

Transport Statement Addendum Report

Date: 25 February 2026

Project: Engineering Building, The Manchester College, Openshaw Campus

Title: Section 73 Application Parking Assessment

1. Purpose

- 1.1 In October 2025, SK prepared a Transport Statement (TS) that accompanied a planning application for the erection of an engineering building and reconfiguration of parking at the Openshaw Campus (ref: 144410/FO/2025). Planning permission was granted in February 2026. The consented scheme is attached as Appendix A.
- 1.2 The applicant has now advised that a temporary classroom is required at the Campus to accommodate some of the students who will ultimately occupy the new engineering building. The applicant has confirmed that the temporary classroom will not result in additional staff or students above that examined in the TS prepared for the engineering building planning application. The proposed layout is attached as Appendix B.
- 1.3 The temporary classroom will result in the temporary removal of 12 parking spaces. This TS Addendum Report has been prepared to examine the impact of the temporary reduction in parking spaces.

2. Engineering Building Parking Effects

2025 Surveyed Car Parking Demand

- 2.1 As set out in the TS for the engineering building application, a car parking survey was undertaken in October 2026 at 12pm to establish current parking demand levels. 12pm on a Tuesday as this was shown to be the peak parking demand period from surveys undertaken for a different planning application in 2019.
- 2.2 The 2025 parking survey data included in Table 5.3 of the TS shows an existing maximum car parking demand for 315 spaces across the Campus.

Engineering Building Parking Modifications

- 2.3 The Campus is currently served by a total of 372 car parking spaces. The TS confirms that the introduction of the engineering building will result in a net reduction of 13 car parking spaces, meaning that a total of 359 car parking spaces will be available following the development.

Engineering Building & Total Campus Future Parking Demand

- 2.4 Section 6 of the TS set out the method used to derive the car parking demand associated with the introduction of the engineering building and associated increase in students (144 people) and staff (7 people). The TRICS analysis shows that the additional people generated by the engineering building would result in a demand for 7 parking spaces.

2025 Parking Demand	315 spaces
Engineering Building Parking Demand	7 spaces
Total Future Parking Demand	322 spaces
Future Campus Parking Capacity	359 spaces

Table 2.1: Car Parking Assessment (Table 5.5 TS)

- 2.5 The assessment confirmed that even with the net reduction in car parking at the Campus and the increase in staff/students, that there would be more than sufficient space to accommodate future demand levels.

3. Temporary Classroom Parking Effects

- 3.1 The applicant has confirmed that the temporary classroom is required to accommodate the future students and staff that will ultimately be based on the consented engineering building. Therefore, the temporary classroom will not be associated with an increase in staff or students or car parking demand above that already considered in the TS for the engineering building.
- 3.2 The temporary classroom will temporarily reduce the total number of car parking spaces available at the Campus by 12 spaces. This means that temporarily the total car parking available at the Campus will be 347 spaces. Table 3.1 confirms that this level of car parking is still suitable to accommodate the car parking demand associated with existing activity at the Campus and the activity associated with the engineering building.

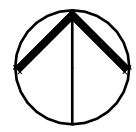
Total Future Parking Demand – with engineering building	322 spaces
Future Campus Parking Capacity – with temporary classroom effects	347 spaces

Table 3.1: Car Parking Assessment – Temporary Situation

4. Conclusions

- 4.1 SK was engaged by the Manchester College to prepare an assessment of the impact of a new engineering building at its Openshaw Campus. A TS was prepared and this included examination of existing (2025) car parking demand at the Campus and an assessment of the implications of a future reduction in car parking capacity coupled with a slight increase in car parking demand associated with the new building. The engineering building was granted consent in 2026.
- 4.2 A temporary classroom is required to accommodate staff and students associated with the consented engineering building. The classroom will temporarily reduce Campus car parking capacity by 12 spaces.
- 4.3 The engineering building assessment has been revisited to examine whether a temporary reduction will still enable the existing and engineering building to be accommodated. The assessment confirms that there will still be sufficient space to meet these demand levels.

Appendix A



- Application boundary
994 sqm or 0.994 ha
- Site ownership boundary
47130 sqm or 47.13 ha
- Proposed new fence line
- Existing fence line

Scale 1:200



1 Proposed External Landscape

1 : 200

Appendix B

