



Transport Statement

Grape Street, St John's, Manchester

St John's Estate Limited

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.067453.00001

2 December 2025

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	28 November 2025	JL	GD	GD
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Basis of Report

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1.0 Introduction

Background

SLR have been appointed by St John's Estate Limited to provide highways and transport advice in support of the following at Grape Street, St John's, Manchester:

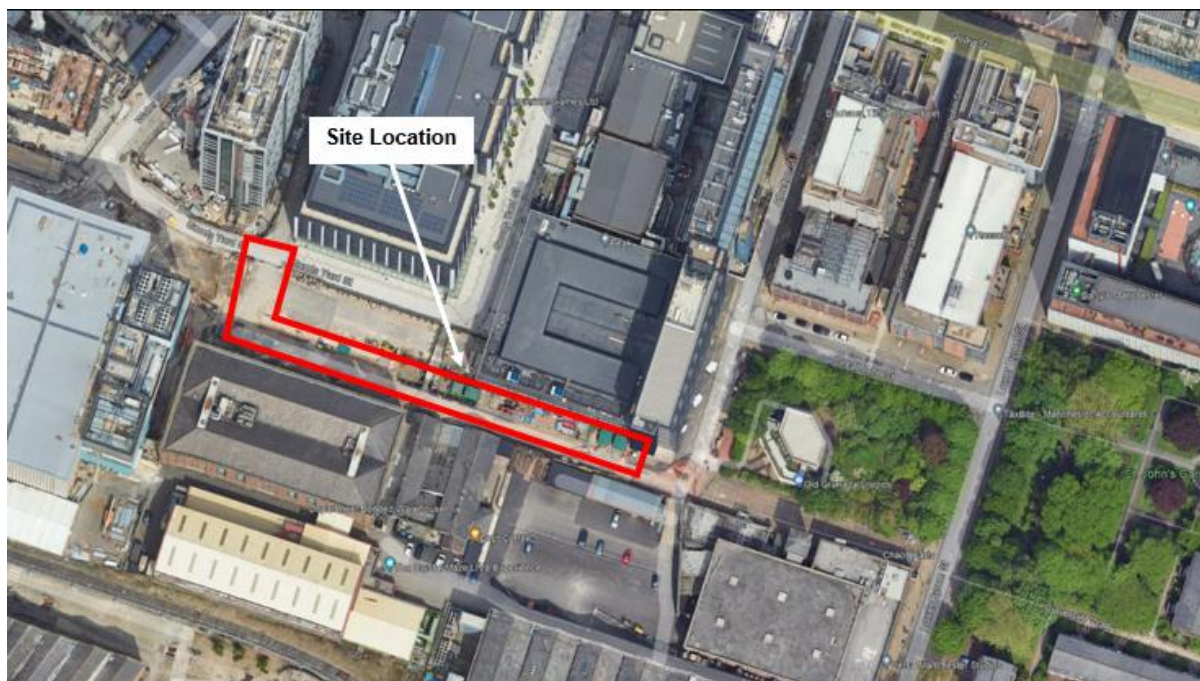
Retrospective planning application for construction of covered area for flexible commercial uses, café building, retail unit, toilet block, entrance gate, and other associated works.

- 1.1 The site lies within the jurisdiction of Manchester City Council (MBC) who act as the Local Planning and Highway Authority.

Site Location & Context

- 1.2 The location of the development site is shown in a local context in **Figure 1.1** below.

Figure 1.1: Site Location



- 1.3 A more detailed plan of the exiting layout is as shown in **Dwg GPC_EX-01** overleaf. The Site comprises of a section of Grape Street to the south of the Old Granada Studios building.
- 1.4 The wider area surrounding the site is office, commercial uses along with residential and student residential accommodation.





2.0 Planning Policy

National Planning Policy

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government. This replaces the previous version of the NPPF which was published in December 2023.
- 2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 With regards to promoting sustainable transport, Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- making transport considerations an important part of early engagement with local communities;
 - ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - understanding and addressing the potential impacts of development on transport networks;
 - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- 2.4 When considering development proposals, Paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *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 through a vision-led approach.*
- 2.5 Paragraph 116 goes on to state that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.



2.6 Paragraph 117 states that applications for development should:

- *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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.7 Paragraph 118 states that 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.



3.0 Baseline Conditions

Introduction

- 3.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

Local Highway Network

- 3.2 Roads in the vicinity of the site are subject to a 20mph speed limit and street lighting is provided.

Grape Street

- 3.3 Grape Street is a private street which extends from Atherton Street (to the east) and links with Goods Yard Street (to the west), which in turn links to Water Street.
- 3.4 The route is a primarily a pedestrian space with service vehicles permitted under controlled circumstances serving the adjacent premises and travelling at low speeds.

Atherton Street

- 3.5 Atherton Street extends from Grape Street northwards to link to Quay Street. The carriageway is approximately 7m in width.
- 3.6 Pedestrian footways are provided on both sides of the carriageway. The footway on the western side has recently been the subject of works to upgrade the footway as through s278 works associated with the Old Granada Studios building.
- 3.7 There are a small number of on-street parking bays (pay by meter) on Atherton Street. Other than these parking is restricted with double-yellow line markings on-street.

Goods Yard Street

- 3.8 Goods Yard Street forms a loop from Water Street into a section of the St John's site. It has a carriageway of approximate 5m in width. This expands into a new square which could host events adjacent to the Aviva Studios, Factory International site.
- 3.9 The exit from the square is controlled by Automatic Drop Bollards to allow service vehicles to egress St Johns and join the public highway.

Water Street

- 3.10 Water Street is pedestrianised under the Aviva Studios building so vehicles from Goods Yard Street pass through the control bollards and head north on Water Street to meet New Quay Street at a Signalised junction. Water Street is adopted highway with footways and lighting and serves the Victoria and Albert Hotel as well as the west side of St Johns.



Existing Car Parking Provision

- 3.11 There are numerous public car parks offering over 3000 parking spaces within a short walk of the site as described below in **Table 3.1**. The nearest being the NCP Spinningfields multi-storey car park. The NCP multi-storey car parks at Stanley Street and New Bailey are also close to the site.

Table 3.1 Car Parking Spaces within a 10 minute walk of the Site

Car Parking Spaces within a 10 Minute Walk of the Site	
Spinningfields NCP	680
New Bailey, Salford NCP	605
Great Northern 1&2 NCP	1200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	3338

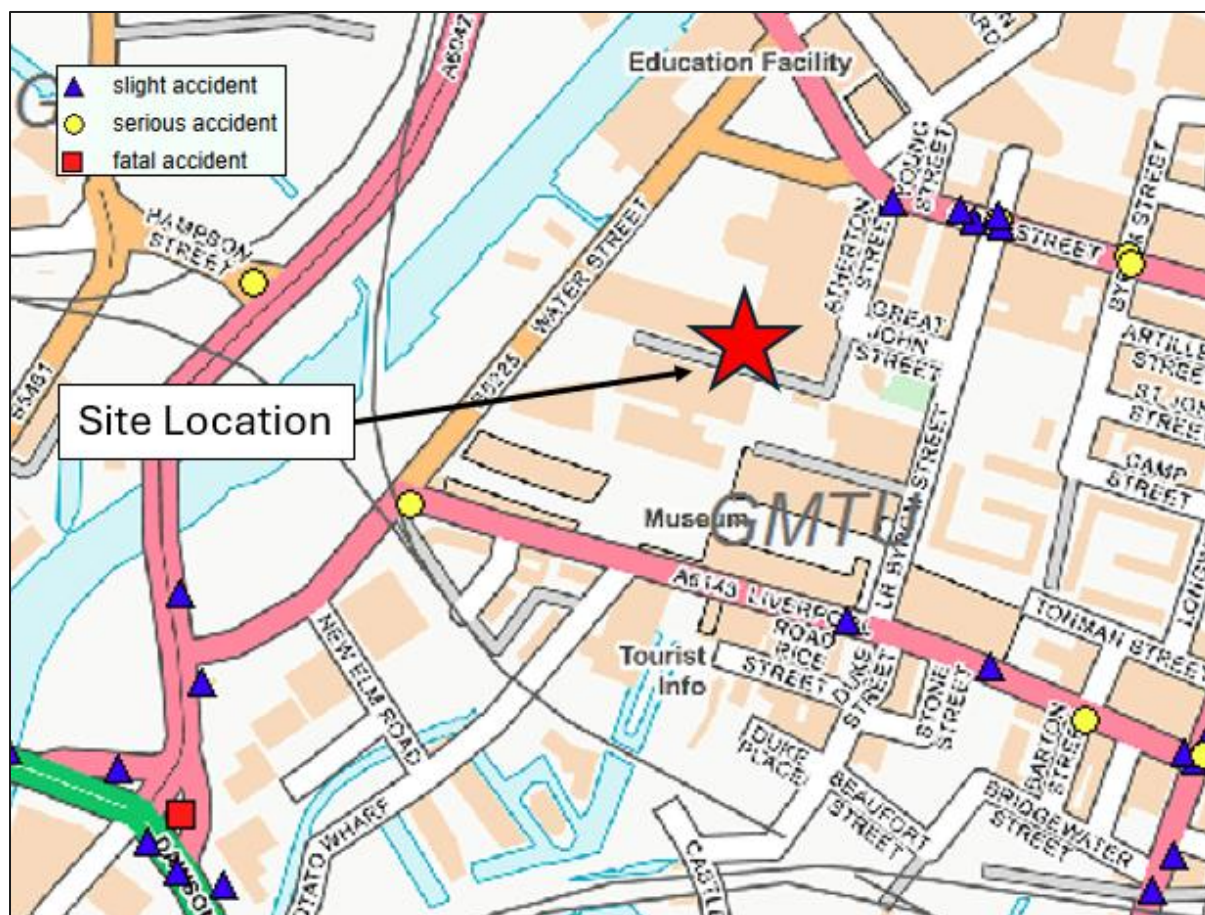
- 3.12 All of these car parks offer disabled parking spaces with the nearest at NCP Spinningfields offering 35 Disabled Spaces which are c270m away from Grape Street. In addition, there are numerous on-street parking bays on Water Street, Atherton Street, Great John Street, and Lower Byrom Street, all of which offer free parking space for Blue Badge Holders.



Accident Record

- 3.13 The online version of the TfGM accident database has been reviewed to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.1** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 3.1: 5-Year Collision Plot Data (extract from TfGM Interactive Map)



(Source: <http://www.gmtu.gov.uk/gmacidents/#>)

- 3.14 It can be seen that there have been 5 recorded slight injury accidents on Quay Street which is one of the major arterial routes out of the City Centre. There was one slight accident in Liverpool Road west of Lower Byrom Street and a serious accident recorded as Liverpool Road turns sharply onto Water Street.
- 3.15 Overall, given the volume of traffic on the local streets it is considered that the number of recorded accidents is relatively low and that there are no existing road safety issues which are cause for serious concern with development.



4.0 Accessibility by Sustainable Travel Modes

Introduction

- 4.1 This section considers the accessibility of the site by sustainable modes including walking, cycling and public transport.
- 4.2 It should be borne in mind that due to the nature of the proposed development, it is likely that a high proportion of visitors will be people who are already in Manchester city centre for other purposes.

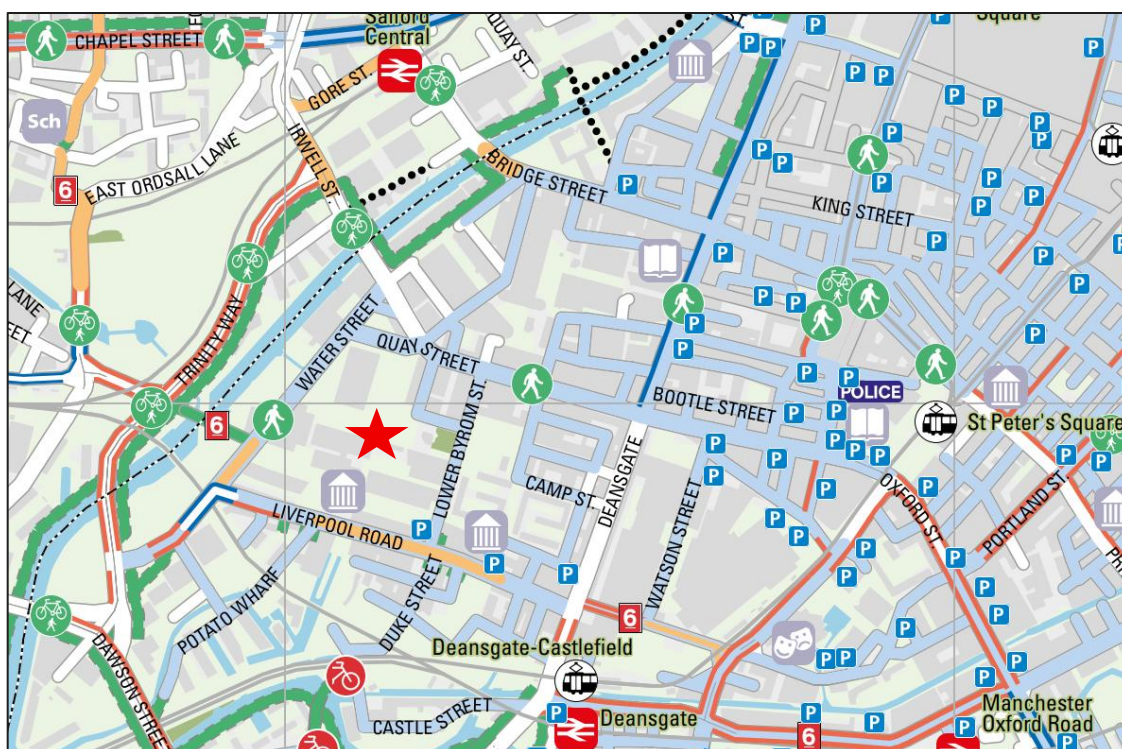
Access by Walking

- 4.3 The site is located within Manchester City Centre and pedestrians can navigate across practically the entire city centre within around a 20 minute walk.
- 4.4 The footways in the area are of a good quality, an appropriate width and benefit from street lighting. The main traffic route of Quay Street has signalised pedestrian crossing along that route allowing pedestrians to cross safely. Liverpool Road has a zebra crossing and signalised pedestrian crossing at either end of the street.

Access by Cycle

- 4.5 Manchester City Centre benefits from a 20mph blanket speed limit which helps to make most streets suitable for cyclists to use.
- 4.6 A short cycle route of 5km/20 minutes using a leisurely cycle speed encompasses the whole of Manchester City Centre plus the surrounding areas including Old Trafford, Salford, Broughton, New Islington, Ardwick, Longsight, Moss Side and Whalley Range.
- 4.7 Cycle Parking is available as indicated in **Figure 4.1** and on Duke Street to the south there is a row of Starling Bank Bikes for hire. Liverpool Road is an on highway National Cycle Route 6 connecting Watford with Windermere.

Figure 4.1 Local Cycle Infrastructure

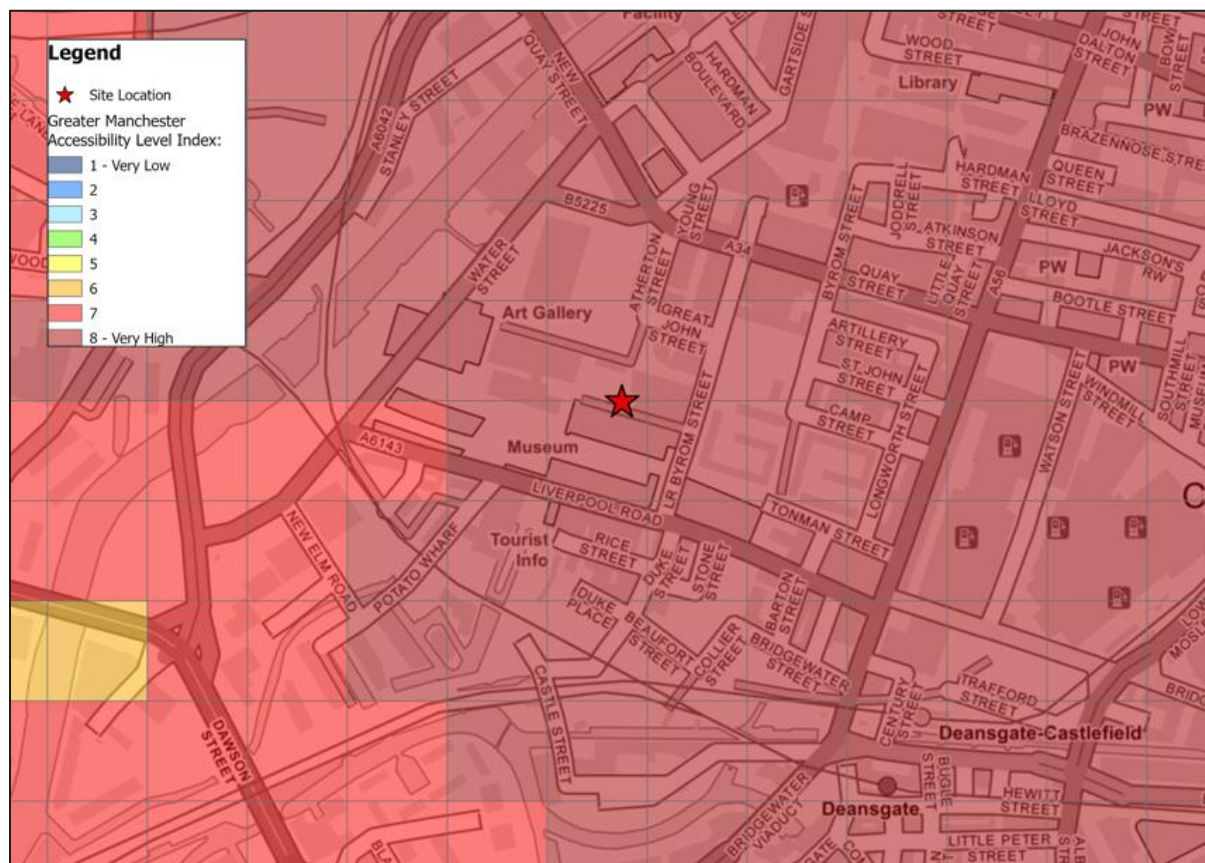


Access by Public Transport

Accessibility Index

- 4.8 The site is located within Manchester City Centre and as a general the accessibility of the site is described in **Figure 4.2**. It can be seen that the site's location has an Accessibility Level Index of 8 which is the highest level available and reflects its location in the city centre and with good access to public transport services.

Figure 4.2 Accessibility Level Index



Accessibility by Bus

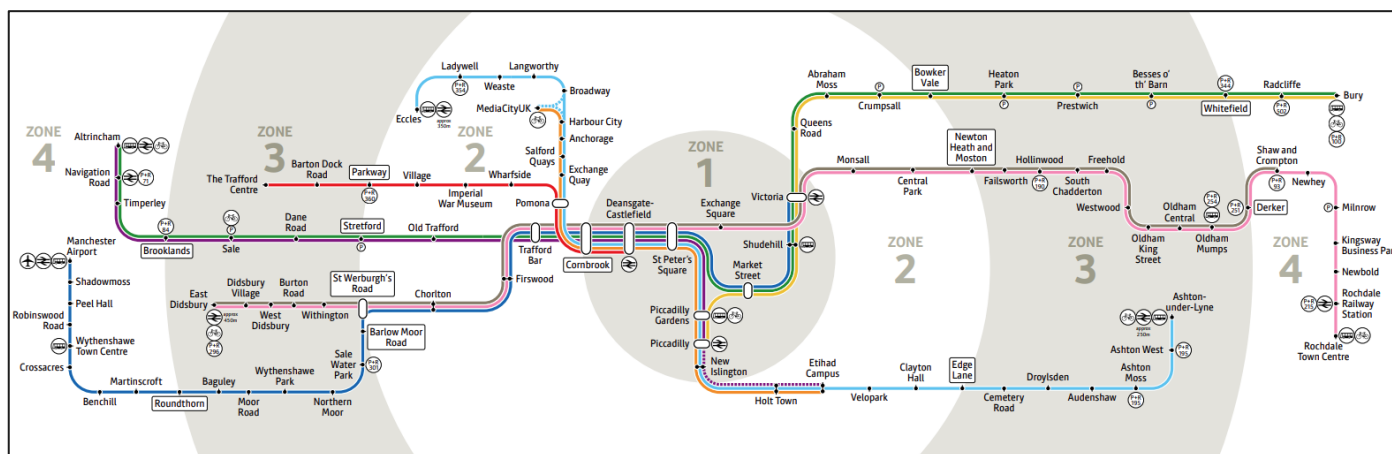
- 4.9 TfGM operate two free bus routes around the city centre. The site is close to route 1 provide frequent links around the city. The nearest stop is on Quay Street and is approximately 200m from the site.
- 4.10 The service provides links through the city centre and to Picadilly rail station. The bus operates 0700 – 1900 at 10 minute intervals and then at 30 minute intervals until 2330 on Weekdays. The service also operates on Saturdays and Sundays, though at reduced frequency and/or hours of operation.



Accessibility by Tram

- 4.11 The nearest Metrolink stops are Deansgate Castlefield (approximately 700m distant and St Peters Square (approximately 900m distant. These provide access to direct services operating to Bury, Ashton-under-Lyne, East Didsbury, the Airport, Altrincham, Eccles and Media City.
- 4.12 All services operate generally on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between approximately 06:00 and 00:00.
- 4.13 A map of the Manchester Metrolink network is provided in **Figure 4.3** below.

Figure 4.3: Metrolink Network Map



Accessibility by Rail

- 4.14 The site is located within 750m of Deansgate and Salford Central rail stations. These provide access to an extensive range of local, rail connections.

Access by Disabled Persons

- 4.15 Access to the site is convenient by disabled persons who are mobility impaired. The state of the footways in the area is generally good and with within St Johns itself the condition is excellent. On the local highway network there are dropped kerbs at each highway crossing and at all the main crossing points there is tactile paving for the visually impaired. At all the signalised pedestrian crossings there are the appropriate tactile paving and rotating tactile cones for the deaf persons.
- 4.16 The pavement condition is generally good with only occasional broken paving, but this does not seem to hinder movement.
- 4.17 All buses on the main routes in the area and the train/Metrolink stations have appropriate access facilities for disabled passengers, and this is also true for Hackney Carriage Taxis in the city.

Summary

- 4.18 In summary, the site benefits from excellent pedestrian facilities in the vicinity. Being in the city centre, the site is in a highly accessible location for sustainable travel modes, particularly bus, tram and rail.



5.0 Proposed Development

5.1 The proposed development seeks consent for:

Retrospective planning application for construction of covered area for flexible commercial uses, café building, retail unit, toilet block, entrance gate, and other associated works.

5.2 The units will feature two permanent food and beverage units, along with a range of smaller stalls. The units are arranged in two clusters, organised into West Canopy and East Canopy.

5.3 The Grape Street Units involve the development of 46sqm of retail space, 46sqm of a café and toilet facilities of 22sqm. Under the canopies there is a variety land uses that can be accommodated in these areas.

5.4 There will be external seating provided and landscaped planters and these are shown indicatively. Grape Street would retain its carriageway width of 3.7m. The proposed site layout plan is shown below in **Figure 5.1** and **Figure 5.2** below and full plans are included in **Appendix A**.

Figure 5.1: Proposed Layout: West Canopy

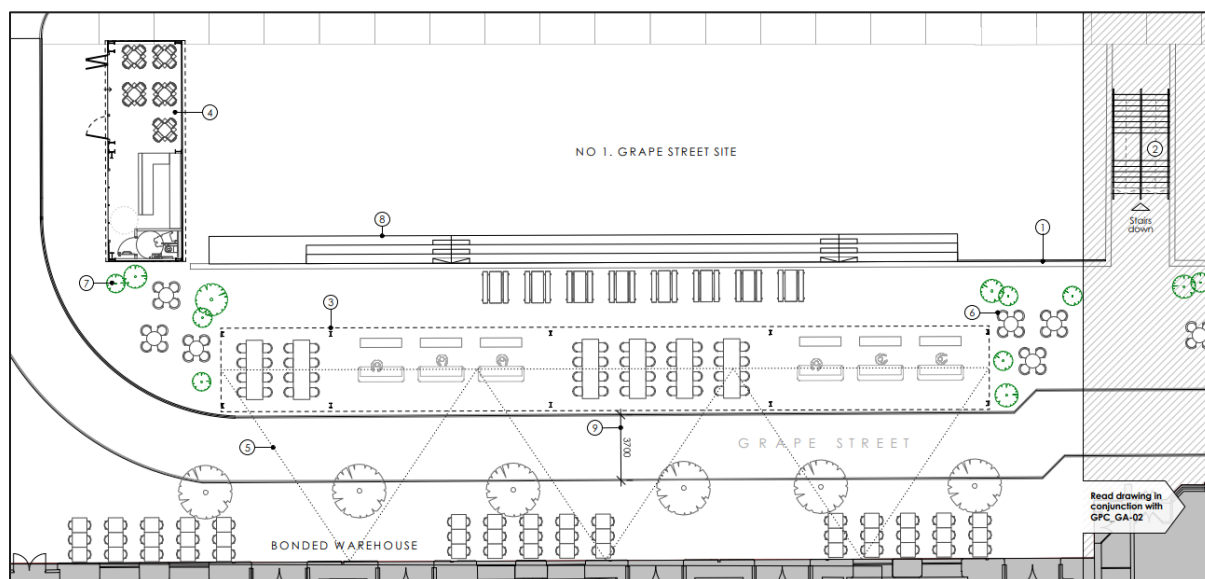
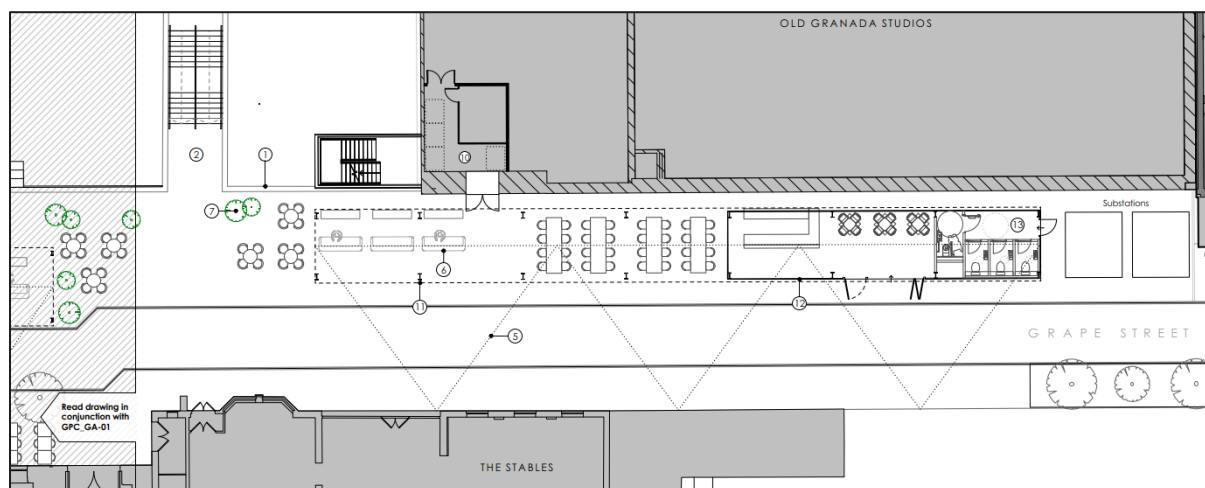
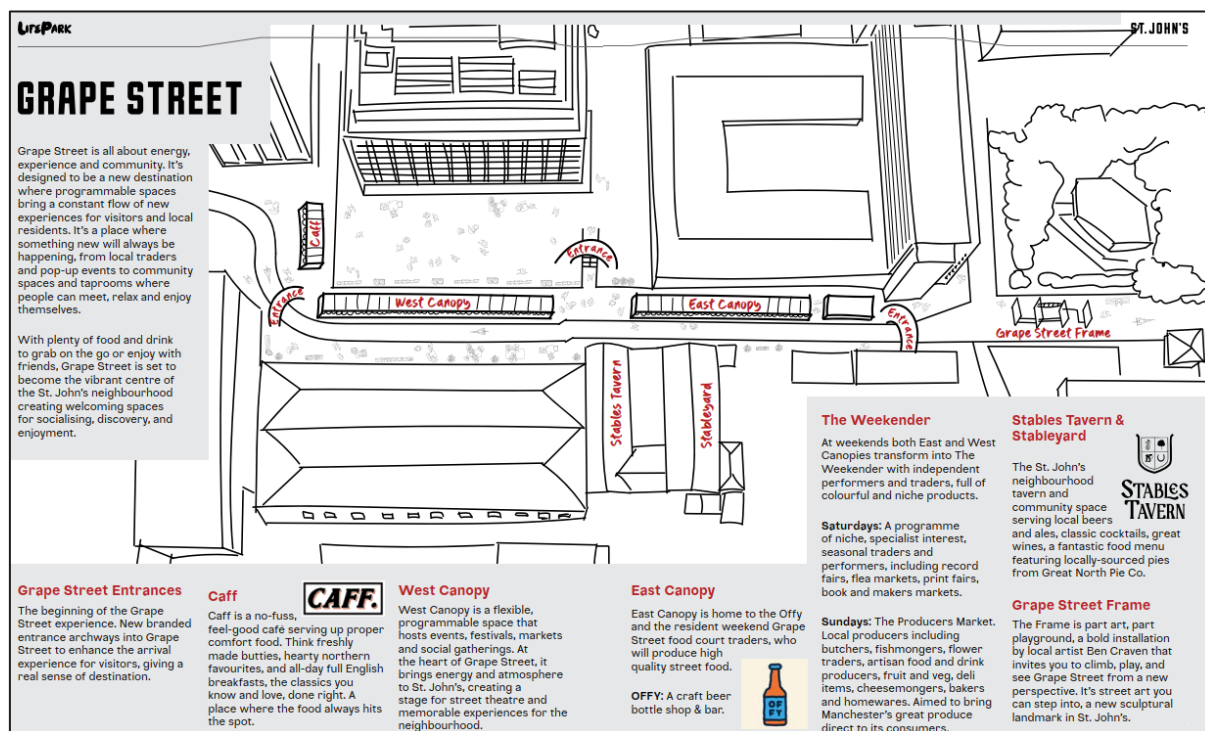


Figure 5.2: Proposed Layout: East Canopy



- 5.5 The expected activities are described in the Concept Book and an extract of that is given in **Figure 5.3** below and more fully in **Appendix B**.

Figure 5.3: Extract of Concept Book



- 5.6 Specialist stalls and activities will be offered at the weekend, including:

- Saturdays: A programme of niche, specialist interest, seasonal traders and performers, including record fairs, flea markets, print fairs, book and makers markets,
- Sundays: The Producers Market. Local producers including butchers, fishmongers, flower traders, artisan food and drink producers, fruit and veg, deli items, cheesemongers, bakers and homewares.

Access

- 5.7 There is no access for vehicles to enter Grape Street, apart from servicing which is described later. Level pedestrian access will be taken from Atherton Street and from Water Street /Goods Yard Street. Studio Way offers a direct access route for pedestrians from Spinningfields, it has steps at its southern end to access the middle section of Grape Street while a step free route can be made to the join Grape Street from the west.

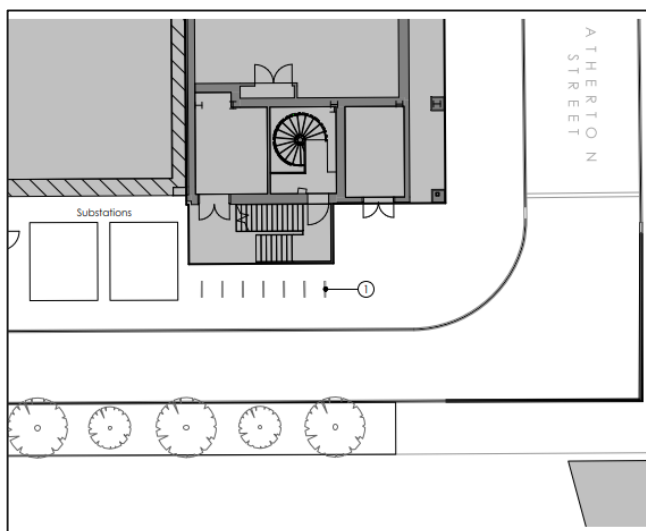
Parking including Cycle Parking

- 5.8 The proposed development will not include any parking. As noted earlier, Blue Badge holders can park at on street spaces for free at over 40 on-street spaces located adjacent to St Johns on Atherton Street, Great John Street, Lower Byrom Street and Water Street. The main public car park nearby is the NCP multi-storey car park offering 680 spaces including 35 disabled spaces and there are over 3000 parking spaces available within a 10 minute of Grape Street.



- 5.9 Visitor cycle parking spaces are provided on Grape Street as visitors approach from Atherton Street as described in **Figure 5.2**.

Figure 5.2 Cycle Parking



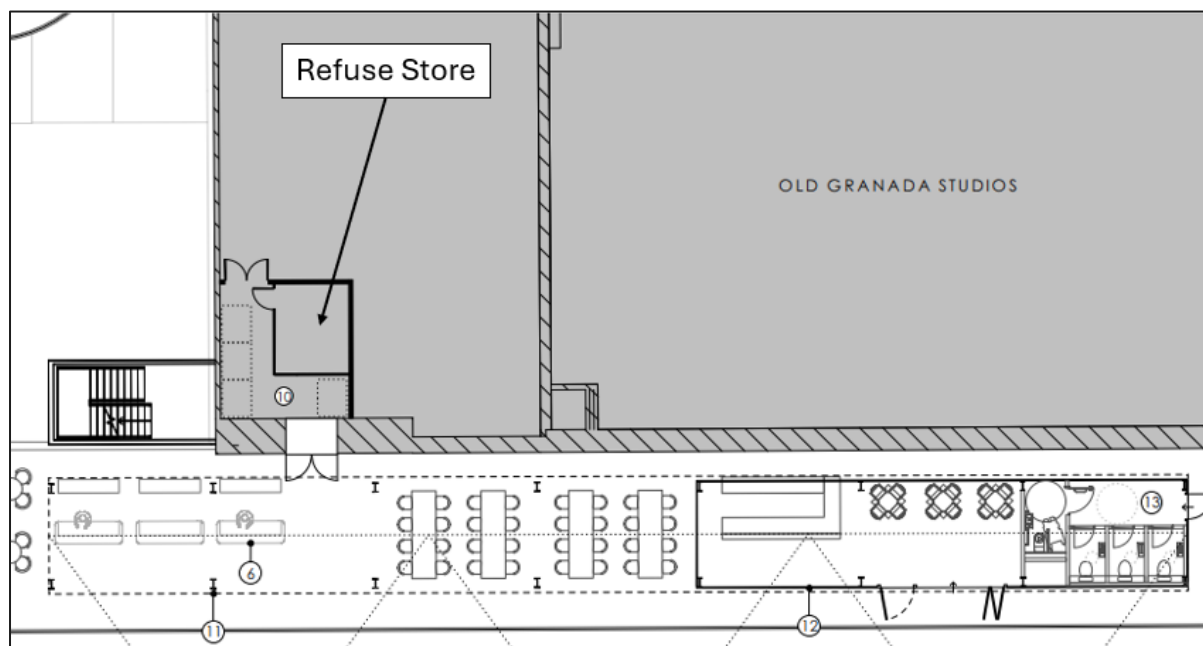
Servicing & Deliveries

- 5.10 A Waste Management and Servicing Strategy has been prepared for the proposed development, and this should be read alongside this TA.
- 5.11 Service Activity will only take place outside of opening hours and in general servicing and refuse collection will tend to take place in the morning before opening. This would keep the space free from traffic during opening times.
- 5.12 If a vehicle does need to access the space this would be by exception and under controlled conditions using a banksman.
- 5.13 Service vehicles are expected to approach Grape Street from Atherton Street where they would pass through a barrier and turn onto Grape Street. Grape Street is of sufficient width so that the vehicle can pull up on Grape Street and serve the premises as required. A second vehicle then has sufficient width to pass.
- 5.14 The Servicing of the premises will be from the most convenient location on Grape Street.



- 5.15 Waste from Grape Street will be stored at the south-west corner of the Old Granada Studios building, as shown in **Figure 5.3**.

Figure 5.3: Location of Refuse Store



Vehicle Forecasts

- 5.16 The site will generate only a small number of service vehicle trips a day. Based on observations of other similar developments in Manchester including Hatch (since closed), food markets and Christmas markets, we expect 1 refuse lorry a day (one alternate general refuse /recyclables collection) a further rigid HGV bringing in heavy loads food and beverage items plus a handful of vans bringing in smaller goods and consumables.
- 5.17 We expect that a refuse collection will be made daily and that food and that most other vehicles will be bringing in food and beverage goods.
- 5.18 The operators of the units will be encouraged to coordinate their deliveries to minimise the number of extra vehicles arriving.
- 5.19 Most deliveries will be made early in the morning with perhaps one vehicle arriving after the site closes in the evening.
- 5.20 In addition to this, we expect that the food and beverage units would be served by courier collections on bikes, electric bikes or similar light vehicles. The number of vehicles is variable depending on the nature of the operator but given the expected nature of occupiers this number of collections is expected to be limited and generate no more than 10 such collections in an hour.
- 5.21 The development will attract visitors and we expect the majority of visitors to arrive on foot as they come from the city centre. The excellent access by public transport means that many will arrive by bus, Metrolink or train. Taxis are expected to be a key mode for those who want to enjoy a drink.
- 5.22 We do expect people to arrive by car, and these are expected to park in the many public off street or on street parking spaces available nearby.



6.0 Summary & Conclusions

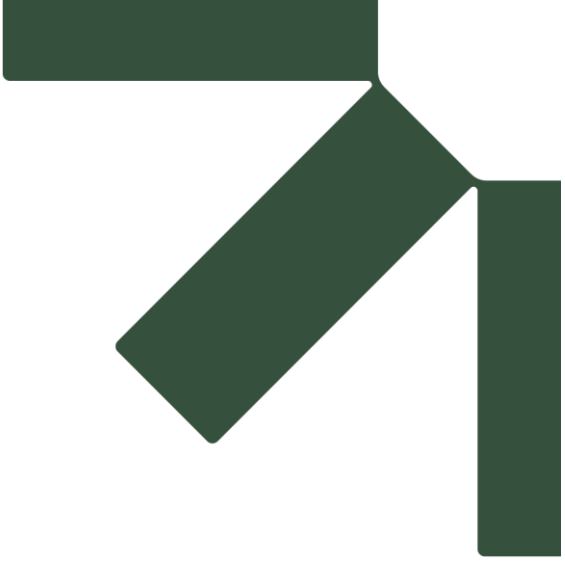
SLR have been appointed by St John's Estate Limited to provide highways and transport advice in support of a retrospective planning application for construction of a covered area for flexible commercial uses, café building, retail unit, toilet block, entrance gate, and other associated works on Grape Street, St John's, Manchester.

- 6.1 The site lies within the jurisdiction of Manchester City Council (MCC) who act as the Local Planning and Highway Authority.
- 6.2 The key findings of this report are summarised as follows:
- The site benefits from good levels of accessibility by sustainable transport modes being located within Manchester City Centre and within walking distance of public transport interchanges,
 - The site is also well located for public car parking within walking distance,
 - The public realm in the vicinity of the site is of a generally good quality with recent improvement having been delivered by adjacent development, including the refurbishment of Old Granada Studios,
 - The public realm around the buildings will be markedly improved offering much extra space and comfort for pedestrians.
 - The proposed development is not expected to directly generate vehicle trips for visitors and consequently there will be negligible impact on the operation of the highway network in the vicinity of the site,
 - Servicing of the site can be achieved with refuse vehicles and deliveries able to access and leave the site in a forward gear.

Conclusions

- 6.3 The guidance within the NPPF recommends that 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.
- 6.4 This proposal does not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. It is therefore considered that the scheme is acceptable in highways and transportation terms.





Appendix A Site Layout Plans

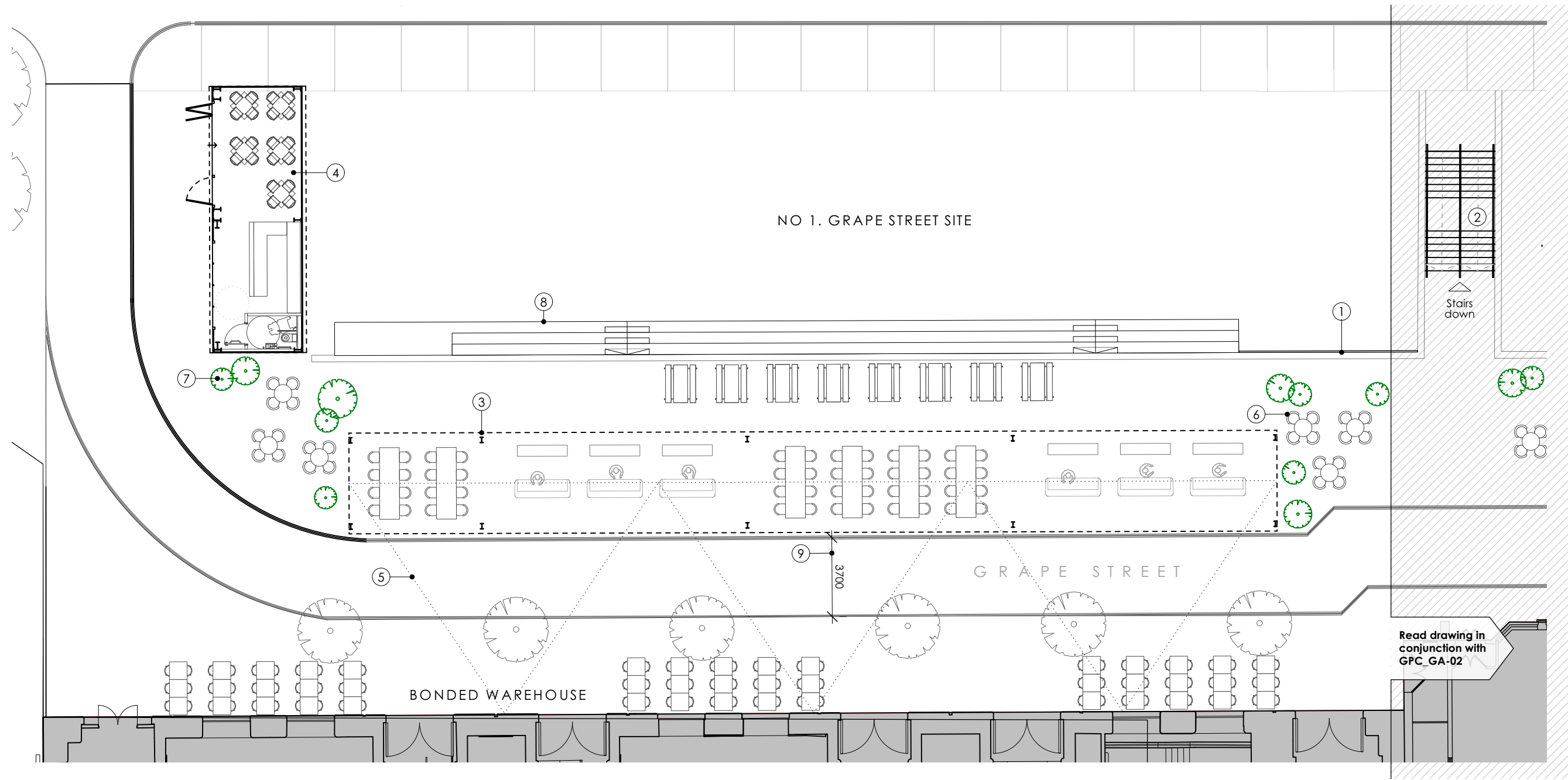
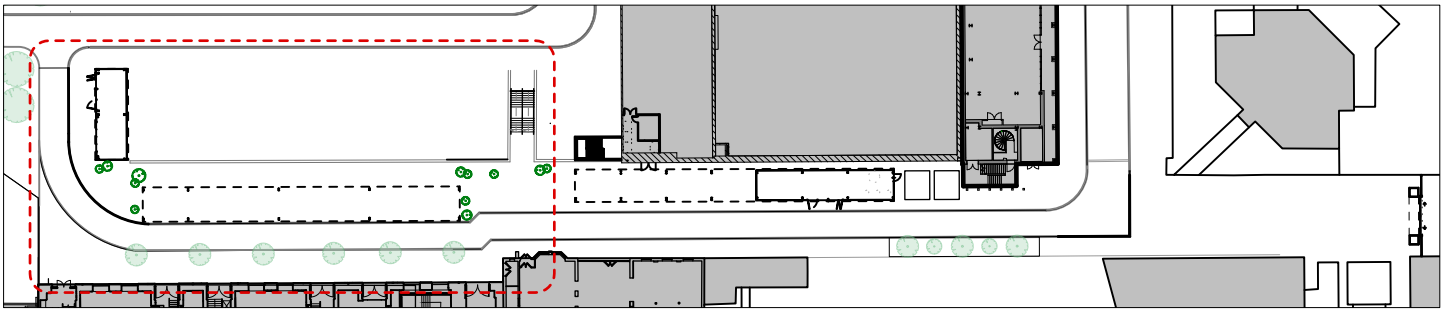
Transport Statement

Grape Street, St John's, Manchester

St John's Estate Limited

SLR Project No.: 410.067453.00001

2 December 2025



Read drawing in
conjunction with
GPC_GA-02

01 Location A
1:200 at A3



Studio Hart Limited
7-8 Saville Row
London, W1 SPE

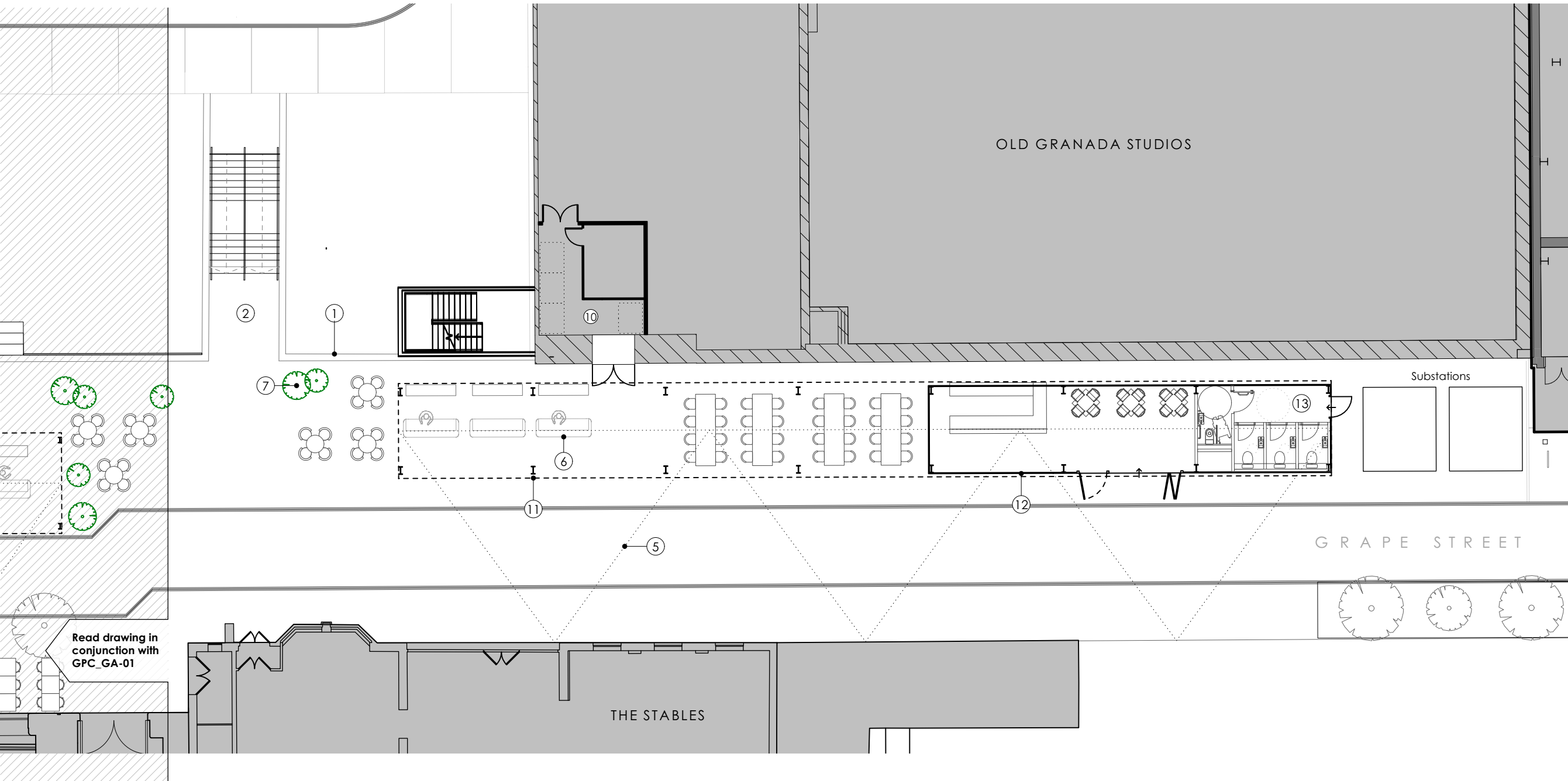
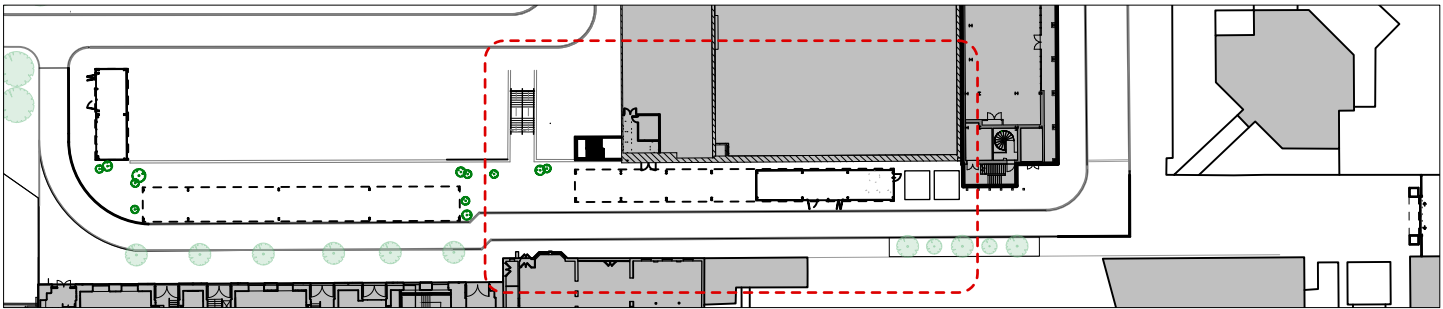
PROJECT **Grape Street Canopies**

DRAWING	PROPOSED SITE PLAN LOCATION A		
SCALE	1:200 at A3	PROJECT NUMBER	25-010
DATE	Nov 2025	DRAWING STATUS	Planning
DWG No.	GPC_GA-01	REVISION	P1

- ① Existing retaining wall
- ② Existing stairs down to Studio Way
- ③ West Canopy. Steel columns with pitched metal roof above (dotted) Loose FFE below is indicative
- ④ Retail unit 1. Steel frame with pitched metal roof and walls clad in metal and glazing Internal fit-out is indicative
- ⑤ Festoon lighting across/along Grape street, spanning between Bonded Warehouse and catenary wire mounted on new canopy roof
- ⑥ All external furniture and planting is shown indicatively
- ⑦ New trees in pots, quantity and locations are indicative
- ⑧ New steps down to No.1 Grape Street, incorporated within bleacher seating
- ⑨ 3.7m clear width maintained along full length of Grape Street for emergency vehicle access
- ⑩ New bin store to serve canopies located within curtilage of Studios.
- ⑪ East Canopy. Steel columns with pitched metal roof above (dotted) Loose FFE below is indicative
- ⑫ Retail unit 2. Steel frame with pitched metal roof and walls clad in metal and glazing Internal fit-out is indicative
- ⑬ WCs to service Grape Street Canopies and Retail Units

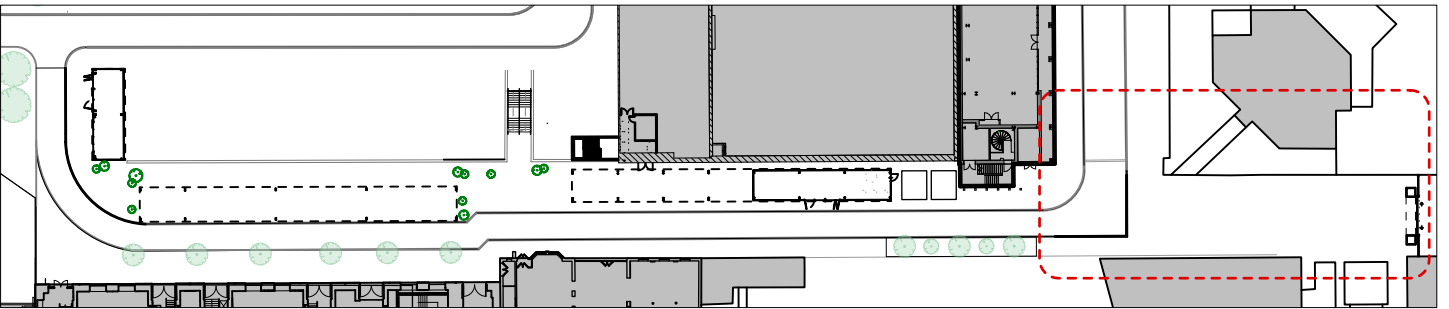
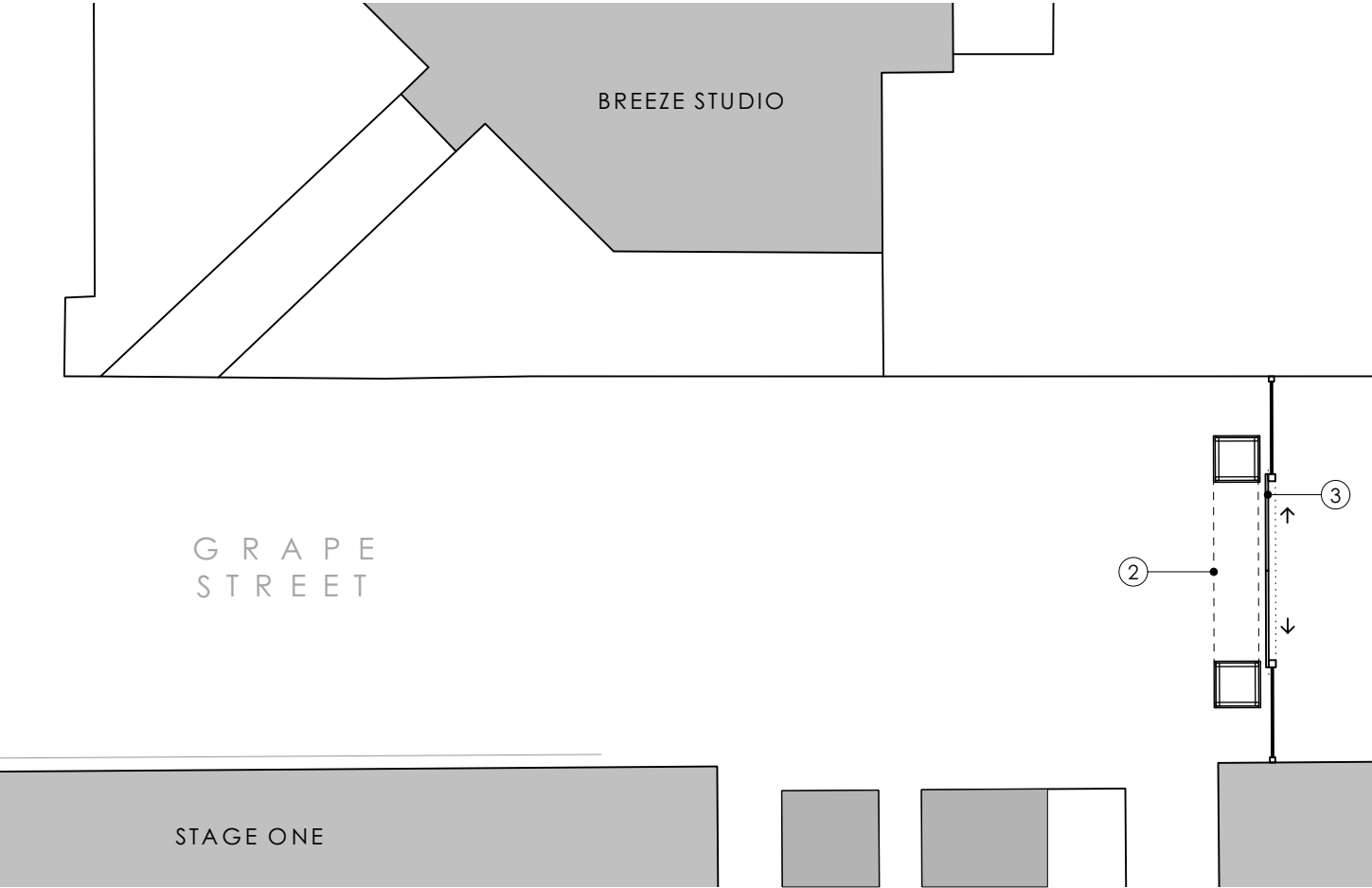
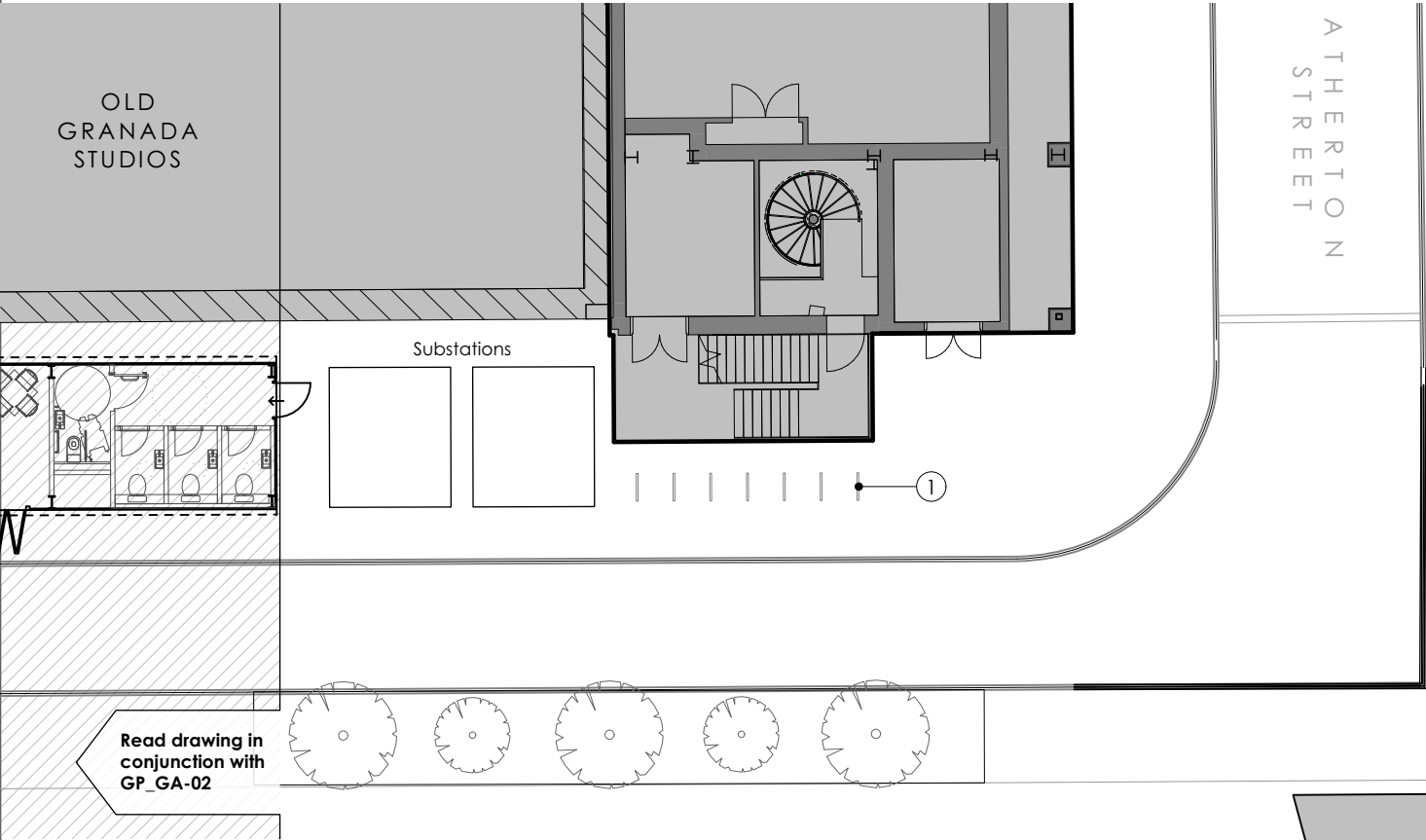
P1	Planning	21/11/25
STATUS	REVISION	DATE

General Notes:
All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.
Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.
Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.
This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.
All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/suppliers recommended details.
Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.
DO NOT SCALE FROM THIS DRAWING.



01 Location B
1:200 at A3

 Studio Hart Limited 7-8 Saville Row London, W1SPE	DRAWING <i>PROPOSED SITE PLAN</i> <i>LOCATION B</i>		① Existing retaining wall ② Existing stairs down to Studio Way ③ West Canopy. Steel columns with pitched metal roof above (dotted) Loose FFE below is indicative ④ Retail unit 1. Steel frame with pitched metal roof and walls clad in metal and glazing Internal fit-out is indicative ⑤ Festoon lighting across/along Grape street, spanning between Bonded Warehouse and catenary wire mounted on new canopy roof ⑥ All external furniture and planting is shown indicatively ⑦ New trees in pots, quantity and locations are indicative ⑧ New steps down to No.1 Grape Street, incorporated within bleacher seating ⑨ 3.7m clear width maintained along full length of Grape Street for emergency vehicle access ⑩ New bin store to serve canopies located within curtilage of Studios. ⑪ East Canopy. Steel columns with pitched metal roof above (dotted) Loose FFE below is indicative ⑫ Retail unit 2. Steel frame with pitched metal roof and walls clad in metal and glazing Internal fit-out is indicative ⑬ WCs to service Grape Street Canopies and Retail Units	General Notes: All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions. This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details. Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect. DO NOT SCALE FROM THIS DRAWING.		
	SCALE <i>1:200 at A3</i>	PROJECT NUMBER <i>25-010</i>				
	DATE <i>Nov 2025</i>	DRAWING STATUS <i>Planning</i>				
	DWG No. <i>GPC_GA-02</i>	REVISION <i>P1</i>				
PROJECT <i>Grape Street Canopies</i>			<i>P1</i>	<i>Planning</i>	<i>21/11/25</i>	
			STATUS	REVISION	DATE	

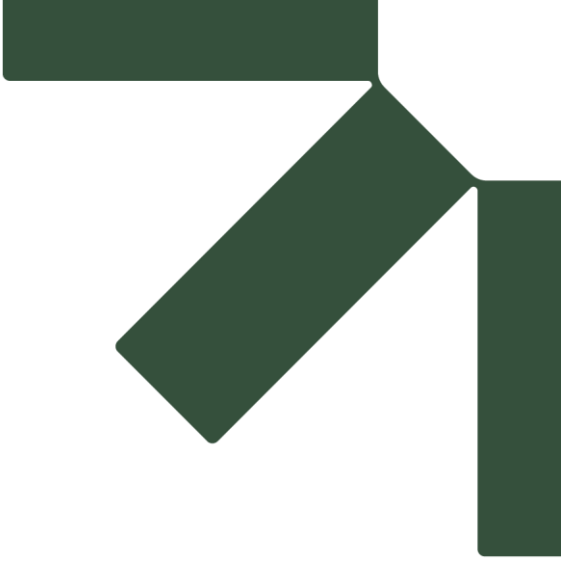


 Studio Hart Limited 7-8 Saville Row London, W1 SPE	DRAWING <i>PROPOSED SITE PLAN LOCATION C</i>	
	SCALE <i>1:200 at A3</i>	PROJECT NUMBER <i>25-010</i>
	DATE <i>Nov 2025</i>	DRAWING STATUS <i>Planning</i>
	DWG No. <i>GPC_GA-03</i>	REVISION <i>P1</i>
PROJECT <i>Grape Street Canopies</i>		

- ① New Sheffield cycle stands - quantity of 7 stands, which can accomodate up to 14 cycles.
- ② New entrance archway and signage with new iron railings to either side
- ③ New sliding security gate with iron railings to either side

<i>P1</i>	<i>Planning</i>	<i>21/11/24</i>
STATUS	REVISION	DATE

General Notes:
All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.
Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.
Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.
This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.
All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.
Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.
DO NOT SCALE FROM THIS DRAWING.



Appendix B Concept Book

Transport Statement

Grape Street, St John's, Manchester

St John's Estate Limited

SLR Project No.: 410.067453.00001

2 December 2025

The background image shows the entrance to Grape Street Market. On the left, a vintage green and red cart with a white banner that reads 'WELCOME TO MALTBY STREET MARKET' and 'END OF THE ROPEWALK' is parked. To the right, a yellow awning covers the entrance. Several people are visible: a man in a blue jacket and white cap sits on a wooden chair, a woman in a black coat walks towards the camera, and others are seated at outdoor tables. A person on a bicycle is partially visible on the right. The scene is set against a brick building with a stone archway.

Phase One

GRAPE STREET

The 2025 Pilot

- Grape Street Entrances
- Grape Street Frame
- Offy
- Caff
- East & West Canopy
- The Grape Street Weekender
- Stables Tavern
- Stableyard

Phase 1

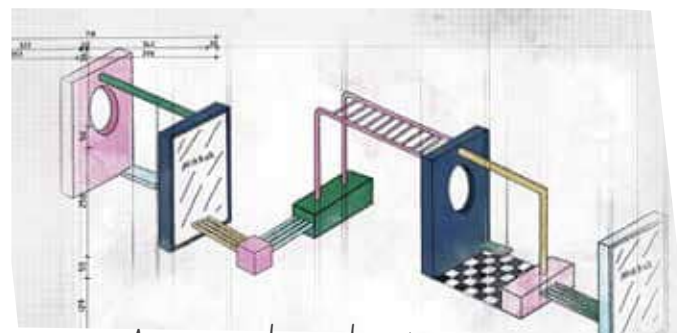
SUMMER 2025 TO 2026

Grape Street Entrances



Open, branded entrances to Grape Street to add a sense of destination.

Grape Street Frame



A mix of art, sculpture & simply a fun playground.

East & West Canopies



East & West Canopies are programmable covered spaces for visitors, residents & tenants to enjoy recurring events focussed on locality.



Offy



Bottle shop, takeaway beers & wine. The St. John's Offy.



The Grape Street Weekender



THE WEEKENDER.

Markets, food, drink, workshops & events.



Caff

Eat in, takeaway, comfort food for breakfast, brunch & lunch.



CAFF.



Stables Tavern & Stableyard



STABLES TAVERN

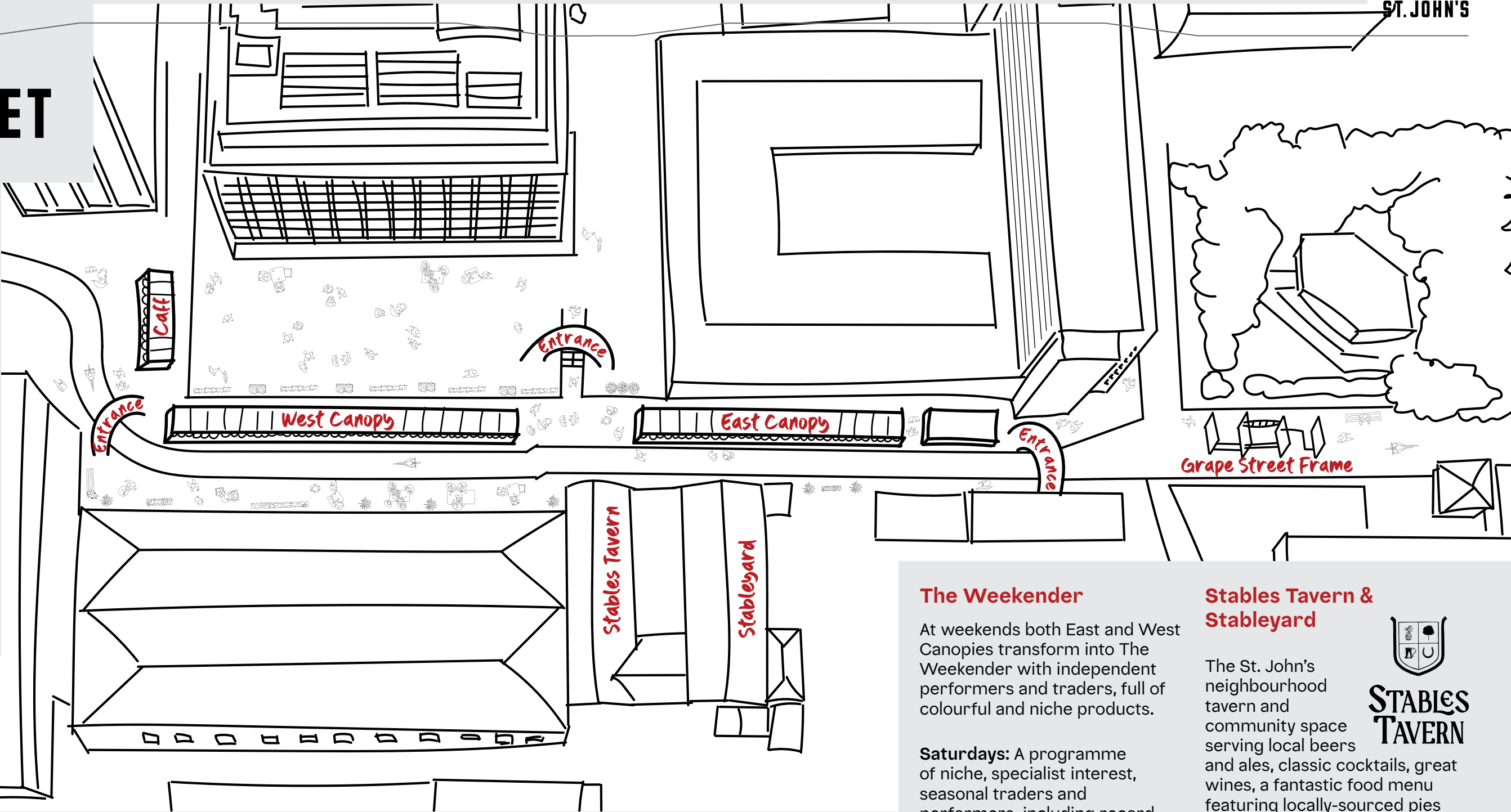
The St. John's traditional boozers.



GRAPE STREET

Grape Street is all about energy, experience and community. It's designed to be a new destination where programmable spaces bring a constant flow of new experiences for visitors and local residents. It's a place where something new will always be happening, from local traders and pop-up events to community spaces and taprooms where people can meet, relax and enjoy themselves.

With plenty of food and drink to grab on the go or enjoy with friends, Grape Street is set to become the vibrant centre of the St. John's neighbourhood creating welcoming spaces for socialising, discovery, and enjoyment.



Grape Street Entrances

The beginning of the Grape Street experience. New branded entrance archways into Grape Street to enhance the arrival experience for visitors, giving a real sense of destination.

Caff

Caff is a no-fuss, feel-good café serving up proper comfort food. Think freshly made butties, hearty northern favourites, and all-day full English breakfasts, the classics you know and love, done right. A place where the food always hits the spot.



West Canopy

West Canopy is a flexible, programmable space that hosts events, festivals, markets and social gatherings. At the heart of Grape Street, it brings energy and atmosphere to St. John's, creating a stage for street theatre and memorable experiences for the neighbourhood.

East Canopy

East Canopy is home to the Offy and the resident weekend Grape Street food court traders, who will produce high quality street food.

OFFY: A craft beer bottle shop & bar.



The Weekender

At weekends both East and West Canopies transform into The Weekender with independent performers and traders, full of colourful and niche products.

Saturdays: A programme of niche, specialist interest, seasonal traders and performers, including record fairs, flea markets, print fairs, book and makers markets.

Sundays: The Producers Market. Local producers including butchers, fishmongers, flower traders, artisan food and drink producers, fruit and veg, deli items, cheesemongers, bakers and homewares. Aimed to bring Manchester's great produce direct to its consumers.

Stables Tavern & Stableyard

The St. John's neighbourhood tavern and community space serving local beers and ales, classic cocktails, great wines, a fantastic food menu featuring locally-sourced pies from Great North Pie Co.



Grape Street Frame

The Frame is part art, part playground, a bold installation by local artist Ben Craven that invites you to climb, play, and see Grape Street from a new perspective. It's street art you can step into, a new sculptural landmark in St. John's.

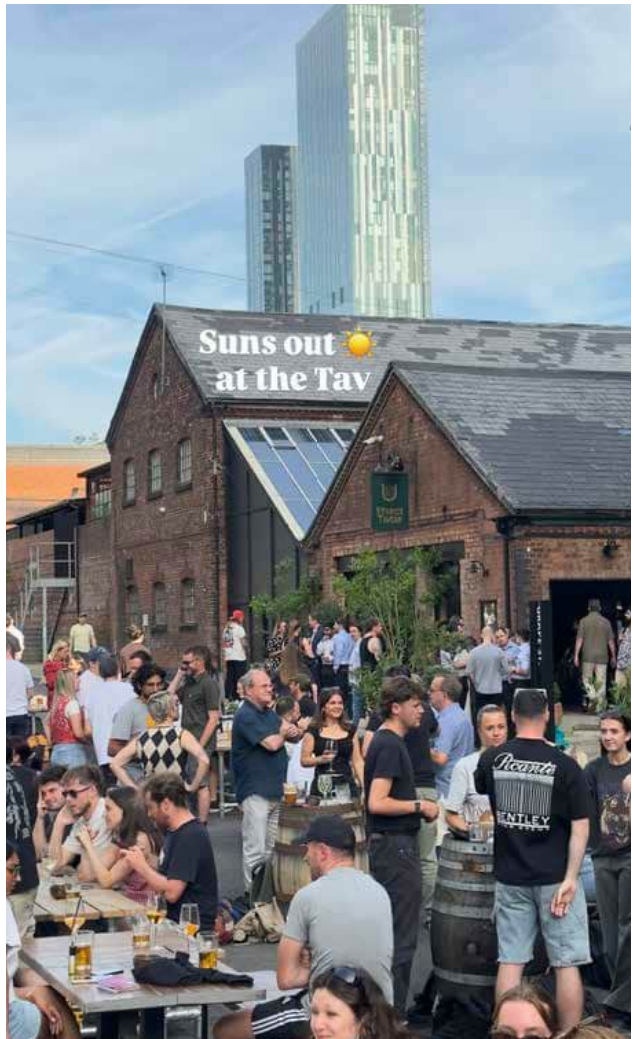
GRAPE STREET

Grape Street is a highly programmable, actively curated inner-city street and event space, designed to showcase local culture, creativity, and community. It is both a public realm and a platform, supporting independent makers, artisans, and businesses while creating a vibrant social scene to residents and visitors.

A carefully curated mix of tenants creates an ever-changing backdrop for activity: from streetfood and coffee to beer, cocktails, wellness, fitness, and independent retail. This balance of day-to-day amenities and specialist operators makes

Grape Street a natural gathering point for St. Johns.

Grape Street is all about connections and the social spirit of the neighbourhood. Regular markets, pop-up stalls, festivals, and screenings bring people together, while resident venues such as Stables Tavern anchor the area with year-round hospitality. Seasonal events, cultural celebrations, and community-led programmes ensure there is always something new to experience, whether it's food, drink, live music, screenings, or health and wellbeing.



The Grape Street Weekender will be a recurring event creating a vibrant and energetic atmosphere, aided by a range of different traders, products and pop-ups.

The Weekender will produce natural street theatre, but more importantly the street will be activated with people. It is the energy brought by characterful traders and curious crowds that is the key to a memorable visit to St. John's.

Alongside the pop-up traders, food and drink spaces will offer relaxed, welcoming environments for people to gather and socialise, engaging visitors through quality, authenticity, and a genuine sense of community.

THE WEEKENDER W AT GRAPE ST.





CAFF

CAFF is a no-fuss, crowd-pleasing café brand built around freshly made sandwich baps and full English breakfasts. It takes inspiration from the traditional greasy spoon but reimagines it for a younger generation, keeping the warmth, familiarity, and community spirit, while serving quality food and drink with a touch of nostalgia.

The food is straightforward, hearty, and satisfying. The environment matches, modest, humble, and welcoming, without any pretence. A proper café is a place for everyone, and CAFF brings people together from all walks of life.

This is not a premium coffee house. Instead, CAFF serves simple, well-brewed coffee sourced from local roasteries, you won't find latte art, exotic brews, or high-brow herbal teas. Just good coffee that does the job.

The menu is designed to offer great value, with locally sourced ingredients prepared to a high standard and priced fairly. The focus is on delivering quality without complication.

CAFF runs a morning and lunchtime service every day, with the flexibility to transform the kitchen in the evening, opening opportunities for other brands, collaborations, or special takeovers.





OFFY

OFFY is a craft beer bottle shop and bar designed to be both a crowd-pleasing neighbourhood drinking spot and a unique retail destination. Alongside a welcoming bar, it offers an extensive selection of craft beer, modern cider, spirits, and imported soft drinks available for takeaway, making it as much a community hub as it is a place to discover new drinks.

The bar serves all the essentials: well-chosen house

drinks, a small wine list, and a concise cocktail menu. What really sets OFFY apart, though, is the wall of fridges stocked with an ever-changing mix of exciting and exotic options, drawing in anyone looking for something new to try.

The impressive display not only creates a great visual moment but also keeps guests coming back for fresh beer experiences.

While OFFY is built to thrive in a busy city centre location, supporting large-scale events on Grape Street and at Aviva Studios, it also has a neighbourhood heart. Local tenants and residents can expect post-work happy hours, pub quizzes, live sport screenings, and the kind of easy going atmosphere that makes it a regular go-to.





Making Sustainability Happen