

Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/461

Your ref:

1st November 2022

Dear Sir / Madam

Application Number: **135028/FO/2022**

Location: **Land bound by King Street West, St Marys Parsonage, Garden Lane and Smithy Lane, Manchester, M3 2JP**

Proposal: Erection of 14 storey building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension to form office accommodation (Class E) with front of house and commercial floorspace at ground floor (Class E) with associated landscaping and other works following demolition of existing buildings at 27-29 King Street West and 31-33 King Street West and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Background

The Application seeks approval for the demolition of Reedham House and the redevelopment of 27-31 King Street West and the Carriage Works site to amalgamate the existing buildings as a single development and create larger office space within a 13-storey high building.

The proposals incorporate the potential for up to 7,971sqm GIA of development floorspace, including ground floor commercial unit (140sqm GIA) with office space at upper floors (7,831sqm GIA).

The application site is located on the corner of King Street West and St Mary's Parsonage, within Manchester City Centre

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the Transport Statement (TS) prepared by Focus Transport Planning, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Trip Generation

The TS states that *"Whilst the Application Scheme would result in an overall increase in floor area, it is considered unlikely that the scheme would generate substantial car trip demand owing to its car-free nature and highly sustainable city-centre location."*

It is noted that there is no on-site car parking provision proposed to serve the development. Therefore, it is anticipated that any trips are likely to be accommodated within the MSCPs within the wider City Centre.

TfGM would caution that there will be a higher number of trips to and from the existing car parks as a result of the development and the TS does not quantify this uplift.

II. Proposed Access Arrangements

The TS confirms that as no on-site car parking will be provided, there will be no vehicular access directly into the building.

Any redundant access points should be reinstated as continuous footway, with particular reference to the access on St Mary's Parsonage, along with the implementation of measures to ensure pavement parking does not occur.

III. Proposed Servicing Arrangements

A new loading bay is proposed on St Mary's Parsonage and the proposal is to utilise the loading bay as a shared facility with a recently implemented taxi rank. The loading bay would be in use during daytime hours and the taxi rank during the evening hours. The proposed loading bay, as shown within the TS appendices, will be contained within the highway and will not impinge upon the use of the footway.

IV. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

V. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

As the TS describes, the site is very well located in relation to public transport, being situated within Manchester City Centre. There are a number of city centre bus stops, which all provide access to a variety of public transport services. The site is located around a 6-minute walk from Salford Central Train Station, and around a 9-minute walk from Exchange Square Metrolink stop.

As such it is considered that the site is extremely well served by a wide range of public transport modes, which should help to reduce car journeys associated with the development.

II. Active Travel

it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways surrounding the development, as well as reinstating any redundant vehicle crossings which previously served the site, installing tactile paving and dropped crossings at access points and renewing any substandard footways.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage future employees / visitors of the site to travel by sustainable modes.

The TS confirms that a cycle store will be provided which can accommodate up to 96 cycles. The TS states that this proposed cycle parking supply is in excess of Manchester City Council guideline parking standards for office development (1 cycle space per 200sqm) and in accordance with BCO specification of 1.5 spaces per 10 staff.

It is noted that changing and shower facilities will also be provided. The cycle store and changing/shower facilities will be located within the basement, accessible via stair access and a further lift which would connect ground and basement levels.

The cycle store should benefit from security measures such as CCTV and lighting.

IV. Travel Plan

It is noted that the application is accompanied by a Framework Travel Plan. The development will need to be supported by a full Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the

implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to staff / visitors such as concessionary bus fares, discounted cycles, journey planning etc.

Should Manchester City Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of a Full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

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