Store Street, Manchester

Transport Statement

M1 Developments Ltd



Document Control

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Appendix A – Site Layout

1. Introduction

Overview

1.1 Rappor has been instructed by M1 Developments Ltd to prepare a Transport Statement [TS] to support a planning application for the development of 73 apartments on a site off Store Street in Manchester city centre.

1.2 The proposed layout is attached as **Appendix A**.

1.3 Store Street is located in Manchester city centre, a short walk from Manchester Piccadilly Station.

1.4 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



Source: Google ©

Planning History

1.5 The site benefits from a 2022 planning permission associated with application number 132626/FO/2022. This permission secured the following consent:

Erection of 15 storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.

1.6 This report has therefore taken into consideration the previous approved method of assessment.

Structure of Report

1.7 This TS will consider the impact of the proposed development.

1.8 This report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by bicycle and by local public transport services.

1.9 The report comprises six sections, including this introduction, and is set out as follows:

- **Section Two** examines the site location, existing conditions, and accident analysis;
- **Section Three** identifies policies
- **Section Four** presents the accessibility of the site;
- **Section Five** discusses the development proposals;
- **Section Six** estimates the number of vehicle trips generated by the development; and
- **Section Seven** sets out the summary and conclusions.

2. Existing Conditions

Site Description

2.1 The site is accessed via Store Street, an unclassified road running southwest to northeast between the A6 London Road and the A665 Great Ancoats Street. To the northeast, Store Street passes beneath the Ashton Canal aqueduct, the oldest canal aqueduct still in use in Britain. Under the aqueduct, the road operates a one-way chicane, with priority given to vehicles traveling northeast. To the southwest, Store Street passes beneath a bridge formed by Piccadilly Approach.

2.2 Store Street is subject to a 20-mph speed limit and is fully equipped with footways and street lighting along its length, including under the Piccadilly Approach bridge.

2.3 Parking is controlled with double yellow lines and designated Pay & Display bays, while coach layover bays are located to the southwest of the site.

Traffic Regulation Orders [TRO]

2.4 The site is located within the City Centre Controlled Parking Zone 4 and is subject to Pay & Display parking bays as well as double yellow lines. Parking controls operate between 8:00 am and 8:00 pm, Monday to Sunday, with a maximum permitted stay of ten hours.

2.5 There are 17 parking bays on Store Street between the aqueduct and the railway bridge to the south of the site, including two Electric Vehicle charging points located outside the site. A coach parking bay is also provided, accommodating up to five coaches.

2.6 Beneath the railway bridge, a further 14 parking spaces are available. Additional parking spaces are located to the north of the aqueduct. All spaces are subject to Pay & Display charges.

2.7 Manchester City Council's city centre parking policy allows disabled drivers to park for free and for an unlimited duration in Pay & Display bays when displaying a valid Blue Badge.

Public Car Parks

2.8 **Table 2.1** illustrates the parking available within proximity to the proposed development site.

Table 2.1: Public Car Parks and Walking time to Store Street

Car Park Name	Walking Time from Store Street	Approx. Number of Spaces	Payment Methods	Notes
NCP Store Street	1 minute	406	NCP App (cashless only)	Open 24/7, located behind Piccadilly Station (National Car Parks)
Q-Park Piccadilly Place	2 minutes	712	Card, App, Contactless	Secure underground parking (Q-Park United Kingdom)
APCOA Piccadilly Station Long Stay	3 minutes	711	Card only	Long-stay options available (APCOA Parking)
JustPark – Piccadilly Point	4 minutes	19	Pre-book via App	Affordable rates, ideal for short stays (JustPark)
CitiPark – Tariff Street	5 minutes	232	Card, App	Centrally located, near AO Arena (CitiPark)

Accident Analysis

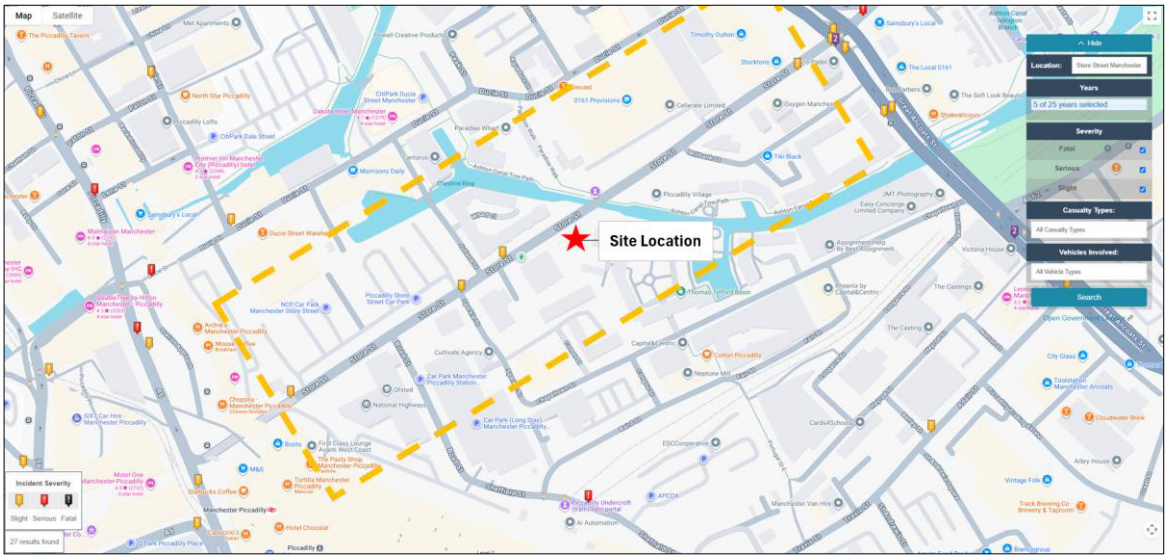
2.9 The DfT document "Guidance on Transport Assessment" States that:

"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.10 A review of the Personal-Injury Accidents [PIAs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2019 - 31st December 2023) available from the DfT.

2.11 **Figure 2.1** illustrates the study area in blue and recorded findings.

Figure 2.1: Site Accident Analysis



Source: CrashMap©

2.12 **Table 2.2** below summarises the accident record and severity over the last 5 years in more detail.

Table 2.2: Accident Record

Year/Severity	Slight	Serious	Fatal	Total
2019	-	-	-	-
2020	2	-	-	2
2021	2	-	-	2
2022	-	-	-	-
2023	-	-	-	-
Total	**4**	**0**	**0**	**4**

2.13 Analysis of the PIA data shows that only four minor (slight) accidents were recorded within the study area over the previous five years, indicating a low accident rate.

2.14 Whilst all of the accidents are unfortunate, it is Rappor's view that the accident frequency and severity does not indicate any specific highway safety issues associated with the road network.

3. Transport Policy

Preamble

3.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

3.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

National Planning Policy Framework

3.3 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

3.4 The most recent NPPF report was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

3.5 Paragraph 109 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 110 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

3.6 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 117).

3.7 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.

3.8 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.

3.9 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TS considers the accessibility of the site by all modes and proposes an indicative layout and access strategy that seeks to maximise the use of sustainable modes.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

3.11 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

3.12 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets [MfS]

3.13 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.14 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.15 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.16 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.17 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

Guidelines for Providing for Journeys on Foot

3.19 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Guidelines for Providing for Journeys on Foot". Table 3.2 (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Regional Plan - Greater Manchester Transport Strategy - Places For Everyone Joint Development Plan Document

3.20 The Places for Everyone [PfE] plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from this plan.

3.21 The nine Councils in Greater Manchester have now adopted PfE and will now form part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford. However, the Plan will not cover everything and Trafford Metropolitan Borough Council has produced a local plan.

3.22 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic polices in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,

- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

3.23 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

3.24 The PfE plan supports the presumption in favour of sustainable development set out with the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlines within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

Greater Manchester Transport Strategy (2040)

3.25 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.26 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

The Bee Network

3.27 The Bee Network is Greater Manchester’s vision for a fully integrated, London-style public transport system. The integration of bus services began in 2023, with plans to bring together buses, trams, cycling, walking, and rail under a single, coordinated network.

3.28 The Bee Network aims to provide seamless, sustainable connectivity across Greater Manchester, delivering a more affordable and efficient transport system for residents and visitors. Travel will be made easier through the Bee Network app, which supports contactless payment in a manner similar to Transport for London’s system.

Bus

3.29 Following direct pressure from Greater Manchester [GM], the Bus Services Act 2017 was introduced and gave mayors of city-regions the power to introduce a bus franchising scheme in their local area. In March 2021, Greater Manchester Mayor Andy Burnham decided to introduce a franchised network as the best way to improve local bus services in Greater Manchester.

3.30 This has meant that bus services within Greater Manchester have begun to join the Bee Network, with the first buses coming under local control in Bolton and Wigan, as well as parts of Bury, Salford and Manchester. The aim is to bring all bus services within GM under local control by 2025 as part of the Bee Network, which ties in with other existing public transport. Routes and timetables will eventually be set by Transport for Greater Manchester for the entire city fleet of yellow buses.

Trains

3.31 At the time of writing, the Bee Network is primarily focused on bringing all local bus services under local control. In 2025, contactless payment trials will be introduced on selected local rail routes — specifically between Stalybridge and Manchester Victoria, and Glossop and Manchester Piccadilly.

3.32 These pilots represent the first step towards the integration of local train services into the Bee Network by 2030. This timeline will also coincide with the full integration of the cycle hire scheme, enabling more cohesive connections between cycling and rail travel, and supporting an increase in linked, multi-modal journeys across Greater Manchester.

4. Accessibility

Introduction

4.1 This section will consider the context of the site in terms of accessibility via foot, bicycle and public transport.

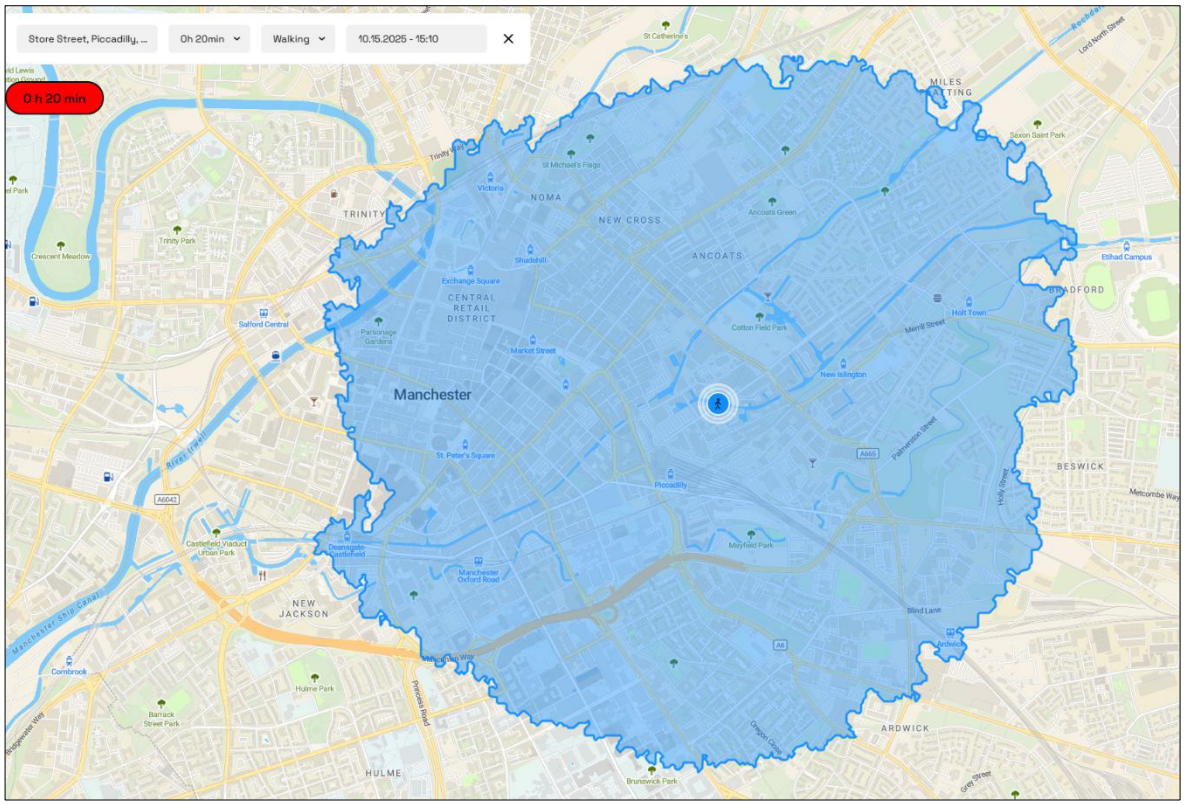
4.2 The site's central location within Manchester city centre provides convenient access to a wide range of amenities and services within a short walking distance. Current research supports the concept of '20-Minute Neighbourhoods', where residents can access employment, retail, health, education, and leisure opportunities within a 20-minute sustainable journey from their home.

4.3 The 20-Minute Neighbourhood principles are being promoted by the Town and Country Planning Association [TCPA], Sport England, and Sustrans as a means of delivering healthy placemaking and encouraging more sustainable patterns of movement.

Walking

4.4 A 20 Minute walking catchment is presented in **Figure 4.1** below.

Figure 4.1: Walking Isochrone



Source: Travel Time

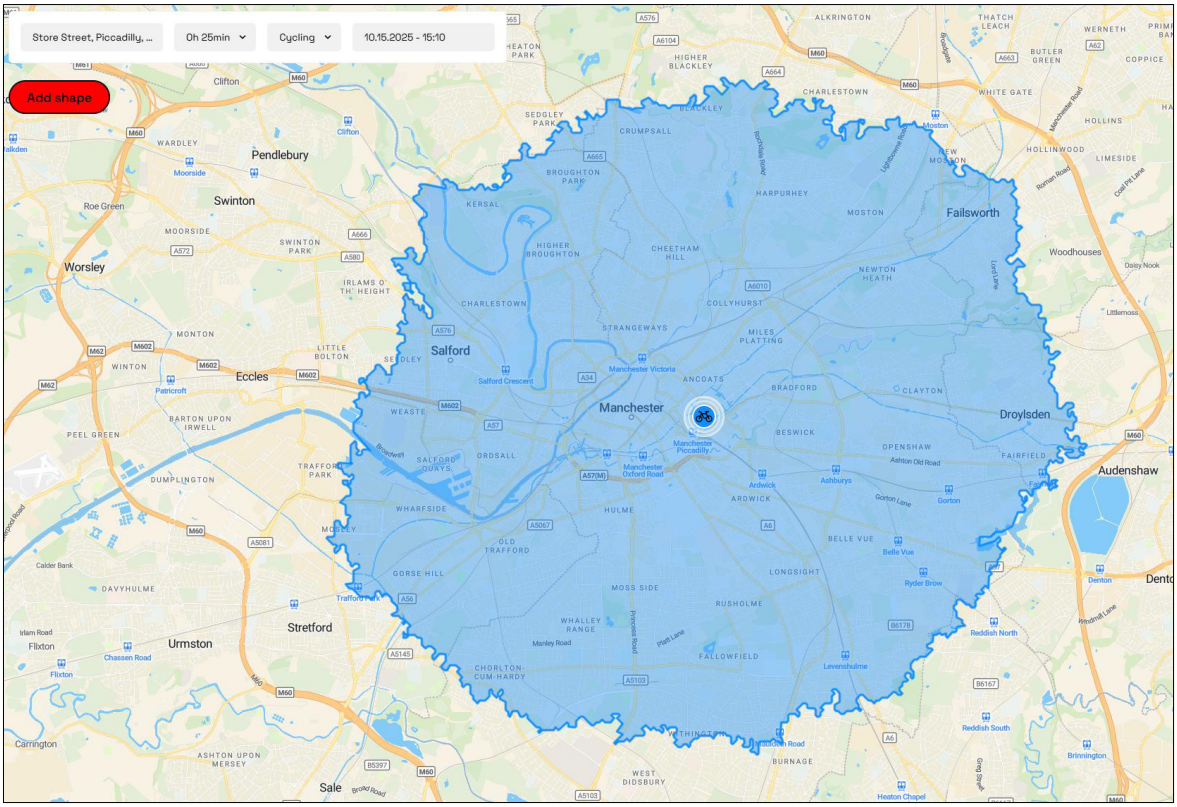
4.5 The site benefits from excellent accessibility to a variety of amenities and services within a 20-minute walking radius.

4.6 On foot, residents can reach local shops, cafes, restaurants, and essential services in the Northern Quarter and Piccadilly area within approximately 10 minutes. Health services, including GP surgeries and pharmacies, are also within a short walking distance, as are leisure and cultural facilities such as Manchester Art Gallery and Piccadilly Gardens.

Cycling

4.7 A 25-minute cycling catchment is presented in **Figure 4.2** below.

Figure 4.2: Cycling 25 Minute Isochrone



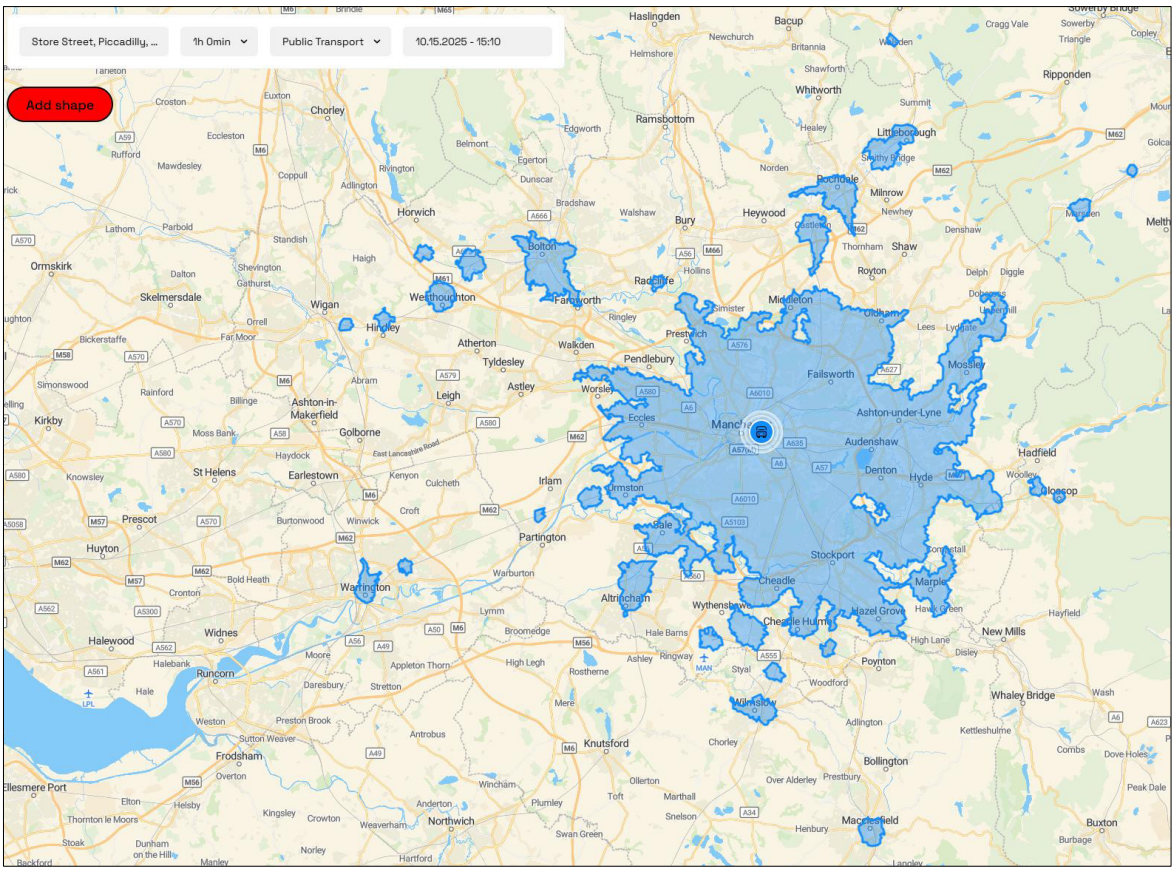
Source: Travel Time

4.8 By bicycle, the site is connected to an extensive network of city centre cycle routes, allowing access to wider areas including Ancoats, Spinningfields, and the Oxford Road corridor within 10–15 minutes. Cycle hire docking stations are available nearby, supporting flexible, active travel options.

Public Transport

4.9 A 60-minute public transport catchment is presented in **Figure 4.3** below.

Figure 4.3: Public Transport 60 Minute Isochrone



Source: Travel Time

4.10 Public transport accessibility is also strong, with Manchester Piccadilly Station within a 5-minute walk, providing rail connections across Greater Manchester and beyond.

4.11 Numerous bus and Metrolink stops are located on Store Street and surrounding streets, enabling residents to reach employment, education, and leisure destinations across the city within 20 minutes.

4.12 A 60-minute public transport catchment provides access to a wide range of destinations across Greater Manchester. To the north, towns such as Bolton, Wigan, and Bury are reachable, while to the south, areas including Stockport and Altrincham can be accessed. The catchment also extends eastwards to Tameside and parts of Oldham and westwards to Salford and Eccles.

4.13 This connectivity is enabled through a combination of buses, trams, and rail services, allowing residents and visitors to reach employment, education, retail, leisure, and cultural destinations across the wider city region within an hour.

Conclusion

4.14 Overall, the site's location supports the delivery of sustainable, multi-modal travel, consistent with 20-Minute Neighbourhood principles, and encourages reduced reliance on private vehicles.

5. Development Proposal

Overview

5.1 The proposed development is for 73 apartments. The site will have 2 formal car parking spaces and 73 cycle parking spaces.

5.2 The 73 apartments will be installed across 15 floors; the ground floor layout is illustrated in **Figure 5.1** with a copy of the full plans located at **Appendix A** for detailed reference.

Figure 5.1: Proposed Ground Floor Layout Plan



Source: Four Architects

Site Layout and Access Arrangements

5.3 Pedestrian access to the building for residents is provided from Store Street.

5.4 Cycle parking is provided within the building for 73 bicycles, with access gained via the vehicular entry point. A dedicated cycle maintenance area is also included to support residents' active travel needs.

Parking

Car

5.5 The proposed development provides two on-site parking spaces: one standard space and one designated disabled space.

5.6 Apart from these two spaces, the development is effectively car-free.

Cycle

5.7 The site will provide 73 bike storage spaces that will be situated in ground floor bike store, shown in **Figure 5.1**.

5.8 The cycle parking demand will be monitored as part of the ongoing travel plan associated with the site.

Servicing and Deliveries

5.9 Site servicing, including refuse collection, deliveries, and move-in arrangements, will continue to be managed from the kerbside, consistent with the approach previously approved by MCC for the site's former residential scheme.

5.10 This arrangement mirrors the servicing strategy employed for the existing residential apartment block located opposite the site. The refuse store is positioned at the front of the development, with kerbside access maintained for collection in accordance with the prior consent.

6. Trip Generation and Traffic Impact

Overview

6.1 The multitude of sustainable transport options that surround the site as well as the demographic of the typical residents will ensure the demand for single occupancy car trips will be very small.

Trip Generation

6.2 The previous approval 132626/FO/2022 was based on a vehicle trip generation profile set out in **Table 6.1** below.

Table 6.1: Application 132626/FO/2022 Approved Vehicle Trips

54 Units	AM Peak Hour		PM Peak Hour		Daily Flows
	In	Out	In	Out	
Vehicle Trip Rates (all)	0.024	0.056	0.046	0.03	0.915
Vehicle Trips (all)	1	3	2	2	49

6.3 Like the approved planning application the development proposes 2 parking bays therefore it is appropriate to apply the approved trip rates to the revised number of units. This is set out in **Table 6.2**.

Table 6.2: Proposed Development

73 Units	AM Peak Hour		PM Peak Hour		Daily Flows
	In	Out	In	Out	
Vehicle Trip Rates (all)	0.024	0.056	0.046	0.03	0.915
Vehicle Trips (all)	2	4	3	2	67

6.4 **Table 6.2** demonstrates that the proposed development is expected to generate four vehicle trips during both the AM and PM peak hours, and fewer than 49 trips across the entire day. The resulting traffic impact is therefore negligible and falls well below the Department for Transport [DfT] significance thresholds.

6.5 Consequently, the proposal is not anticipated to have a severe impact on highway operations nor will it give rise to any unacceptable road safety effects.

6.6 NPPF transport planning policy 9. Promoting Sustainable Transport Notably point 111. This is now point 115:

> *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

7. Summary and Conclusion

Summary

7.1 This TS has been prepared by Rappor on behalf of M1 Developments Ltd to support a planning application for the construction of 73 apartments on Store Street, Manchester.

7.2 The assessment has reviewed the existing transport conditions, accessibility, relevant planning policy, and the potential traffic impact associated with the proposed development. The findings can be summarised as follows:

- The site is located in a highly sustainable area of Manchester city centre, within a short walking distance of Manchester Piccadilly Station and a wide range of local amenities and services.
- The proposed development promotes sustainable travel through its design, with only two on-site car parking spaces and provision for 73 secure cycle parking spaces.
- The local highway network operates effectively, with low accident rates and no identified safety concerns.
- The predicted traffic generation from the development is minimal, equating to fewer than 10 vehicle movements in the peak hours and approximately 67 trips across a typical day. This level of activity will have a negligible effect on the operational capacity of the surrounding road network.
- The proposals are fully consistent with national and local transport policy objectives, including the National Planning Policy Framework and the Greater Manchester Transport Strategy 2040, which encourage developments that reduce car dependency and support walking, cycling, and public transport use.

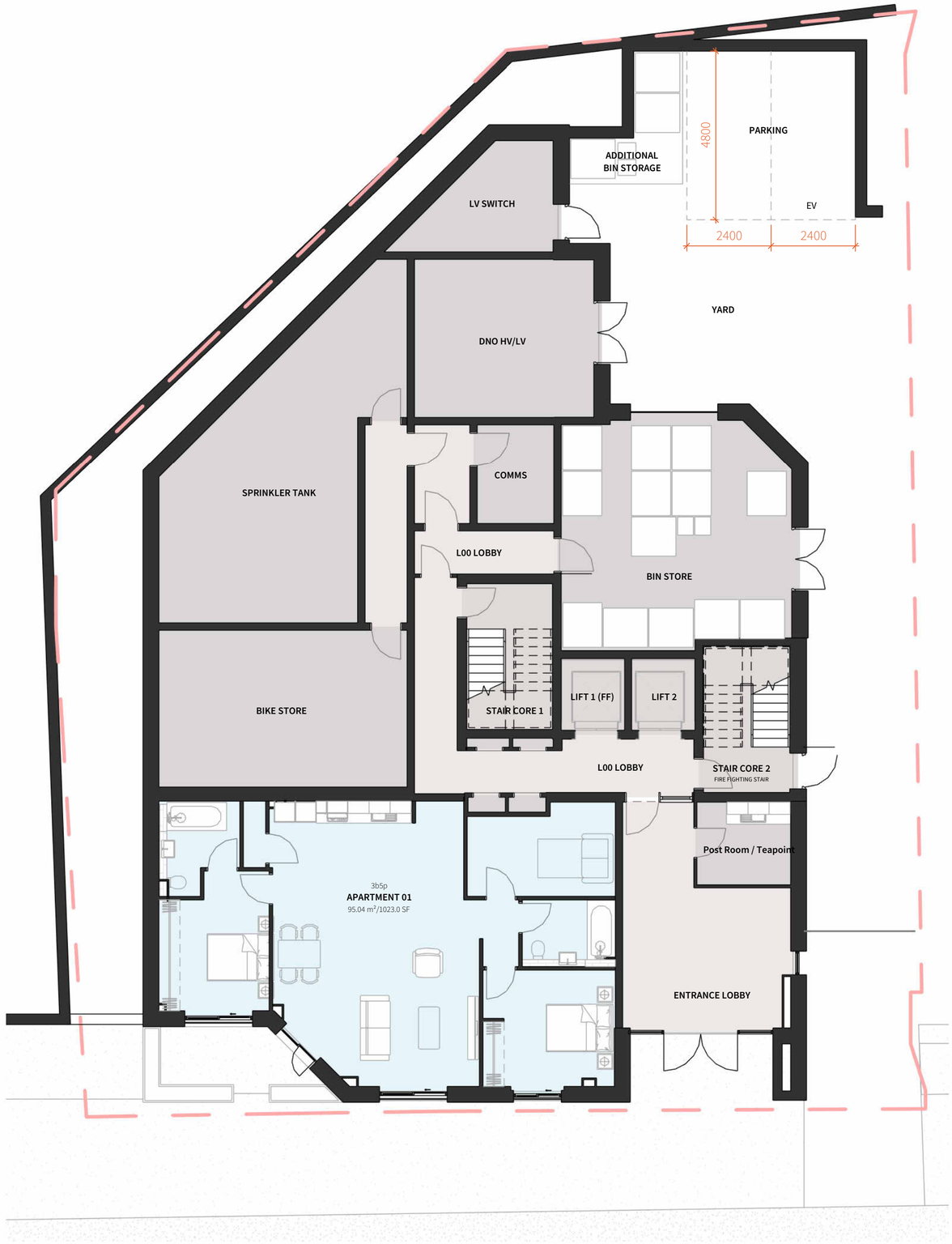
7.3 In conclusion, the proposed development can be safely and efficiently accommodated within the existing transport network without detriment to highway capacity or safety.

7.4 The site is well connected by sustainable transport modes and fully supports the wider objectives of promoting sustainable urban living.

7.5 Accordingly, there are no transport-related reasons why planning permission should not be granted.

Appendix A – Site Layout

- Access / Service
- Circulation
- 1b2p
- 2b3p
- 2b4p
- 3b5p



0m 2m 4m 6m 8m

Drawing Scale 1:100 @ A2

GENERAL NOTES

1. Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M.
2. Drawings are to be read in conjunction with other specialist drawings / reports.
3. Do not scale from this drawing. All dimensions are to be verified on site before proceeding with any work.
4. Four Architects to be notified in writing should there be any discrepancies.

Schedule - Apartments (Level 00)

Room Name	Occupancy	Area	Area (Imperial)
00-Ground			
APARTMENT 01	3b5p	95.04 m²	1023 SF

00 GA Plans - Proposed - Level 00 (Ground)

1 : 100

Four Architects Limited (11613893)

This drawing is copyright.
Do not scale dimensions from drawings.
All dimensions must be checked on site by contractor or suitable qualified individual.
Contractor to report any discrepancies, errors or omissions prior to commencing work.

Notes:

Rev	Description	By	Checked	Date
P01	Final prelim version for confirmation before planning issue	CJ		04/11/2025
P02	Bin store enclosure updated following meeting with client	CJ		29/01/2026
P03	Amendment to drawings to accompany FA comments following notes raised by BSR within Gateway 1 feedback	AZ	ND	16/02/2026
P04	Dimensions noted to parking bays	AZ	ND	26/02/2026

Project Title: **Store Street**

Status: **Planning**

Location: **Manchester City Centre**

Scale: **1 : 100 @A2**

Date: **26/02/2026**

Drawing title: **Proposed Plans - Level 00 (Ground)**

Drawing Number: **25-008-FA-XX-00-DR-A-04300**

Revision: **P04**

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