Transport Statement

The Green at No.1 Grape Street Square
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

6 October 2026

Revision: 03

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	25 June 2026	JL	GD	GD
02	22 July 2026	JL	GD	GD
03	6 October 2026	KI	IC	IC

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with St John's Estate Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature, and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

Table of Contents

1.0 Introduction 1
2.0 Planning Policy 4
3.0 Baseline Conditions 5
4.0 Accessibility by Sustainable Travel Modes 10
5.0 Proposed Development 14
6.0 Summary & Conclusions 18

1.0 Introduction

Background

1.1 SLR have been appointed by St John's Estate Limited to provide highways and transport advice in support of the planning application for 'The Green' at Grape Street, St John's, Manchester M3 4AP. The application is for:

"Retrospective planning application for construction of flexible outdoor seating area, outdoor screen, bar, and other associated works"

1.2 The nature of the site is described on the website as follows:

'The Green is a new outdoor square in St. John's. A place to meet, relax and enjoy the city a little differently. From daily live sports and classic films on our cinema screen, to weekly fitness, community and lifestyle programming, there will always be something happening for all ages.'

The Green is a place where you can drop in for a lunchtime break, after-work drinks, family time or catching up with friends in the sun. Our bar will serve beers, cocktails and frozen margaritas, with ice creams appearing when the weather calls for it.

Figure 1.1 Image of The Green

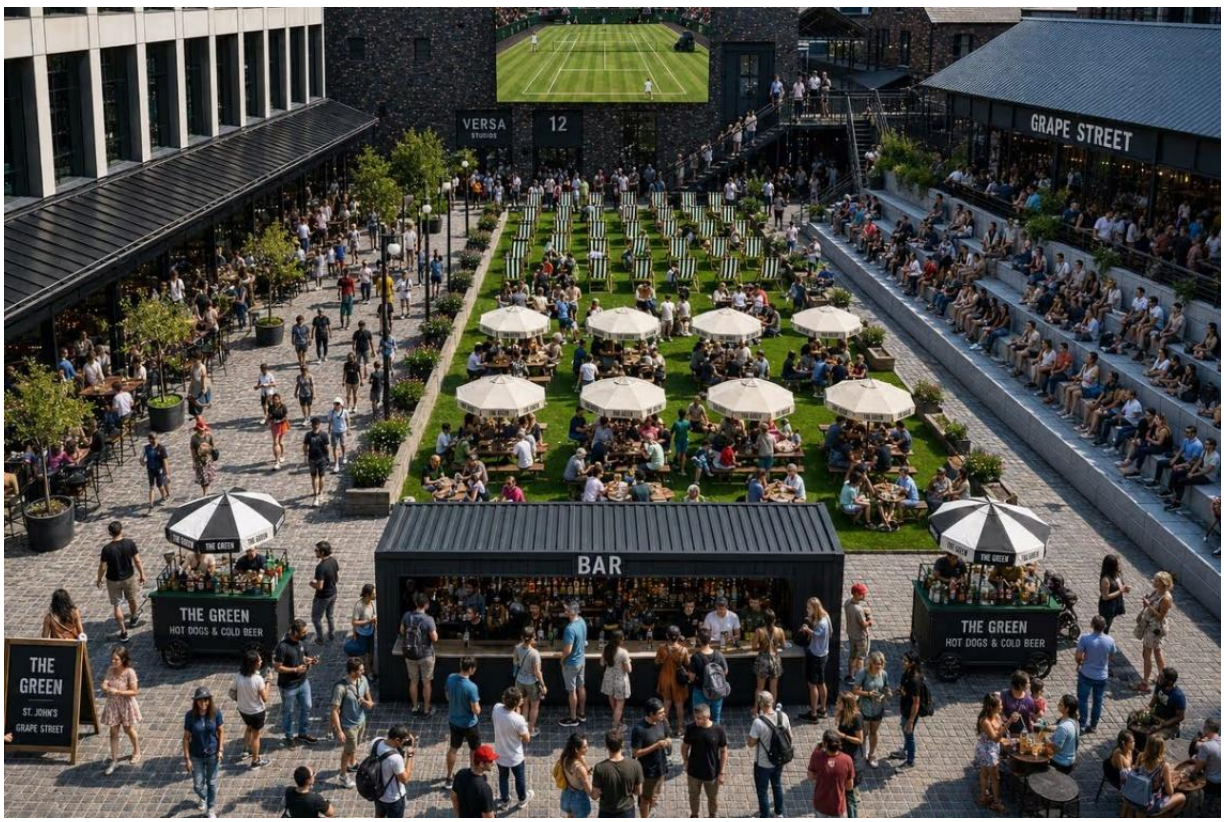


Image from https://www.thegreenstjohns.com/

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

1.4 This document provides a Transport Statement along with a Statement on Servicing of the site.

Site Location & Context

1.5 The Green is located on Grape Street, Manchester M3 4AP and the location of the development site is shown in a local context in **Figure 1.2** and **Figure 1.3 (Detail)** below.

Figure 1.2: Site Location

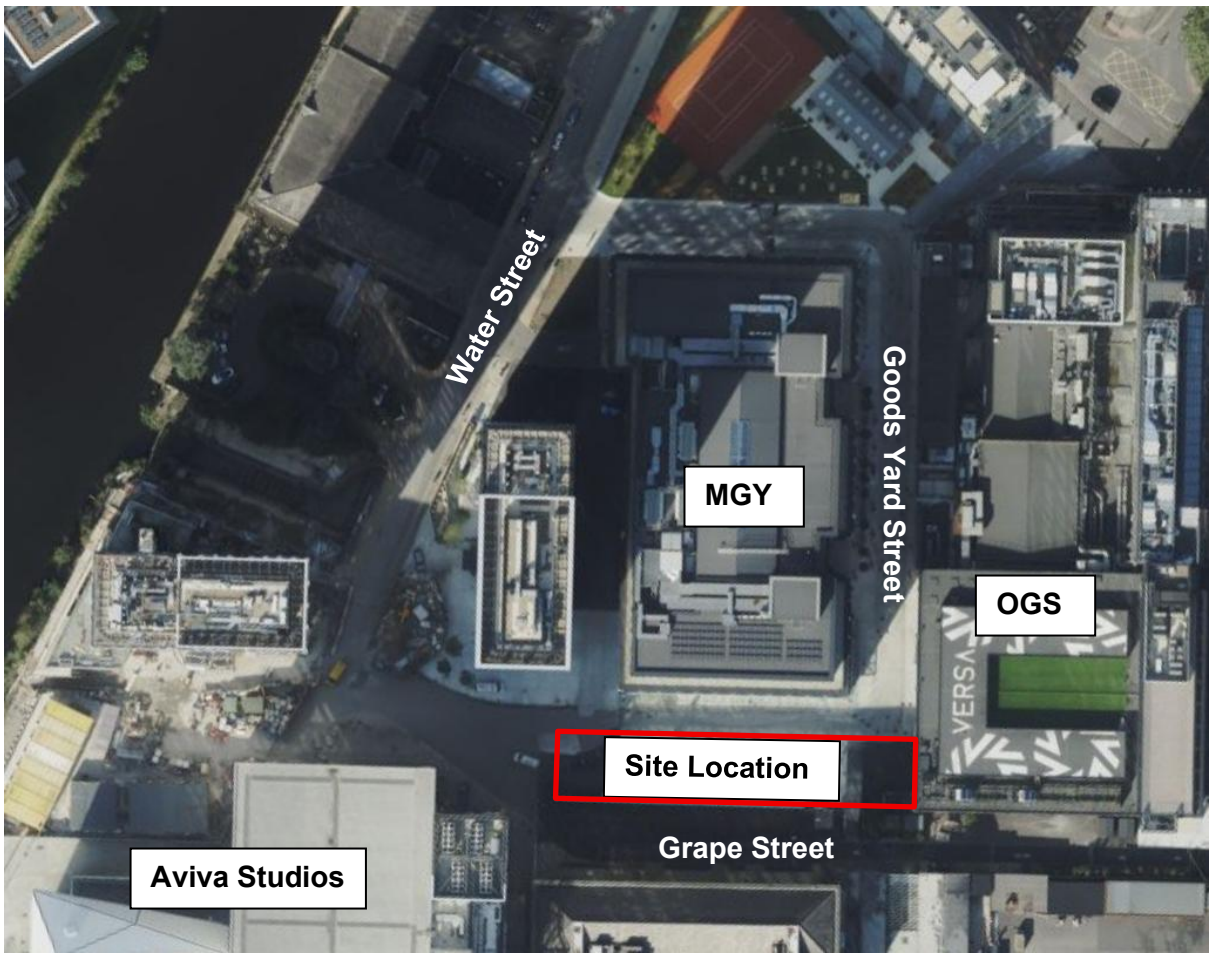


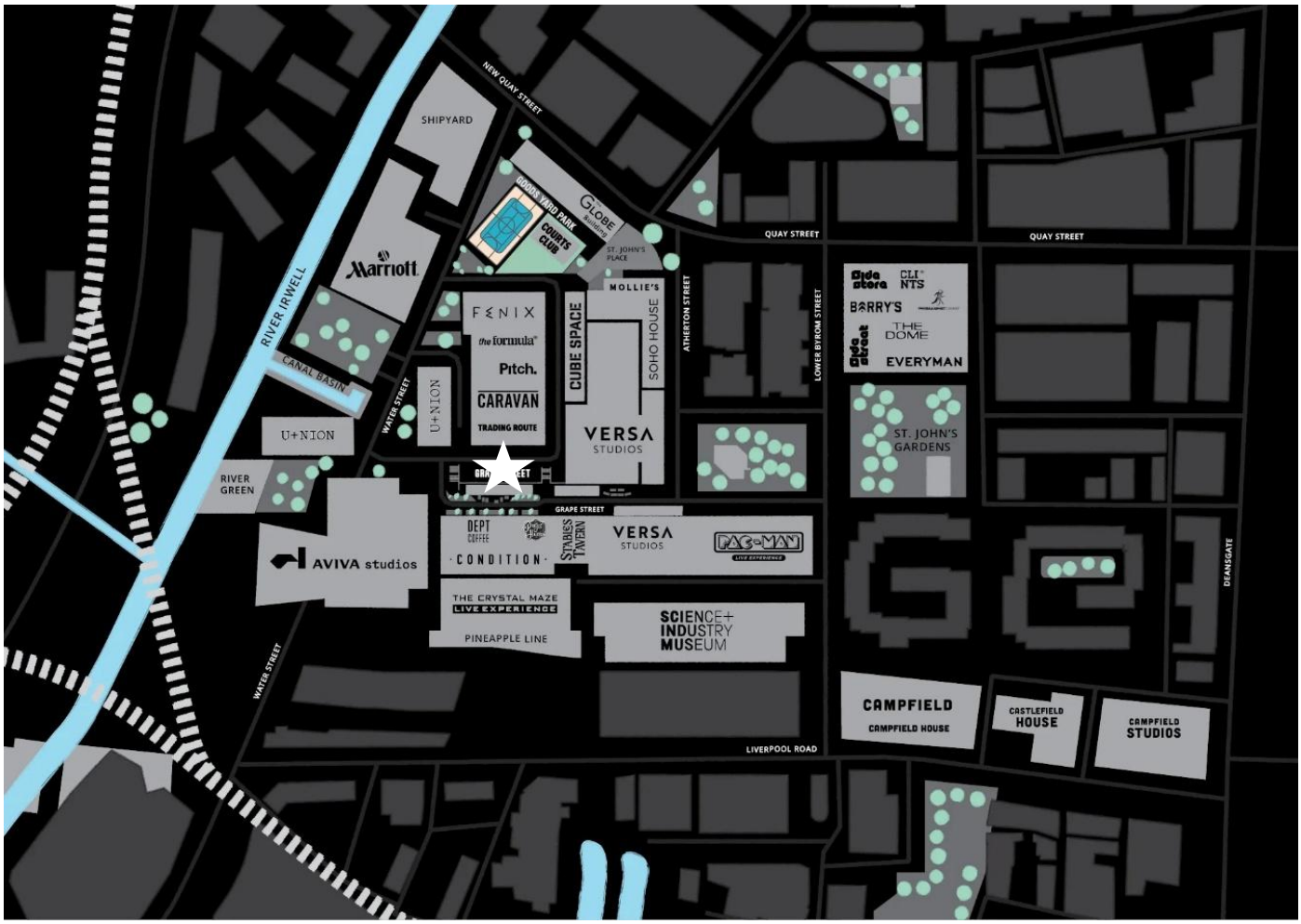
Figure 1.3: Site Location (Detail)



1.6 As evidenced in Figures 1.2 and 1.3, the existing access along Goods Yard Street via Water Street lies outside the Site's Red Line Boundary.

1.7 In the context of the land uses around the site at St Johns, these are described more fully in **Figure 1.4** which includes Grape Street and the Bonded Warehouse to the south, Factory/Aviva Studios to the south-west, the commercial buildings of Manchester Goods Yard to the north and Old Granada Studios incorporating Mollies Hotel and the studios to the east.

Figure 1.4 Land Uses at St Johns



2.0 Planning Policy

National Planning Policy

2.1 The National Planning Policy Framework (NPPF) was updated in August 2026 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development. The following key policies related to transport are outlined in Section 15 'Promoting sustainable transport'.

TR3: Locating development in sustainable locations

"So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

….

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use..."

2.2 When considering street design, Policy TR4 notes the following measures should be considered in particular:

"Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services"

2.3 Policy TR6 outlines the process for assessing transport impacts, with paragraphs 2 to 4 provided below:

"Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)."

"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement."

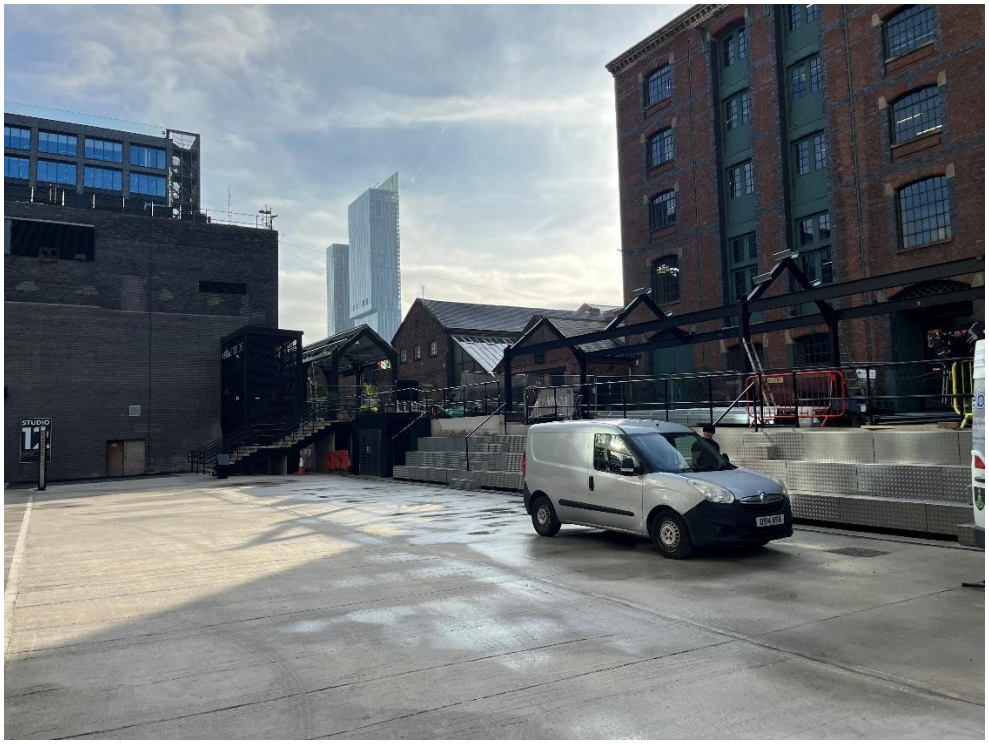
3.0 Baseline Conditions

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.

3.2 It is noted that this is a retrospective application and the site was a cleared empty plot on the St Johns estate as shown in **Photo 3.1** below.

Figure 3.1 Photo of Site Before Development



Local Highway Network

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

Goods Yard Street

3.4 Goods Yard Street is a one-way Service Route that runs in a clockwise direction from Water Street around the Central Core of St Johns, serving premises off St Johns Place, Manchester Goods Yard, OGS, and returning to Water Street just South of Union+ Tower 1. This route is managed by access control bollards and while there could in theory be vehicles using this route at any time the aim is to limit vehicle movements to outside of periods of greater pedestrian demand.

3.5 A view of Goods Yard Street looking North is shown in **Figure 3.2.**

Figure 3.2 Photo of Goods Yard Street Looking North



3.6 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.

3.7 The exit from the square is controlled by Automatic Drop Bollards to allow service vehicles to egress St Johns and join the public highway as shown in **Figure 3.3**.

Figure 3.3 Photo of Controlled Bollard Egress from Goods Yard Street onto Water Street



3.8 As Good Yard Street Way approaches the site there is space available for larger service vehicles to pull over and serve the land uses off Grape Street Square. If required vehicles can also reverse into Grape Street and pull up alongside the bar/servicing area for the Green.

Grape Street

3.9 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.

3.10 The route is a primarily a pedestrian space with service vehicles permitted under controlled circumstances serving the adjacent premises and travelling at low speeds.

3.11 This Street has recently benefitted from the opening up food and beverage outlets as shown in **Figure 3.4**.

Figure 3.4 Photo of Grape Street F&B Units



Atherton Street

3.12 Atherton Street extends from Grape Street northwards to link to Quay Street. The carriageway is approximately 7m in width.

3.13 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 Granade Studios building.

3.14 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.

Water Street

3.15 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

3.16 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

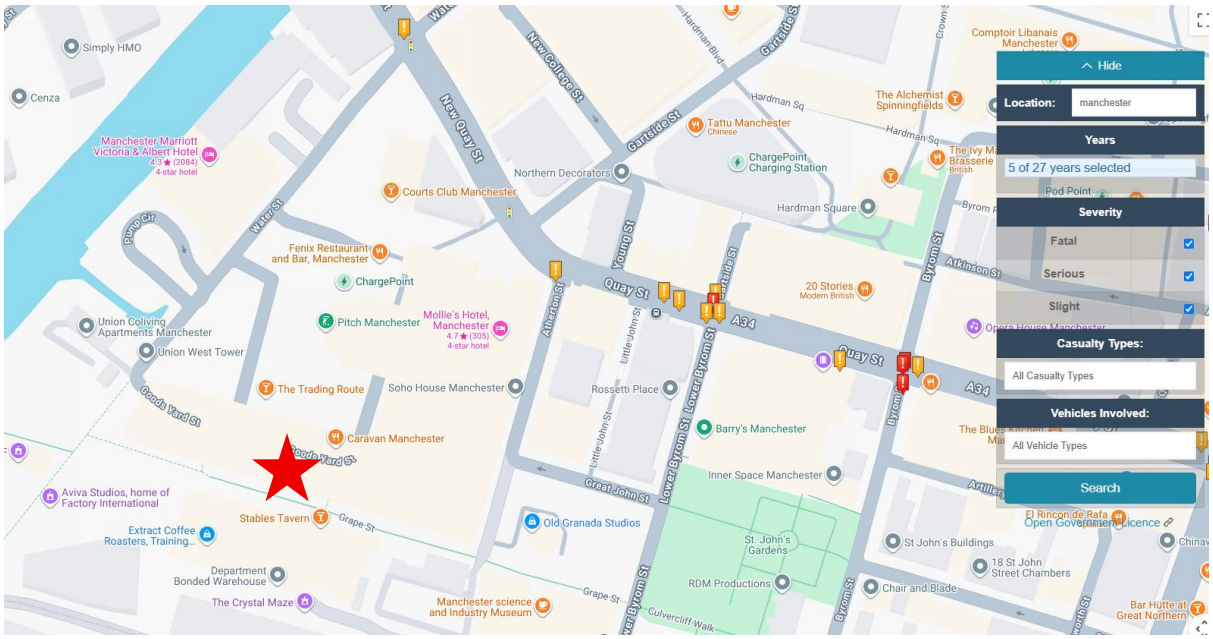
Car Parking Spaces within a 10-Minute Walk of the Site	
Spinningfields NCP	680
New Bailey, Salford NCP	605
Great Northern 1&2 NCP	1200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	**3338**

3.17 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.

Collision Record

3.18 The online Crashmap database (www.crashmap.co.uk) has been reviewed to investigate the collision history in the immediate vicinity of the proposed development for the 5-year period 2021-2025. **Figure 3.5** shows the collision plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 3.5: Crashmap Collision Plot Data



(Source: https://www.crashmap.co.uk/Search)

3.19 It can be seen that have there have been no recorded collisions on Goods Yard Street and Water Street in the latest 5-year period. There are 9 recorded slight collisions on Quay Street and New Quay Street which is one of the major arterial routes out of the City Centre, with a cluster of 3 serious collisions at the Quay Street and Byrom Street junction.

3.20 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.

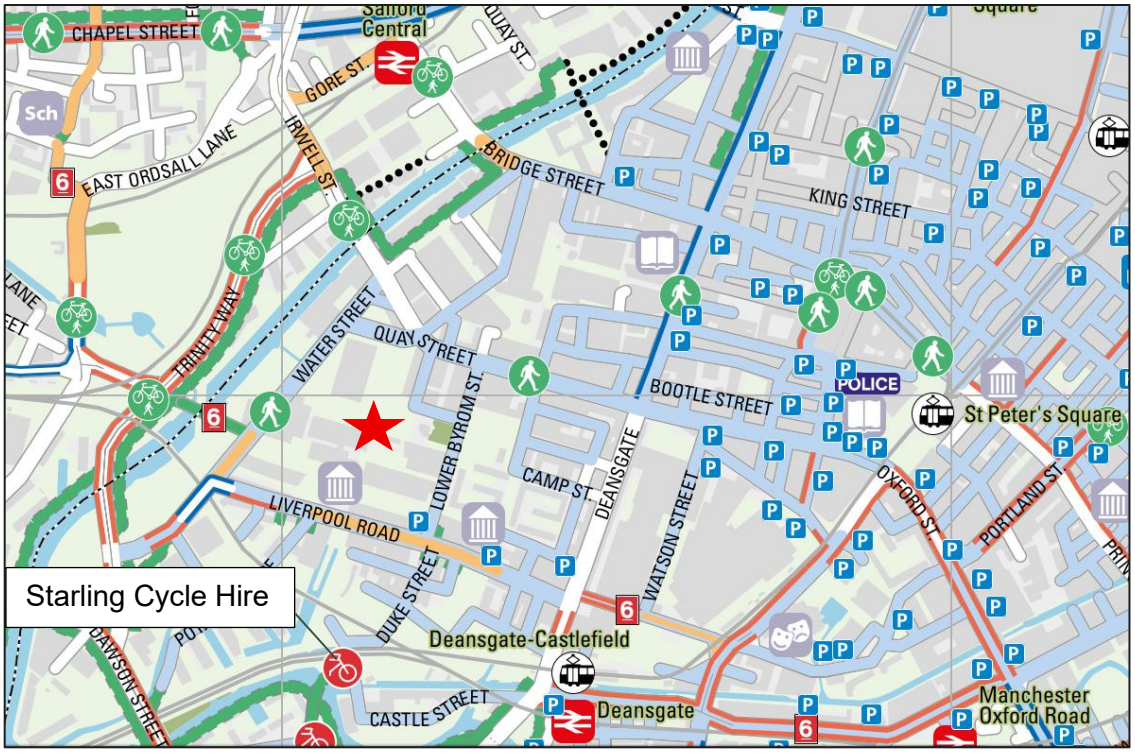
4.4 The footways in the area are of a good quality, an appropriate width and benefit from street lighting. The main traffic route of Quay Street has signalised pedestrian crossing along that route allowing pedestrians to cross safely. Liverpool Road has a zebra crossing and signalised pedestrian crossing 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. 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.

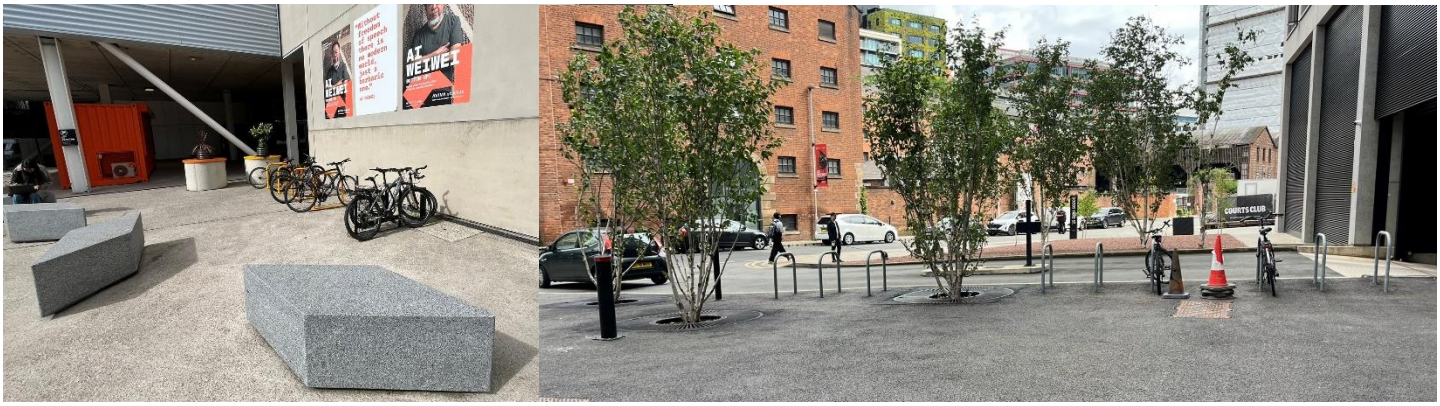
4.6 Local Cycle facilities are as indicated in **Figure 4.1** and on Duke Street to the south it can be seen that there is a row of Starling Bank Bikes for hire. Liverpool Road is an on highway National Cycle Route 6 connecting Watford with Windermere.

Figure 4.1 Local Cycle Infrastructure



4.7 With the St Johns Estate there is significant cycle parking available with 38 Cycle Spaces available at the adjacent Aviva Studios (including Accessible Stands), and 18 spaces to the north by the Goods Yard Car Park as shown in **Figure 4.2**.

Figure 4.2 Nearby Cycle Parking

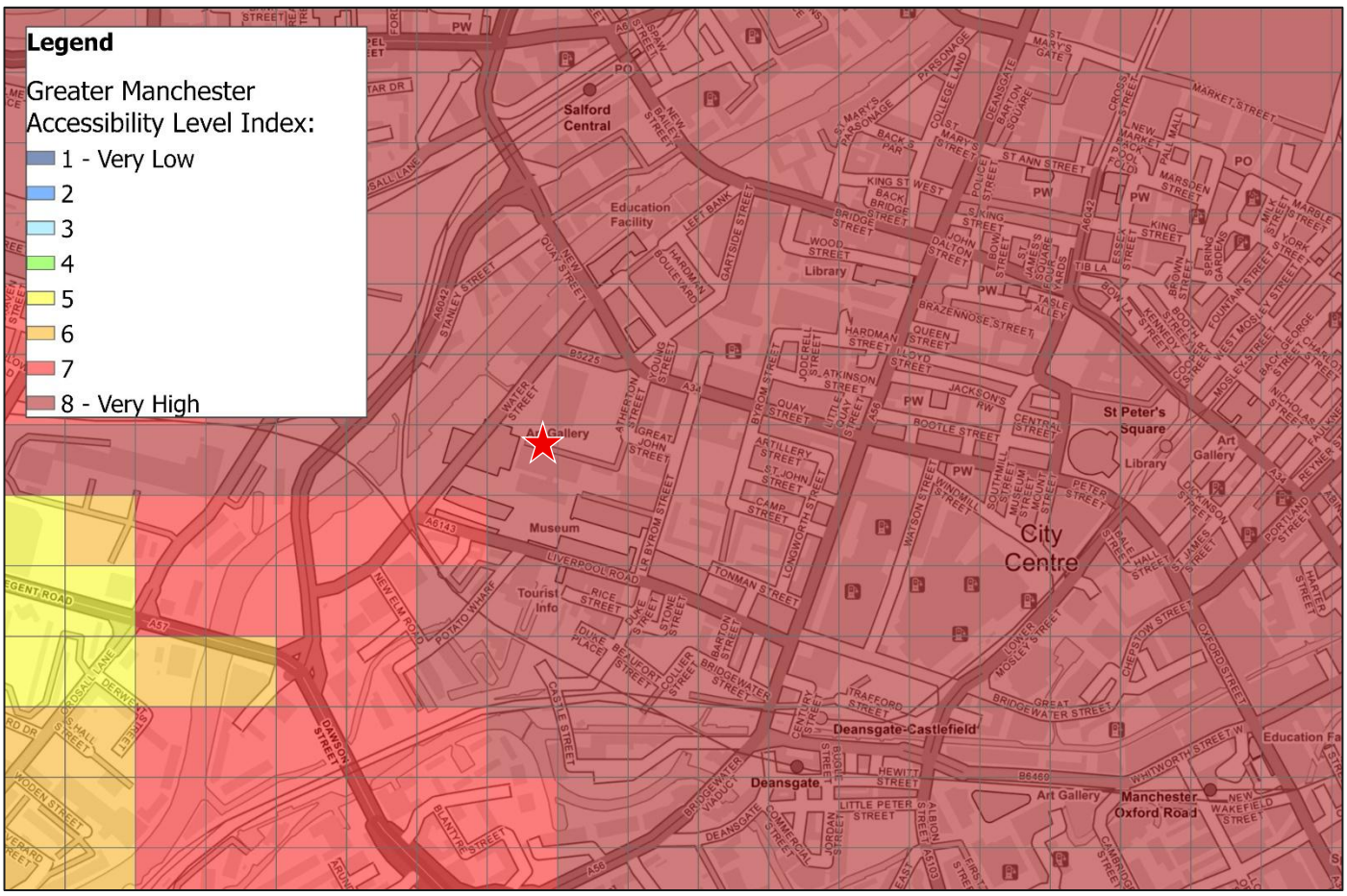


Access by Public Transport

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



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.

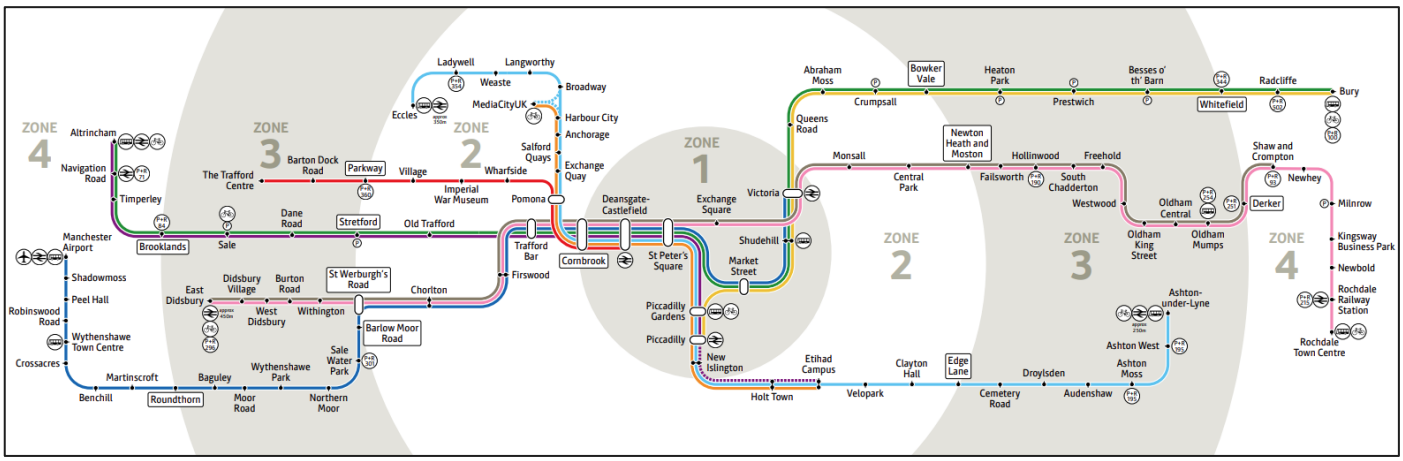
Accessibility by Tram

4.11 The nearest Metrolink stops are Deansgate Castlefield (approximately 800m distant and St Peters Square (approximately 1km 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

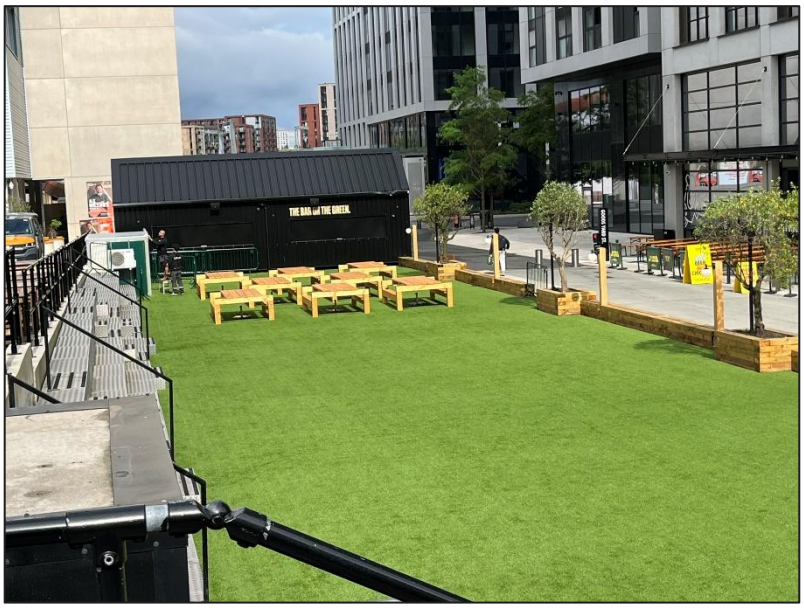
5.1 The proposed development seeks retrospective planning permission for the following:

"Retrospective planning application for construction of flexible outdoor seating area, outdoor screen, bar, and other associated works"

5.2 The Green will provide a bar and flexible space for sports screenings and open-air cinema along with wellness sessions on the lawn. A typical event is expected to host around 250 persons on a first come first served basis. The Bar unit will have a floorspace of 46m2 but will be used for serving drinks only with no public access to the building.

5.3 Being adjacent to the Food and Beverage units on Grape Street, Aviva Studios, Caravan, Courts Club, Trading Route and the extension of Campfield Market the Green complements the leisure and cultural activities of St Johns.

Figure 5.1 The Green Layout





Access

5.4 It is expected that the majority of visitors to arrive on foot from the Manchester population that live close by, or from commuters that drop in after work. For those arriving from further afield the site benefits from excellent access by public transport with bus, Metrolink or train being within walking distance and all these modes are accessible by those that are mobility impaired.

5.5 Taxis are also expected to be a key mode for those who want to enjoy a drink and the Hackney Cabs and many of the private hire taxis are compliant with disabled legislation. The number of persons that drive to the site is likely to be low and this that do are expected to park in the many public off street or on street parking spaces available nearby.

5.6 Pedestrians can approach The Green from the east from Lower Byrom Street/Atherton Street via Grape Street. From the North and Quay Street via Goods Yard Street and from the west and south via Water Street. The approach routes are step free, and while there are steps from Grape Street to the ground floor lawn of The Green, Grape Street does slope down to meet the bar area of The Green at a wheelchair compliant gradient.

5.7 The Green is located within the heart of the St John's estate which is within a traffic calmed environment and the only vehicles that can enter this space are servicing vehicles which need to pass through access control gates.

5.8 As noted in section 1, the existing access along Goods Yard Street via Water Street lies outside the Site's Red Line Boundary. Therefore, access along Goods Yard Street via Water Street will remain unaffected by the proposals.

Parking including Cycle Parking

5.9 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.

5.10 The scheme will not provide specific cycle parking but as has been described there are other cycle parking facilities available close by within St Johns.

Servicing & Deliveries

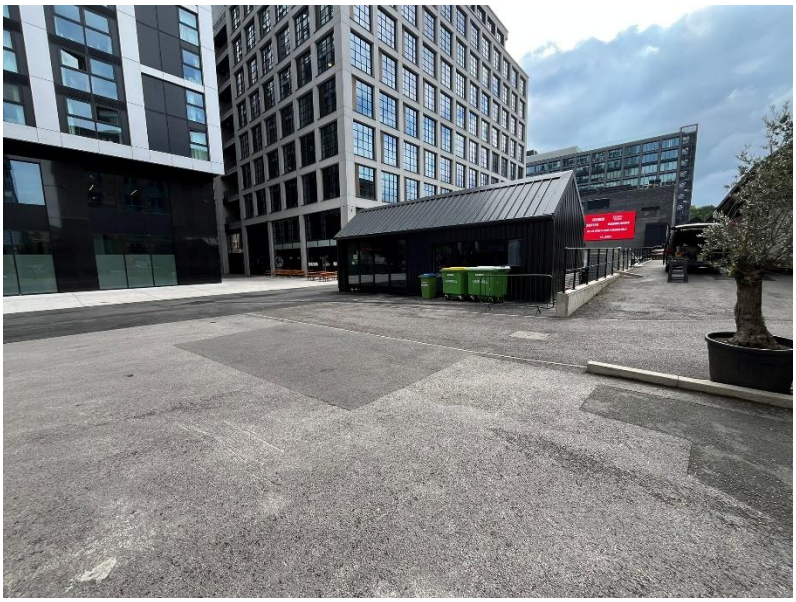
5.11 Servicing Activity will generally only take place outside of opening hours and would tend to take place in the morning before opening. This would keep the space free from traffic during opening times. The specific time limitations for servicing activity is as follows:

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, deliveries/waste collections on Sundays/Bank Holidays confined to 10:00 to 18:00.

5.12 Refuse vehicles would approach the site from Atherton Street and approach via Grape Street passing through a vehicle control point. As Grape Street turns into Grape Street Square there is a large space free to the rear of the Bar unit as shown in **Figure 5.2** for vehicles to serve the site.

5.13 To exit the area, vehicles would turn left through Grape St Square and pass through a set of Automatic Bollards where they can join Water Street as described previously in **Figure 3.3**.

Figure 5.2 Service Area to Rear of Bar



Vehicle Forecasts

5.14 The site will generate only a small number of service vehicle trips a day. The number does depend on the nature of events occurring. Based on observations of other similar developments in Manchester and information from the client team, we typically expect 1 refuse lorry a day (one alternate general refuse /recyclables collection) a further rigid HGV bringing in heavy loads of food and beverage items plus the odd van bringing in smaller goods and consumables.

5.15 The operators of the units will be encouraged to coordinate their deliveries to minimise the number of extra vehicles arriving.

Refuse Collection

5.16 The details of the Waste Strategy are included in the Waste Pro-Forma that accompanies this application.

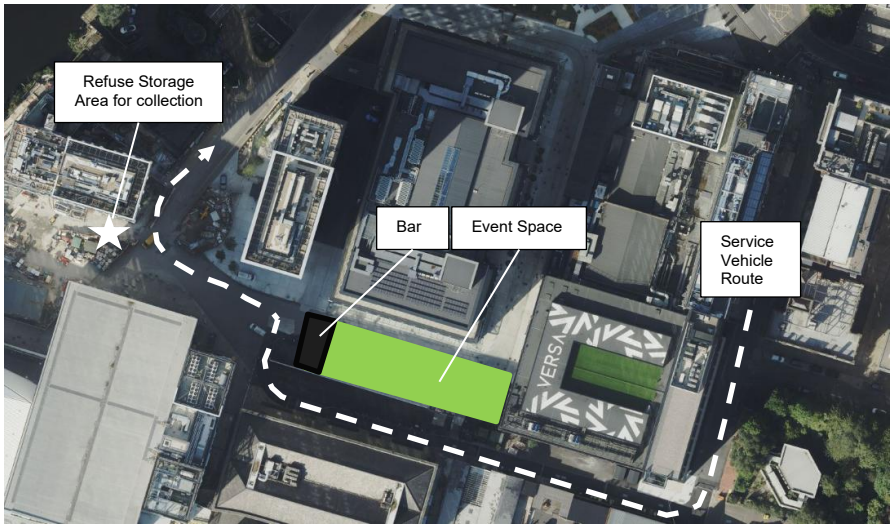
5.17 Waste receptacles will be provided for customers and emptied regularly by staff. That waste will be transferred to wheeled bins located to the rear of the Bar unit as shown in **Figure 5.3** and these are then transferred to a waste stored on the T3 plot behind hoarding off (between Union Tower 2 and Aviva Studios) from where the collection can be made from Water Street.

5.18 The site is served by two Eurobins for General Refuse and Paper/Card respectively and a 240litre Glass Bin.

Figure 5.3 Interim Bin Storage



5.19 The route for a refuse vehicle is shown in **Figure 5.4** below.



5.20 The waste refuse which will be collected under a commercial arrangement, and we expect that collections will be made daily.

6.0 Summary & Conclusions

6.1 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 an outdoor bar and flexible lawn space for sports screening and open-air cinema. A typical event is expected to host around 250 persons.

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

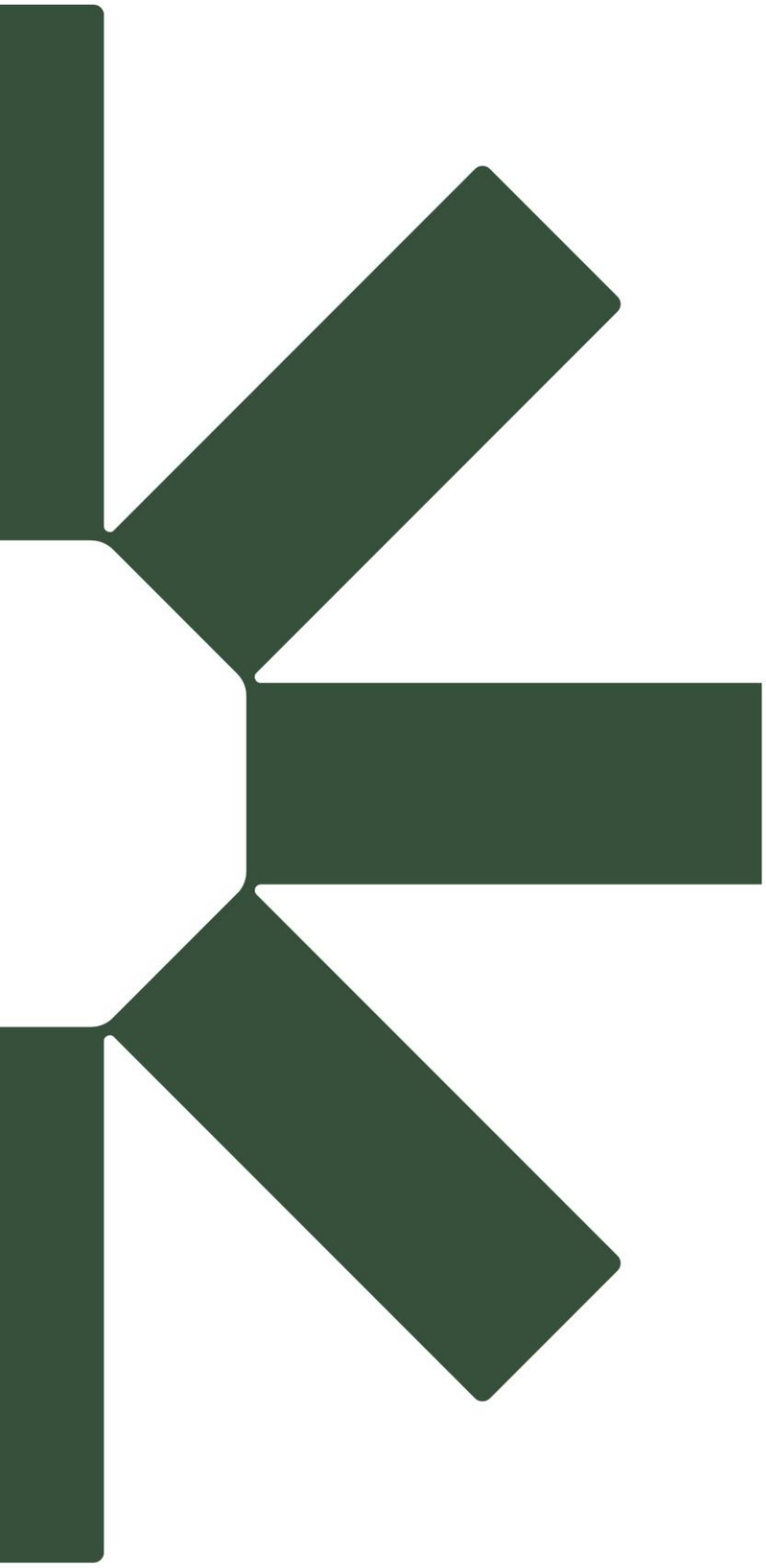
6.3 The key findings of this report are summarised as follows:

- The site benefits from excellent 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 good quality and is suitable for those that are mobility impaired;
- 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;
- The existing access along Goods Yard Street via Water Street lies outside the Site's Red Line Boundary. Therefore, access along Goods Yard Street via Water Street will remain unaffected by the proposals; and
- Servicing of the site can be achieved with refuse vehicles and deliveries able to access and leave the site in a forward gear.

Conclusions

6.4 As summarised in Section 2, NPPF recommends that development proposals should only be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement.

6.5 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.



Making Sustainability Happen