PLA-2026-001314 – Unit 2, Handsworth Street, Manchester

Transport Note

1. This has been prepared in response to comments from the Local Highways Authority (LHA) as part of the above application. This is prepared on behalf of the Applicant, Cellerate Limited, who design and manufacture advanced automated systems for battery research and development. As explained in the Covering Letter submitted as part of the application, Cellerate's manufacturing operations are not considered to be intensive in nature.

   TRIP GENERATION AND JUNCTION CAPACITY: -

   - Further information is required to understand vehicle impacts to the highway network.
   - A Trip Generation Assessment should be undertaken for the proposed change of use.
   - A Net Impact Assessment should be undertaken between the extant use (B8 Warehouse and Distribution) and proposed use (B2 General Industry).

2. For an application of this scale, it is appropriate to consider the proposed employment levels that will be achieved when considering potential impact on the highway network. The Applicant has confirmed their proposed operation could accommodate up to 12 staff with operating hours between 0900-1730, Monday to Friday only.

3. Notably, the Applicant has a Work from Home policy when engineering design and remote support tasks are being done which reduces the in-person headcount. They note these take place 1 week per month, typically in one block.

4. An internal survey has been conducted, confirming that 6 staff members would likely drive to work. The remainder would utilise walking, cycling, or public transport (2 for each category).

5. In terms of deliveries, the Applicant confirms up to 4 small-item courier deliveries and collections take place during course of work day (usually via a parcel distributor or Royal Mail). However, these do not take occur every day and would likely take place outside the AM and PM peaks.

6. Larger goods deliveries occur approximately once a month, using a small HGV. The Applicant notes that these typically arrive outside the AM and PM peaks, noting the timing of the delivery is not business critical and can be scheduled accordingly.

7. Due to the Applicant's customers being predominately based overseas, there are limited visitors of 2-3 per month, staying for up to an hour. These are generally by appointment and, from the Applicant's experience, there is an even split between those arriving by car/taxi or public transport. Noting the nature of work meetings, these trips would likely avoid the AM and PM peak.

8. Overall, the Applicant is a low vehicle generating use, likely only having a maximum of six car journeys taking place during the AM and PM peak. The building is currently vacant but could be lawfully used by a B8 operator which would generate vehicle movements.

9. It is not considered that trip generation of this scale will have a material impact on the highway network from a safety or congestion perspective and certainly cannot be considered severe with regard to Policy TR6 of the NPPF.

PARKING AND ACCESS:
- There are no on-site car parking spaces proposed, although there does appear to be space to accommodate some vehicles.
- They would wish to see on-site parking provision in line with MCC's Core Strategy standards.
- Highways have concerns that parking associated with staff and visitors may add to the existing levels of on-street parking on Handsworth Street and Pittbrook Street.
- Further information is required regarding the existing and proposed staff numbers associated with the site.
- It would be useful to understand the current travel patterns for staff and visitors associated with the existing site/applicant.
- Further justification is required on the lack of on-site parking provision.

10. The above section explains likely vehicle movements, likely yielding a maximum of six car journeys to and from the Site during the AM and PM peak, alongside minimal visitor trips. Paragraph 2-4 of this note, explain proposed staff numbers associated with the Site. The building is currently vacant but could legally be brought back into use as a B8 distribution and storage operation.

11. Further detail is provided on car parking, building on information provided in the submission. The Applicant would include six car parking spaces within the yard associated with the Site and an additional a space at the front elevation. These have been marked out in an updated layout plan. The unit has a pre-existing, allocated space within the car park to the south should this be needed by visitors.

This is considered sufficient for the Applicant, noting their operation needs and that the Core Strategy's Parking Standards are presented as maximums.

12. Noting Policy TR3(2) of the NPPF, the Department for Transport Connectivity Tool demonstrates that the Site (within Square ID 385850_397350) scores 80 out of 100, in particular scoring 'Very High for public transport connectivity and 'Highest' for cycling. The lowest score (for walking) is still 'High'. It is clearly in a highly sustainable location with ample choice for non-car travel.

13. Overall, on car parking, further information has been provided to confirm that the Applicant will generate a low number of trips and minimal parking requirements which can be accommodated on site or, if necessary, without significantly impacting on any pre-existing on-street car parking issues. It is noted that there are no double yellow lines restricting on street car parking on Handsworth Street or Pitbrook Street. It is considered that this is sufficient in the context of the Site's high score for connectivity by non-car means, as evidenced by the Connectivity Tool.

CYCLE PARKING:
- Secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.

14. The Applicant confirms there is space for secure, sheltered cycle parking inside the unit, accommodating approximately 3 bicycles. This would be located within the entrance hall and is sufficient for staff and visitor use, noting the Applicants information on existing travel to work habits. Further secured bike storage could be provided in the outside yard, should demand increase.

BOUNDARY TREATMENT:
- The applicant should be advised that all gated accesses (except fire exits) will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

15. Noted, it is understood that gates to the yard open inward.

REFUSE AND SERVICING:
- Clarification is sought on the waste collection point. This should be shown on an updated dimensioned plan.

- Cover letter states that the applicant typically receives up to four small item courier collection and deliveries per day, with larger good deliveries on a monthly basis.
- Clarification is sought as to whether the frequency of deliveries and collections will change as a result of the proposed change of use.
- Further information is required regarding the vehicle types associated with both small-item courier collections and deliveries, and the larger goods deliveries to the site.

16. Paragraphs 5-6 of this note explain the Applicant's likely servicing requirements based on existing operations. The building is currently vacant but could be lawfully used by a B8 operator which would generate servicing requirements.

17. Annex A of this note identifies a general location for bins which would be close to the yard / roller shutters.

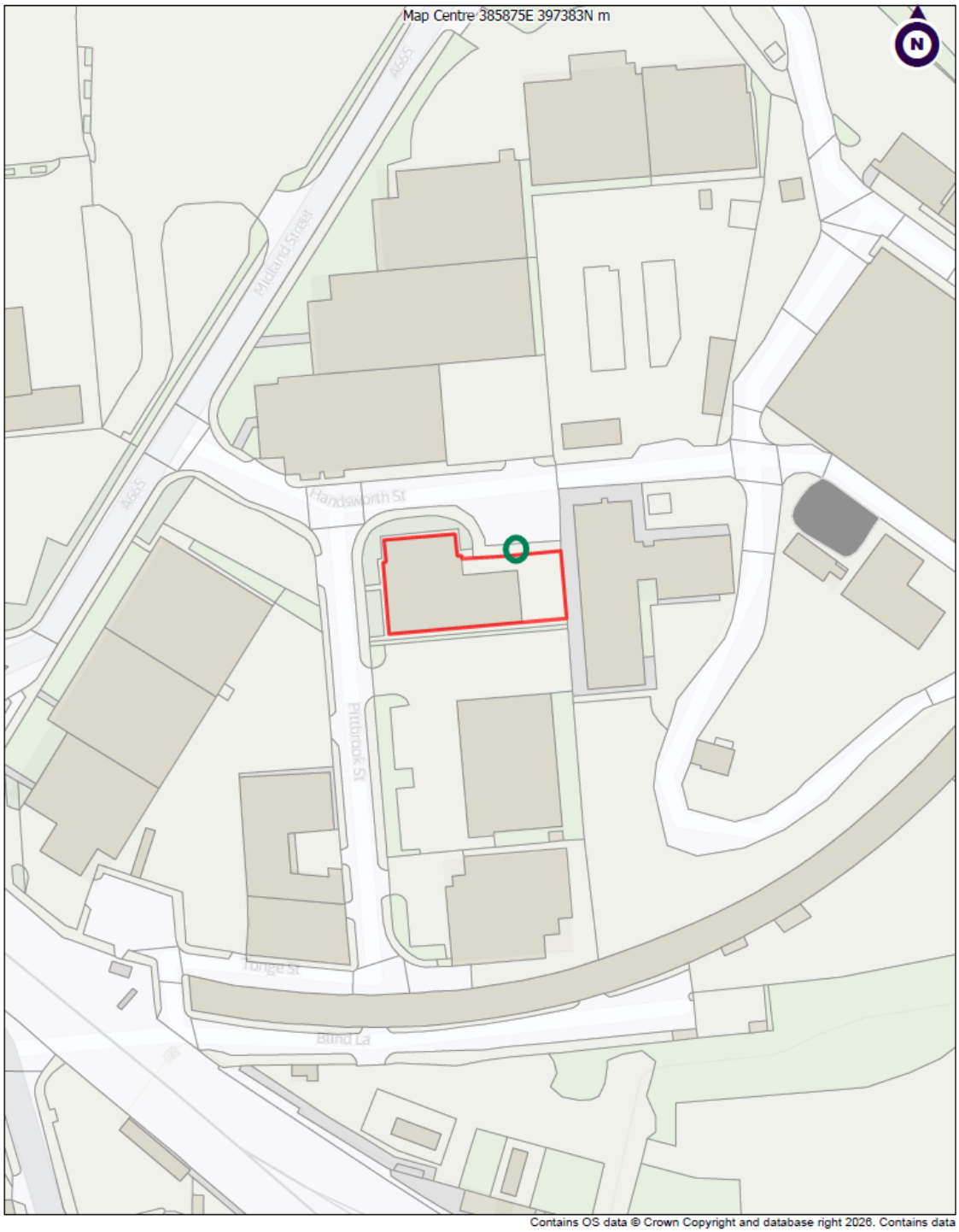
18. Overall, it is considered that arrangements for servicing are acceptable.

Conclusion

19. This note addresses the LHA's comments on this application. A key consideration is the proposed operation of the Applicant and vehicle movements which are required, as detailed above. This clearly explains that the potential impact on the highway network would be negligible in terms of trip generation, safety, and parking demand. Appropriate measures are available to allow for some parking for cycles and cars on site. In addition, the approach to refuse collection and servicing are considered appropriate.

20. It is considered that the change of use complies with relevant policies relating to transport impact, noting Policies TR3 and TR6 of the NPPF.

Annex A – Location for collection of bins (green circle)



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Client:
Project: Unit 2 Handsworth Street

Title: Location Plan

Carter Jonas
Two Snow Hill, Birmingham, B4 6GA
T: 0121 794 6250
carterjonas.co.uk
OS Copyright: OS100004458

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Scale 1:1,250 @A4 Date: 7/13/2026

Drawn By: Dwg no: