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Redevelopment of 27-31 King Street
West and the Carriage Works,
Manchester

Transport Statement

Prepared on behalf of:



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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 Property Alliance Group (PAG), to support a full planning application for the redevelopment of 27-31 King Street West and the Carriage Works, Manchester.
- 1.2 The site represents a cluster of buildings (two of which are Grade II listed), built at various stages and at various floor levels, joined by a modern core, and collectively known as Reedham House. The Application Scheme seeks to unify existing buildings as a single development and create a larger, single office floor plate, with ground floor commercial space. The scheme would involve the demolition of Reedham House to the front of the site with preservation and regeneration of the two listed buildings to the rear.
- 1.3 This Transport Statement report considers the redevelopment of the 27-31 King Street West and the Carriage Works site and has been prepared to inform the Local Planning and Highway Authority, Manchester City Council (MCC) of highways matters associated with the Application Scheme.
- 1.4 The report reflects guidance set out in National Planning Policy Guidance (NPPG) “Travel Plans, Transport Assessments and Statements in Decision Taking”. This guidance notes that paragraph 111 of the National Planning Policy Framework (NPPF) states that developments that have the potential to generate significant amounts of travel movements should be supported by a formal Transport Statement or Transport Assessment. Due to the Application Site’s city centre location and car-free nature, the scheme is considered unlikely to generate substantive car trip demand. It is therefore considered that the preparation of a formal Transport Statement (TS) document to support the planning application is appropriate to inform the LHA of transport matters associated with the site. The scope and nature of matters considered in this TS report therefore reflects the extent of issues that are likely to be of material interest to MCC, following scoping discussions with MCC Highways Officers.
- 1.5 The core structure of the remainder of this report is as follows:

- A description of the location of the Application Site and a review of relevant planning history & existing site use.
- A review of existing local highway network conditions - including a review of existing highway routes serving the Application Site, relevant historical road safety records and an audit of sustainable transport opportunities available in the immediate catchment area of the site, including a review of local walking, cycling and public transport connections.
- A description of the main development elements associated with the proposed redevelopment of the site - including a review of the proposed vehicle and pedestrian / cycle site access arrangements, zero car parking approach and large vehicle servicing provision.
- A review of the traffic impact of the Application Scheme.
- Summary and conclusions.

2.0 SITE LOCATION AND EXISTING SITE USE

2.1 Site Location

2.1.1 The Application Site represents an existing city centre development plot located within the eastern side of Manchester City Centre, close to the River Irwell. Plans illustrating the location of the site in relation to the strategic and local surrounding areas are included as **Figure TS1** & **Figure TS2** to this report. These plans also show the proximity of the Application Site to the local main road routes of the A56 Deansgate and the Manchester Salford Inner Relief Route (MSIRR) incorporating A6042, A57(M) Mancunian Way, A635 and A665 Great Ancoats Street.

2.1.2 **Figure TS2** identifies that the Application Site is located within of the St Mary's Parsonage Strategic Regeneration Framework (SRF) area, with the SRF area itself bound to the north by Blackfriars Street, east by Deansgate, south by Bridge Street and west by the River Irwell. The Application Site, which is located within the southern side of the SRF, is bound by St Mary's Parsonage to the west, King Street West to the south, Smithy Lane to the east and Garden Lane to the north.

2.1.3 **Figure TS2** also shows Manchester Victoria, Salford Central, Deansgate, Manchester Oxford Road and Manchester Piccadilly city rail stations surrounding the Application Site. The nearby Shudehill bus, coach and Metrolink Interchange is highlighted along with Piccadilly Gardens (bus & Metrolink) and St Peter's Square which is an interchange for the various Metrolink routes across the city and surrounding districts.

2.1.4 An aerial photograph image of the Application Site showing the existing site buildings is included as **Figure TS3**.

2.2 Existing Site Layout and Land Use

2.2.1 The Application Site represents a cluster of building at 31-33 King Street West, 27-29 King Street West, The Carriage Works St Mary's Parsonage and 3 Smithy Lane, all of which were built at various stages and at various floor levels, joined by a modern core. The buildings are collectively known as Reedham House. The site

currently provides 4,630sqm GIA office/retail floorspace, and ranges from three to five storeys (retail at ground floor and offices in the upper floors). A plan of the existing site layout is presented in **Appendix TS1**.

2.2.2 Access to the ground floor retail units is via King Street West and St Mary's Parsonage. Main access to the office accommodation is via King Street West, with emergency access provision at St Mary's Parsonage. Building accesses are also available at Smithy Lane and Garden Lane albeit it is understood that these are not in regular use.

2.2.3 Existing service vehicle access to the site is accommodated on-street, primarily utilising the existing on-street loading bay at King Street West located on the opposite side to the site.

2.3 Relevant Site Planning History & Associated Traffic Demand

Planning Status

2.3.1 A full review of the planning history of the site is provided within the formal Planning Statement report prepared by Euan Kellie Property Solutions and submitted in support of the Planning Application.

2.3.2 The Planning Statement notes that the permitted use of the site is Class E. The extant use of the site for Class E office/retail purposes represents a key consideration as these uses could continue in the future. This planning 'fall-back' position is relevant for the consideration of the traffic impacts of the proposed redevelopment of the site.

2.4 Planning Policy Review

2.4.1 The following paragraphs provide a summary of key transport related planning policy that is considered relevant to the Application Scheme. This review includes consideration of transport policy guidance set out in both national transport and local planning/transport policy documentation.

National Planning Policy

2.4.2 The National Planning Policy Framework (NPPF - revised July 2021) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Key sustainable policy objectives stated in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

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

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (Para 104)

“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 105)

“...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...”(Para 112)

2.4.3 It is considered that the Application Scheme would help to meet these general sustainable transport policy principles, being located within Manchester City Centre with excellent pedestrian, cyclist and public transport connections which would ensure access via alternative travel modes to the private car for the vast majority of movements to/from the site.

2.4.4 Paragraphs 110 and 111 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) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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 110)

“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 would be severe.” (Para 111)

“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.”(Para 113)

2.4.5 Specific guidance for the transport related assessment of new development projects is set out in the parallel guidance documents in National Planning Policy Guidance (NPPG) in particular March 2014 Guidance “Travel Plans, Transport Assessments and Transport Statements”. This guidance notes that Travel Plans,

Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.

- 2.4.6 Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. Transport Assessments can be also used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, the key criteria against which development is to be considered, in accordance with paragraph 111 of the National Planning Policy Framework.

Local Planning Policy

- 2.4.7 A more extensive review of relevant planning policies within Local Planning Policy documents is included in the formal Planning Statement report prepared by Euan Kellie Property Solutions and 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)

- 2.4.8 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.
- 2.4.9 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.*
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;***
- 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.”***

2.4.10 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.

2.4.11 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.***
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:***
 - 1. pedestrians and disabled people,*
 - 2. Cyclists, public transport,*
 - 3. Commercial access,*
 - 4. General off peak traffic,*
 - 5. General peak time traffic.”*

2.4.12 Policy T2 sets out key parameters for the siting of new development:

“The Council will actively manage the pattern of development to ensure that new development:-

- *is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”*

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

‘all new development should provide appropriate car parking facilities, taking into account the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.

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.’

2.4.14 Furthermore, supporting paragraph 11.16 to the Core Strategy states,

‘Providing good access to jobs and training opportunities essential in enabling residents to reach their full potential in education and employment, a core driver of success in Manchester’s Sustainable Community Strategy. Employment and education establishments should be accessible by public transport and wherever possible by walking and cycling.’

2.4.15 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.’

2.4.16 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)

2.4.17 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’.

2.4.18 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

2.4.19 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.

St Mary’s Parsonage Strategic Regeneration Framework (SRF)

2.4.20 The Application Site is located within the St Mary’s Parsonage SRF. Whilst the SRF document is currently in Draft form (August 2020), it has been subject to consultation and is pending endorsement by MCC. The document sets “*out a vision for the regeneration of the area and to provide a statement of ambition that captures the aspirations and intent of current landowners, alongside the expectations of Manchester City Council for future development to maximise the positive contribution and effects on to the SRF area and wider City Centre.*”

2.4.21 With specific reference to the Application Site, the SRF states:

“7.29 In so far as it is consistent with the criteria set out in policy, the clear ambition will be to deliver a proposal that will enhance the vitality and viability of the site and the wider Parsonage Gardens SRF area, by:

- Positively contributing to the character and quality of the Parsonage Gardens Conservation Area as a whole;*
- Introducing a long term economically viable re-use of the site; • Activating Motor Square and the surrounding streets, acting as a catalyst for further regeneration and investment in the area;*
- Re-enforcing the sense of enclosure on the northern edge of Motor Square;*
- Supporting Manchester’s zero carbon ambitions and delivering an exemplar of sustainable development;*
- Ensuring that any proposals for the site deliver opportunities and amenities that will benefit local people; and,*
- Carefully considering the site’s relationship with any existing sensitive uses, in terms of impact and amenity. Issues of noise, privacy, sunlight and daylight, for example, will need to be fully assessed and justified as part of any future planning application proposals.*

“7.30 Considering the important position of the site on the northern edge of Motor Square, it will be essential for any new development proposals to have a strong relationship with the enhanced public realm and to provide an active frontage along the site’s southern and western edges. Future development proposals will be expected to incorporate publicly accessible leisure or retail space at ground floor to ensure it strengthens this gateway location and draws in visitors to the wider SRF area.

“7.31 It will also be important that the existing side streets to the rear of the building are appropriately considered in terms of servicing and waste, ensuring that any required changes do not affect the day to day access or operations of neighbouring landowners or occupiers.”

2.4.22 The redevelopment proposals build on the vision in the SRF to establish this part of the city centre as a thriving and sustainable neighbourhood with a distinctive character and sense of place.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As noted in section 2 above, the Application Site is bound by St Mary's Parsonage to the west, King Street West to the south, Smithy Lane to the east and Garden Lane to the north.

King Street West

- 3.1.2 King Street West represents a one-way route (west to east), commencing at the southwest corner of the Application Site at its junction with St Mary's Parsonage and continuing for approximately 170m eastwards to its signalised junction with Deansgate. The priority of the King Street West junction with St Mary's Parsonage has recently been changed such that the section of St Mary's Parsonage to the north of King Street West now forms the minor arm approach, with St Mary's Parsonage south / King Street West junction forming the through movement. The one-way operation of the route is enforced via one-way and no entry signage at various points along the route. The route is lit and operates under 20mph speed limit.
- 3.1.3 In the vicinity of the Application Site, King Street West represents a 7m wide single carriageway with 3m+ footways to both sides. To the immediate frontage of the site, five on-street parking bays are available, three of which are pay & display and two of which are designated disabled bays. These on-street parking bays are located within Parking Zone 1, where charges apply Monday-Sunday 8am-8pm, with no charge for parking on Bank Holidays. The maximum stay time in Zone 1 is two hours, with a charge of £1.50 per 30 minutes. Charges and time restrictions do not apply to blue badge holders.
- 3.1.4 On the opposite side of King Street West and immediately opposite the site, a loading layby is available, providing goods vehicle loading only 8am-8pm. Further on-street parking and loading provision is available along the route east of the site to the Kendal Milne building frontage. Double yellow line parking restrictions are

available along all sections of route which are not subject to on-street parking/loading.

- 3.1.5 Dropped kerbs are available at all crossing points along the route, with signalised crossing facilities available at the King Street West junction with Deansgate.

St Mary's Parsonage

- 3.1.6 St Mary's Parsonage represents a single carriageway route of 6.7m width with 2-3m footways to both sides, and is street lit. The route stretches between Blackfriars in the north and Bridge Street to the south. The route has recently been closed to vehicular traffic close to its junction with Blackfriars as a temporary measure. It is understood that this scheme is to be permanently installed imminently, with two-way cycle access retained.

- 3.1.7 The St Mary's Parsonage signalised junction with Bridge Street incorporates signalised pedestrian crossing points on all approaches.

- 3.1.8 Double yellow line parking restrictions are available along both sides of St Mary's Parsonage, with the exception of taxi bays which have recently been introduced to the Application Site frontage, two Car Club bays located south of Back South Parade, and pay & display parking bays located between Back South Parade and Blackfriars (all along the eastern side). A footbridge over the River Irwell (Trinity Bridge) is accessible from St Mary's Parsonage, opposite the Application Site, providing access into Salford.

Smithy Lane / Garden Lane / Dunlop Street

- 3.1.9 Smithy Lane represents a narrow route of circa 3m width. The route extends circa 35m from its junction with King Street West, following which it turns through a 90-degree bend and continues as Garden Lane for 47m, prior to connecting with St Mary's Parsonage. Garden Lane is just 2m in width for the majority of its length, widening at its approach to St Mary's Parsonage. Approximately 25m west of Smithy Lane, Garden Lane meets Dunlop Street. Dunlop Street is of circa 5.5m width and accommodates two on-street disabled parking bays. Smithy Lane,

Garden Lane and Dunlop Street have historically provided access to the Application Site and the Kendal Milne multi-storey car park, however the narrow nature Smithy Lane and Garden Lane in particular does not accommodate modern servicing requirements. Footways of generally narrow width are available to Smithy Lane and Dunlop Street, with no footways to Garden Lane.

- 3.1.10 The recently approved redevelopment of the Kendal Milne building / King Street multi-storey car park (Planning Application Ref: 129251/FO/2021) includes the pedestrianisation of Smithy Lane / Garden Lane / Dunlop Street to enable the site to have an active frontage onto these streets. The scheme includes the relocation of the existing disabled bays at Dunlop Street to Back South Parade.

3.2 Road Safety: Review of Personal Injury Accident Records

- 3.2.1 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained via the Transport for Greater Manchester (TfGM) database. Accident data has been obtained for the length of King Street West, section of St Mary's Parsonage between Back South Parade and Bridge Street, and surrounding routes of Smithy Lane, Garden Lane, Dunlop Street and Back South Parade.
- 3.2.2 This search covers the most recent five-year period available from the database (01/01/2017 - 31/12/2021) and the results of this exercise are illustrated in **Figure TS4** to this report. The specification of a five-year search period accords with the search period criteria recommended in NPPG good practice guidance.
- 3.2.3 Review of the recorded accident data demonstrates that three injury accidents were recorded within the immediate study area over the 5-year study period. Two of the recorded events were of slight injury severity classification and one was serious. There were no 'fatal' class events during the study period.
- 3.2.4 One of the incidents took place at the Bridge Street/St Mary's Parsonage signalised junction (serious accident) and two at Deansgate, one of which was recorded at

the King Street West/King Street junction and the other at the South King Street junction.

- 3.2.5 Given the limited frequency of recorded accident incidents in the immediate vicinity of the Application Site, which have not highlighted any trends to suggest highway issues, it is not considered that there are any clear & substantive prevailing road safety matters that would call the proposed redevelopment of the site into question or require direct highway safety mitigation measures funded by the development proposals.

3.3 Site Accessibility

- 3.3.1 The proposed redevelopment of the Application Site would need to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

- 3.3.2 The Application Site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from office/retail 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 highly sustainable city centre location means that it lies within an easy walking and cycling distance of city centre residences as well as a range of everyday local facilities such as shopping and leisure destinations - with the majority of these services & facilities being linked by high quality walk / cycle routes.

- 3.3.3 Furthermore, many of trips to / from the Application Scheme by employees / customers are likely to comprise long distance journeys by public transport to / from home origins and walk / public transport trips around the city centre.

Greater Manchester Accessibility Level

- 3.3.4 The Application Site provides excellent accessibility to bus, Metrolink (tram) and rail networks by virtue of its location. This is demonstrated through the Greater Manchester Accessibility Level (GMAL) data held on the data.gov.uk website where the concept of the GMAL is defined as follows:

‘Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.’

- 3.3.5 The August 2022 GMAL score for the Application Site is 51.9 which is shared across the various public transport modes as follows:

➤ Bus	29.46
➤ Rail	14.44
➤ Metrolink	8

- 3.3.6 This GMAL score equates to a GMAL rating of 8 where 8 is the highest level of accessibility. The nature of local sustainable transport connections available within the immediate catchment of the Application Site are summarised in the paragraphs below.

Access to Buses

- 3.3.7 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 for regular use.
- 3.3.8 Closest bus stops to the Application Site are located at Bridge Street (circa 100m walk - stops WF & WW), see **Figure TS5** to this report. These stops are served by a range of high frequency services during the core daytime period (07:00 - 19:00)

providing access to key local destinations to the north and west of the city centre.
 A summary of the frequency of local bus services set out in **Table TS3.1** below.

Table TS3.1: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
<i>Bridge Street Stop WF</i>		
8	Bolton – Farnworth – Pendlebury – Pendleton – Manchester	12 min / 12 min / 20 min
34	Leigh – Astley – Worsley – Monton – Pendleton – Manchester	30 min / 30 min / 60 min
34A	Worsley – Monton – Pendleton – Manchester	60 min (AM only) / - / 60 min
36	Bolton – Little Hulton – Walkden – Swinton – Manchester	12 min / 12 min / 30 min
37	Bolton – Farnworth – Walkden – Swinton – Manchester	12 min / 12 min / 30 min
38	Logistics North – Walkden – Swinton – Manchester	12 min / 12 min / 30 min
50	Salford Quays – Salford Shopping Centre – Manchester – Kingsway – East Didsbury	12 min / 12 min / 15 min
V1 Vantage	Leigh – Tyldesley – Manchester – Manchester Royal Infirmary	20 min / 20 min / 20 min
V2 Vantage	Atherton – Tyldesley – Manchester – Manchester Royal Infirmary	30 min (AM & OM only) / 60 min / -
<i>Bridge Street Stop WW</i>		
1		
8	Manchester – Pendleton – Pendlebury – Farnworth – Bolton	12 min / 12 min / 20 min
34	Manchester – Pendleton – Monton – Worsley – Astley – Leigh	30 min / 30 min / 60 min
34A	Manchester – Pendleton – Monton – Worsley	60 min (AM only) / - / 60 min
36	Manchester – Swinton – Walkden – Little Hulton – Bolton	12 min / 12 min / 30 min
37	Manchester – Swinton – Walkden – Farnworth – Bolton	12 min / 12 min / 30 min
38	Manchester – Swinton – Walkden – Logistics North	12 min / 12 min / 30 min
50	East Didsbury – Kingsway – Manchester – Salford Shopping Centre – Salford Quays	12 min / 12 min / 15 min
67/67A	Manchester – Pendleton – Eccles – Peel Green – Irlam – Cadishead	15 min / 15 min / 30 min
100	Manchester – Eccles – The Trafford Centre – Irlam – Hollins Green – Warrington	15 min / 15 min / 15 min
V1 Vantage	Manchester Royal Infirmary – Manchester – Tyldesley – Leigh	20 min / 20 min / 20 min

V2 Vantage	Manchester Royal Infirmary – Manchester – Tyldesley – Atherton	30 min (AM & OM only) / 60 min / -
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3.3.9 **Table TS3.1** identifies that highly frequent connections are available from local stops, providing access to key destinations including Pendleton, Eccles, Bolton, Manchester Royal Infirmary, Didsbury, Salford Quays and the Trafford Centre.

3.3.10 Additional stops are available at Deansgate and John Dalton Street (all well within a 400m walk - stops WB, WH, WX and CP). The Application Site is also located within a 1km walk of Shudehill bus and coach interchange, one of the main bus stations in Manchester City Centre providing additional frequency services to a wide range of destinations across Greater Manchester and beyond (see **Figure TS5** for further information). Shudehill is also accessible via bus service 8, 67 and 100.

Metroshuttle (Free City Centre Bus Shuttle)

3.3.11 In addition to standard public bus services the Application Site, Bridge Street WW is also served by Route 1 of the Manchester city centre ‘Metroshuttle’ free mini-bus service (see also **Appendix TS2** to this report). Metroshuttle Route 1 operates on a 10-minute weekday and Saturday day time frequency (12 minutes on Sunday) and provides connections to key city centre destinations including Piccadilly Railway Station. Routes 2 and 3 of the free bus service also stop at Deansgate.

Metrolink (Exchange Square)

3.3.12 The Application Site is also located within 650m walk of the Metrolink (tram) station at Exchange Square. The Exchange Square Metrolink station is directly served by the following routes:

- East Didsbury - Shaw & Crompton
- East Didsbury - Rochdale

3.3.13 Each Metrolink route operates with 10-minute service headways during peak times, with trams beginning to run from approximately 06:00 until midnight Monday to Saturday and 06:00-23:00 on Sundays. A network plan of the Metrolink system is

included in **Figure TS6** to this report identifying the connections available from the Exchange Square stop, with a plan of other Manchester City Centre Metrolink stations provided in **Appendix TS2**.

3.3.14 Connections can be made at Victoria Rail Station for other Metrolink lines as follows:

- Bury - Manchester Piccadilly
- Bury - Altrincham
- Victoria - Manchester Airport

3.3.15 Additional connections can be made at St Peter's Square for other Metrolink services:

- Ashton-under-Lyne - Media City / Eccles
- Piccadilly - Altrincham

3.3.16 A high frequency service is provided by the Metrolink system to locations across the Greater Manchester conurbation.

Rail Services

3.3.17 The closest railway station to the application is Salford Central which is situated circa 400m to the west of the Application Site. A map of the Great Manchester rail network is in **Figure TS7**.

3.3.18 Salford Central acts as a mainline hub, providing connections towards London, Scotland, Merseyside and other Transpennine destinations.

Enterprise Car Club Opportunities

3.3.19 Enterprise Car Club offers an established car sharing service that has been available to residents and businesses across Manchester city centre since 2006. The service offers a 'pay by the hour' car hire scheme, giving city centre residents, workers and visitors a cost-effective alternative to operating a privately owned vehicle.

Each vehicle is available for Enterprise Car Club members to hire out for as little as 30 minutes at a time, with cars available for immediate reservation via an on-line / mobile app based booking system. Vehicles are accessed via a keyless entry system using smartcards.

- 3.3.20 A fleet of low-emission car-club vehicles are located at numerous dedicated parking bays around the city centre. Closest available bays to the Application Site are within 50m walk at St Mary's Parsonage (west of its junction with Back South Parade) - see **Figure TS8**.

Accessibility via Walking

- 3.3.21 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km, with this 2km threshold identified as a suitable walk distance for commuting trips to / from employment destinations.
- 3.3.22 **Figure TS9** to this report illustrates the extent of a 2km walking catchment from the Application Site. This analysis demonstrates that virtually the whole of Manchester City Centre lies within a 2km walking distance, including main shopping / leisure areas and key transport hubs including Manchester Victoria, Salford Central, Deansgate and Piccadilly rail stations, Shudehill and Piccadilly Gardens bus interchange and key Metrolink tram stations.
- 3.3.23 Many key facilities can be found in close proximity to the site, i.e. within 500m, including Manchester Cathedral, Chethams' School of Music and Manchester Victoria to the north. Several shopping and leisure facilities are situated around Market Street and Exchange Square to the northeast of the Application Site with amenities including a Metrolink stop, The Arndale Centre with Aldi supermarket, City Health Centre, Corn Exchange and the Printworks leisure destination with cinema and gym.
- 3.3.24 Other shopping destinations along with numerous restaurants and bars are located to the south of the Application Site along Deansgate, including a Sainsbury's Local food shop, as well as in surrounding areas including Spinningfields and the Great

Northern Complex (all southeast of the Application Site) with further retail opportunities at St Ann's Square and King Street to the east.

- 3.3.25 Local main road routes around the Application Site are characterised by traffic signal junctions incorporating push button pedestrian crossing controls to promote safe pedestrian use.

Accessibility by Cycle

- 3.3.26 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. The location of the Application Site allows for practical cycle access to the majority of the built-up area surrounding the city centre reaching to Salford, Whalley Range, Longsight, Harpurhey and Crumpsall to the north as shown on **Figure TS10**.
- 3.3.27 An extract of TfGM's cycle map is provided in **Figure TS11** 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.
- 3.3.28 To further assist cycle access, the Bee Network Cycle Hire scheme is currently being implemented 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.
- 3.3.29 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 some local staff and visitor journeys.

3.4 Existing Local Journey to Work Patterns

- 3.4.1 Further evidence of the generally good accessibility of the Application Site and the Manchester City Centre area in general is demonstrated by a comparison of travel

patterns for journeys to work to Manchester city centre wards when compared to the wider Greater Manchester conurbation.

- 3.4.2 This exercise demonstrates that travel patterns associated with the Manchester City Centre area show much lower levels of car trip demand for journeys and a commensurate higher take up of sustainable travel modes (walk / cycle and public transport) when compared to the rest of the conurbation (see **Table TS3.2**). Indeed, journeys to employment sites located in the city centre ward illustrate car use levels at less than a third of that for the remainder of the Greater Manchester conurbation.

Table TS3.2 - Comparison of Recorded Journey to Work Modal Split Proportions for local Manchester City Centre Ward to Greater Manchester Built Up Area (2011 Census)

Travel Mode	City Centre Ward ^{^*}	Greater Manchester Built Area [*]
Metro, light rail, tram	6.0%	2.8%
Train	15.5%	8.2%
Bus, minibus or coach	25.4%	17.7%
Taxi	0.3%	0.7%
Motorcycle	0.4%	0.5%
Driving a car or van	33.9%	51.8%
Car / Van passenger	3.8%	4.4%
Bicycle	2.5%	3.2%
On foot	12.1%	10.4%
Other method of travel	0.2%	0.4%

[^] Manchester 054 (2011 super output area - middle layer)

^{*}all persons in employment in the area the week before the census

- 3.4.3 It is therefore clear that the city centre location of the Application Site is likely to encourage sustainable travel patterns and reduce the reliance on the private car. Office/retail land uses are recognised key land uses within the city centre and has been demonstrated to provide the opportunity to promote sustainable, modern ‘car free’ development, in line with Manchester City Council’s aspirations for the continuing regeneration of the city centre.

3.5 Accessibility Summary

- 3.5.1 Overall, it is concluded that the Application Site represents an excellent location for office/retail development, being located within the city centre and within a practical walking distance of local residential areas / cycling distance of the

surrounding suburbs. Excellent frequency public transport services (bus, Metrolink & rail) are also available within close proximity of the Application Site, providing opportunities for further connections both within and outside the Greater Manchester conurbation.

- 3.5.2 Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car for travel to / from the Application Site, thereby managing the overall traffic impact associated with the development.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

- 4.1.1 The Application Scheme represents the redevelopment of the 27-31 King Street West and the Carriage Works site to unify the existing buildings as a single development and create a larger, single office floor plate. The scheme involves the demolition of Reedham House to the front of the site with preservation and regeneration of the two listed buildings to the rear. The new element of the application scheme would represent a 13-storey high specification office space with new façade.
- 4.1.2 The proposed site layout plan is included as **Appendix TS3** to this report. 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).
- 4.1.3 The office space would be served via a new entrance lobby off the site's King Street West elevation. The King Street West façade has been set back from the public highway to create a colonnade as part of the arrival to the building entrance. Additional pedestrian entrances to the office space and gym (to be provided at ground floor) would be provided off Garden Lane and Smithy Lane respectively.
- 4.1.4 The retail unit is proposed to be delivered at the site's western façade to provide an active street level frontage to St Mary's Parsonage.
- 4.1.5 All accesses to the building would be provided at grade to ensure ease of access by disabled persons. Two new feature lifts would be provided within the existing courtyard area, accessed via a link bridge, to serve the listed building element, with three further lift access provided to the rear of the main reception area within the proposed new element of the building.

4.2 Development Car Parking

- 4.2.1 Historically the existing 27-31 King Street West and the Carriage Works site has not benefited from any on-site parking, and the redevelopment scheme would also not provide any parking spaces.
- 4.2.2 The redevelopment of the Application Site is therefore effectively being promoted as car free development. This is considered entirely appropriate due to the highly accessible location of the Application Site, which provides excellent opportunities for access by sustainable modes of travel. Any car parking demand associated with staff or visitor car trips to the Application Site would be accommodated by existing local long-stay public / contract multi-storey car parking provision, as per the historic use of the site.

4.3 Development Cycle Parking

- 4.3.1 A cycle store is proposed to serve the development scheme, providing parking for 96 cycles. This proposed 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. This demonstrates the developer's commitment to promoting sustainable travel for journeys to / from the site. Changing and shower facilities are also incorporated in the site plan to further support cycle access to the site.
- 4.3.2 The cycle store and changing/shower facilities are proposed to be delivered within the basement, accessible via stair access and a further lift which would connect ground and basement levels.

4.4 Site Servicing

- 4.4.1 It is proposed that the servicing arrangements for the site are improved over existing via the provision of a new loading bay to the site's St Mary's Parsonage frontage. It is proposed that the new loading bay is shared with the recently implemented taxi rank, such that the bay becomes loading only during daytime hours, when the taxi rank is typically not used, and taxi rank in the evening. The

- proposed shared facility is considered to be in an optimum location for servicing of the Application Scheme, noting that refuse store access is to be provided off Garden Lane, close to its junction with St Mary's Parsonage (i.e. 24m wheel distance between refuse store access and proposed shared taxi rank/loading bay), and also adjacent to the proposed new retail unit.
- 4.4.2 It is proposed that the shared taxi/loading bay is provided at 2.7m width (an increase over the current 2m wide taxi rank). This would retain 4.0m operating carriageway width past the bay, and accordingly a level of shuttle-working would be required when the bay is occupied. Owing to the lightly trafficked nature of St Mary's Parsonage, MCC Highways have confirm that occasional shuttle-working would be acceptable. The taxi rank/loading bay could remain at 12m length, which would be suitable for accommodating large refuse and rigid delivery vehicles,
- 4.4.3 This loading option is presented in **Focus TP Drawing J000317/SK101** attached to **Appendix TS4** of this report.
- 4.4.4 Pre-application discussions with MCC Highways have identified that the principle of merging the taxi rank and loading bay is acceptable to them, subject to undertaking a survey of taxi rank usage. Due to the recent implementation of the taxi rank, MCC have identified that they would prefer for any survey work to be undertaken a few months post-taxi-rank implementation and accordingly it has not been possible to undertake the survey to support this planning submission. It is envisaged, however, that the results of the survey will support the shared taxi rank/loading arrangement.
- 4.4.5 A further option for the merged taxi rank/loading option would be to remove the existing box junction at the Albert Bridge House site access, merge the two recently implemented taxi ranks, and promote daytime loading only / night time taxi use. This would enable a longer loading bay to be provided, whilst retaining the same number of taxi bays. It is understood that the box junction is a legacy feature of the St Mary's Parsonage approach to the Bridge Street signals. The St Mary's Parsonage / King Street West junction has recently been subject to a change in priority, such that the section of St Mary's Parsonage which forms the Application Site frontage (i.e. where the taxi rank is located) now forms the minor

arm approach. Accordingly, it is understood that the box junction is no longer required.

4.4.6 Whilst it is understood that MCC Highways Officers would support either of these schemes, further survey work and engagement with neighbours including Albert Bridge House will be required to determine whether these could be implemented.

4.4.7 Should it be determined that a shared taxi rank/loading bay could not be implemented, as a fallback measure it is proposed that the existing double yellow lines located at St Mary's Parsonage north of its junction with Garden Lane, could be modified to include double kerb blips. Double kerb blips prohibit loading and unloading at any time, however refuse vehicles are exempt. The introduction of such blips would therefore provide a convenient location for refuse collection close to the refuse store. All other servicing of the Application Site would need to make use of existing servicing opportunities in the vicinity of the site, including the existing loading bay opposite the site at King Street West.

4.5 Construction Traffic Management

4.5.1 A Construction Management Plan (CMP) and Outline Method Statement has been submitted in support of the Planning Application to provide key details of the main construction phase of the Application Scheme. A summary of key construction traffic management matters is provided within this section of the report, with further details available in the CMP.

Construction Programme & Working Hours

4.5.2 At the time of preparation of this TS it is anticipated that construction work on the proposed redevelopment scheme would commence in early-2023 and last around 2.5years.

4.5.3 Core construction hours are anticipated to be 08:00 to 17:00 Monday to Friday and 08:30 to 13:00 on Saturdays. No work is planned on Sundays or Bank Holidays, however, there may be occasions, as is often the case with major engineering contracts, when work would need to be undertaken outside of the identified core

hours, in which case all reasonably practicable mitigation management procedures would be implemented.

- 4.5.4 Vehicle deliveries to the application site during the construction phase would be managed, where at all practical, to avoid impact on traditional AM and PM peak hour periods.

Construction Site Access

- 4.5.5 It is proposed that hoarding would be erected around the site perimeter at King Street West, St Mary's Parsonage, Garden Lane and Smith Lane, with temporary HGV delivery/loading bay to be provided at King Street West at the location of the existing on-street pay & display and disabled parking bays (subject to temporary suspension of on-street parking and hoarding licence to be agreed with MCC). Site related HGVs would access the site's temporary King Street West delivery/loading bay via Bridge Street / St Mary's Parsonage and exit via Deansgate.
- 4.5.6 Vehicle and pedestrian access gates would be installed at each end of the King Street West hoarding, with further pedestrian access at Garden Lane (end of Dunlop Street). All site entrances would be managed by gatemen to ensure the safe and controlled movements of vehicle in/out of the site.
- 4.5.7 No vehicles would be permitted to park/wait on the immediate access roads surrounding the application site. Off-site vehicle holding points would be identified by the Principal Contractor ahead of start on site. Such holding points would allow vehicles to wait until they can afford immediate access to the site.
- 4.5.8 Footways around the Application Site would need to be closed, with pedestrians diverted to the opposite sides of key routes.

Construction Traffic Management Plan

- 4.5.9 The applicant recognises that the delivery of the Application Scheme would represent a notable construction project in the local area and that it is essential that any disturbance to neighbours and the local community be minimised during

the construction period. To this end, it is proposed that a Construction Traffic Management Plan (CTMP) is prepared under the control of a planning condition. The purpose of the CTMP would be to ensure that the best available techniques necessary to minimise and/or mitigate adverse effects would be adopted. It is anticipated that the CTMP could encompass:

- Agreed construction operating hours & vehicle delivery hours;
- Off-site construction vehicle holding area;
- Off-site construction vehicle routing;
- Staff parking arrangements and details of supporting staff travel management initiatives;
- Management and procedures for access by abnormal loads;
- Local signage strategy.

Construction Traffic Network Operational Impact

- 4.5.10 Ultimately it is not envisaged that the construction scheme would result in a significant level of construction related vehicles. Construction staffing levels would be fairly modest, and would be required to utilise sustainable travel modes to access the site itself, noting that no on-site parking provision would be available. It is therefore not considered that the construction of the proposed development would give rise to any operational issues on the local highway network. Accordingly, no further detailed assessment of construction related effects should be required to be undertaken.

4.6 Travel Plan

- 4.6.1 The operation of the Application Site would be supported by the operation of Travel Plan initiatives to encourage employees and visitors to investigate and utilise opportunities for the use of alternative travel modes to the private car. The Travel Plan document is included as part of the formal Planning Application documentation.

5.0 TRAFFIC RELATED IMPACT STATEMENT

- 5.1 The 27-31 King Street West and the Carriage Works site currently represents an existing office/retail building of 4,630sqm GIA. In planning terms, material consideration should be given to this extant use of the site. The anticipated traffic impact of the proposed redevelopment scheme is therefore the net difference between the extant and proposed site uses.
- 5.2 As identified in section 4.1, the proposals incorporate the potential for up to 7,971sqm GIA of development floorspace, to be delivered across office/retail units (i.e. 7,831sqm GIA office and 140sqm GIA retail).
- 5.3 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, which provides ample opportunities for access by sustainable modes of travel including walking, cycling and public transport.
- 5.4 Paragraph 109 to the National Planning Policy Framework (NPPF) is considered to be of key importance in the context of the review of the Application Scheme and the assessment of the operation of the development related traffic on the immediate local highway network. Paragraph 109 states:
- “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 would be severe.”***
- 5.5 The NPPF therefore clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ - which is understood to mean situations where development is likely to result in a material detrimental ‘step change’ (our underlining) in circumstances when compared to predicted Baseline / ‘Do-Nothing’ conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development.

- 5.6 The above analysis has demonstrated that the application proposals would not result in substantial car trip demand owing to its car free nature and highly accessible location, and would therefore not result in any adverse traffic impact. It can only be concluded that traffic effects of the Application Scheme would not be severe and therefore that there are no highway capacity grounds for the refusal of the proposals.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement report has been prepared by Focus Transport Planning (Focus TP) on behalf of Property Alliance Group (PAG) to consider highways and transport matters related to proposals for the redevelopment of 27-31 King Street West and the Carriage Works to deliver a larger, single office floor plate, with ground floor commercial space. The scheme would involve the demolition of Reedham House to the front of the site with preservation and regeneration of the two listed buildings to the rear.

Site Location and Existing Conditions

- 6.2 The Application Site represents the existing 27-31 King Street West and the Carriage Works buildings, located within the eastern side of Manchester City Centre, close to the River Irwell.
- 6.3 The site comprises a cluster of buildings at 31-33 King Street West, 27-29 King Street West, The Carriage Works St Mary's Parsonage and 3 Smithy Lane, all of which were built at various stages and at various floor levels, joined by a modern core and collectively known as Reedham House. The site currently provides 4,630sqm GIA office/retail floorspace, and ranges from three to five storeys (retail at ground floor and offices in the upper floors).
- 6.4 Access to the ground floor retail units is via King Street West and St Mary's Parsonage. Main access to the office accommodation is via King Street West, with emergency access provision at St Mary's Parsonage. Building accesses are also available at Smithy Lane and Garden Lane albeit it is understood that these are not in regular use. Existing service vehicle access to the site is accommodated on-street.

Planning Status

- 6.5 The permitted use of the site is Class E. The extant use of the site for Class E office/retail purposes represents a key consideration as these uses could continue

in the future. This planning ‘fall-back’ position is relevant for the consideration of the traffic impacts of the proposed redevelopment of the site.

Existing Local Highway Network Conditions

- 6.6 King Street West forms the Application Site’s southern boundary and represents a one-way route (west to east), benefitting from street lighting and operating under 20mph speed limit. The route is 7m wide with 3m+ footways to both sides. To the immediate frontage of the site, five on-street parking bays are available, three of which are pay & display and two of which are designated disabled bays. On the opposite side of King Street West and immediately opposite the site, a loading layby is available, providing goods vehicle loading only 8am-8pm. Further on-street parking and loading provision is available along the route east of the Application Site to the Kendal Milne building frontage. Double yellow line parking restrictions are available along all sections of King Street West which are not subject to on-street parking/loading.
- 6.7 St Mary’s Parsonage forms the Application Site’s western boundary and represents a single carriageway route of 6.7m width with 2-3m footways to both sides, and is street lit. Double yellow line parking restrictions are available along both sides of St Mary’s Parsonage, with the exception of taxi bays which have recently been introduced to the site frontage, two Car Club bays located south of Back South Parade, and pay & display parking bays located between Back South Parade and Blackfriars (all along the eastern side).
- 6.8 Smithy Lane forms the Application Site’s eastern boundary. Smithy Lane represents a narrow route of circa 3m width. The route runs from King Street West at the Application site’s south-eastern corner, northwards for approximately 35m, following which it turns through a 90-degree bend, continuing as Garden Lane, which forms the site’s northern boundary. Garden Lane is just 2m in width for the majority of its length, widening at its approach to St Mary’s Parsonage.
- 6.9 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) for the most recently available 5-year period for a search area

including for the length of King Street West, section of St Mary's Parsonage between Back South Parade and Bridge Street, and surrounding routes of Smithy Lane, Garden Lane, Dunlop Street and Back South Parade.

- 6.10 Two slight class incidents and 1 serious incident were recorded in the study area. Given the limited frequency of recorded accident incidents in the immediate vicinity of the Application Site, which have not highlighted any trends to suggest highway issues, it is not considered that there are any clear & substantive prevailing road safety matters that would call the proposed redevelopment of the site into question or require direct highway safety mitigation measures funded by the development proposals.

Sustainability Accessibility

- 6.11 It is considered that the Application Site represents an excellent location for office/retail development, being located within the city centre and within a practical walking distance of local residential areas / cycling distance of the surrounding suburbs. Excellent frequency public transport services (bus, Metrolink & rail) are also available within close proximity of the Application Site, providing opportunities for further connections both within and outside the Greater Manchester conurbation.
- 6.12 Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car for travel to / from the Application Site, thereby managing the overall traffic impact associated with the development.

Development Proposals

- 6.13 The Application Scheme represents the redevelopment of the 27-31 King Street West and the Carriage Works site to unify the existing buildings as a single development and create a larger, single office floor plate. The scheme involves the demolition of Reedham House to the front of the site with preservation and regeneration of the two listed buildings to the rear. The proposals incorporate the

- potential for up to 7,971sqm GIA of development over 13-storeys, including ground floor commercial unit with office space at upper floors.
- 6.14 The office space would be served via a new entrance lobby off the site's King Street West elevation. Additional pedestrian entrances to the office space and gym (to be provided at ground floor) would be provided off Garden Lane and Smithy Lane respectively, with access to the retail unit via St Mary's Parsonage.
- 6.15 No car parking is proposed to support the Application Scheme, with the redevelopment scheme being promoted as car free development. This is considered entirely appropriate due to the highly accessible location of the Application Site, also noting that the existing site does not provide any formal car parking provision.
- 6.16 A cycle store is proposed to serve the development scheme, providing parking for 96 cycles in excess of MCC parking standards. Changing and shower facilities are also incorporated in the site plan to further support cycle access to the site.
- 6.17 It is proposed that the servicing arrangements for the site are improved over existing via the provision of a new loading bay shared with the existing taxi rank to the site's St Mary's Parsonage frontage. Such arrangement is subject to further liaison with MCC Highways and neighbours.

Traffic Related Impact Statement

- 6.18 In planning terms, material consideration should be given to the site's extant use, which provides 4,630sqm GIA office/retail space. The anticipated traffic impact of the proposed redevelopment site is therefore the net difference between the extant and proposed site uses.
- 6.19 The proposals incorporate 7,971sqm GIA development floorspace. 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.

- 6.20 Given that it is not anticipated that the Application Scheme would result in any adverse traffic impacts, it can only be concluded that traffic effects of the Application Scheme would not be severe and therefore that there are no highway capacity grounds for the refusal of the proposals.

Conclusions

- 6.21 In summary it is considered that the Application Scheme represents a suitable and sustainable location for redevelopment and would not result in any material detrimental effects on the immediate local transport network. Furthermore, the location of the site offers excellent opportunities to encourage travel by sustainable, alternative travel modes to the private car, which would be supported by the implementation of a Travel Plan.
- 6.22 Based on the review of issues set out in this report, Focus TP would have no hesitation in commending the scheme to the Council with respect to highways and transport considerations.



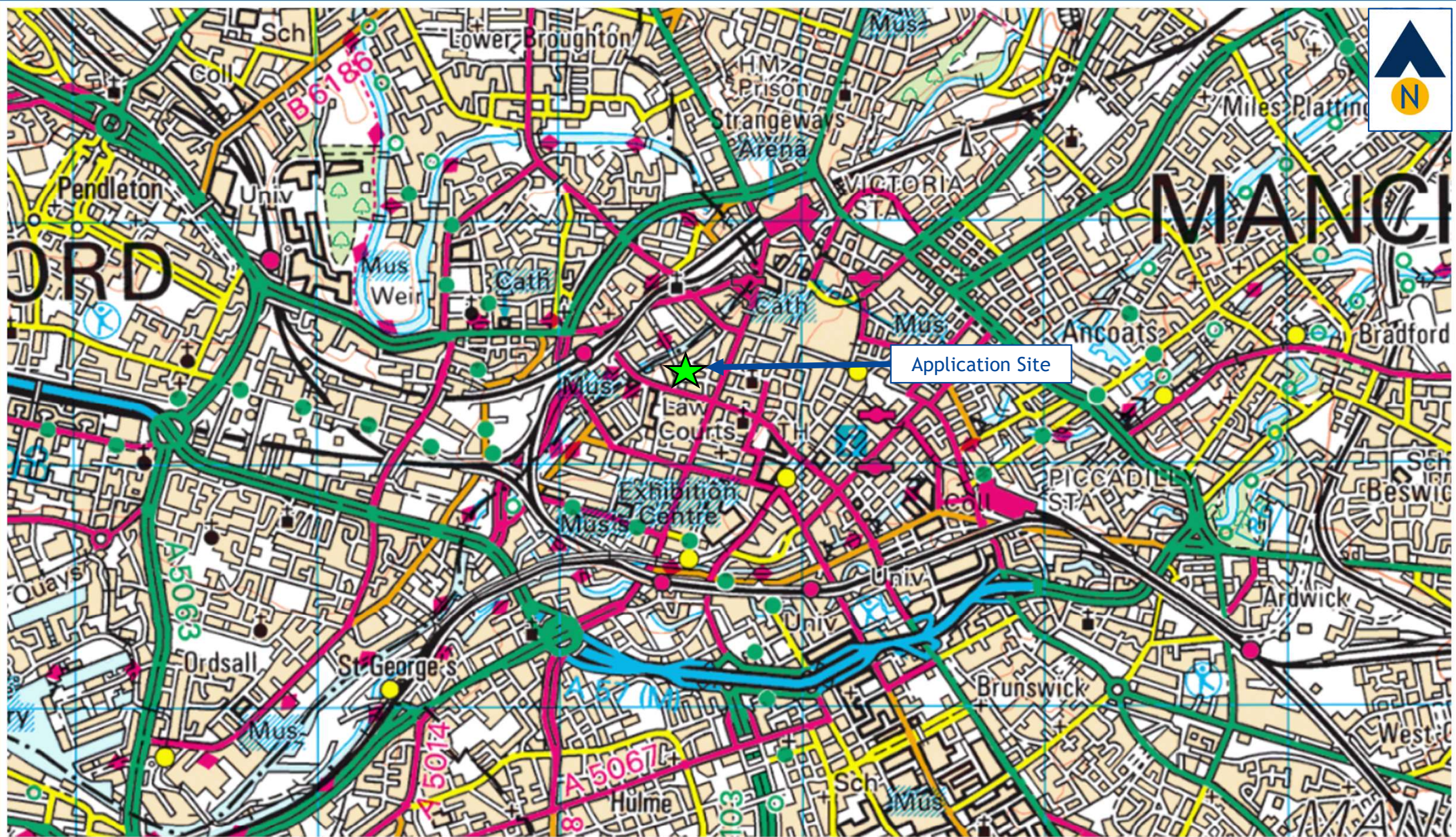


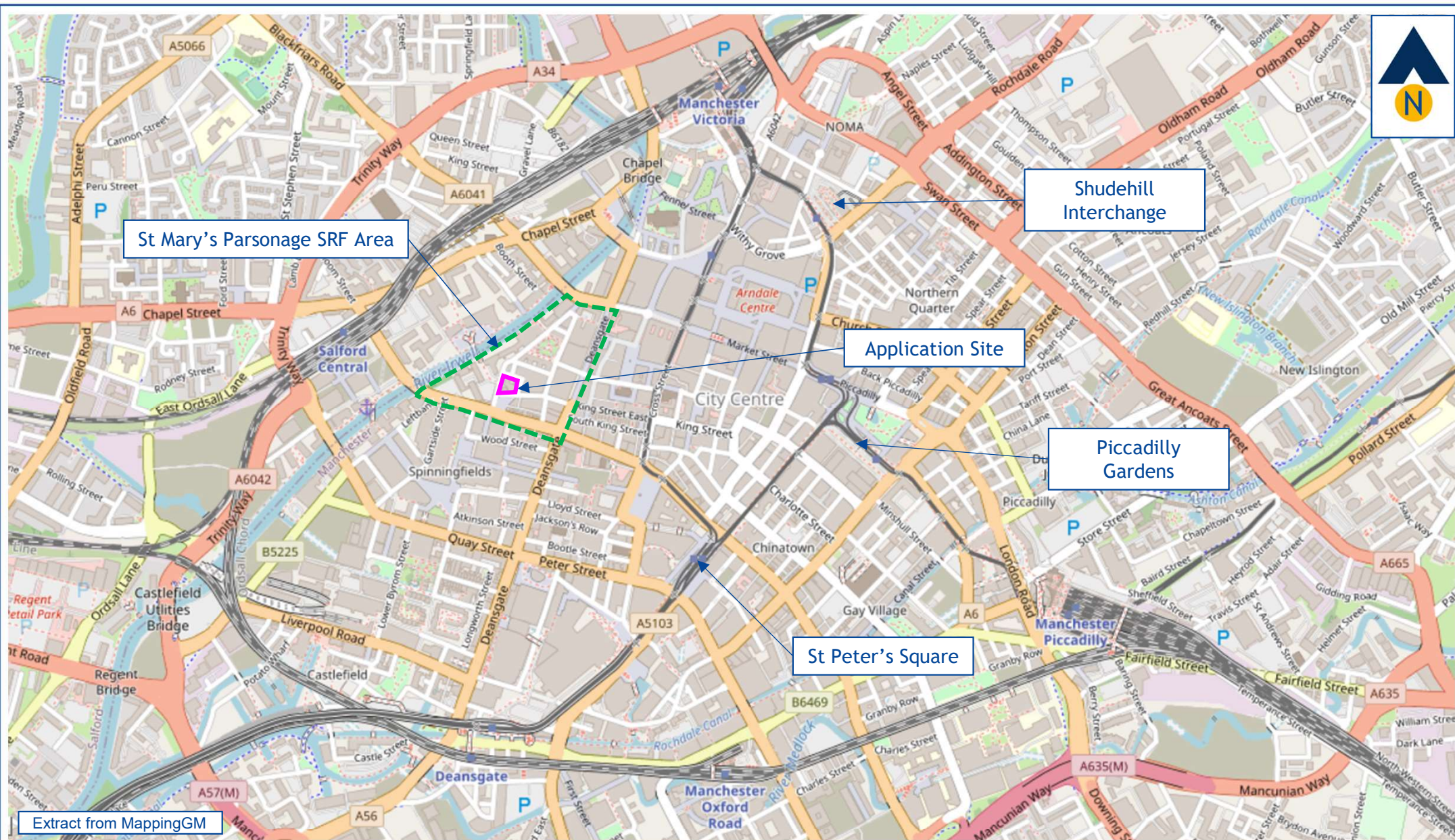
Figure TS1

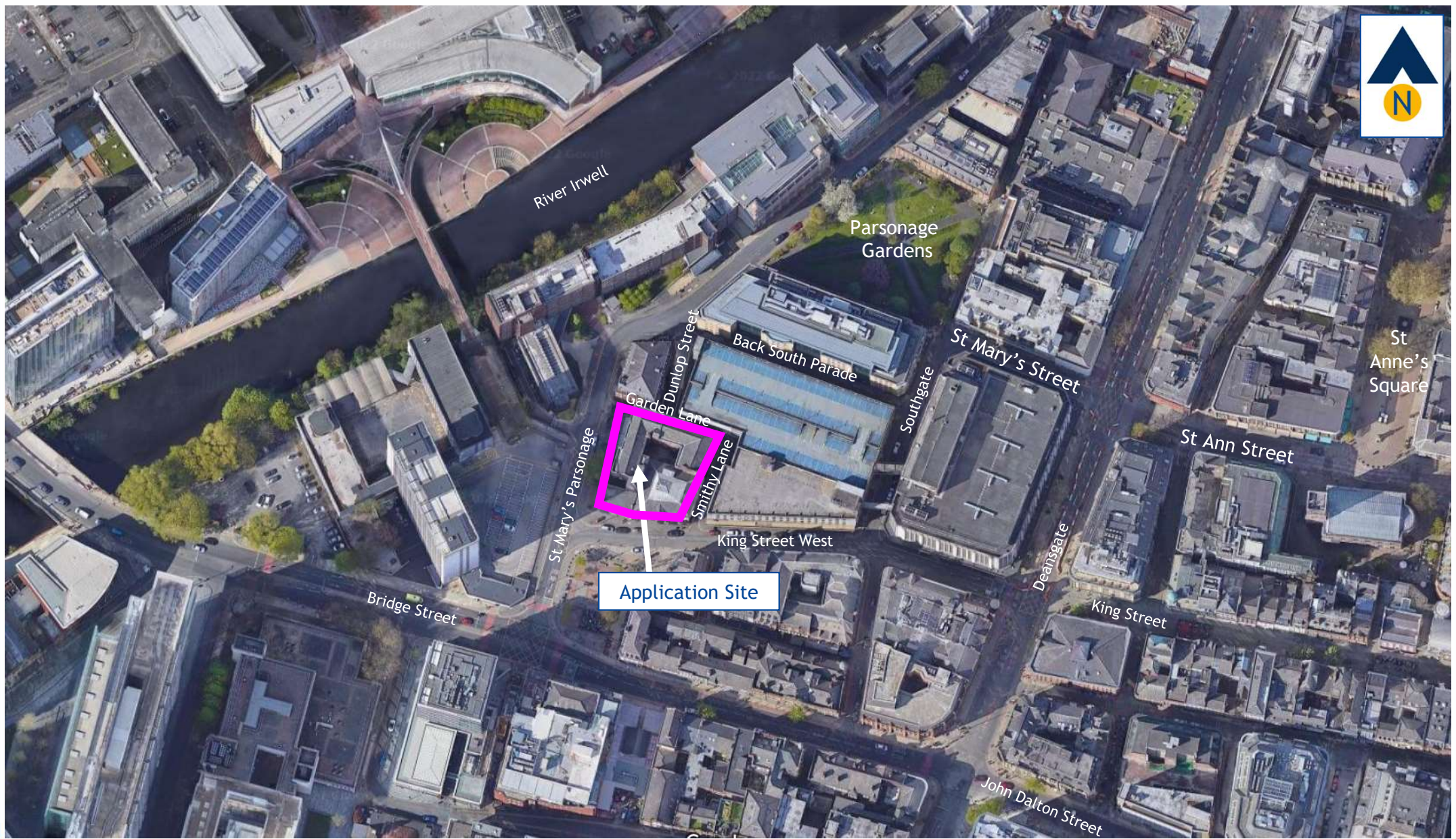
Site Location – Strategic Context

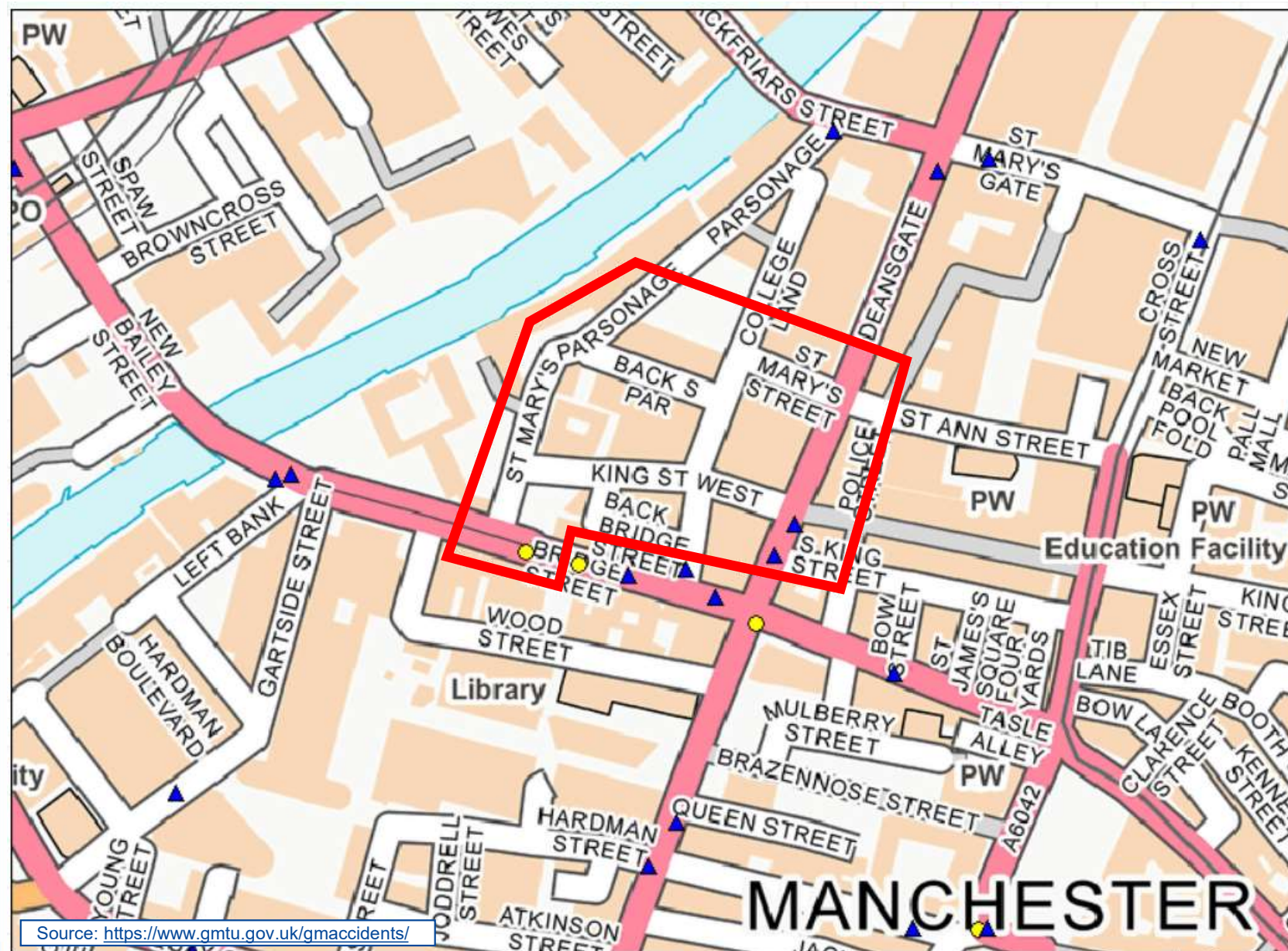
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27-31 King Street West & the Carriage Works

September 2022







- ▲ slight accident
- serious accident
- fatal accident

accidents

year	day	severity	casualties
2018	Saturday	serious	1
2019	Saturday	slight	1
2019	Sunday	slight	1

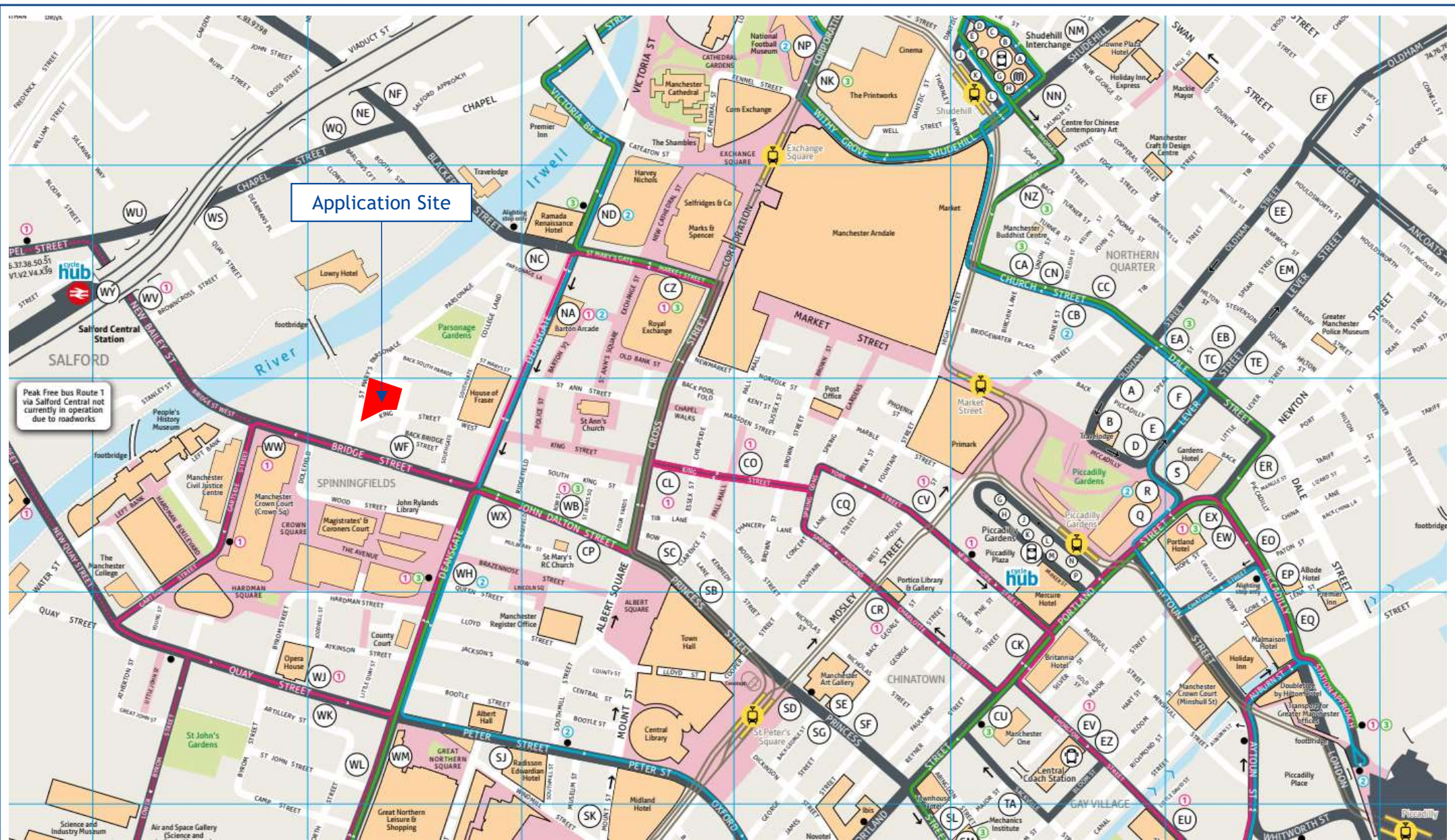


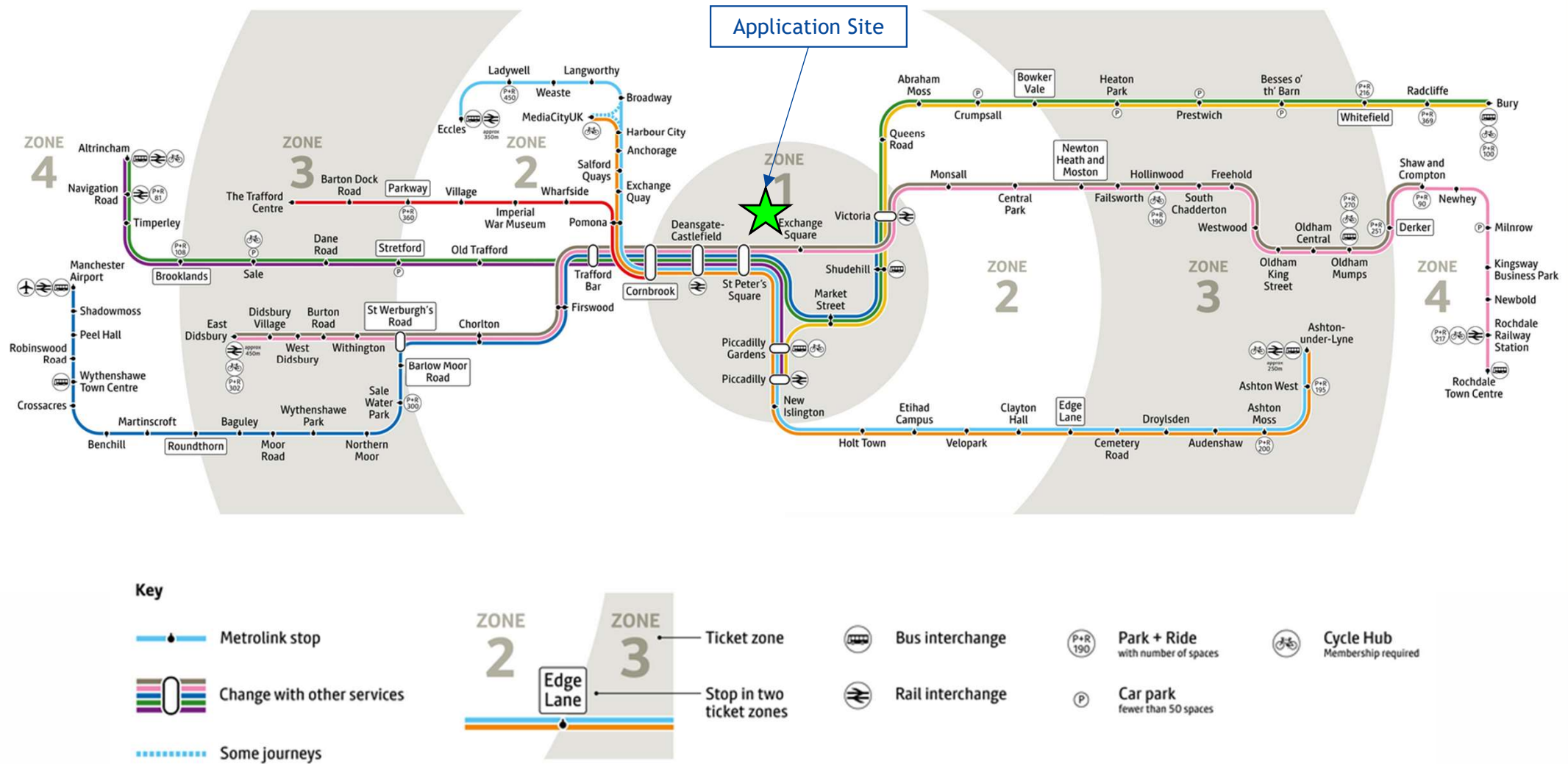
Figure TS5

Location of the Application Site with Respect to Bus Stops

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27-31 King Street West & the Carriage Works

September 2022



Extract from TfGM Manchester Metrolink Network Map

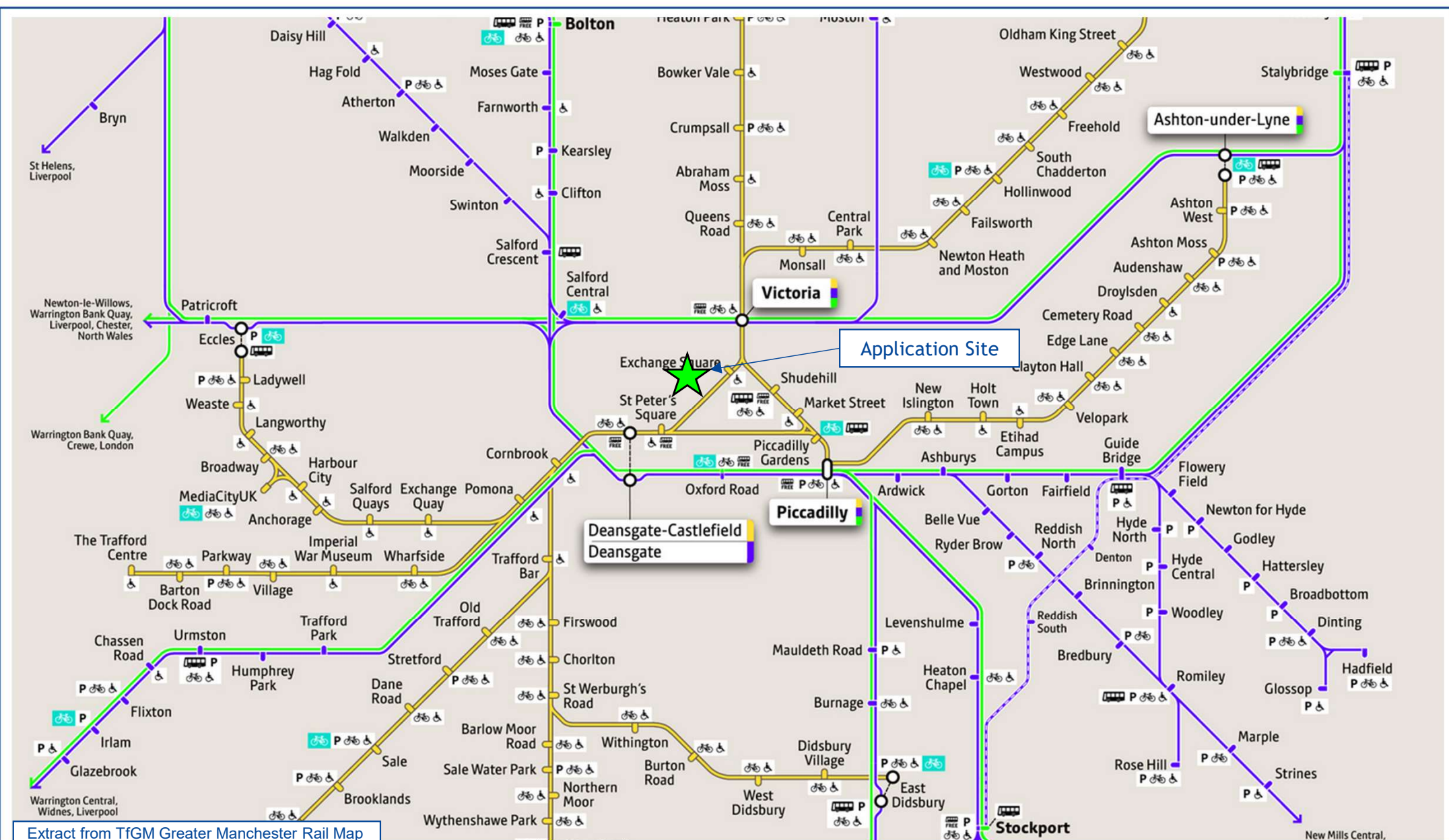


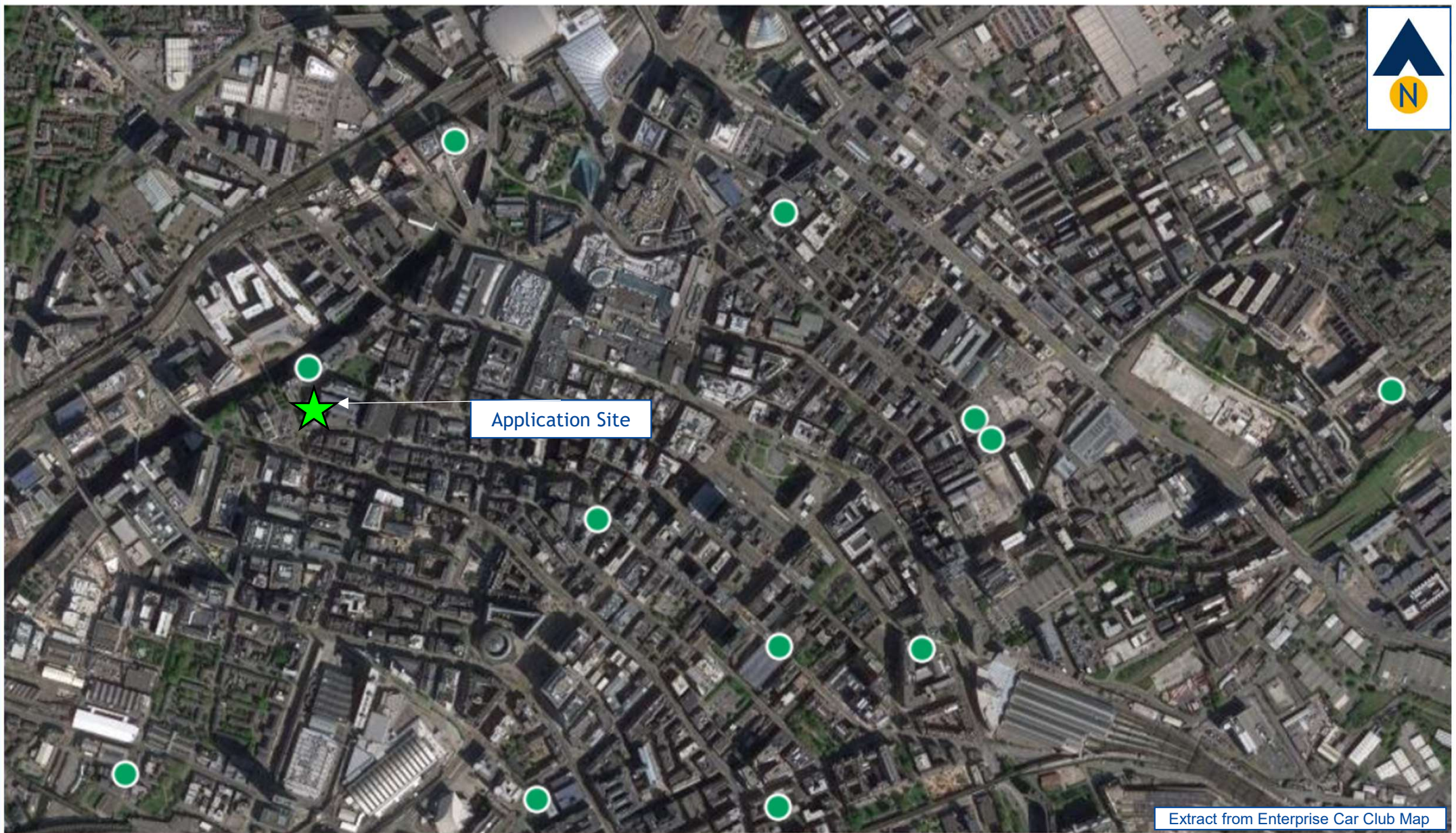
Figure TS7

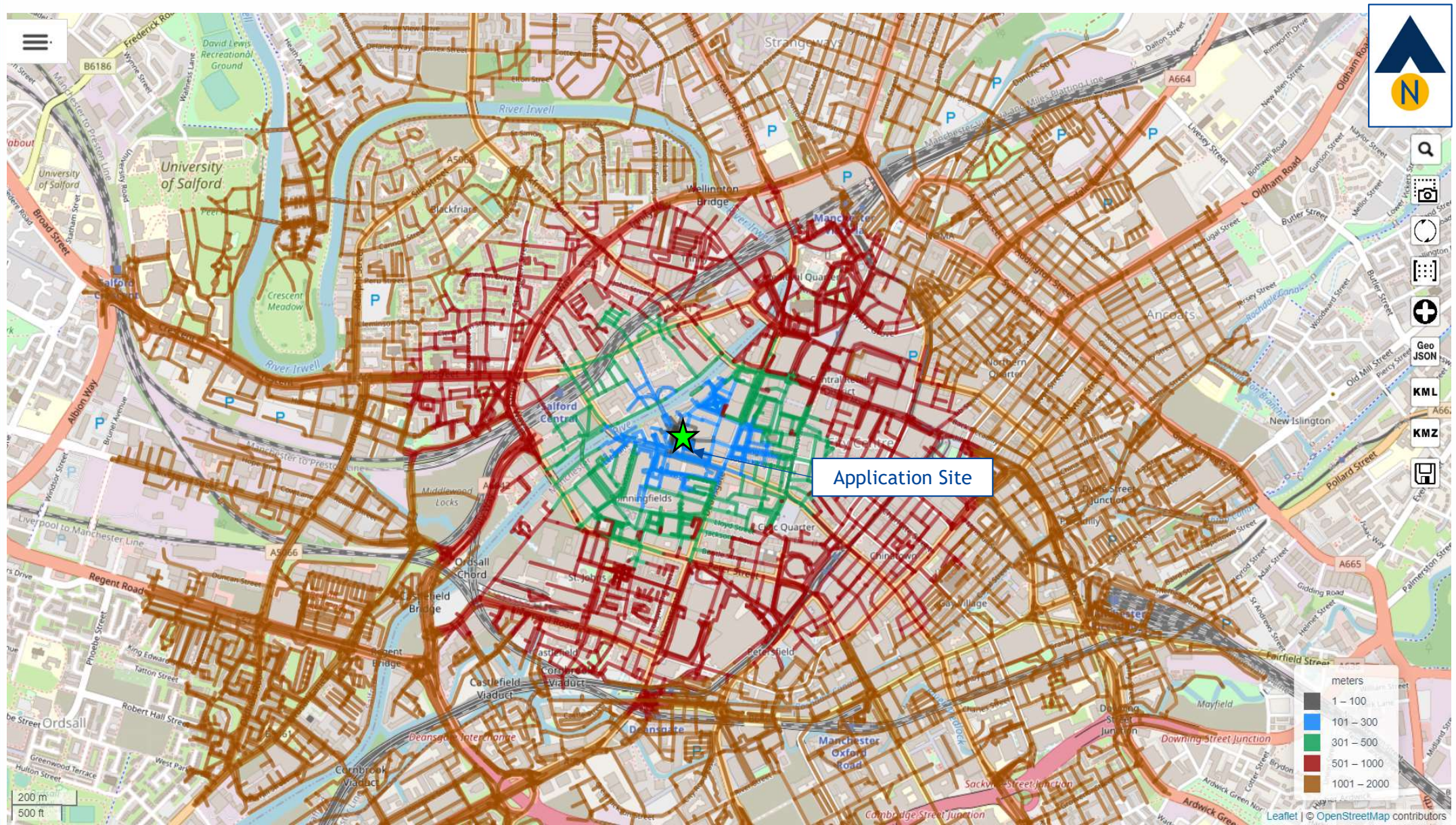
Location of the Application Site with Respect to Local Rail Services

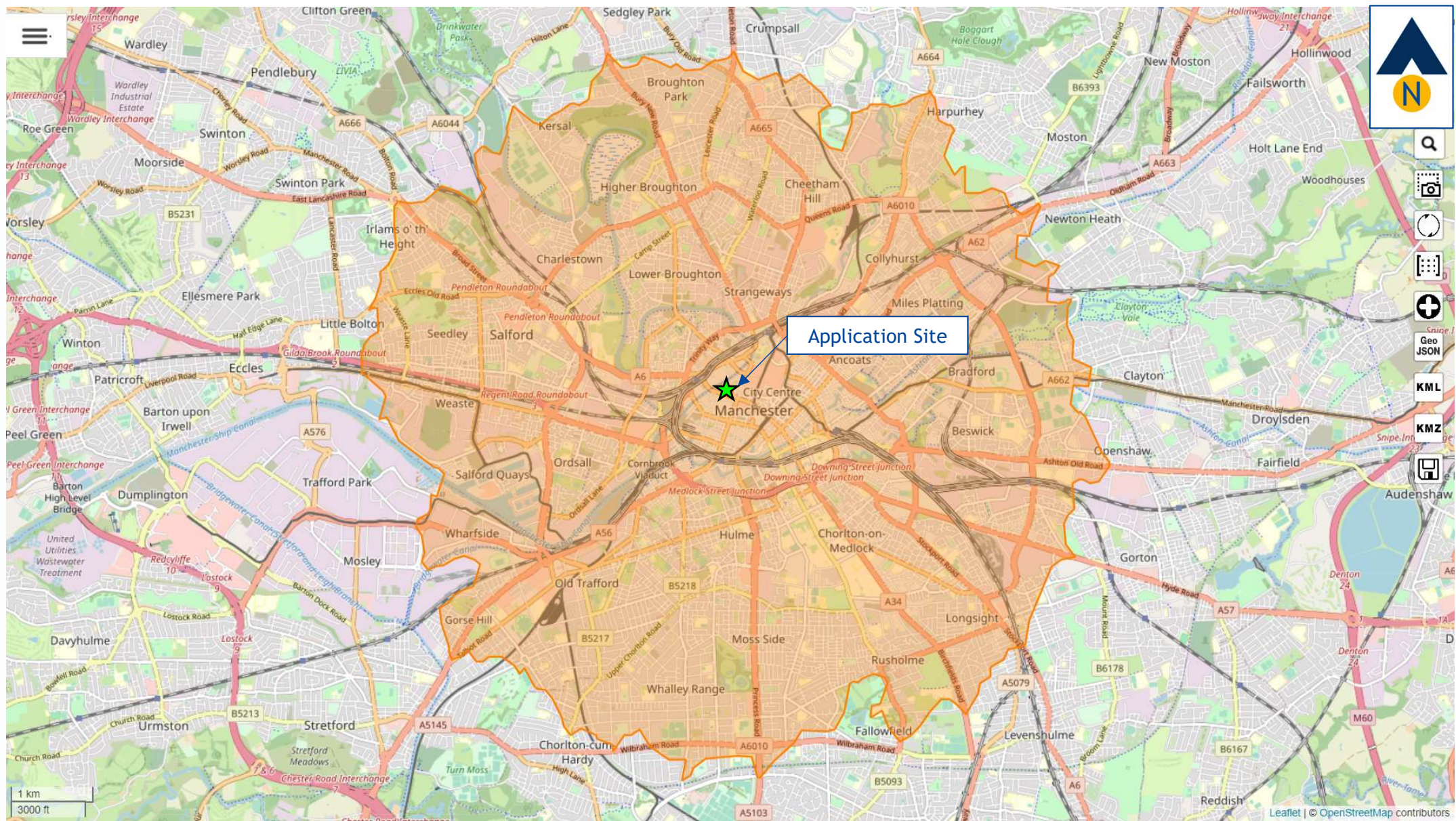
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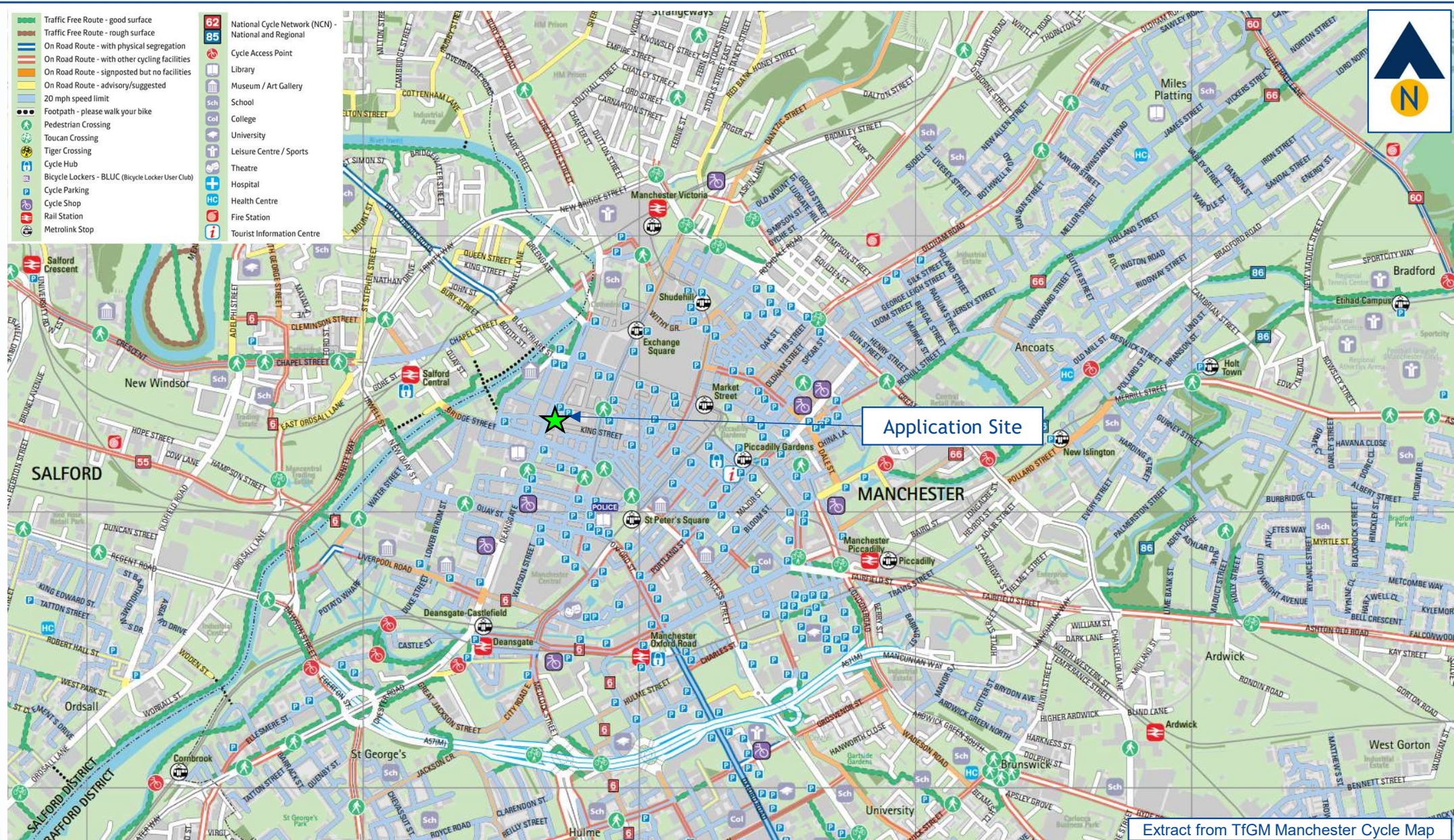
27-31 King Street West & the Carriage Works

September 2022



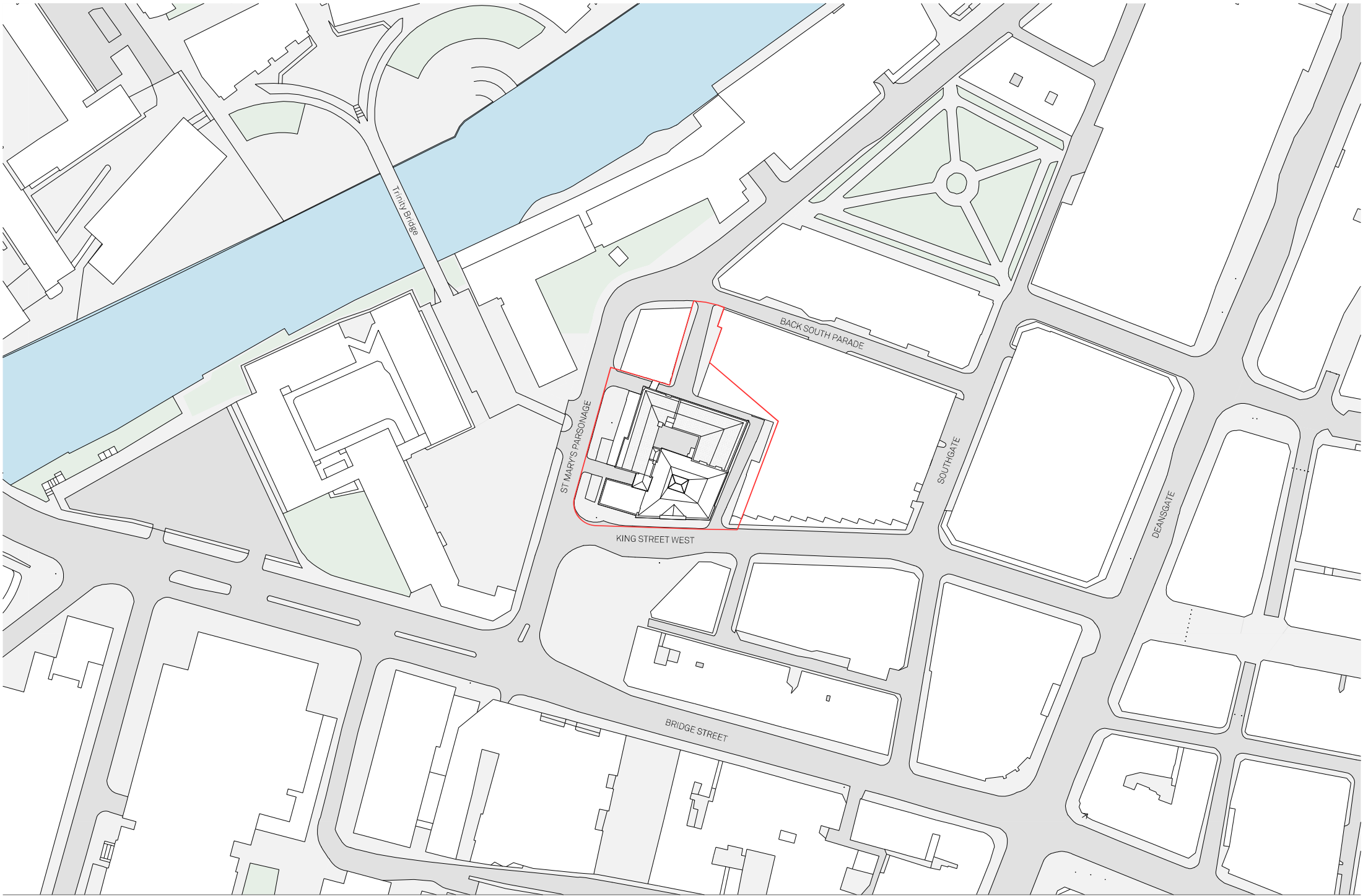












Notes:
Application Boundary
Ownership Boundary



Project Name: Readham House		Title: Existing Site Location Plan		Scale: 1:500 @ A1	
Drawn: RW	Checked: FM	Discussed: Planning	Project: 107	Drawing No: B1_001_0000	Rev: -
Details					

Jon Matthews Architects
Union, 2-10 Albert Square, Manchester, M2 6JW 0161 974 3690

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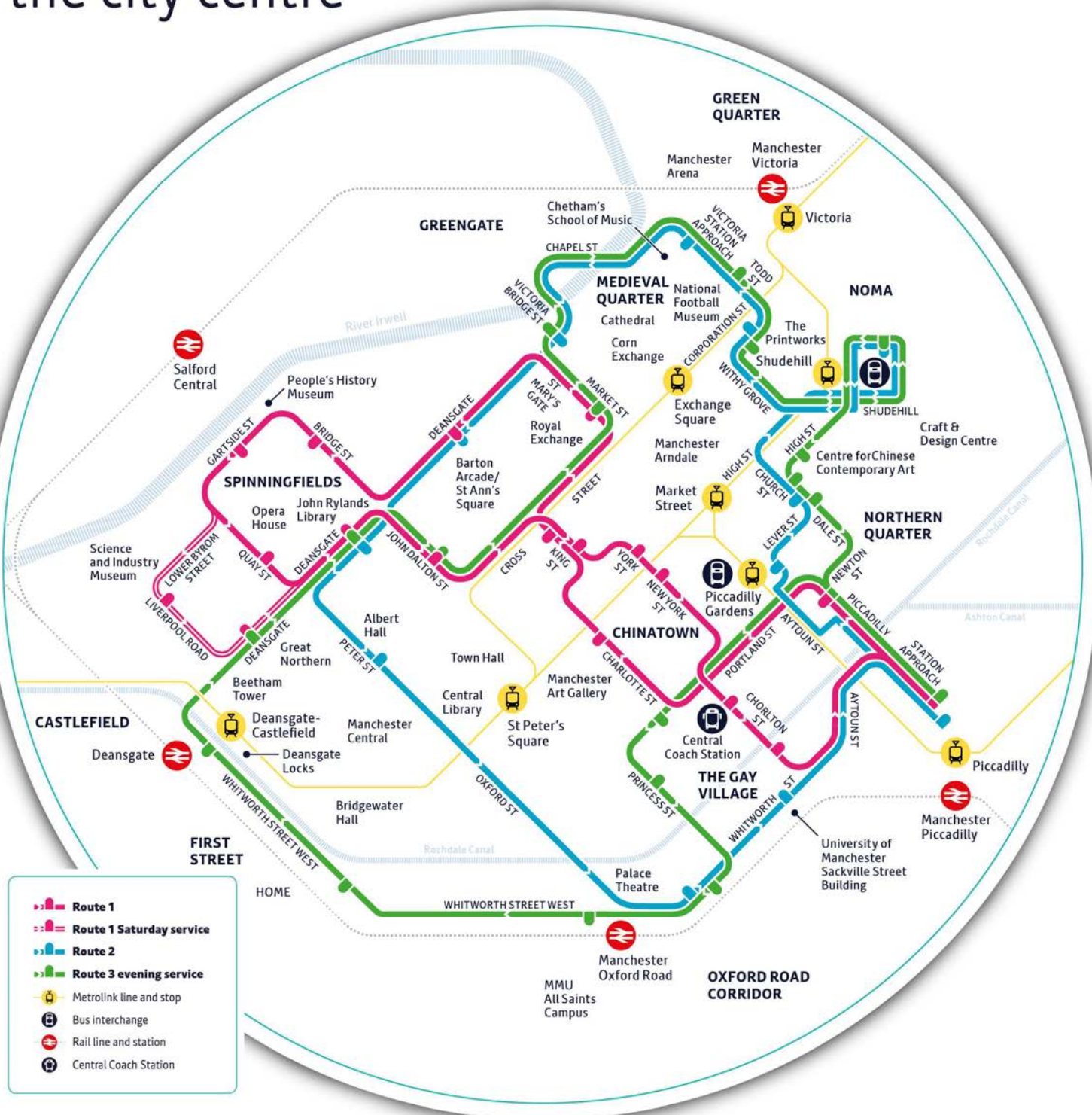


free bus routes around the city centre



Salford City Council

MAYOR OF
GREATER
MANCHESTER



1

Monday – Friday

Every 10 minutes:
7:05am – 7:12pm

Saturday

Every 10 minutes:
8:20am – 7:10pm

Sunday and public holidays

Every 12 minutes:
11am – 6pm

2

Monday – Friday

Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm

Saturday

Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm

Sunday and public holidays

Every 12 minutes:
9:54am – 6:54pm

3

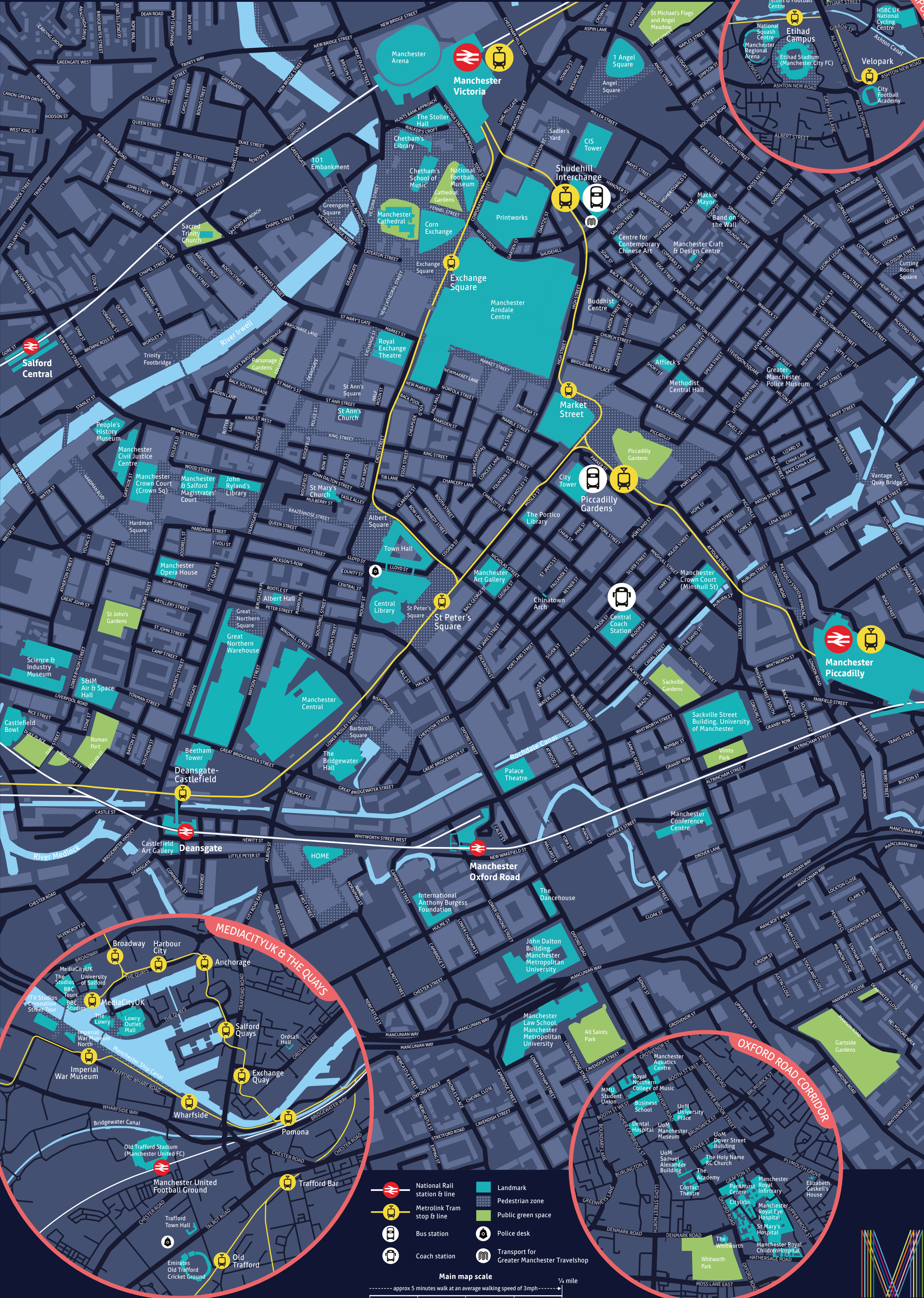
Monday – Friday

Every 20 minutes:
7:25pm – 11:25pm

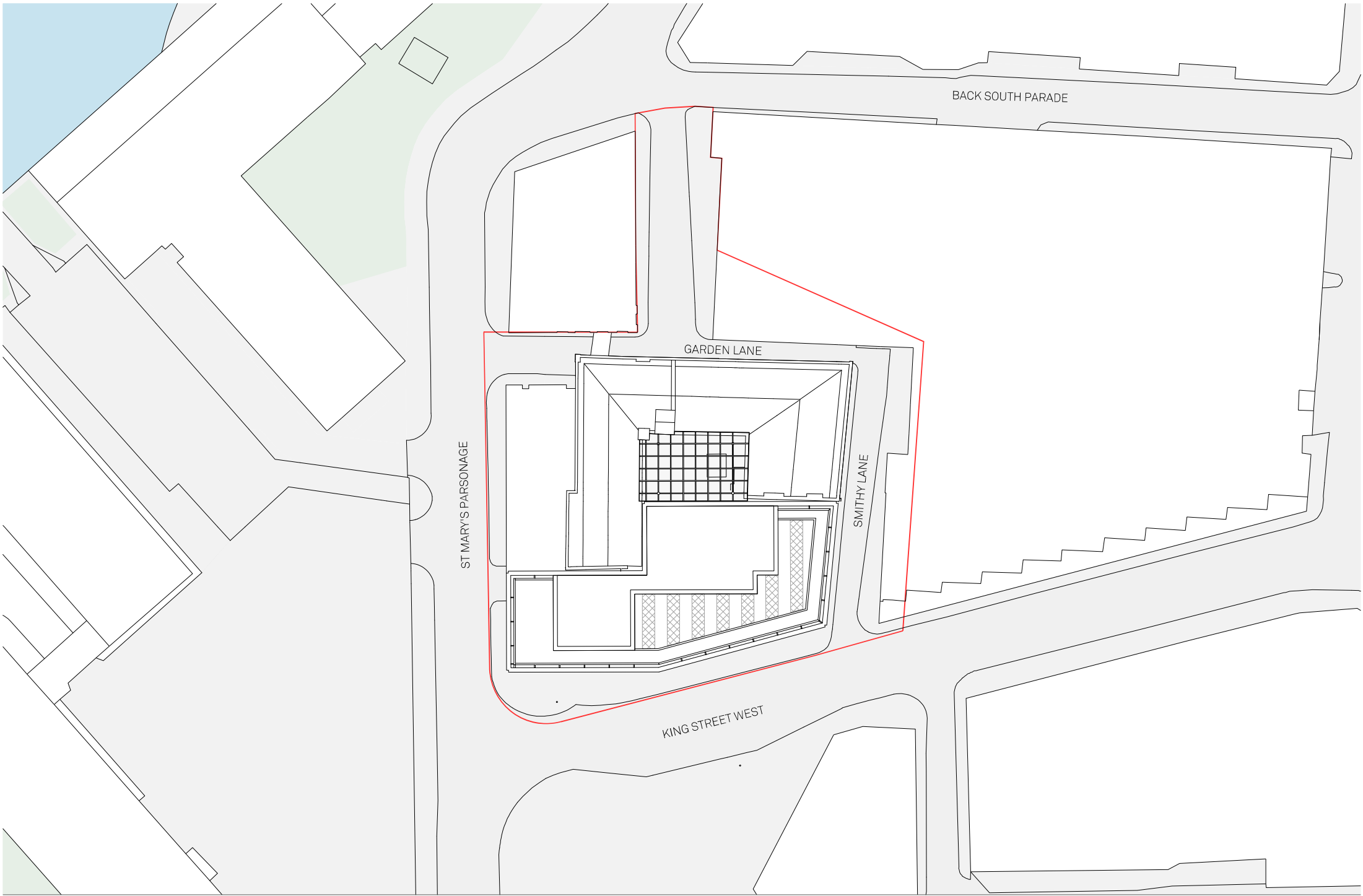
Saturday

Every 15 minutes:
7:28pm – 11:30pm

Manchester city centre







Notes:
Site Boundary



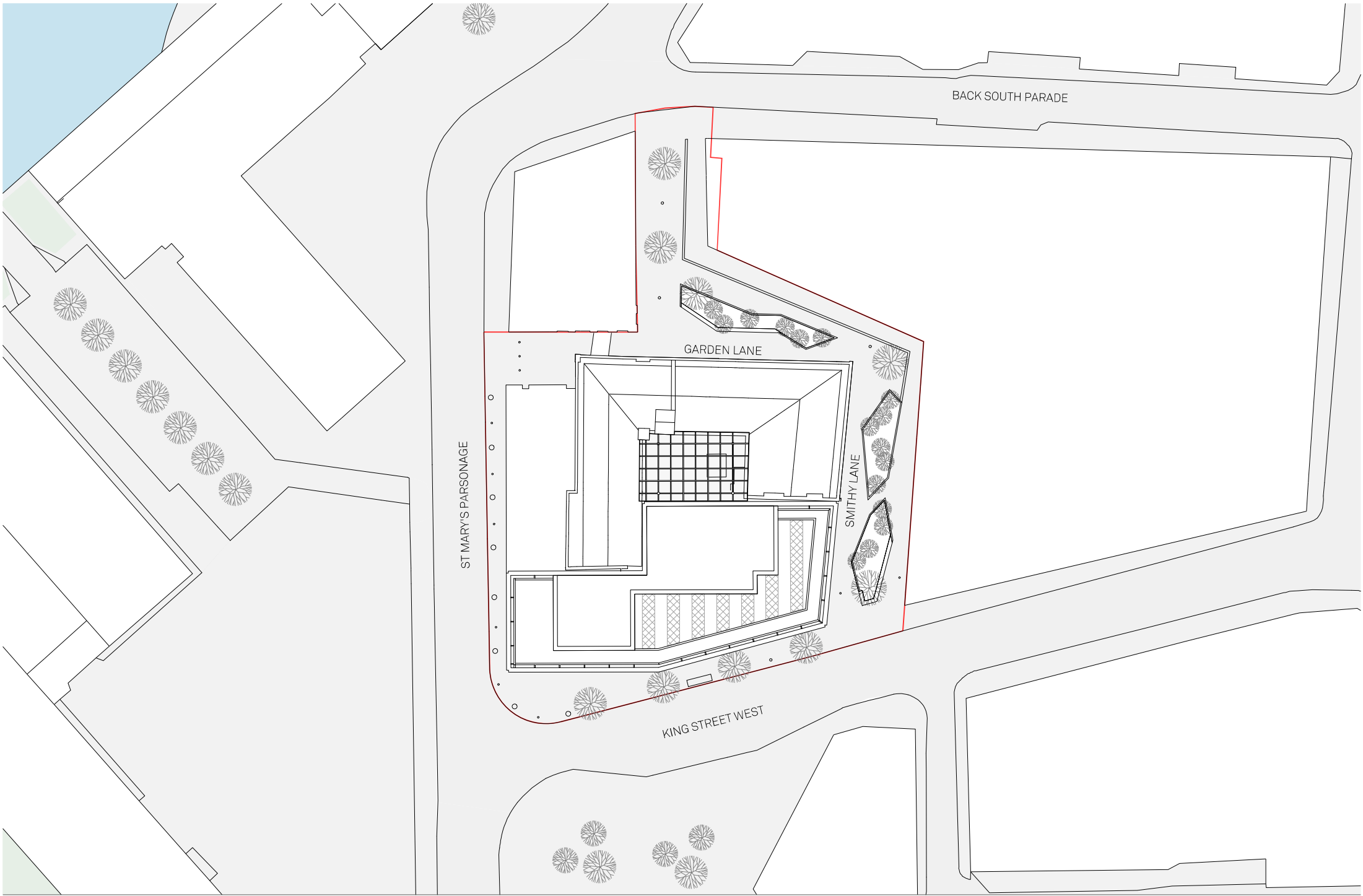
Project Name: Rosedale House		Title: Proposed Site Plan in Existing Conditions		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Discussed: Planning	Project: 107	Drawing No: B1_001_1200	Rev: -
Details:					

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Union, 2-10 Albert Square, Manchester, M2 6JW

0161 974 3690

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Notes:
■ Site Boundary



Project Name: Reedham House		Title: Proposed Site Plan in Approved Conditions	Scale: 1:200 @ A1
Drawn: FM	Checked: JC	Discussed: Planning	Project No: B1_001201
Details:		Sheet No: -	Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | |
|---------------------------------|-------------------------------------|------------------------|-------------------|-------------------|-----------------------|-------------------|-------------|
| 01 Cycle Storage | 03 Accessible WC/Shower | 05 Proposed Lift Shaft | 07 Existing Stair | 09 Core | 11 Attenuation Tank | 13 LV Switch Room | 15 Lift Pit |
| 02 Changing & Shower Facilities | 04 Gender Neutral Shower & Changing | 06 Drying Room | 08 Proposed Stair | 10 Sprinkler Tank | 12 Potable Water Tank | 14 Plant | |



Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: FM
Status: Planning

Title:
Proposed Basement Level
Floor Plan
Status: Planning

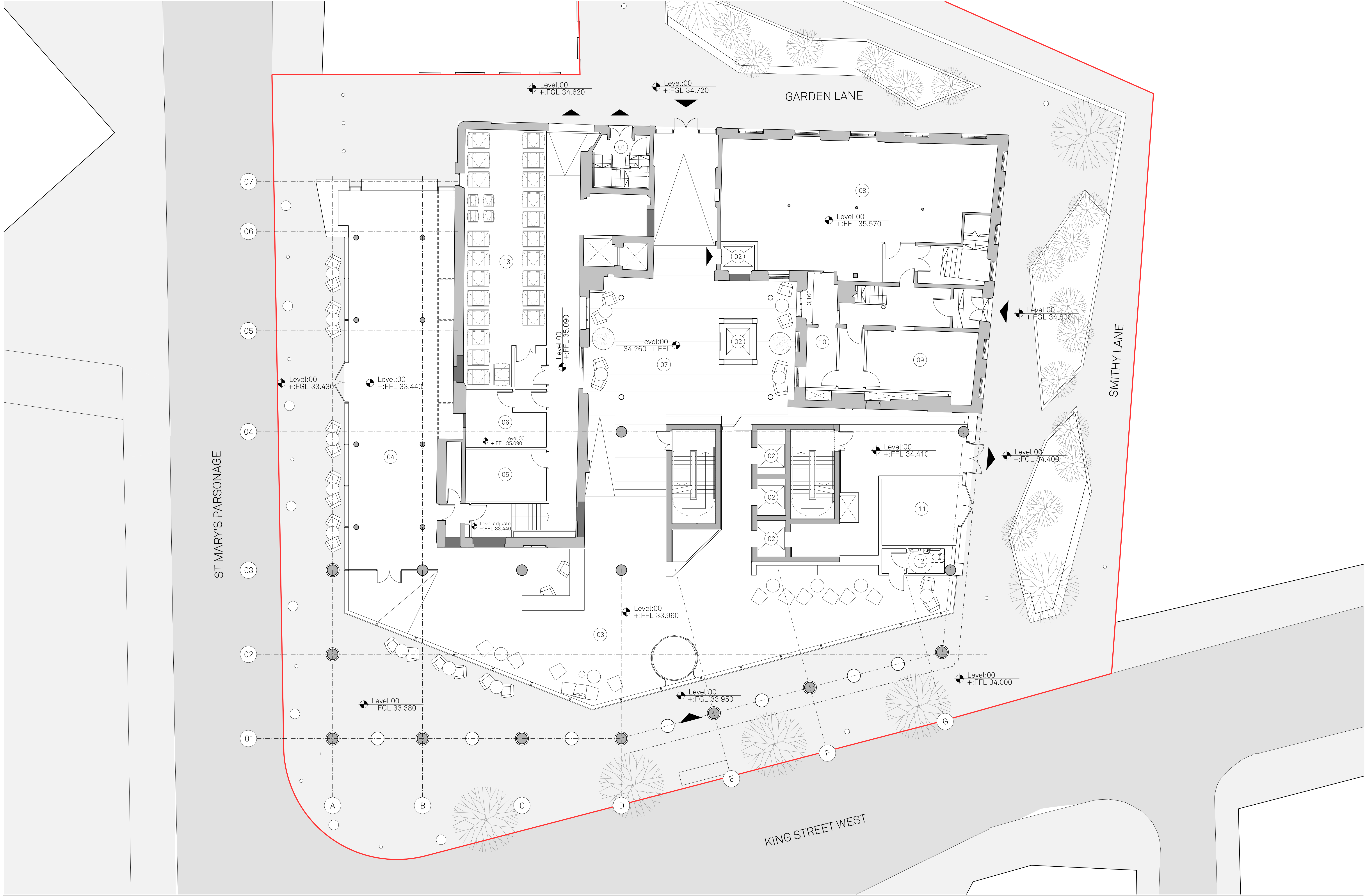
Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2199
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | |
|---------------------|---------------------|--------------------------|----------------|-----------------------|--------------------|-------------------|
| (01) Existing Stair | (03) Main Reception | (05) Building Management | (07) Courtyard | (09) Generator | (11) Substation | (13) Refuse Store |
| (02) Lift | (04) Retail Unit | (06) Comms' Room | (08) Gym | (10) Secondary Comms' | (12) Accessible WC | |

Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Ground Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Information	Project: 107	Drawing No: B1_02_2200	Rev: -
Details:					

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Notes:
Site Boundary

PLAN KEY:

- 01

Proposed Stair
- 02

Existing Stair
- 03

Proposed Lift
- 04

WC
- 05

Accessible WC
- 06

Office A
- 07

Office B
- 08

Proposed Retail Unit Roof
- 09

Lift Lobby
- 10

Roof Terrace
- 11

Amenity
- 12

Plant External
- 13

Plant Internal
- 14

Provisions for PV
- 15

Roof
- 16

Proposed Glazed Courtyard Roof
- 17

Bird and Bat Box Location

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Details:

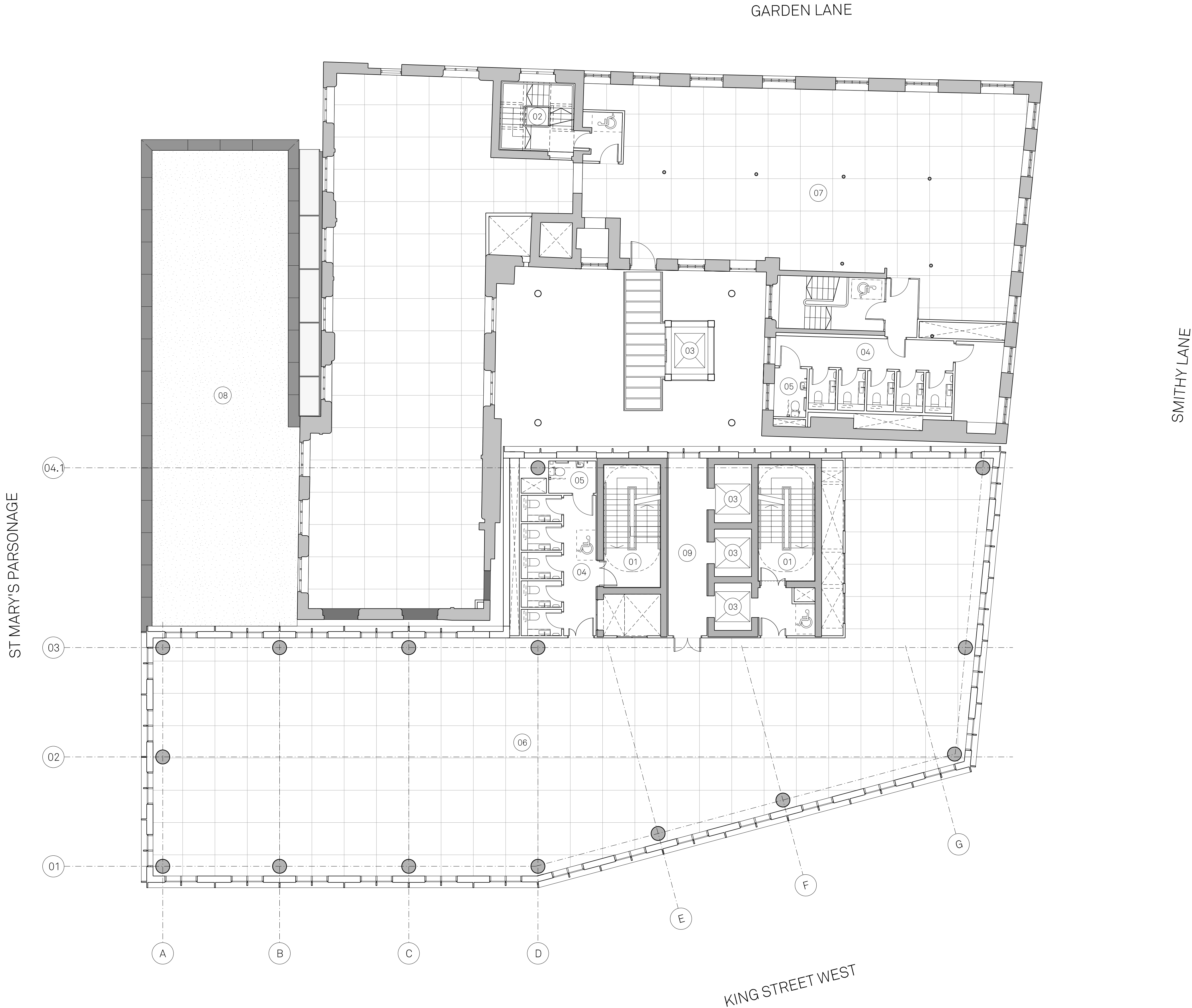
Title:
Proposed Level 01-03
Floor Plan
Status: Planning

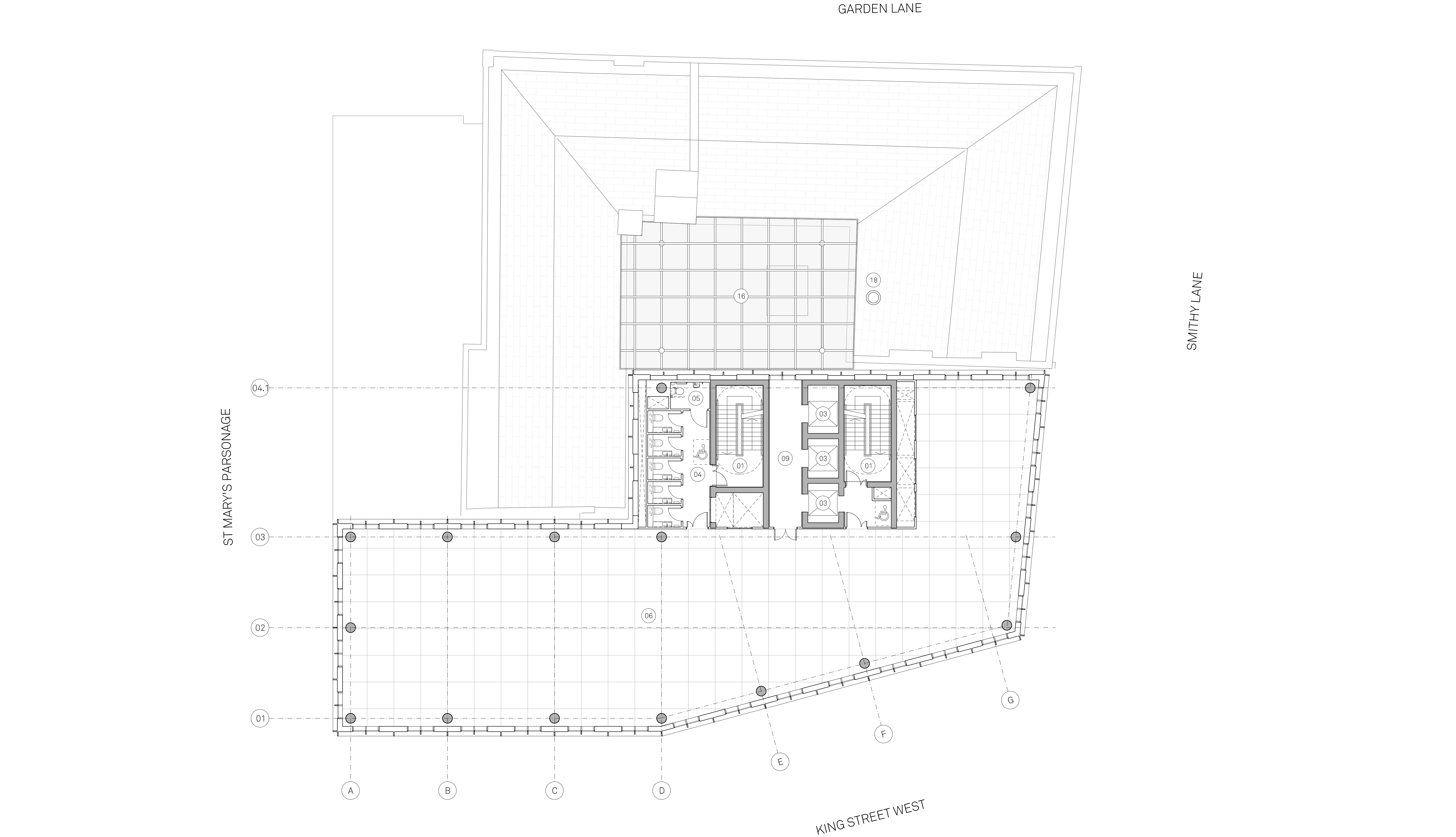
Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2201
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | 18 Extract Flue |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Details:

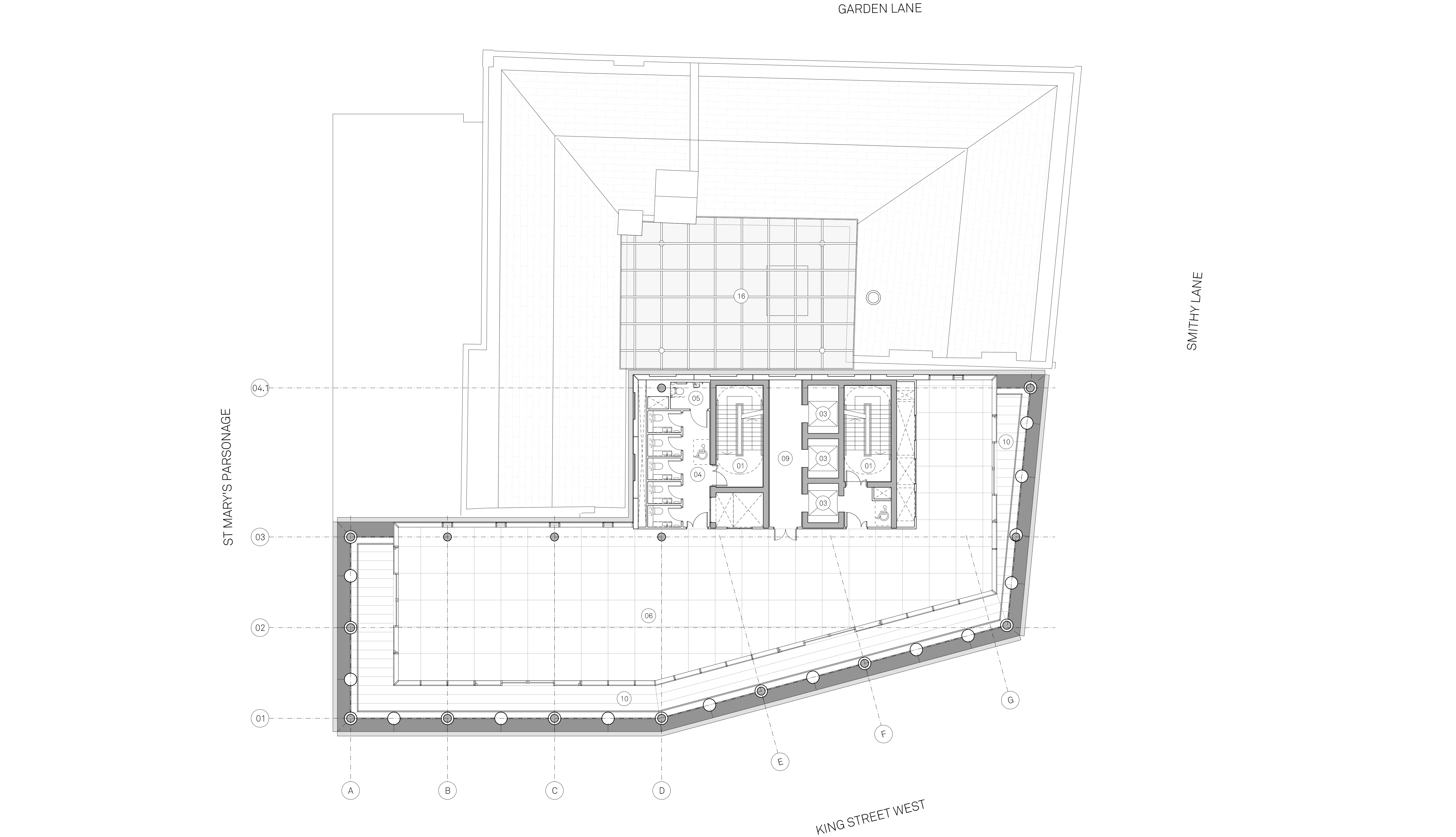
Title:
Proposed Level 04-09
Floor Plan
Status:
Planning

Scale:
1:100 @ A1
Project:
107
Drawing No:
B1_02_2204
Rev:
-

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Details:

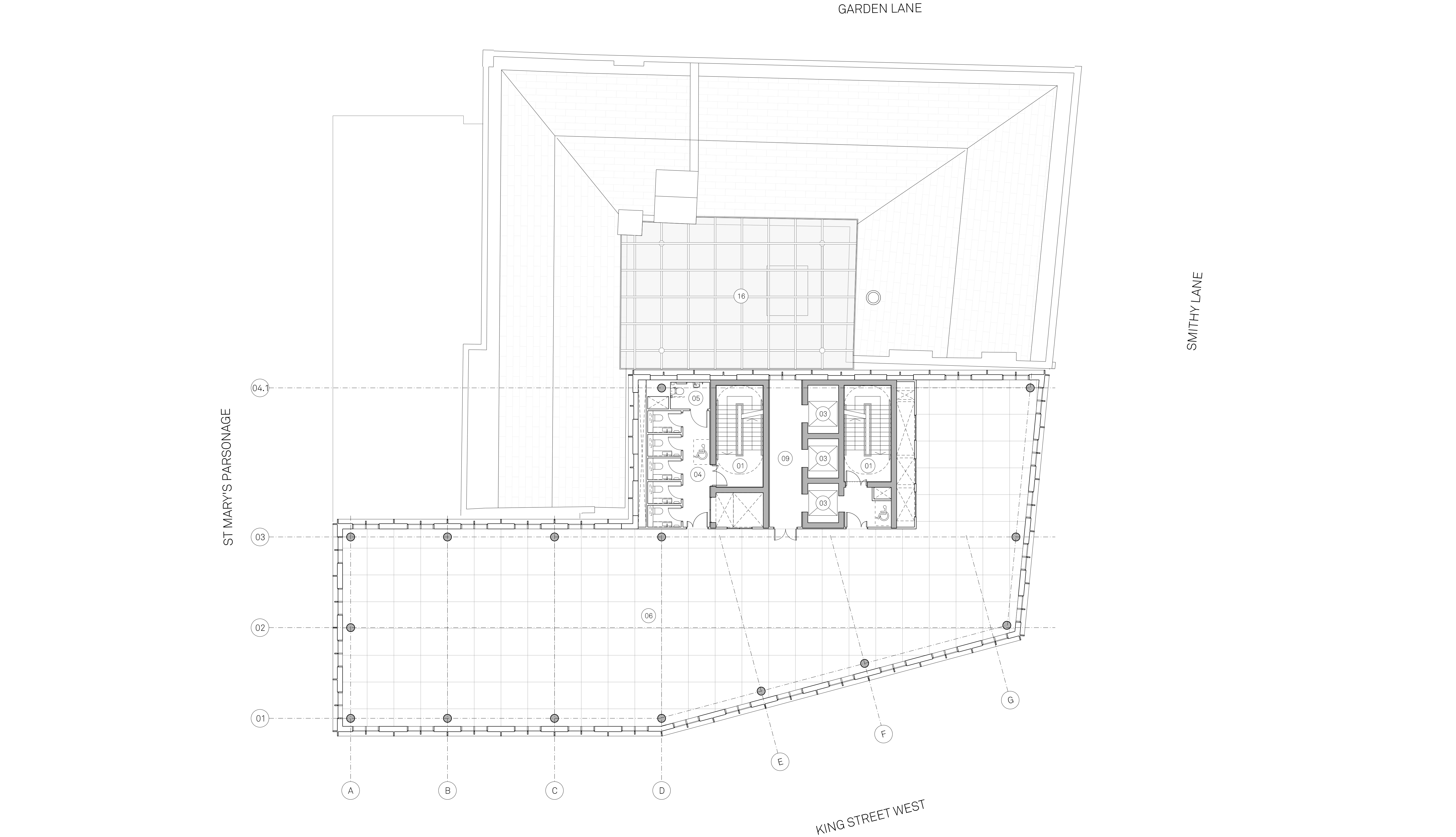
Title:
Proposed Level 10
Floor Plan
Status:
Planning

Scale: 1:100 @ A1	Project: 107	Drawing No: B1_02_2210	Rev: -
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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Details:

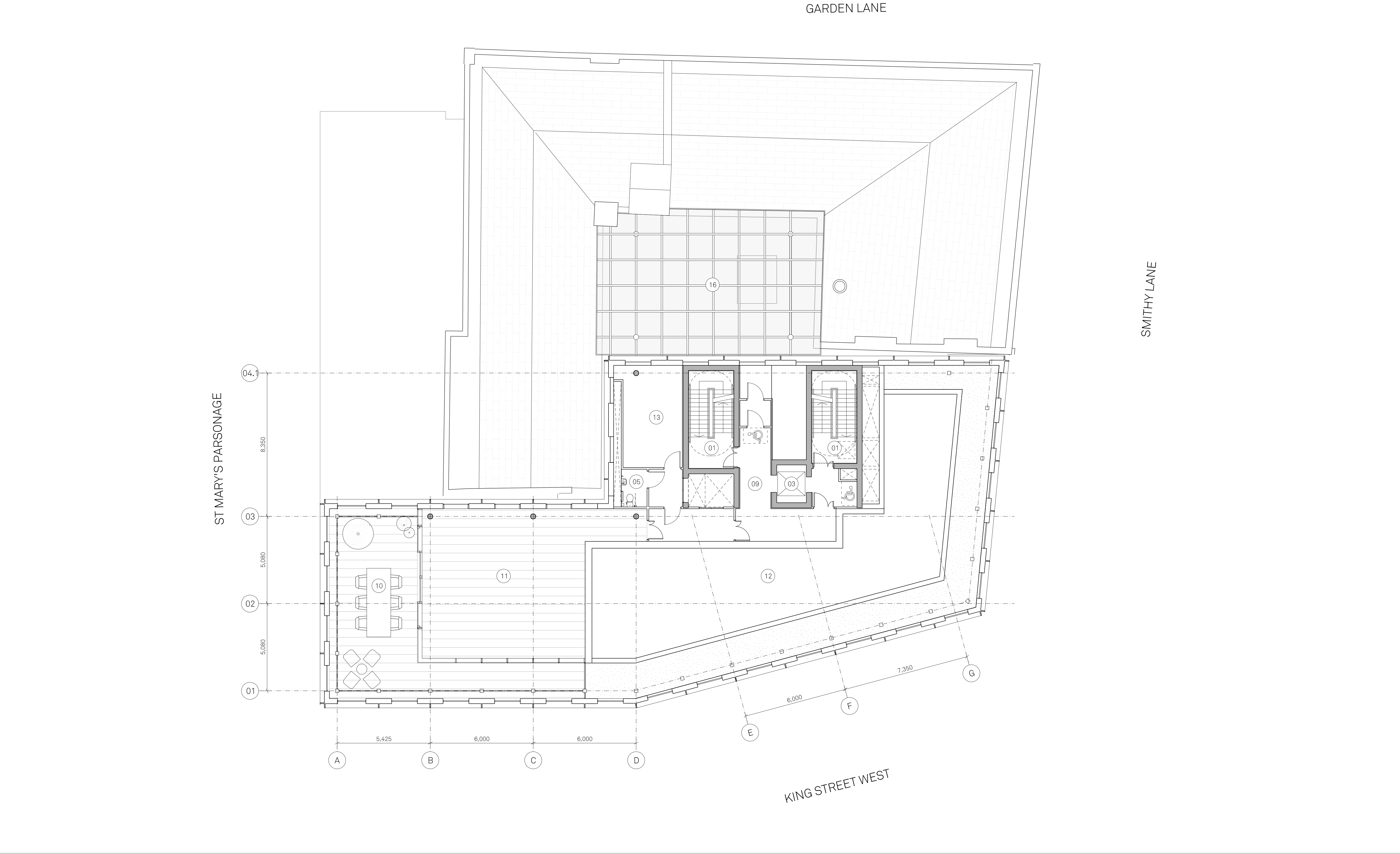
Title:
Proposed Level 11-12
Floor Plan
Status: Planning

Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2211
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |



Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Details:

Title:
Proposed Roof Plan
Floor Plan
Status:
Planning

Scale:
1:100 @ A1
Project:
107
Drawing No:
B1_02_2213
Rev:
-

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Revision: A -



Client: Property Alliance Group	
Project: 27-31 King Street West and the Carriage Works Manchester	
Drawing Title: Proposed Merged Taxi Rank/Loading Bay St Mary's Parsonage	
Drawing Number: J000317/SK101	Revision: -
Date: 25/08/2022	Scale: 1:250@A3
Drawn By: KG	Checked By: KG
Status:	Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Proposed shared taxi rank / loading bay
To operate as loading bay 08:00–18:00
and taxi rank 18:00–08:00).

Potential opportunity to remove box
junction and merge both St Mary's taxi
ranks, subject to further discussion with
Albert Bridge House & MCC