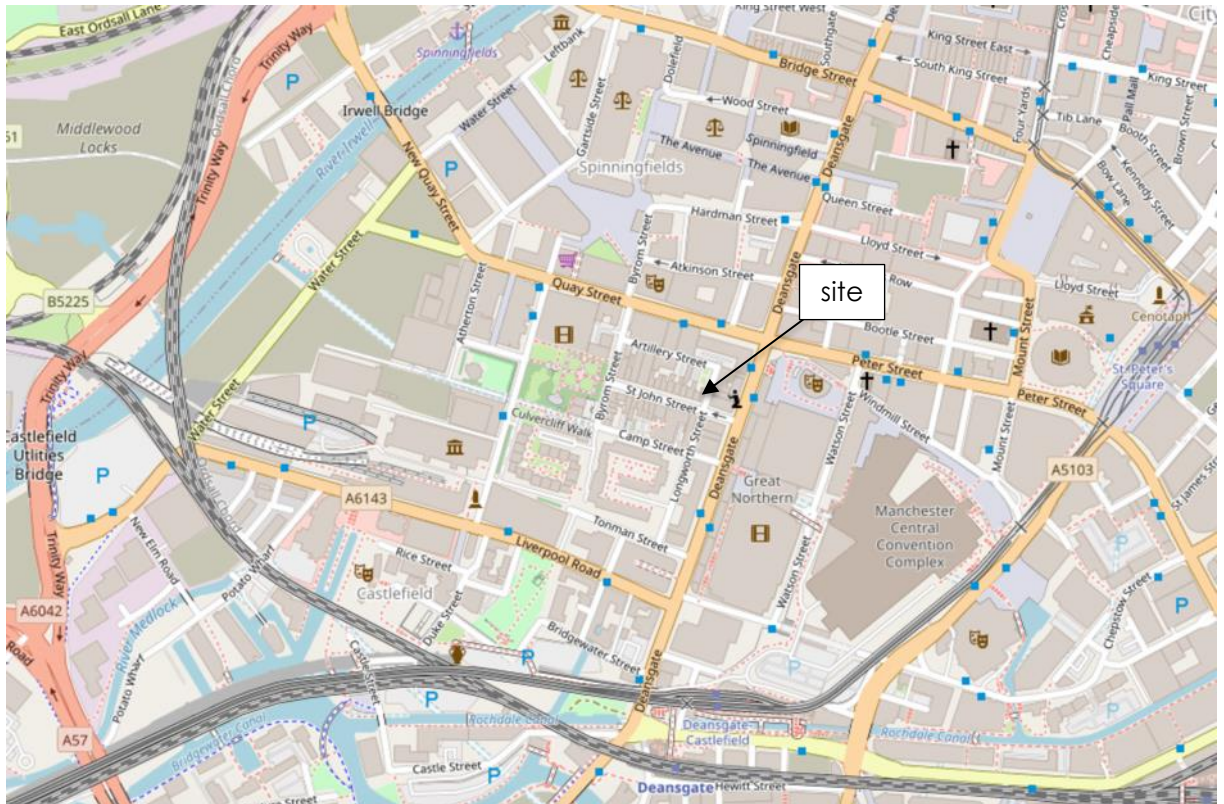


Figure 2.1: Site Location

Existing Site Use

- 2.3 The site is currently occupied by a 512sqm office building that fronts St John Street with pedestrian access on the same frontage. To the rear of the site is a tree area with gated access points on Longworth Street and Artillery Street.
- 2.4 There is a dropped-kerb on Longworth Street, just behind the building, and this is used to access an area of hardstanding that is used to park site vehicles. There is space for two vehicles to park in this area.
- 2.5 The bins are stored at the back of the building and are pulled out for collection from kerbside on Longworth Street on collection day.

Local Highway Network

- 2.6 St John Street is a one-way westbound residential street that routes along the site's southern boundary between the A56 Deansgate and Byrom Street. Generous width footways of above 2m are provided on either carriageway edge and street lighting is present. On the site side of the road, angled perpendicular Pay & Display parking bays are in place. Single yellow line controls are in place on the southern carriageway edge.
- 2.7 On the eastern boundary of the site Longworth Street routes between Artillery Street and Tonman Street. Longworth Street is a narrow two-way route that provides a service access function to the existing units fronting St John Street. Longworth Street provides access to the site's existing parking area and the parking areas to the rear of the adjacent properties. It is also used by vehicles collecting refuse. Double yellow line controls are in place adjacent to the site, with no loading restrictions.
- 2.8 Longworth Street becomes Artillery Street to the north of the site. Artillery Street serves a similar service access function and parking controls (double yellow lines) are in place along its length.

Street Parking Controls

- 2.9 The site sits in Resident Parking Control Zone 2 and parking is restricted to Pay & Display bays that are in operation between 8am and 8pm, Monday to Saturday (2 hour maximum stay duration). 50 resident parking permits are available on application for residents living in Zone 2.
- 2.10 There are 30 Pay & Display parking bays on the northern carriageway edge of St John Street (between Longworth Street and Byrom Street). Parking is controlled on the southern carriageway edge by a single yellow line that restricts parking between 8am and 8pm, Monday to Saturday.
- 2.11 In line with MCC parking policy, the parking charges and time restrictions do not apply to Blue Badge holders. Blue Badge holders can park for free and unlimited duration in the marked bays.

Public Car Parks

- 2.12 The nearest car parks to the site are located at the Great Northern Warehouse and Spinningfields. Table 2.1 shows that there are nearly 2,000 parking spaces within a five minute walk of the site.

Car Park	Distance (m)	Walk Time (mins)	Total Spaces	Disabled Spaces	Contract Parking
Great Northern Warehouse 1	140	2	527	25	Yes
Great Northern Warehouse 2	140	2	721	35	Yes
Spinningfields	450	5	680	35	Yes

Table 2.1: Public Car Parks
[source: NCP 2020]

Road Safety

- 2.13 Accident data for the most recent five year period available has been taken from the GMTU database.

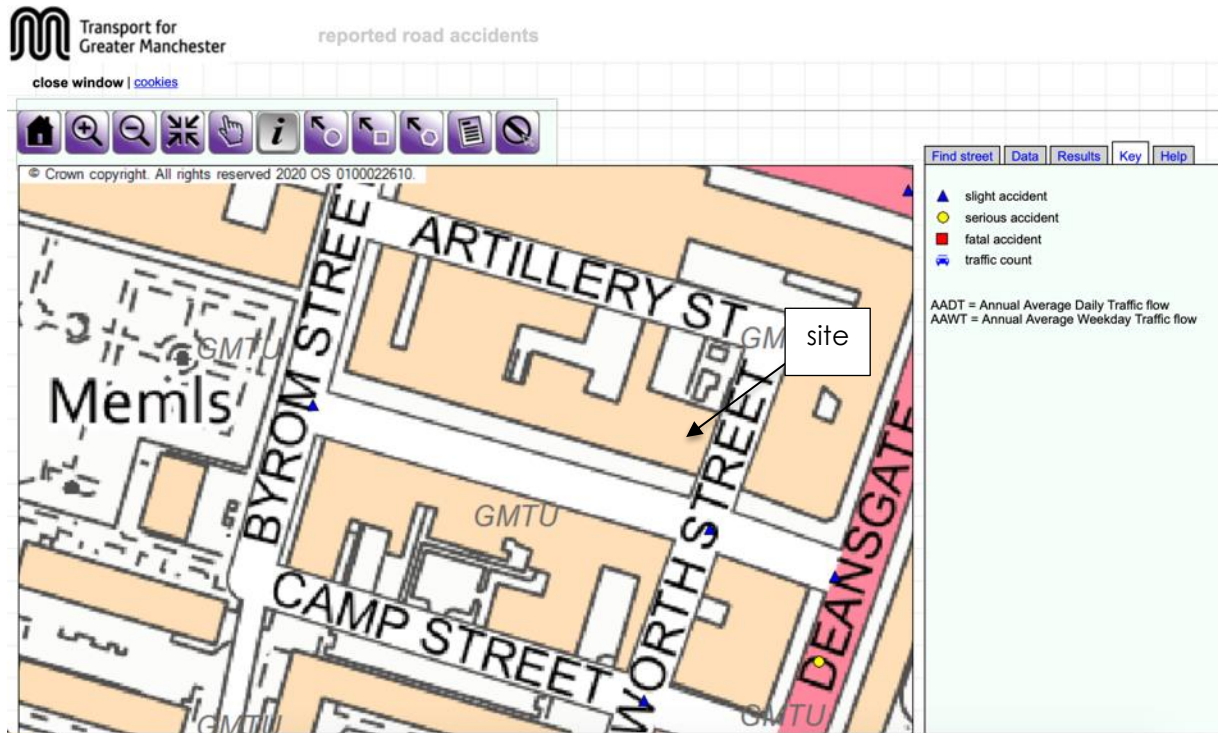


Figure 2.2: Accident Data
[source: GMTU 2020]

- 2.14 Figure 2.2 shows that there have been no accidents on the St John Street, Artillery Street and Longworth Street site frontages during the five year period assessed.
- 2.15 There has been a single accident at the junction of Longworth Street and St John Street. The accident occurred in 2016 and was classified as slight.
- 2.16 There has been a single accident at the junction of St John Street and Byrom Street. The accident occurred in 2017 and was classified as slight.
- 2.17 The accident data shows that there are no accident cluster locations or accident hotspots on routes surrounding the site.

Existing Site Trips

- 2.18 The TRICS database has been used to establish typical traffic flows associated with the B1 office use of the site.
- 2.19 In October 2019 TRICS released a study¹ that examined the impact of regional and locational selection parameters on trip rates. TRICS Good Practice advice had always maintained that users should refrain from deselecting sites by geographical region, despite many Local Highway Authorities supporting this method. The TRICS October 2019 study further emphasises this and states that sites should not be excluded based on region, going on to confirm that the location type is a more important variable than region. The trip rate assessment takes account of this latest guidance by only selecting sites based on location and not deselecting sites based on region, to reflect the site's location in a key centre in a metropolitan area.
- 2.20 Local authorities often, incorrectly, require Greater London sites to be deselected from TRICS analysis as this area is perceived to provide a much better level of accessibility than sites outside the region. To further demonstrate that this is not applicable for the analysis presented in this assessment a review of the Greater London TRICS site included in the analysis has been undertaken.

¹ TRICS (2019), A Comparison of Vehicular Trip Rate Variation by TRICS Regions & Location Types

- 2.21 The Greater London site is located in Wandsworth area of Greater London, outside of the Congestion Charging Zone and with a PTAL of 5. A PTAL of 5 equates to a Greater Manchester Accessibility Level (GMAL) of 7. The site has a GMAL of 8, which is a better accessibility level. Therefore, the inclusion of the Greater London site is appropriate, in this instance.
- 2.22 The TRICS database is attached as Appendix B with a summary provided in Table 2.2.

	Person Trip Rate (per 100sqm)			Total Trips		
	In	Out	Total	In	Out	Total
AM Peak	2.753	0.175	2.928	14	1	15
PM Peak	0.398	2.928	3.326	2	15	17
Daily	31.807	31.536	63.343	163	161	324
	Vehicle Trip Rate (per 100sqm)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak	1.193	0.175	1.368	6	1	7
PM Peak	0.255	1.161	1.416	1	6	7
Daily	12.475	12.157	24.632	64	62	126
	OGV Trip Rate (per 100sqm)			OGV Trips		
	In	Out	In	Out	In	Out
AM Peak	0.016	0.032	0.048	1	1	2
PM Peak	0	0	0	0	0	0
Daily	0.032	0.032	0.064	1	1	2

Table 2.2: Existing Site Trips

3. Development Proposal

- 3.1 The planning application seeks to redevelop the site to provide three dwellings. The proposed layout is attached as Appendix A.
- 3.2 Two dwellings will be provided through the conversion and extension of the existing office building. Pedestrian access to both dwellings will be provided from St John Street. One of the dwellings will have a parking space accessed from a shuttered arrangement on Longworth Street, broadly located where the existing parking area access is. The parking space includes an area for bins and bikes to be stored. The second dwelling will have no dedicated parking space but will have a bin and bike store area accessed off Longworth Street.
- 3.3 At the rear of the site a new dwelling will be constructed. Pedestrian access to the dwelling will be provided from Artillery Street. A parking area is also provided with access off Artillery Street. A bin and bike store is also provided with an access off Longworth Street.
- 3.4 The footways on the Artillery Street and Longworth Street frontage are currently 1.1m and 1m wide respectively on the site frontages. The proposed development will set back the building line on Artillery Street such that the available width will be increased to a minimum of 1.2m increasing to 1.8m at the corner with Longworth Street. The building line on Longworth Street is set back slightly within the site but this does not appreciably increase the available width.
- 3.5 The accesses to the individual garages on both frontages are set back further into the site, by an additional 0.4m on Artillery Street and by a considerably larger 1.8m on Longworth Street. There are existing vehicle accesses to driveway style parking areas on both frontages. In both cases these give directly onto the existing footways with planting up to the edge of the site, hard up against the edges of the entrance points. In the case of the existing Longworth Street driveway this is in a similar location to that proposed for the garage. The existing driveway space on Artillery Street is close to the bend with Longworth Street and the proposed garage has been moved as far from the bend as is possible within the site.

- 3.6 The proposed garage entrances are essentially comparable with the existing driveway spaces within the site but feature an appreciable increase in effective footway width and a move away from the bend in the case of the Artillery Street frontage, both of which are an enhancement over the existing situation. In the case of the Longworth Street garage entrance this is more similar to the existing arrangement, but the garage door has been set back considerably further into the site (1.8m from the back of footway).
- 3.7 Similar arrangements exist throughout the city centre and feature in recently consented residential development proposals, an example of which is shown below (application ref.108469/FO/2015/N1). As described above the proposals for garage entrances on both Artillery Street and Longworth Street feature additional space allowances that compare favourably with the scheme shown below.

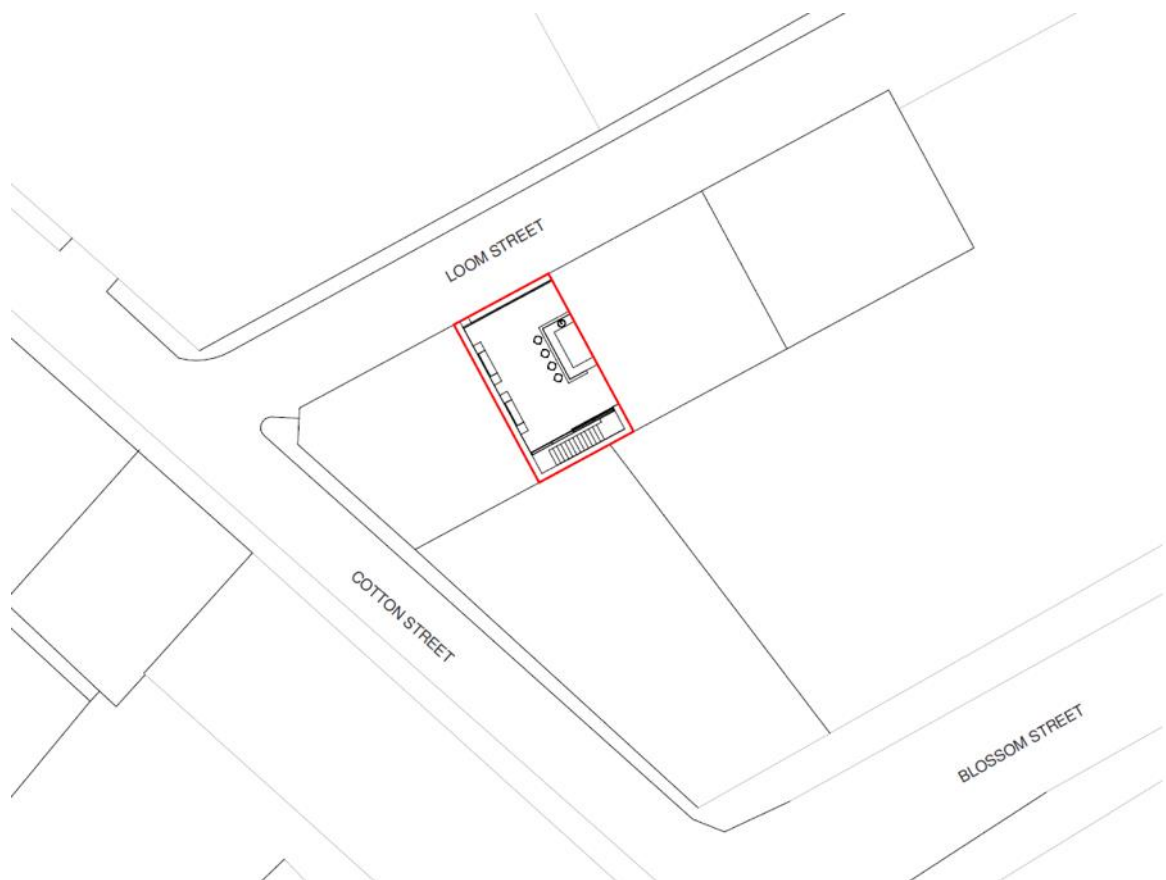


Figure 3.1: Loom Street Development Site

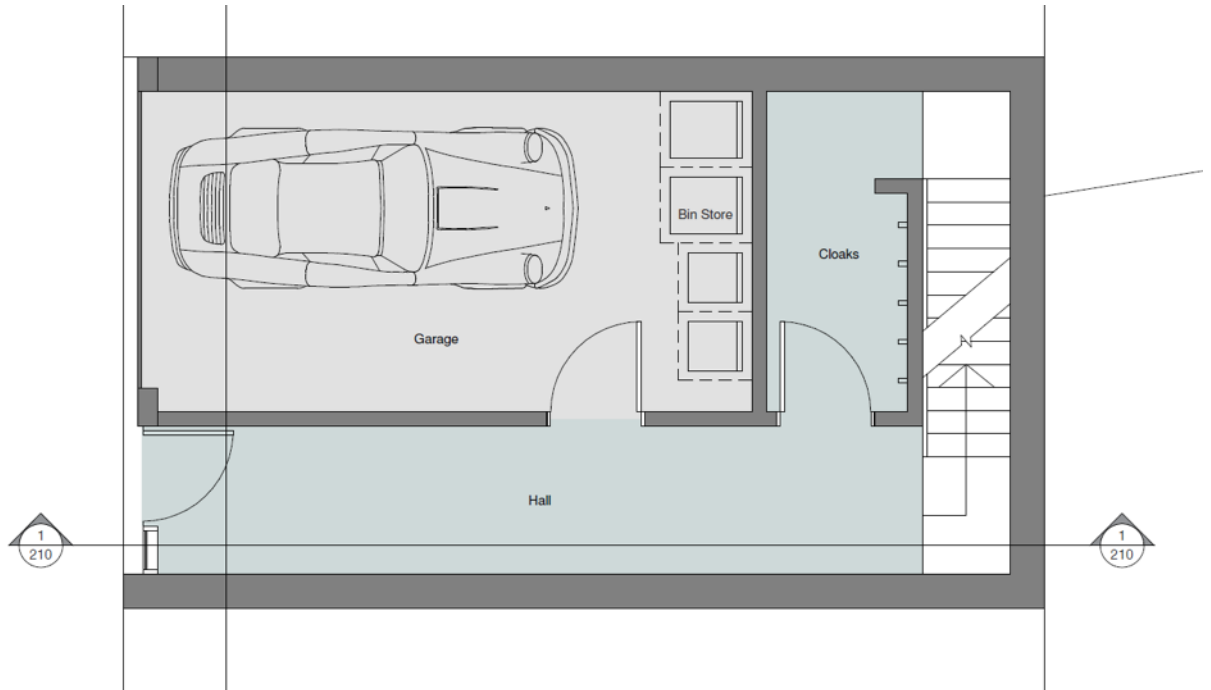


Figure 3.2: Loom Street Garage Layout

- 3.8 The proposal provides two parking spaces (67% provision). The site occupies a highly sustainable location and precedent consented residential schemes across the city centre show that a high proportion of residents live without owning a car. If the resident of the car-free dwelling needs to store a car then they can arrange for parking at one of the public car parks that provide nearly 2,000 spaces nearby or can apply for a street parking permit, if one is available.
- 3.9 In line with MCC policy, Blue Badge Holders are permitted to park for unlimited duration and free in marked parking bays in the city centre. There are 30 parking bays located outside the site on St John Street.
- 3.10 The servicing arrangements for the site are concentrated on Longworth Street in line with current site refuse collection arrangements.

4. Traffic & Parking Impact

Traffic Impact

- 4.1 The TRICS database has been used to assess the future trips associated with the development proposal. The TRICS analysis has been undertaken in line with latest TRICS guidance, as set out in Section 2, and includes appropriately located Greater London sites.
- 4.2 The only Greater London site included in the assessment is in Waltham Forest. The site sits outside the Congestion Charge Zone and has a PTAL of 5. A PTAL of 5 equates to a Greater Manchester Accessibility Level (GMAL) of 7. The site has a GMAL of 8, which is a better accessibility level. Therefore, the inclusion of the Greater London site is appropriate, in this instance.
- 4.3 The TRICS output is attached as Appendix C, with a summary provided below.

	Person Trip Rate (per unit)			Total Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.414	0.954	1.368	1	3	4
PM Peak	0.828	0.471	1.299	2	1	3
Daily	6.236	5.375	11.611	19	16	35
	Vehicle Trip Rate (per unit)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.161	0.310	0.471	0	1	1
PM Peak	0.310	0.184	0.494	1	1	2
Daily	2.396	2.390	4.786	7	7	14
	OGV Trip Rate ((per unit)			OGV Trips		
	In	Out	In	Out	In	Out
AM Peak	0.034	0.034	0.068	1	1	2
PM Peak	0.011	0.011	0.022	1	1	2
Daily	0.078	0.078	0.156	2	2	4

Table 4.1: Development Trip Generation

- 4.4 Table 4.1 shows that the proposal will generate a negligible amount of traffic in the peak periods and only 14 total vehicle movements across the full day. The level of traffic generated by the proposal is well below DfT significance thresholds and the proposal will not have an impact on highway operation or road safety.
- 4.5 Table 4.2 shows the net change in traffic flows compared the current use of the site as a B1 office.

	Existing			Proposed			Net Impact		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	6	1	7	0	1	1	-6	0	-6
PM Peak Hour	1	6	7	1	1	2	0	-5	-5
Daily	64	62	126	7	7	14	-57	-55	-112

Table 4.2: Net Traffic Impact

- 4.6 Table 4.2 shows that the proposed development will generate significantly less traffic than that associated with the B1 office use of the site.

Servicing Impact

- 4.7 The site already generates delivery and refuse collection movements onto the local highway network and service activity is concentrated on the kerbside on Longworth Street. This is in line with Manual for Streets, which states at paragraph 8.3.28:

'In most situations, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time.'

- 4.8 The site provides dedicated bin storage areas for each unit and these are accessed from Longworth Street. Service activity will continue to be concentrated on Longworth Street in line

with current arrangements. Longworth Street is a road that provides a service function for the properties backing on to it.

- 4.9 Table 4.1 shows that the proposal will be associated with up to four service vehicle movements per day (two in and two out). This is broadly the same as that associated with the existing B1 use of the site. Based on this the proposal will not significantly change service vehicle activity.

Parking Impact

- 4.10 MCC does not maintain any parking standards for city centre development and each site is taken on its own merits. The site occupies a highly sustainable location and evidence from other consented schemes across the city centre supports the fact that a high proportion of residents live without needing to use, or even own, a car. In line with this the parking level for the site is 67%. Parking spaces are provided for two dwellings and one of the dwellings is car-free. In line with prevailing city centre car ownership patterns the car-free dwelling is likely to appeal to residents who do not own a car. However, should this not be the case then parking can be organised by the resident either by applying for a resident street parking permit or by arranging contract parking in a nearby public car park.
- 4.11 The TRICS data has been used to establish the parking demand associated with both the existing and proposed site uses.

	Existing Parking Demand			Future Parking Demand		
	In	Out	Accumulation	In	Out	Accumulation
07:00-08:00	2	0	2	0	1	1
08:00-09:00	6	1	7	0	1	0
09:00-10:00	8	3	12	0	0	0
10:00-11:00	10	8	13	0	0	0
11:00-12:00	8	7	14	0	0	0
12:00-13:00	8	7	14	1	1	0
13:00-14:00	7	7	15	1	0	1
14:00-15:00	7	7	15	1	1	1
15:00-16:00	3	5	12	1	0	2
16:00-17:00	3	7	8	1	1	1
17:00-18:00	1	6	4	1	1	1
18:00-19:00	1	3	2	1	1	1

Table 4.3: Net Parking Impact

- 4.12 Table 4.3 shows that the site is currently associated with a maximum parking demand of 15 vehicles. Of these two can park on site and the remainder will park on street or in nearby public car parks.
- 4.13 The starting occupancy for the proposed development has been set as two vehicles, as this is the number of spaces provided on site. Table 4.3 shows that the proposed development will be associated with a maximum parking demand of two vehicles and will therefore reduce parking demand on surrounding streets and car parks. The level of parking provided at the development is in line with the demand generated.

Policy Compliance

- 4.14 Paragraph 109 of NPPF (2019) states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe.
- 4.15 The assessment shows that the proposal is associated with a negligible level of traffic and parking demand. It is also shown that large vehicle movements will be broadly the same as those associated with the existing use of the site.

5. Accessibility Analysis

Walking & Cycling Access

- 5.1 The site sits in the city centre and is served by a comprehensive network of walking routes that are typical of its urban setting. St John Street benefits from generous width footways that provide a connection to routes on Deansgate and Byrom Street. The footway on the Longworth Street and Artillery Street site frontages are 1.1m and 1m respectively, which while narrower than the footways provided in surrounding areas fit with the service category and historic nature of the routes and the low level of pedestrian traffic using them. The proposal will not significantly alter the level of pedestrians requiring use of these routes, when compared to the site's existing uses.
- 5.2 Access to one of the dwellings is provided from the rear of the site on Artillery Street. This is again not dissimilar to the existing access arrangements to the tree area on the site and the proposal will therefore not significantly alter the pedestrian access requirements. Notwithstanding this, the proposal will increase the footway width on Artillery Street frontages to a minimum of 1.4m increasing to 1.8m at the corner with Longworth Street. This provides a material betterment when compared to the existing situation.
- 5.3 Overall the development will result in a reduction in pedestrian trips accessing the site, when compared to the existing B1 office use.
- 5.4 Figure 5.1 shows the Greater Manchester Cycle Network serving the site.

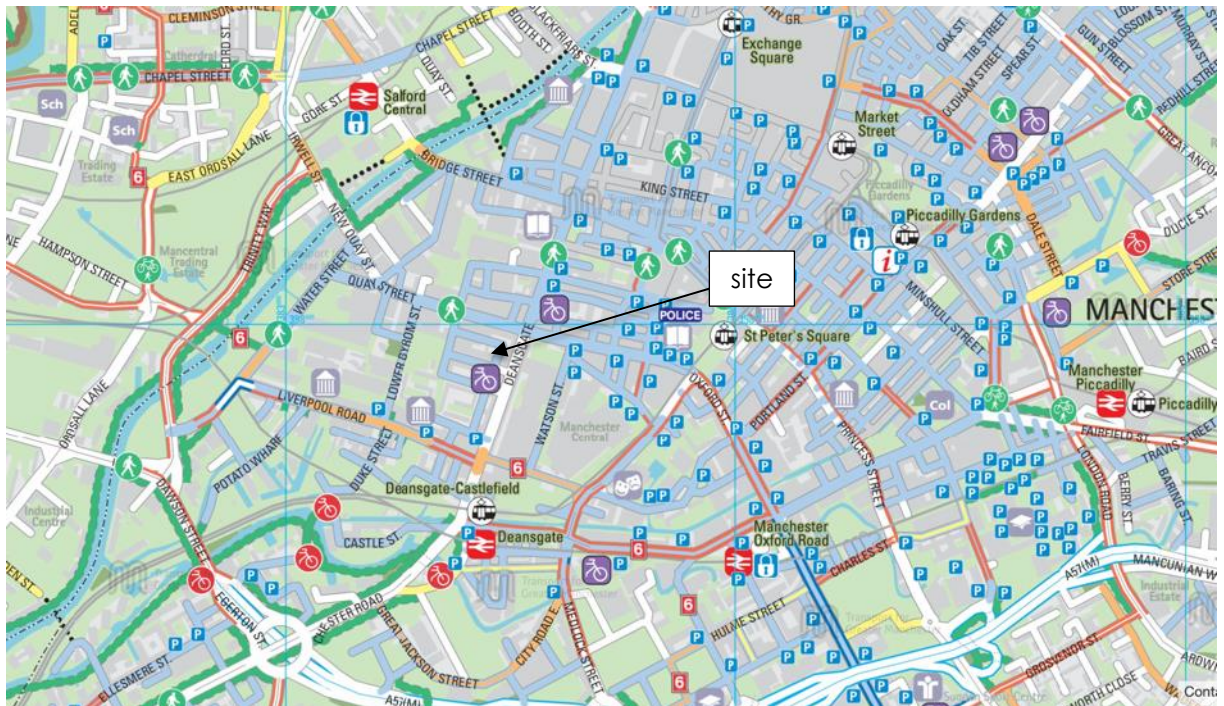


Figure 5.1: GM Cycle Network
[source: TfGM 2020]

- 5.5 Figure 5.1 shows that road surrounding the site are identified as low-trafficked routes that are suitable for cycling. These roads link to the wider city centre network and also provide linkages to routes that connect to areas outside the city centre, including Route 6 of the National Cycle Network.
- 5.6 The proposal includes space for storing bikes within covered and secure locations in each dwelling.
- 5.7 The existing cycle and pedestrian routes provide a good means of accessing surrounding areas of the city and the proposal will reduce pedestrian and cycle trips when compared to the existing use of the site.

Public Transport Access

- 5.8 The site is located in the city centre and benefits from easy access to numerous public transport services.
- 5.9 The nearest bus stops to the site are located on Quay Street and Deansgate. Access can also be gained to Shudehill Interchange and Piccadilly Gardens Interchange in a 20 and 15 minute walk, respectively. The site also relates well to the Free Bus Routes 1, 2 and 3 from Deansgate, Lower Byrom Street and Quay Street. The Free Bus provides frequent bus services that connect to key destinations and public transport interchanges across the city centre.
- 5.10 The nearest tram stops to the site are located at St Peters Square and Deansgate-Castlefield, both of which are five minute walk from the site. The tram network provides frequent services across Greater Manchester.
- 5.11 The nearest train station to the site is located at Deansgate-Castlefield, Salford Central and Oxford Road, which are five minutes, 11 minutes and 12 minute walks from the site.
- 5.12 A GMAL calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

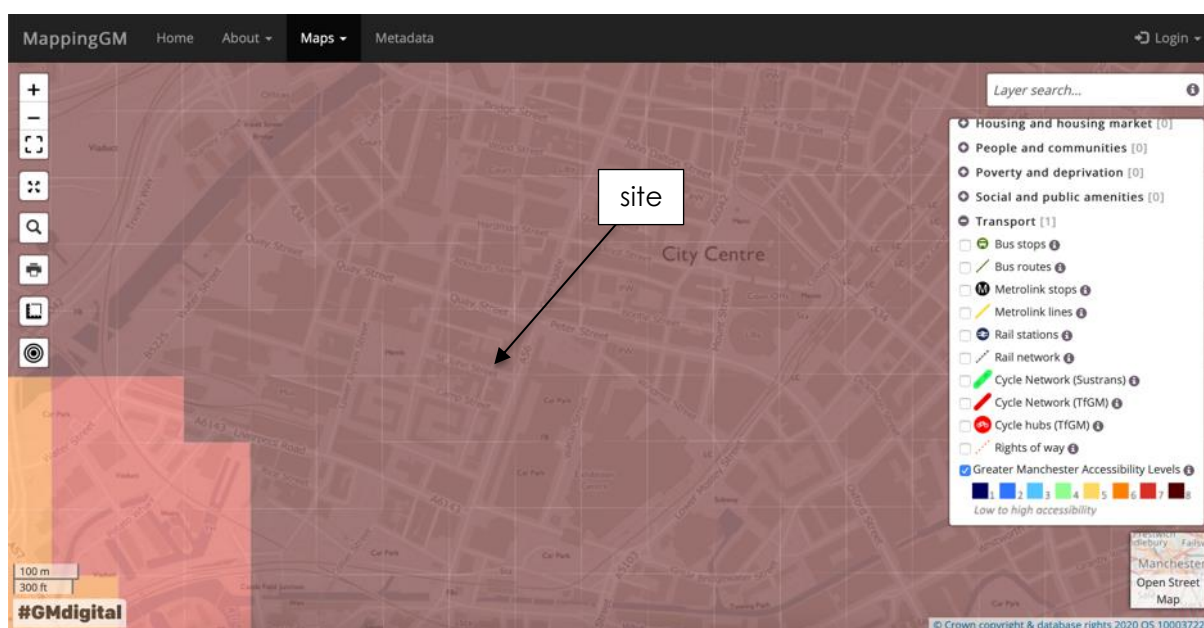


Figure 5.2: GMAL Calculation
[source: TfGM 2020]

- 5.13 Figure 5.2 shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.

Policy Compliance

- 5.14 Paragraph 92 of NPPF (2019) states that plan making should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraph 104, which supports a mix of uses across an area to minimise the number and length of journeys needed.
- 5.15 The site is located within the city centre and has an excellent level of accessibility. The existing infrastructure provides numerous opportunities for sustainable and active travel. The proposal will reduce the number of sustainable trips when compared to the existing B1 office use. Notwithstanding this, the proposal includes cycle parking and increased footway widths on the Longworth Street and Artillery Street frontages.

6. Conclusions

- 6.1 SK has been appointed to review the transport, parking and highways implications of redeveloping a site off St John Street in Manchester city centre to provide three dwellings.
- 6.2 The site's current use is a B1 office, with parking for two vehicles and service activity concentrated on Longworth Street.
- 6.3 The assessment shows that the site well located to provide opportunities for access on foot, bike or public transport. The site has the highest GMAL level in Greater Manchester. The proposal will reduce the number of pedestrian and cycle trips currently associated with the B1 office use. The proposal includes suitable provision for bike storage and also will increase the width of existing footways on Artillery Street frontage.
- 6.4 Road safety patterns have been reviewed and there are no accident hotspots that will impact on access to the site. It is shown that the proposal will result in a significant reduction in vehicle trips and will therefore not have an effect on highway operation. The assessment also shows that the site currently generates parking demand on to surrounding streets and car parks, and that this will demand will significantly reduce as a result of the development.
- 6.5 Vehicle access to the one of the parking areas will be provided from broadly the same location as the existing site access on Longworth Street and a second will be created on Artillery Street.
- 6.6 The proposal will retain existing service access arrangements and will not significantly change large vehicle movements generated by the site or the location of this activity. Bin stores are provided for each dwelling.
- 6.7 The proposal is shown to meet relevant local and national policy requirements.

Appendix B



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Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architects to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings. All data, dimensions and designs contained in this document are confidential to the copyright owner and may not be communicated to any third party save in accordance with a licence for the copyright owner or with the copyright owner's written permission and authority.

Rev	Description	Date	By
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Client
Owner

Project
St John Street

Title
Proposed Ground Floor Site Plan

Status

Project number	Date
1084	07/22/20
Drawn by	Checked by
JB	Checker
Scale	Revision
1 : 100@A1	

Drawing No.
1084-TGA-ZZ-ZZ-DR-A-0203

Appendix C



General Notes

Use figured dimensions only. Do not scale off this drawing. All dimensions must be set out and checked by the contractor on site prior to commencement of construction. Any variations between drawings and site must be reported to TGA before work proceeds.

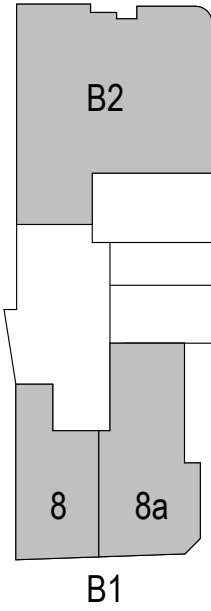
Drawings to be read in conjunction with Architectural Specification, Structural Engineer's Drawings and Specifications, Mechanical & Electrical Engineer's Drawings and Specifications, all Supplemental Information, including but not limited to, Detailed Fire Strategy, Acoustic Report, Thermal Report & Overheating Report.

No portion of the Works to commence without acceptance of the required submittals by the Employer.

Main Contractor to submit relevant documents to building regulation and legislation approval authorities as required to comply with the Specification.

Red Line Boundary

Key Plan



Rev	Description	Date	By
P01	Draft issue to Design Team	13.12.24	SD
P02	Issued for review and comment	13.01.25	SD

Title	
Proposed Ground Floor Site Plan	
Drawing No. 1084-TGA-ZZ-DR-A-95202	Revision P02
Status Planning	Scale As indicated@A1
Project St John Street	Client Mr. Ford

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