Civic Engineers

Job Title
Electric Park Pollard Street

Report Type
Transport Assessment Addendum v1

Prepared for
General Projects

Date
26 October 2023

Contents

1. Introduction 1
2. Existing Conditions 2
   2.1 2023 Update 2
3. Planning Policy 3
   3.1 National Planning Policy Framework 3
   3.2 Greater Manchester Transport Strategy 2040 4
4. Development Proposals and Access by Sustainable Modes 6
   4.1 Development Proposals 6
   4.2 Access for Pedestrians 7
   4.3 Access for Cyclists 7
5. Servicing Strategy 9
6. All Mode Trip Generation and Distribution 10
   6.1 Office Trip Generation 10
   6.2 Ground Floor Uses 10
   6.3 Office Multi-Modal Trip Generation 11
   6.4 Operational Trips by Type 13
7. Transport Impact by Mode and Vehicle Trip Distribution 15
8. Summary and Conclusion 17
Appendix A – Updated Site Plan 18
Appendix B – Updated Ground Floor Plans 19
Appendix C – Permanent Vehicular Access Route 20

Transport Assessment Addendum v1

Prepared by	**Liz Diaz**
Reviewed by	Leah Stuart
Civic Job No.	969-07
Issued	31/08/2023 v0 26/10/2023 v1
Revised	Date / Reason

This report is the copyright of Civic Engineers and is for the sole use of the person/organisation to whom it is addressed. It may not be used or referred to in whole or in part by anyone else without the express agreement of Civic Engineers. Civic Engineers do not accept liability for any loss or damage arising from any unauthorised use of this report. Civic Engineers is a trading name of Civic Engineers (Leeds) Ltd (registered number 07879122), which is a limited company registered in England, registered address Carver's Warehouse, 77 Dale Street, Manchester M1 2HG

© Civic Engineers 2023

1. Introduction

Civic Engineers have been commissioned by General Projects to produce this Transport Assessment (TA) to accompany a planning application for a new employment referred to as Electric Park located north of Pollard Street in the Ancoats area of Manchester. The existing New Islington tram stop is located in the centre of the site.

The consented Proposed Development comprised the redevelopment of a 4.97-acre (2.01 hectare) site to provide 46,978 sq. m. of new, innovative and commercially led development across five building plots (Buildings A to E). The building footprints will take up approximately 1.92 acres of existing car parking and open space, with the remaining 3.05 acres of the site delivered as new public realm, complete with infrastructure to support efficient, well managed and sustainable operational development.

The ground floors of the buildings will be formed of flexible use including retail, restaurant, offices, gym and / or crèche. The upper floors will be offices / workspaces.

A Transport Assessment (TA) was submitted to Manchester City Council (MCC) in 2020 as part of the planning application REF: 128191/FO/2020. This report forms an Addendum to the submitted Transport Assessment and has been prepared to address changes in the proposals which primarily involves a change to the building's external appearance, marginal increase in the floor area and changes to development phasing. No changes have been made to the proposed parking levels.

Consistent with the previous approval, the development still proposes to utilise its highly sustainable location around the New Islington Metrolink and high-quality cycle parking provision to reduce the need for car trips.

A Pre-Application meeting with MCC was carried out on July 20th of 2023 to discuss the proposed changes.

2. Existing Conditions

2.1 2023 Update

The baseline conditions described in the TA for the consented scheme largely stand, however it is useful to highlight some of the changes to the surrounding area that have been implemented since the original submission, which primarily make walking and cycling to the site easier.

Great Ancoats Street

A new scheme to improve Great Ancoats Street was completed in 2021. It delivers safer crossings for pedestrian and cycle journeys from the city to the surrounding neighbourhoods, new street trees and wider footways with less clutter. The new carriageway surfacing reduces noise from vehicles. The result is a more pleasant and safer environment for walking and cycling.

Bee Network

The Northern and Eastern Gateway part of the Bee Network is currently under construction and is estimated to be complete in Summer 2024. This will provide a cycle route through Ancoats from the development site to Cheetham Hill. It will improve cycle access to the site for riders of all abilities.

Car Parking

A review of the available car parks within a 10- and 15-minute walk of the site[1] show that there have been some changes since the original planning submission for the site (e.g., some smaller surface car parks have been taken out of use to facilitate new development). There is still, however, a huge choice of available car parks with a 10-minute walk of the site, with more than 2000 spaces available, and more within a 15-minute walk, located at over 30 car parks. The changes in provision of city centre car parking are in line with MCC policy and Strategic Regeneration Frameworks and represent a shift away from the use of the private car for commuting journeys.

[1] en.parkopedia.co.uk, accessed 31/08/2023

3. Planning Policy

The following National and Local Policies have been updated introduced since the TA was issued in 2020. The Manchester Core Strategy (2012-2027) remains relevant.

3.1 National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was published in July 2021, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. At the heart of the document is a presumption in favour of sustainable development.

In order to achieve sustainable development, there are three identified overarching interdependent objectives outlined within the NPPF, including an economic, a social and an environmental objective.

Paragraph 104 of the NPPF states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110 states that "in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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."

Crucially, it states in Paragraph 111 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".

It outlines in Paragraph 112 that developments 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.

3.2 Greater Manchester Transport Strategy 2040

In January 2021, TfGM adopted 2040 Vision for Transport Strategy to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

Under Policy 3, the Transport Strategy states that TfGM will "maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods". Such interventions comprise:

- "Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;
- Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and
- Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices."

Under Policy 4, TfGM will also "continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network". This will be in accordance with the principles of:

- "Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel."

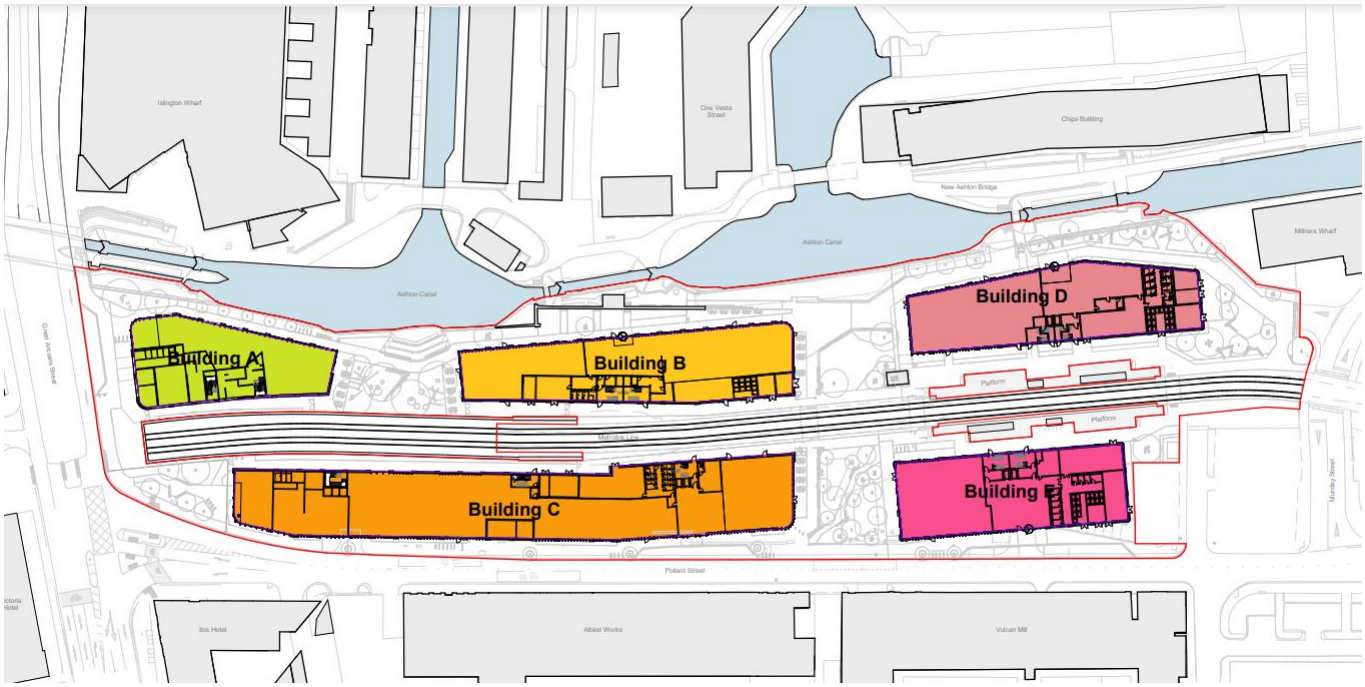
It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing and proposed infrastructure and providing excellent trip end facilities for journeys by active travel.

4. Development Proposals and Access by Sustainable Modes

4.1 Development Proposals

The consented planning application Ref: CDN/22/0573 set out a phasing plan for the development. Phase 1 included only buildings A, B and C with buildings D and E to be brought forward in a future phase. It is assumed that proposals for buildings D and E remain the same as for the original application. The updated proposed site plan is shown in Figure 1 and in Appendix A.

Figure 1: Updated Site Plan



Source: Hawkins Brown Architects

The proposed accommodation schedule for each building is shown in the Table below, with the GIA for the consented scheme included for comparison.

Table 1: Area Accommodation Schedule (Including Comparison of Consented Scheme)

Description	Proposed Updated Scheme				GIA of Consented Scheme for Comparison (sqm)
	Workspace (sqm)	Food and Beverage (sqm)	Amenity (sqm)	Total GIA (sqm)	
Building A	5,642	245	283	7,674	7,025
Building B	5,429	498	207	7,253	5,932
Building C	10,483	356	381	12,802	9,873
Building D	-	-	-	10,155*	10,155
Building E	-	-	-	8,786*	8,786
Total	-	-	-	46,670	41,771

*The proposals for buildings D and E have not changed so the GIAs for these areas are assumed to be the same as they were for the consented scheme.

Therefore. the overall proposed masterplan has a total of 46,670 sqm, which is an increase in GIA of 4,899 sqm or 12%. The main reasons for the GIA increase include:

- Change in external appearance has increased the amount of GIA as the brick façade extends out to the previously proposed external structural support system.
- The previously proposed external stair and gantry areas are now internal, therefore, buildings B and C have increased most in terms of GIA.

In addition, the increase when considering the GEA instead of the GIA between the extant consented scheme and the current scheme is of 4,697 sqm or 10%.

4.2 Access for Pedestrians

Updated main pedestrian entrances are shown on the ground floor plans for buildings A. B and C in Appendix B. The development proposals remain for high quality public realm where pedestrians have priority. The development will be formed of new public realm which provides a pleasant environment and landscape features.

4.3 Access for Cyclists

Routes for cyclists remain for the updated proposals and cycle parking is expected to be provided as follows:

Building A: 72 cycle parking spaces

Building B: 46 cycle parking spaces

Building C: 94 cycle parking spaces

Building D: 139 cycle parking spaces

Building E: 109 cycle parking spaces

In each of the buildings, space for larger bikes, showers and lockers has been provided to make cycling more accessible. The initial provision of long-stay cycle parking at Electric Park of 460 spaces far exceeds MCC policy[2]. These have been reduced by only 5 units from the initial proposals.

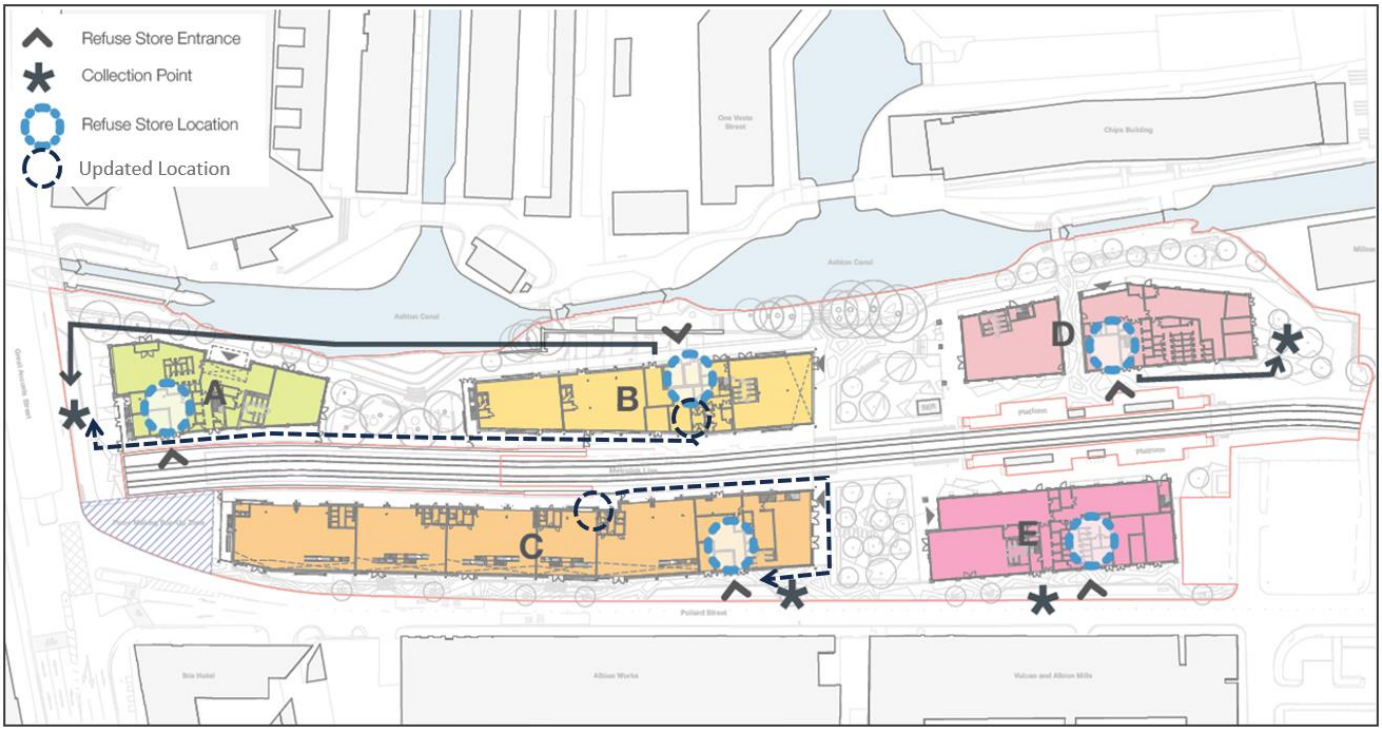
[2] Manchester's Local Development Framework: Core Strategy Development Plan Document, MCC 2012. Available online at https://www.manchester.gov.uk/download/downloads/id/18981/final_core_strategy.pdf.

5. Servicing Strategy

Access to Buildings A, B and C remain similar to the previous arrangement. Building B still cannot be directly served from an adjacent road. Refuse from Building B will be presented for collection at one of the new laybys, either the layby adjacent to Building A on Great Ancoats Street or the new layby on Pollard Street. Refuse from building C will also be presented for collection on the layby on Pollard Street for collection.

Figure 2 shows the route from the bin stores to the collection points highlighting where refuse store location has been updated. The collection points will be within 10m of where the collection vehicles can park. The site management for the development will move the bins from the stores to the collection points at the appropriate time. Swept Path Analysis of the vehicles accessing the laybys has been shown in the TA.

Figure 2: Previous Waste Storage and Collection Points with updated routes and location (refer to the Design and Access Statement for most current version)



6. All Mode Trip Generation and Distribution

The trip generation methodology remains as described in the Transport Assessment. Therefore, the trip rates approved for the consented scheme were used, and trip generation was updated with the proposed GIA provided for both offices and food and beverage space.

6.1 Office Trip Generation

As the development is car free, it was important to separate the operational trips (vehicles that would attend the site) from the non-operational trips (people working at the development, who could arrive by any mode). Trip rates and trip generation for the offices are summarised in Table 2, using the GIA for the upper floors for buildings D and E and specific workspace GIA for the proposed buildings A, B and C which equates to 38,162sqm.

Table 2: Person Trip Rates and Operational Trip Rates (approved for the consented scheme) and Trip Generation - Offices

	AM Peak (08:00-09:00)			**PM Peak (17:00-18:00)**		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rates						
Total Person Trip Rate (per 100 sqm)	2.667	0.231	2.898	0.215	2.276	2.491
Operational Trip Rate (per 100 sqm)	0.097	0.065	0.162	0.03	0.05	0.08
Non-operational person trip rate (per 100 sqm)	2.57	0.166	2.736	0.185	2.226	2.411
Trips						
Total Person Trips	1018	88	1106	82	869	951
Operational Trips	37	25	62	11	19	31
Non-operational Trips (people commuting)	981	63	1044	71	849	920

Source: TRICS (Version 7.7.1.) – values may be subject to rounding error

6.2 Ground Floor Uses

It is expected that the ground floor of the buildings D and E will comprise flexible uses including retail, restaurant, offices, gym and / or crèche and potential other uses. Any ground floor space allocated as workspace for buildings A, B and C has been added to the GIA of offices (included within Table 2 and the remaining ground floor use for these buildings has been specified as food and beverage.

Non-operational trips associated with this element of the development are assumed to be from people already working at the development or already in the area using the amenities and have therefore have not been subject to separate trip generation exercises to avoid double counting of trips.

To take account of operational trips, the ground floor units have been assumed to be pub/restaurants in the TRICS database, using the same criteria as the TA for the consented scheme.

Trip rates and trip generation for the ground floor units are summarised in Table 3, using the GIA for the ground floor units for buildings D and E and the food and beverage area for buildings A, B and C, equating to a total of 6,908sqm. TRICS data is included in Appendix E of the TA of the consented scheme.

Table 3: Operational Trip Rate and Trip Generation – Ground Floor Uses (Comparison of Proposed and Consented Schemes)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Operational trip rate	0	0	0	0.132	0.132	0.264
Operational trips Proposed Scheme	0	0	0	9	9	18
Operational trips Consented Scheme	0	0	0	9	9	18

Therefore, operational trip calculations for ground floor uses have not changed from those presented in the TA.

6.3 Office Multi-Modal Trip Generation

As the peak travel times for the development are 08:00-09:00 and 17:00-18:00 it has been assumed for the purposes of this assessment that all the non-operational journeys in the period are commuting trips.

The mode share from the 2019 TfGM report[3] of people travelling into Manchester city centre during the AM peak period was adjusted to reflect TfGM's target of 10% of all journeys to be by cycle. This adjusted mode share was used in the TA for the consented scheme to derive multi-modal trips. (To note, the latest two reports from TfGM were affected by the COVID 19 pandemic travel measures and hence the 2019 TfGM is considered to remain the most relevant.)

[3] TfGM 2018-19 SRAD Report No.2024 Transport Statistics Manchester 2018-19 https://www.gmtu.gov.uk/reports/transport2018/SRAD%20Report%20No.2024%20Transport%20Statistics%20Manchester%202018-2019%20Key%20Centre%20Section%20(February-March%202019).xlsx (Accessed 25 August 2023)

The agreed adjusted mode share has been applied to the non-operational person trip generation for the development, as presented in Table 4.

Table 4: Estimated Multi-Modal Trip Generation (Comparison of Proposed and Consented Schemes)

Method of Travel	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily**		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car	182	12	194	11	156	168	525	509	1034
Bus	183	12	195	11	157	168	526	510	1036
Rail	231	15	246	15	198	213	666	646	1312
Metro	169	11	180	11	145	156	487	472	960
Cycle	98	6	104	6	84	90	282	274	556
Walk	117	8	124	7	100	107	336	325	661
Total (Proposed Scheme)	**981**	**63**	**1044**	**61**	**840**	**902**	**2822**	**2736**	**5557**
Total (Phase 1)	**554**	**36**	**590**	**34**	**474**	**508**	**1573**	**1524**	**3098**
Total (Phase 2)	**427**	**28**	**454**	**28**	**367**	**394**	**1249**	**1211**	**2460**
Total (Consented Scheme)	898	58	956	56	769	824	2568	2489	5056

Table 4 identifies that the development is likely to generate a total of 1044 person trips in the AM peak and a total of 902 person trips in the PM peak hour. The impact of each mode is analysed later in this section. The table also includes the maximum expected trips generated by each of the phases of the development, with phase 1 generating 56% of the total expected trips and phase 2 the remaining 44%, this distribution should also be taken into account in the later sections.

It is to note that using the adjusted mode share it is still considered a robust approach given that it is expected that the car-free nature of the development will not encourage trips by car. In addition, the Framework Travel Plan developed for the consented scheme remains relevant and therefore, a target modal split was established to reduce the modal split for car drivers/vehicle occupants with the suggested measures and monitor annually.

6.4 Operational Trips by Type

The total operational vehicle trips arriving and departing from the development, which includes those to the offices and those to the ground floor food and beverage units, are shown in Table 5. One operational person trip was assumed to be one operational vehicle trip, as stated above, this is robust.

Table 5: Total Operational Trip Generation (Comparison of Proposed and Consented Schemes)

Operational vehicle type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
LGV	9	7	16	1	2	3	96	98	195
OGV	3	2	5	2	1	3	32	33	65
Taxi	24	16	40	18	25	43	302	303	605
Total Operational Trips (Proposed Scheme)	**37**	**25**	**62**	**21**	**28**	**49**	**430**	**434**	**864**
Total (Phase 1)	**21**	**14**	**35**	**13**	**17**	**29**	**264**	**266**	**529**
Total (Phase 2)	**16**	**11**	**27**	**8**	**11**	**19**	**167**	**168**	**335**
Total Operational Trips (Consented Scheme)	34	23	57	20	26	46	410	413	822

All taxis are assumed to be new trips as they could divert from anywhere in the city, however this is a robust assessment, as taxis usually pick up whoever is closest to them, and these trips will be subject to the laybys' availability.

The operational trips comprise of taxis, deliveries and waste collection and as such the majority of the trips are likely to already be on the city centre network with the vehicles making an additional stop on their route as they pass the development and should not be considered new trips. These are also vehicles that are not expected to dwell for a long period of time on the available laybys.

80% of LGVs and 80% of HGVs were assumed to be already passing by the site and therefore not new trips. This is considered a reasonable estimate, as network management by the delivery/waste collection company will seek to reduce extra mileage and will plan routes accordingly.

In addition, the development proposals will remove the 80 (approx.) car parking spaces currently accessed off Pollard Street. It is assumed that half of the vehicles arriving and departing the car park will do so in the peak hours. This was agreed by MCC Highways[4].

[4] Email from MCC Traffic Engineer to Emily Ingham at Civic Engineers on 18 August 2020

The net increase in operational trips is presented in Table 6,

Table 6: Net Increase in Operational Trip Generation Comparing Existing Situation and Consented Scheme

Operational vehicle type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
LGV	2	1	3	0	0	1	19	20	39
OGV	1	0	1	0	0	1	6	7	13
Taxi	24	16	40	18	25	43	302	303	605
Closure of Existing Car Parks	-40	0	-40	0	-40	-40	-80	-80	-160
Total Net Operational Trips (Proposed Scheme)	**-13**	**17**	**4**	**18**	**-14**	**4**	**248**	**249**	**497**
Total Net Operational Trips (Consented Scheme)	-15	16	1	17	-16	2	235	236	472

The net change in new operational vehicle trips generated by the development, when compared with the existing situation, is 4 in the AM peak hour and 4 in the PM peak hour, noting that the vast majority of this is taxi trips. Traffic modelling is not required, an approach agreed with MCC officers for the TA which accompanied the consented scheme.

The trip generation exercise above shows that the number of trips generated by the proposed development has increased when compared with the consented scheme. However, the increase is not considered to be significant and the conclusions of the TA for the consented scheme still stand since total net operational trips remain negative.

In the next section the total operational vehicle movements presented in Table 5 are distributed to the servicing areas across a day to demonstrate the likely use of the new laybys.

7. Transport Impact by Mode and Vehicle Trip Distribution

This section looks at the possible impacts on each available mode during the peak hour for the estimated trip generation in the previous section. Non-operational trips in the peak hours are assumed to be people travelling to and from work at the development. Operational trips (LGV, OGV, Taxi) are presented at the end of this section.

Walking

124 walking trips are estimated during the AM peak and 107 during the PM peak. These trips are likely to be distributed on the many pedestrian paths surrounding the site meaning that over the course of the peak hour no one route will become crowded. Generous public realm is proposed within the development and on Great Ancoats Street and Pollard Street.

Cycle

104 cycle trips are estimated during the AM and 90 during the PM peak. The site is located close to existing cycle routes, and proposals are being developed as part of the Bee Network to improve the cycle connectivity of the development. During the AM peak hour 104 trips equates to just under 2 cyclists per minute. The cycle infrastructure near the site is likely to be able to accept this additional traffic without becoming overcrowded.

Bus

194 bus trips are estimated during the AM peak and 168 during the PM peak. During the peak hour there are 33 bus services per hour to stops in the vicinity. This equates to less than 6 additional people per bus during the peak hour.

Tram

180 tram trips are estimated during the AM peak and 156 during the PM peak. With 6 trams per hour in either direction from the tram stop at the site this would equate to around 15 extra people per tram.

Train

246 train trips are estimated during the AM peak and 213 during the PM peak. 89 trains arrive or depart from Manchester Piccadilly during the peak hour. This equates to less than 3 extra people per train during the AM peak.

Car

194 car trips are estimated during the AM peak and 168 during the PM peak. Because the site will be car free with no general parking spaces on-site these car trips will be dispersed to nearby car parks. It is also to note not all car trips will need to park.

Which car park the drivers choose to park in will be down to several factors including the cost of parking, distance from the site, and the location of the car park on the driver's route to the development. Section 0 notes that there are over 2,000 parking spaces within a 10-minute walk of the development, and more within a 15-minute walk, located at over 30 car parks.

The impact at each car park, and the junctions surrounding it, is not sufficient to require detailed junction models, especially as each of the car parks has already been assessed as a trip generator, and therefore a repeat of this exercise is not required.

The Framework Travel Plan, which accompanied the TA for the consented scheme, sets out how people working at the development will be encouraged and enabled to travel by sustainable modes. The development's location, with the New Islington tram stop within the development, and excellent bus and cycle connections, suggests that the car driver mode share for people working at this development will be lower than the city centre mode share used for the assessment.

Operational Trips

The only vehicles attending the development are assumed to be operational vehicles, at a volume of 62 in the AM peak hour, 49 in the PM peak hour, and 864 across the course of a day. This is the total number of vehicles attending the site, many of which will already be on the network (see previous section Operational Trips – Total and Net). These will be distributed to the servicing locations, as follows:

- Proposed layby on Great Ancoats Street – all trips to Building A, and 50% of trips to Building B.
- Proposed layby on Pollard Street in front of Building C – all trips to Building C, all HGV trips to Building E, and 50% of trips to Building B.
- Proposed layby on Pollard Street in front of Building E – all LGV and taxi trips to Building E.
- Access from Munday Street – all trips to Building D.

Table 7 sets out the number of trips to each area per day (the arrivals value has been used rather than the total, as the total is the arrival and the departure, so is an overstatement).

Table 7: Daily Vehicle Trips to each Servicing Area

Area	LGV	OGV	Taxi	Total
Great Ancoats St Layby	23	8	73	104
Pollard St Layby (in front of C)	34	17	106	158
Pollard St Layby (in front of E)	18	0	57	75
From Munday Street	21	7	66	94
Total	96	32	302	430

The number of total daily trips increased by only 20 trips compared with the assessment for the consented scheme. These trips will be distributed across the 4 laybys, and across the working day, excluding the peak periods. It is therefore unlikely that the operational trips generated by the development will have a significant impact on the operation or safety of the surrounding highway network.

Construction phase traffic impacts remain the same as previously presented in the TA. The permanent vehicular access around Building D has been tested with the required vehicles as per TfGM request and the route is shown in Appendix C.

8. Summary and Conclusion

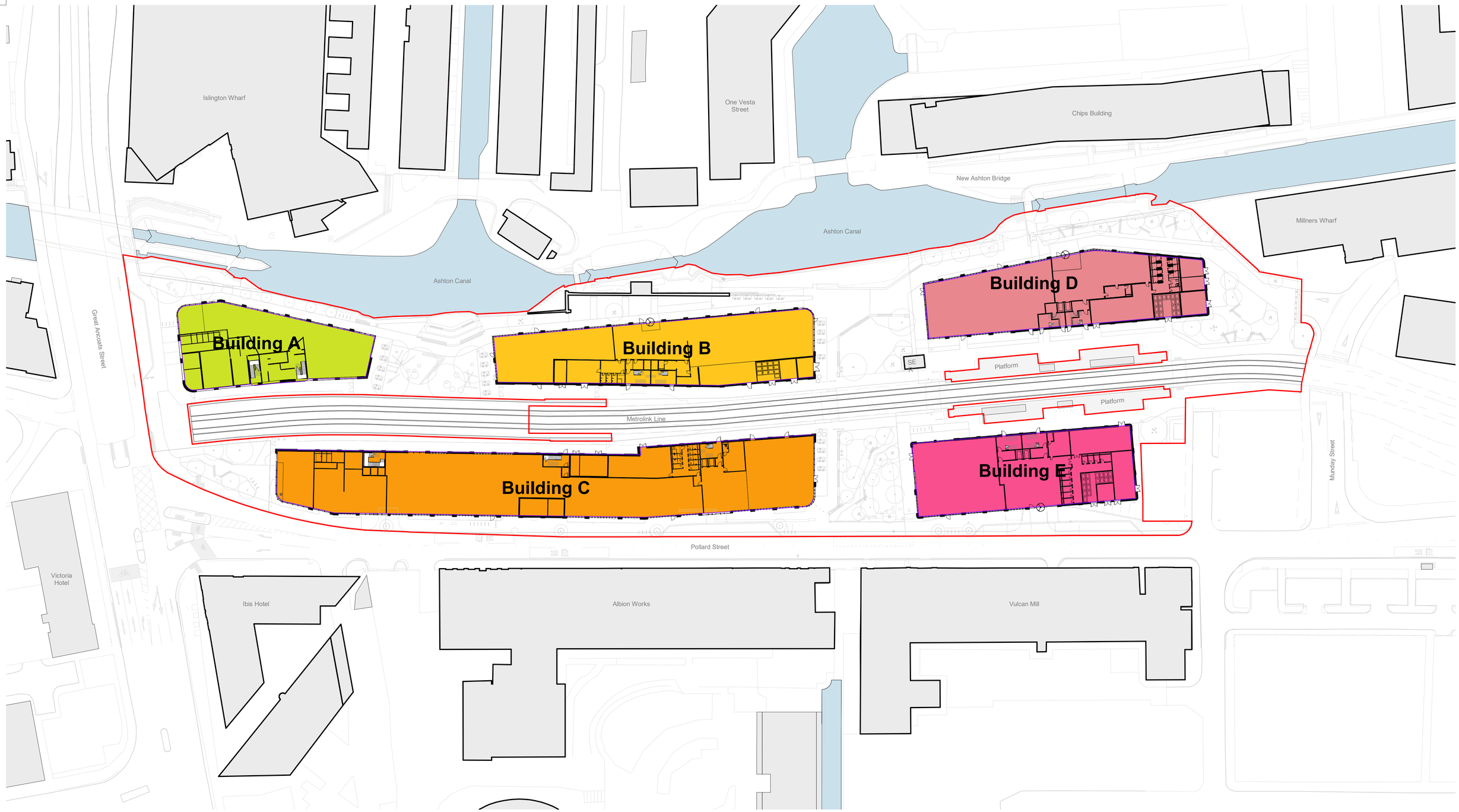
Given the accessibility of the site has been maintained, and improved through recent off-site public realm upgrades in the vicinity, as well as the overall sustainable transport approach for the proposed development, it is considered that the proposals remain appropriate and in accordance with the latest national and local guidance.

It is considered that the development will be unlikely to have a significant. detrimental impact on the operation or safety of the local highway network. The impacts discussed in the TA for consented scheme have been addressed by the update provided in this TA Addendum and the conclusions from the previous TA still stand.

It is also to be noted that the development proposals as presented in the previous Framework Travel Plan should be read in line with the updates described on this note. All Travel Plan measures will be maintained and are unaffected.

Taking into account the impact on the highway, the creation of new and improved public realm around existing public transport infrastructure, the car-free development, the proliferation of cycle parking with amenities and the management of movement and servicing, this update to the development proposals should continue to be supported from a transport perspective.

Appendix A – Updated Site Plan



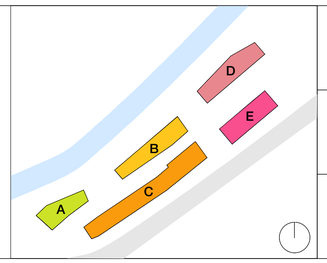
Rev	Description	Date
P1	Issued for Planning	30.09.20
P2	Issued for NMA	09.05.22
P3	Issued for S73 Application	01.11.23

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

KEY:

Planning Application Boundary Line

DRAFT



Scale @ A1: 1 : 500	Date: Sep 23	Job Number: 18013	Project: Pollard Street, New Islington
Drawn By: AG	Checked By: TD	Status: S2	
Drawing No.: PLS-HBA-SW-ZZ-DR-A-08-0003	Rev: P3	Purpose of Issue: For Information	Drawing: Proposed Site Plan

26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com

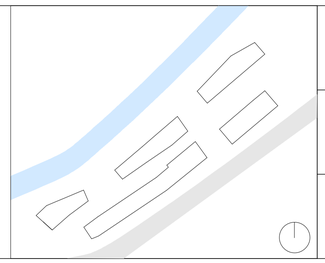
Hawkins\
Brown

Rev	Description	Date
P1	Issued for Information	25.09.23

DRAFT

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

The boundary identified on this drawing has been extracted from the information previously issued to Hawkins \Brown by General Projects. The purpose of this drawing is for information only; it is the responsibility of Manchester City Council, TfGM and General Projects to ensure the boundary line is accurate and in accordance with that understood by all parties.



Scale @ A1 1 : 500	Date September 2023	Job Number 18013	Project Pollard Street New Islington Manchester M4 7DS
Drawn By CP	Checked By TD	Status S2	
Drawing No. ELPK-HBA-SK-0036	Rev P1	Purpose of Issue For Information	Drawing Phase 1 Site Boundary - Option 1

159 St John Street
London EC1V 4QJ
mail@hawkinsbrown.com
hawkinsbrown.com

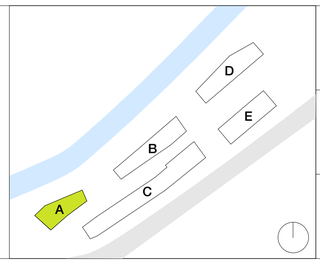
Hawkins\
Brown

Appendix B – Updated Ground Floor Plans

Rev	Description	Date
P1	Issued for Planning	30.09.20
P2	Issued for NMA	09.05.22
P3	Issued for S73 Application	01.11.23

DRAFT

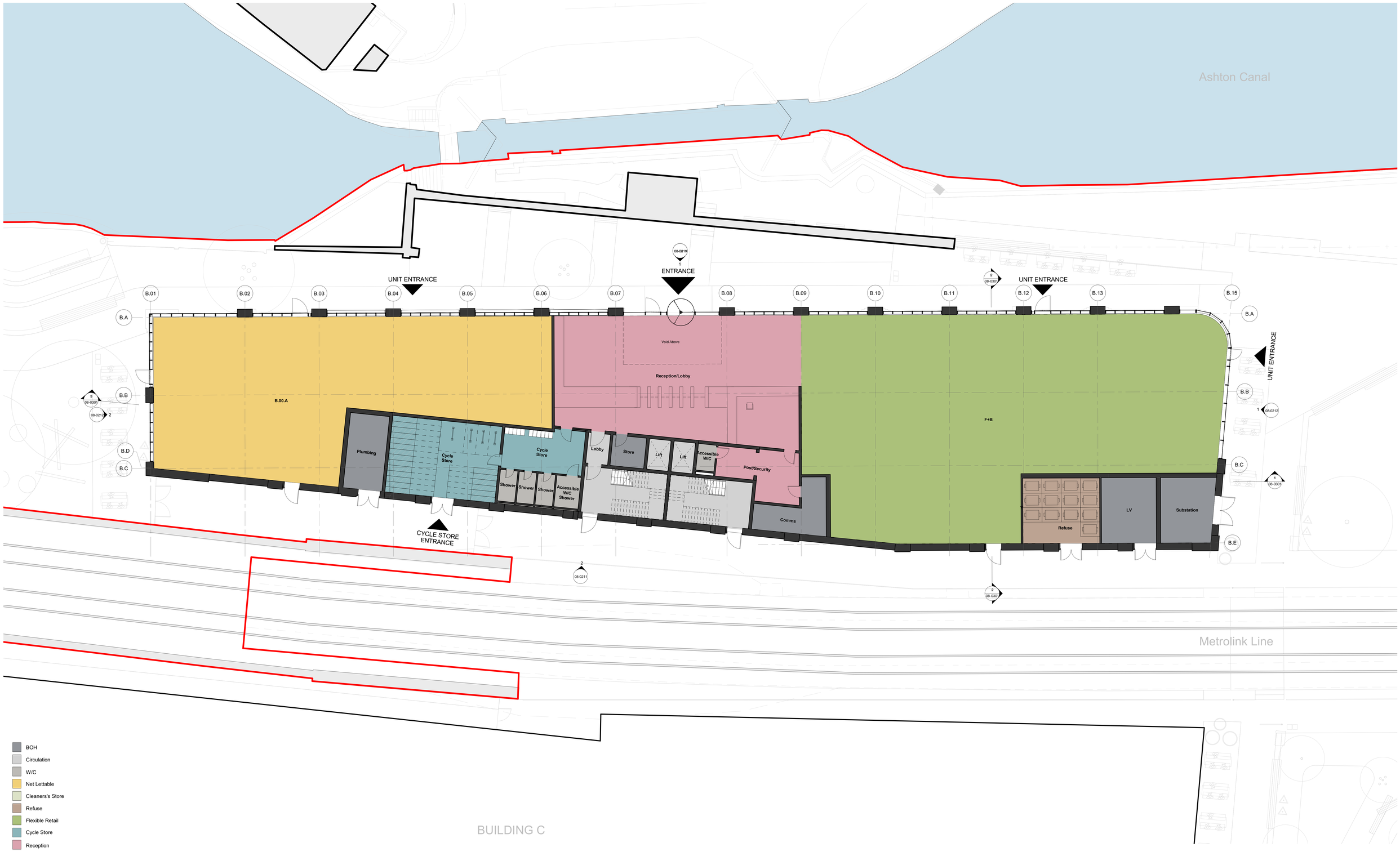
Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.



Scale @ A1: 1 : 100	Date: October 2023	Job Number: 18013	Project: Pollard Street, New Islington
Drawn By: AG	Checked By: TD	Status: S2	
Drawing No.: PLS-HBA-A-00-DR-A-08-0100	Rev: P3	Purpose of Issue: Planning	Drawing: Building A - GA Plan - Ground Floor

26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com

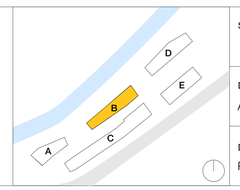
Hawkins\ Brown



Rev	Description	Date
P1	Issued for Planning	30.09.20
P2	Issued for NMA	09.05.22
P3	Issued for S73 Application	01.11.23

DRAFT

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.



Scale @ A0	Scale @ A3	Date	Job Number
1 : 100		October 2023	18013

Drawn By	Checked By	Status
AG	TD	S2

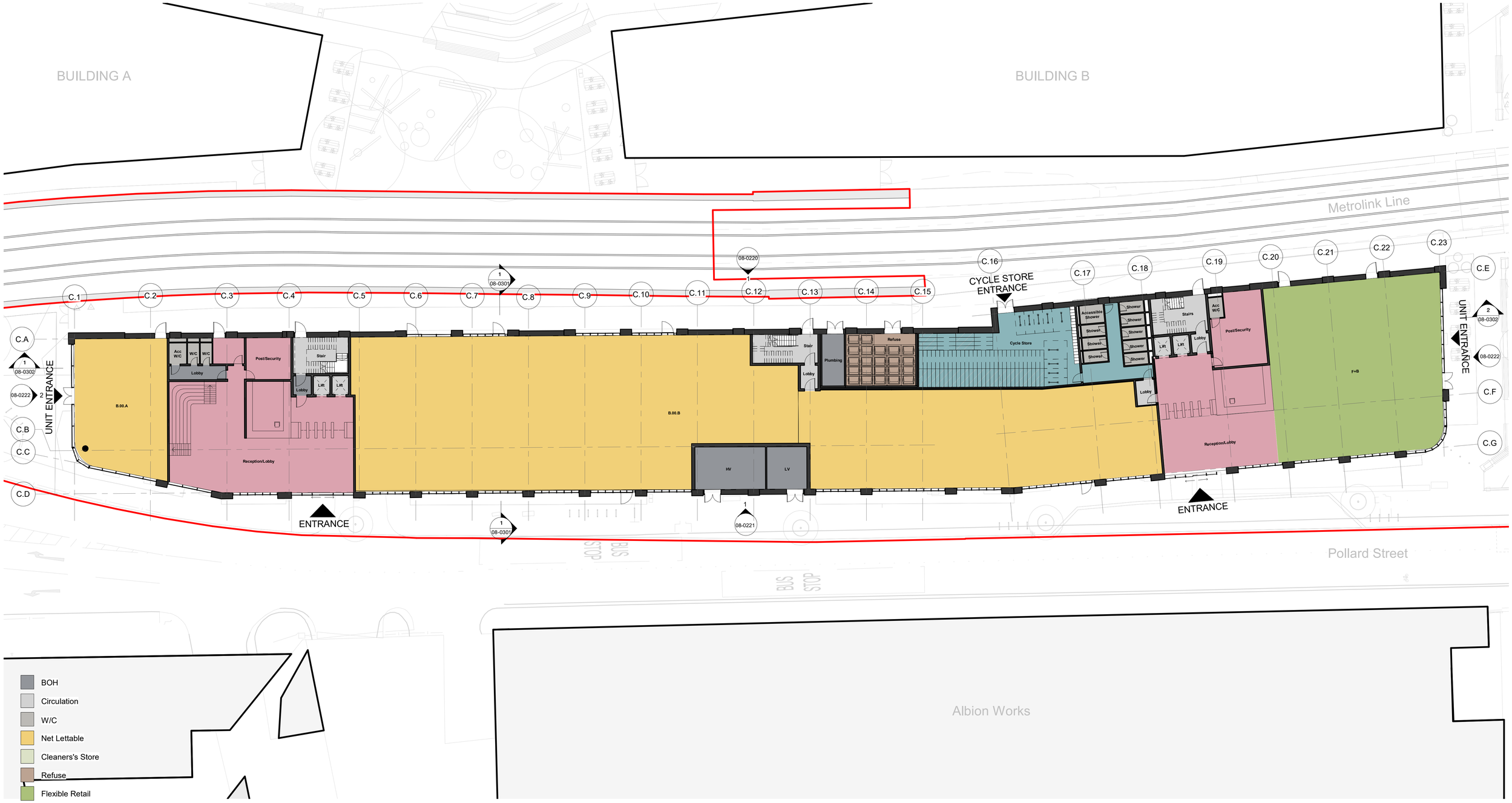
Drawing No.	Rev	Purpose of Issue
PLS-HBA-B-00-DR-A-08-0110	P3	Planning

Project
Pollard Street
New Islington

Drawing
Building B - GA Plan - Ground Floor

26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\
Brown



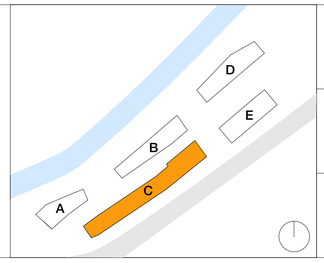
Rev	Description	Date
P1	Issued for Planning	30.09.20
P2	Issued for NMA	09.05.22
P3	Issued for S73 Application	01.11.23

DRAFT

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Please note:

Note: This drawing is issued for the purpose of providing Work Stage 3 information. Note that coordination with landscape is yet to occur with changes to levels & points of entrance anticipated. Design subject to change through design coordination & design development.

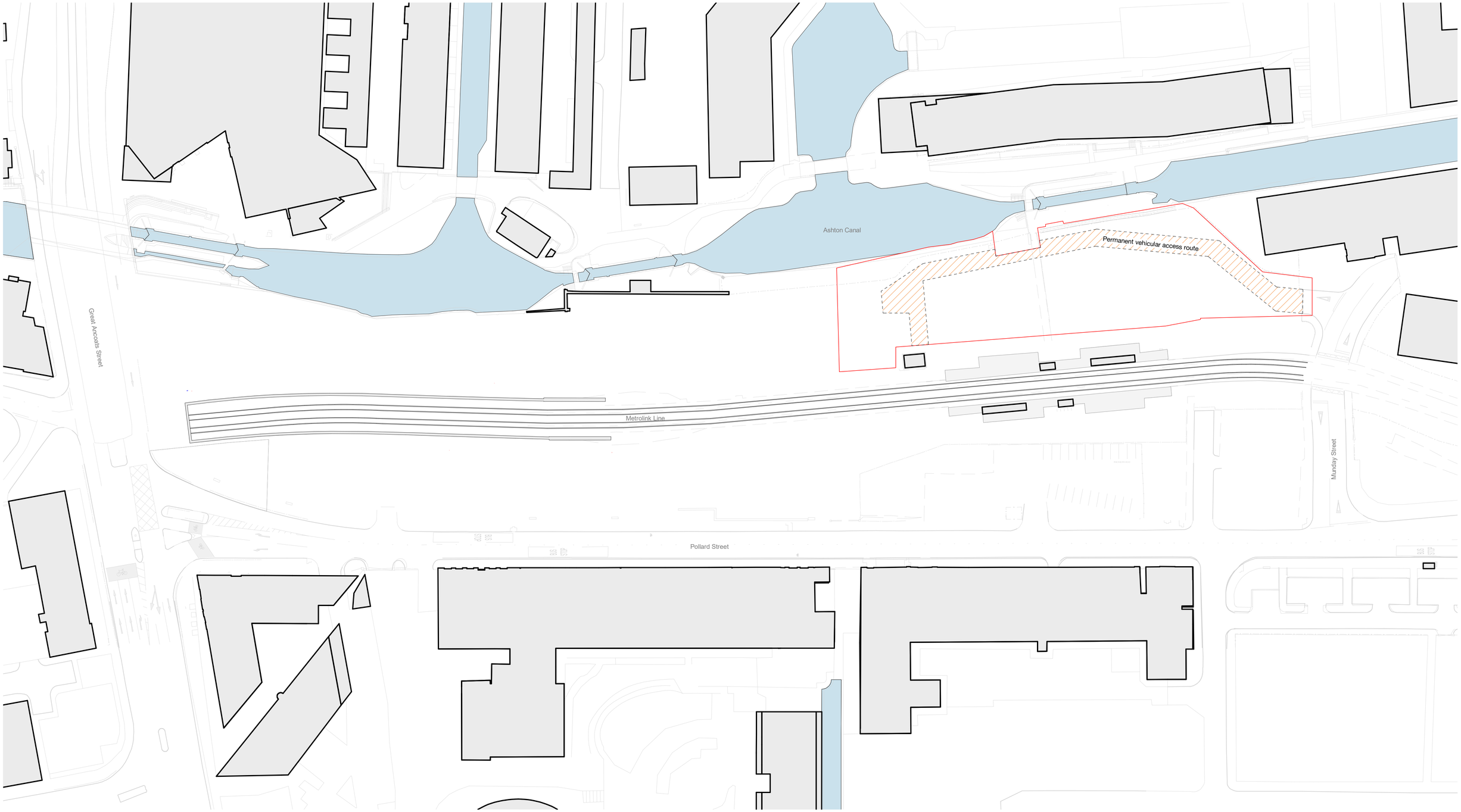


Scale @ A1 1 : 200	Date October 2023	Job Number 18013	Project Pollard Street New Islington
Drawn By AG	Checked By TD	Status S2	
Drawing No. PLS-HBA-C-00-DR-A-08-0120	Rev P3	Purpose of Issue Planning	Drawing Building C - GA Plan - Ground Floor

26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\
Brown

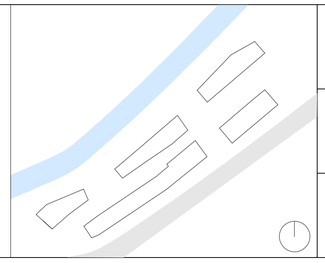
Appendix C – Permanent Vehicular Access Route



Rev	Description	Date
P1	Issued for Information	05.09.23
P2	Access Boundary Update	07.09.23
P3	Issued for Information	20.09.23
P4	Issued for Information	21.09.23
P5	Issued for Information	27.09.23
P6	Issued for Information	02.10.23

DRAFT

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.



Scale @ A1 1 : 500	Date September 2023	Job Number 18013	Project Pollard Street New Islington Manchester M4 7DS
Drawn By CP	Checked By NB	Status S2	
Drawing No. ELPK-HBA-SK-0027	Rev P6	Purpose of Issue For Information	Drawing Permanent Access Location

159 St John Street
London EC1V 4QJ
mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\
Brown

Civic Engineers

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG

+44 (0)161 228 6757

London

Lloyds Wharf
2 Mill Street
London SE1 2BD

+44 (0)20 7253 2977

Leeds

Unit 02/01 Tower Works
Globe Road
Leeds LS11 5QG

+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 1TN

+44 (0)141 370 1829

civicengineers.com