Sister Plot H – Charles Street MSCP Demolition

Transport Technical Note v1.1

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PREPARED FOR

ID Manchester Ltd & University of Manchester

Transport Technical Note v1.1

Prepared By	Joel Sorsby
Reviewed By	Emily Ingham
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1. Introduction

Civic Engineers has been appointed by ID Manchester Ltd & University of Manchester to provide Transport Planning advice associated with the demolition work of the existing car park at the Sister Plot H/ Charles Street site. The note sets out the transport impacts of the closure of the multi-storey car park currently on site, and considers potential transport and access impacts during construction.

It considers:

- Details of loss or relocation of parking
- Anticipated traffic generation arising from the development/demolition and impact on the road network
- Accessibility of the site by all modes of transport

This note should be read in conjunction with the Demolition Environmental Management Plan (DEMP) produced by Elford Demolition and Remediation (EDR Ltd).

2. Change in Parking

The site is shown in Figure 1 and operated as a 808-space multi-storey car park until its closure in October 2024. As the car park has been out of use for 9 months at the time of writing, and it is the ongoing strategy of Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) to use reduction in car parking to drive a behaviour change towards the Right Mix mode share of 50% of journeys being by sustainable modes by 2040, it is considered that the removal of parking is acceptable, and it does not need to be relocated.

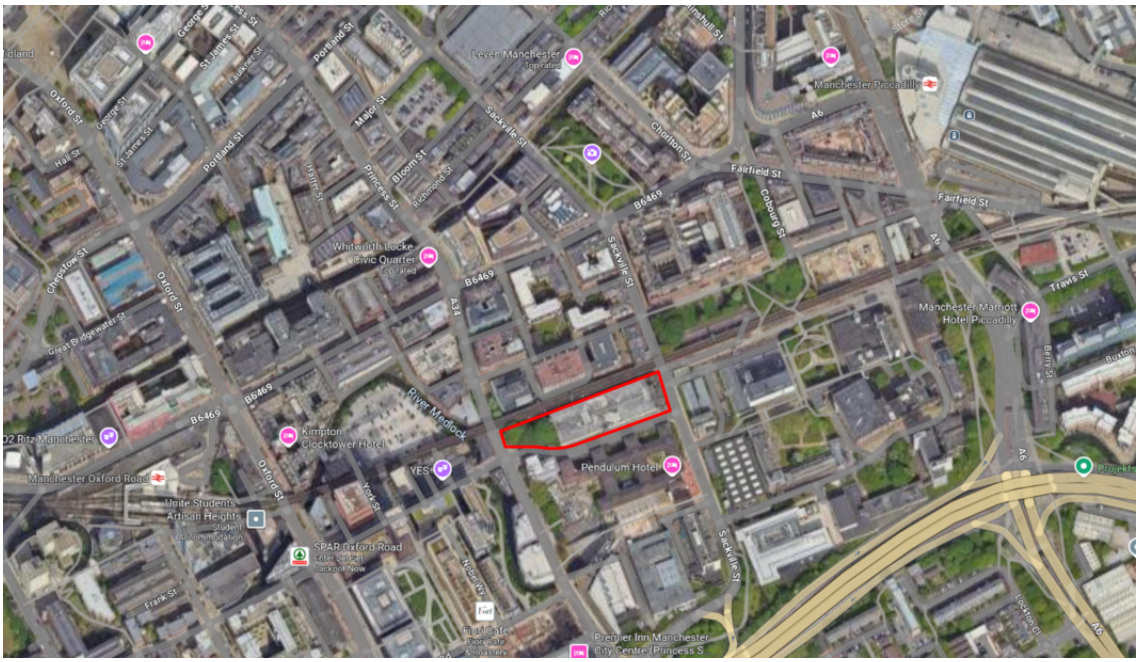

Figure 1: Site Context

In addition, the site forms Plot H of the IDM Strategic Regeneration Framework (IDM SRF), shown in Figure 2. The SRF for ID Manchester was endorsed by MCC in late 2023, and indicates Plot H as residential development, therefore it is considered already accepted that car parking would be removed from this plot and not relocated, as there is no multi-storey car parking provision included in the SRF.

As stated in Section 5 of the SRF document, “the multi-storey car park is no longer fit for purpose. The lack of level access routes and layout of existing buildings within the former campus block pedestrian movement through the area, particularly from Piccadilly to the Oxford Road Corridor.”

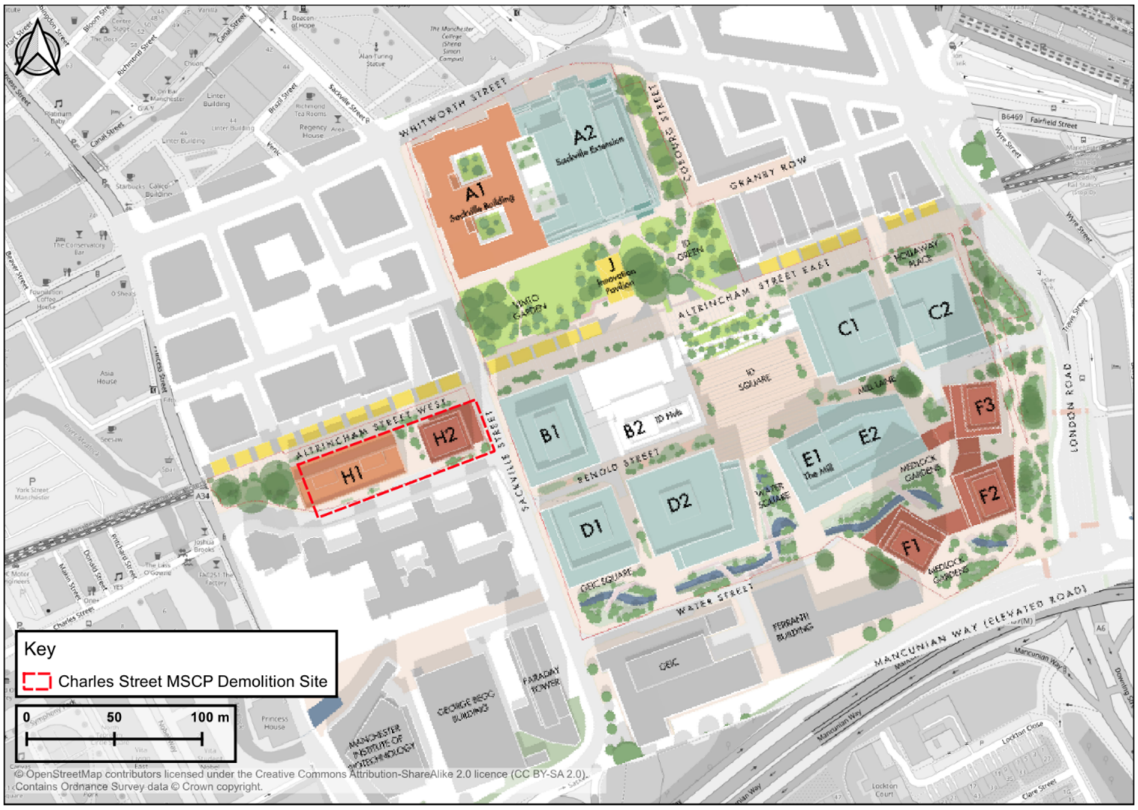

Figure 2: Plot H (Sister) location within the wider IDM SRF masterplan area.

3. Demolition Vehicle Trip Generation

Information from Elford Demolition and Remediation (EDR Ltd), who produced the Demolition Environmental Management Plan (DEMP) indicates that on an average day on the demolition site there will be 10 operatives in attendance.

In addition there will be approximately 3 HGVs attending site on an average day.

Vehicle trips associated with both journeys to work and HGV movements to site will have a negligible impact on the highway network and therefore do not require further modelling or assessment.

4. Access to Demolition Site

4.1. Deliveries and Site Vehicles

The primary access for all EDR Ltd traffic will be via an entrance gate in the perimeter hoarding on Charles Street. Vehicle routes will be communicated to delivery and site vehicle drivers and are shown on Figure 3 taken from the DEMP.

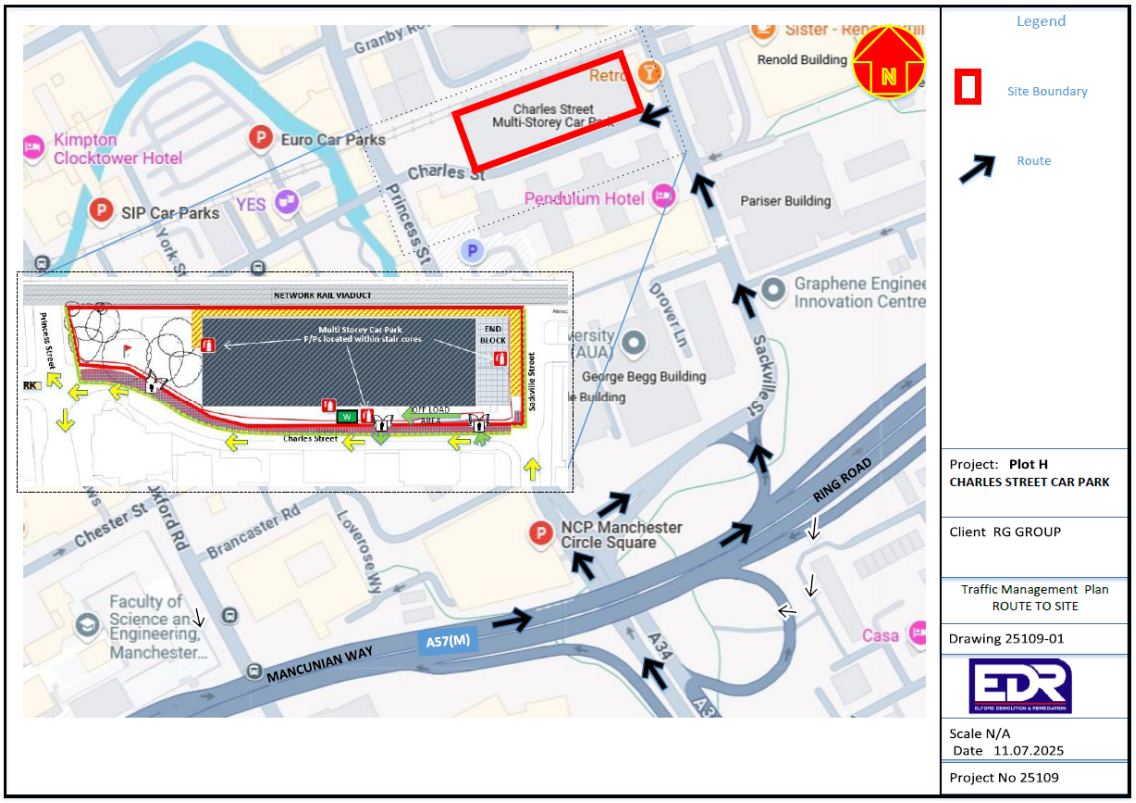

Figure 3: Traffic Management Route to Site

The vehicle access strategy is set out in the Demolition Environmental Management Plan (DEMP) submitted alongside this document as part of the planning application with key points being:

- Delivery vehicles whenever practical will avoid “peak public traffic hours” to reduce traffic congestion and nuisance to the existing surrounding road and highway networks.
- To minimise the volume of construction traffic from outside the area, local suppliers and subcontractors will be used whenever practical and suitable to do so.
- The approaches to the site shall be suitably signed by EDR Ltd to ensure that delivery / contractor vehicles stick to the correct route to site.
- Delivery vehicles will be unloaded within the offloading areas detailed on the site logistics plan
- To avoid construction traffic congestion and nuisance to the surrounding area all suppliers and subcontractors will be made aware of the traffic routes.
- All vehicle movements on and off EDRs site will be controlled by vehicle marshals.
- Vehicles will not be allowed to queue on the highway.

4.2. Staff Travel to Work Site

As set out in the DEMP, the primary access and egress for pedestrians will be via a pedestrian gate located on Charles Street.

The site is very well connected to encourage travel to work by sustainable transport:

Metrolink and rail are both available at Piccadilly Station, a 650m walk to the north east. Oxford Road Station is even closer for rail, at 500m away to the west.

Oxford Road has very high frequency buses within a 300m walk west of the site, with buses towards MediaCity, Atherton, Leigh, Stockport, East Didsbury, West Didsbury, Chorlton, Flixton and Manchester Airport. These stops are served by a bus every minute in each direction.

There are also buses on Charles Street immediately to the west, and on London Road 400m to the east.

The site is also well located on the cycle network, notably the Oxford Road Corridor which features segregated cycleways on both sides.

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