

SK Transport Planning Ltd  
 Albion Wharf  
 Manchester  
 M1 5LN  
 0161 234 6509

J Kistler  
 Deloitte LLP  
 100 Embankment  
 Cathedral Approach  
 Manchester  
 M3 7FB

[ls@sktransport.co.uk](mailto:ls@sktransport.co.uk)  
[sktransport.co.uk](http://sktransport.co.uk)

25 February 2025

Dear Jane,

### **Great Jackson Street Plot D Concrete Batching Plant**

Further to our recent discussions, SK has reviewed the traffic effects associated with the continued operation of the Concrete Batching Plant on Plot D at Great Jackson Street in Manchester city centre.

#### Previous Temporary Consents

In 2016 planning consent was granted for a Concrete Batching Plant on Great Jackson Street (application ref: 113767/FO/2016, as amended by application ref: 114702/NMC/2016) for a temporary period of 5 years. In 2020 an application was submitted to extend the temporary period by a further five years to allow the Plant to be used for the construction of RBL's other schemes in Great Jackson Street and across the city centres (application ref: 128203/FO/2020).

The Plant was initially constructed to support the construction of Renaker Build Limited's (RBL) Great Jackson Street development plots and then to supply the other RBL schemes across the city centres. RBL has advised that the Plant currently serves the following development plots shown in Table 1.

| Development Name | Location             | Number of Dwellings |
|------------------|----------------------|---------------------|
| Plot F1          | Great Jackson Street | 494                 |
| Plot F2          |                      | 494                 |
| Bankside         | Greengate            | 444                 |
| Tower D1         | Trinity Island       | 532                 |
| Tower D2         |                      | 484                 |
| Total            |                      | 2448                |

Table 1: Current Developments Served

#### New Temporary Application

The new application seeks to extend the temporary period by three years to allow the Plant to continue to serve the Great Jackson Street development plots and other RBL development plots in the city centres. Table 2 provides details of the location of the development plots that will be served going forward and the number of dwellings at each development plot.

| Development Name | Location             | Number of Dwellings | Construction Period             |
|------------------|----------------------|---------------------|---------------------------------|
| Plot F1          | Great Jackson Street | 494                 | Already started – December 2026 |
| Plot F2          |                      | 494                 | Already started – August 2027   |
| Phase 3          |                      | 1746                | March 2026 – December 2031      |
| Parkside         | Greengate            | 518                 | June 2025 – June 2028           |
| Tower C1         | Trinity Island       | 414                 | March 2026 – April 2029         |
| Tower C2         |                      | 521                 | November 2026 – November 2029   |
| Total            |                      | 4187                |                                 |

Table 2: Future Developments to be Served

Vehicle access to the site will continue to be gained from Melbourne Street and Great Jackson Street. Visibility splay drawings have been prepared to confirm that appropriate visibility is still available at each access, and these are attached as Appendix A.

As shown in Appendix A, the red line boundary has been expanded for the new temporary application to include the parking area that is already used by the Plant to the east. As with existing arrangements, a total of 29 parking spaces is provided.

Swept path analysis has been undertaken of movements in and out of the site, and these are attached as Appendix B.

#### Current Site Traffic Flows

The current traffic flow position is the baseline against which the temporary application has been assessed.

Heidelberg (the operator of the Plant) has provided data setting out the level of traffic associated with current activity at the Plant, and this is replicated in Table 3. Heidelberg has provided the information for average activity at the Plant and has also provided an indication of traffic flows that could be expected if output increases to the maximum capacity of the plant for any duration.

As with the temporary applications, principal movements generated by the site relate to the import of materials and export of finished goods. The import of raw materials (aggregates and cement) to the Plant is undertaken by HGV and tanker vehicles. The finished product (concrete) is exported by truck mixer vehicles. The traffic flows are presented as total two-way flows (arrivals and departures).

|                       | Daily Two-way Vehicles |               |
|-----------------------|------------------------|---------------|
|                       | Average Scenario       | Peak Scenario |
| Total Import Vehicles | 32                     | 63            |
| Total Export Vehicles | 52                     | 101           |

Table 3: Current Daily Large Vehicle Traffic Flows

Heidelberg has advised that there are 28 total movements per day (total two-way) associated with staff and visitors to the Plant, and 12 staff permanently employed at the site. As with the previous temporary applications, the assessment considers a worst case where all staff and visitor trips are undertaken by single occupancy car.

Table 4 provides a summary of the total traffic flows associated with current activity at the Plant. This is provided for both daily and peak hour scenarios. The peak hour flows have been calculated using the same method as presented in the Planning Statement submitted with the previous temporary applications and is based on a worst-case assessment whereby all of the staff and visitors arriving in the AM peak hour and departing in the PM peak hour, and 10% of the large vehicle movements also occur in each

peak hour.

| Total Site         | Daily Two-way Vehicles |               | Peak Hour Two-way Vehicles |               |
|--------------------|------------------------|---------------|----------------------------|---------------|
|                    | Average Scenario       | Peak Scenario | Average Scenario           | Peak Scenario |
| Staff/Visitor Cars | 28                     | 28            | 14                         | 14            |
| Import Vehicles    | 32                     | 63            | 3                          | 6             |
| Export Vehicles    | 52                     | 101           | 5                          | 10            |
| Total              | 112                    | 192           | 22                         | 30            |

Table 4: Current Total Traffic Flows – Total Site

As noted earlier the Plant currently serves plots within Great Jackson Street and other RBL plots across the city centres. This means that some of the concrete export movements travel on the highway network external to the Great Jackson Street masterplan area. Table 5 shows the proportion of export movements that currently using the wider highway network to access the development plots outside the Great Jackson Street area.

| Location                  | Development | Units | %    |
|---------------------------|-------------|-------|------|
| Great Jackson             | Plot F1     | 494   | 20%  |
|                           | Plot F2     | 494   | 20%  |
| Greengate                 | Bankside    | 444   | 18%  |
| Trinity Island            | Tower D1    | 532   | 22%  |
|                           | Tower D2    | 484   | 20%  |
| Total                     |             | 2448  | 100% |
| Internal Network Concrete |             | 988   | 40%  |
| External Network Concrete |             | 1460  | 60%  |

Table 5: External Network Export Proportion – Current

Table 6 shows the total external trips associated with current activity at the Plant.

| External Network   | Daily Two-way Vehicles |               | Peak Hour Two-way Vehicles |               |
|--------------------|------------------------|---------------|----------------------------|---------------|
|                    | Average Scenario       | Peak Scenario | Average Scenario           | Peak Scenario |
| Staff/Visitor Cars | 28                     | 28            | 14                         | 14            |
| Import Materials   | 32                     | 63            | 3                          | 6             |
| Export Materials   | 31                     | 60            | 3                          | 6             |
| Total              | 91                     | 151           | 20                         | 26            |

Table 6: Current Total Traffic Flows – Total External Highway Network

### Future Traffic Flows

As noted earlier, the temporary application seeks a three-year extension to operation of the Plant to allow

it to continue serving plots at Great Jackson Street and RBL's other developments across the city centres. The operator has advised that the total number of daily traffic generated by the Plant will remain the same as the current situation (set out in Table 4) as this is dictated by the capacity of the Plant, rather than the number of dwellings served. The location of the plots will change going forward as new construction activity starts at RBL's development plots, this will inevitably have an impact on the distribution of export movements. Table 7 shows the location and quantum of development that will be served.

| Location                  | Development | Units | %    |
|---------------------------|-------------|-------|------|
| Great Jackson             | Plot F1     | 494   | 12%  |
|                           | Plot F2     | 494   | 12%  |
|                           | Phase 3     | 1746  | 42%  |
| Greengate                 | Parkside    | 518   | 12%  |
| Trinity Island            | Tower C1    | 414   | 10%  |
|                           | Tower C2    | 521   | 12%  |
| Total                     |             | 4187  | 100% |
| Internal Network Concrete |             | 2734  | 65%  |
| External Network Concrete |             | 1453  | 35%  |

Table 7: External Network Export Proportion – Future

Table 8 shows the changes in external trips associated with the export of concrete to the external developments.

| External Network   | Daily Two-way Vehicles |               | Peak Hour Two-way Vehicles |               |
|--------------------|------------------------|---------------|----------------------------|---------------|
|                    | Average Scenario       | Peak Scenario | Average Scenario           | Peak Scenario |
| Staff/Visitor Cars | 28                     | 28            | 14                         | 14            |
| Import Materials   | 32                     | 63            | 3                          | 6             |
| Export Materials   | 18                     | 35            | 2                          | 4             |
| Total              | 78                     | 126           | 19                         | 24            |

Table 8: Future Total Traffic Flows – Total External Highway Network

### Traffic Impact

The future operation of the Plant will continue in line with baseline activity and will be associated with the same total level of site traffic as advised by the operator and set out in the earlier tables. Therefore, there will be no change in the level of the total movements generated by the Plant, or those movements within the Great Jackson Street internal network, when compared to the baseline position.

The only change in the future will be a change in export movement distribution due to the Plant serving different development plots as these come forward for construction. The assessment confirms that in the future the Plant will serve more development plots in the Great Jackson Street area, resulting in a decrease in the level of traffic generated on to the external highway network when compared to the current/baseline position.

As with the baseline situation, the external routes that the large vehicles accessing Trinity Island and Parkside at Greengate will use are good quality routes that are currently used by large vehicles including

vehicles generated by the Plant currently, such as Chester Road (A56), Trinity Way (A6042) and Blackfriars Road (A6041).

We have been advised that if the Plant was no longer available at Great Jackson Street, then concrete would need to be exported to the future development plots from Daniel Adamson Road in Salford. This would lead to an increase in export kilometres travelled as shown in Table 9.

| Location       | Development | Distance to Alternative (km) | Distance to Great Jackson St (km) |
|----------------|-------------|------------------------------|-----------------------------------|
| Great Jackson  | Plot F1     | 4.96                         | 0                                 |
|                | Plot F2     |                              |                                   |
|                | Phase 3     |                              |                                   |
| Greengate      | Parkside    | 5.5                          | 3.2                               |
| Trinity Island | Tower C1    | 4.9                          | 1.4                               |
|                | Tower C2    |                              |                                   |

Table 9: Distance to Alternative Plant

### Conclusions

The assessment confirms that the continued use of the Plant at the Great Jackson Street allows the retention of the co-location benefits for RBL's development plots located across the city centres. The continued use of the Plant continues to reduce the export kilometres that would be travelled when compared to using the nearest alternative plant.

The assessment also confirms that the total level of traffic generated by the Plant will remain the same and that there will be a reduction in traffic flows on the external highway network in the future.

Yours sincerely

Lesli Speers  
Director

## Appendix A



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WRITTEN DIMENSIONS SHALL BE USED

#### NOTES

Layout subject to detailed design  
and confirmation of statutory  
undertakers' equipment.

| Revision Details | By    | Date | Suffix |
|------------------|-------|------|--------|
|                  | Check |      |        |

|                |
|----------------|
| Drawing Number |
| SK224125-001   |

|                                                 |
|-------------------------------------------------|
| Concrete Batching Plant<br>Great Jackson Street |
|-------------------------------------------------|

|                               |
|-------------------------------|
| Site Access Visibility Splays |
|-------------------------------|

|             |
|-------------|
| Scale at A3 |
| 1:500       |

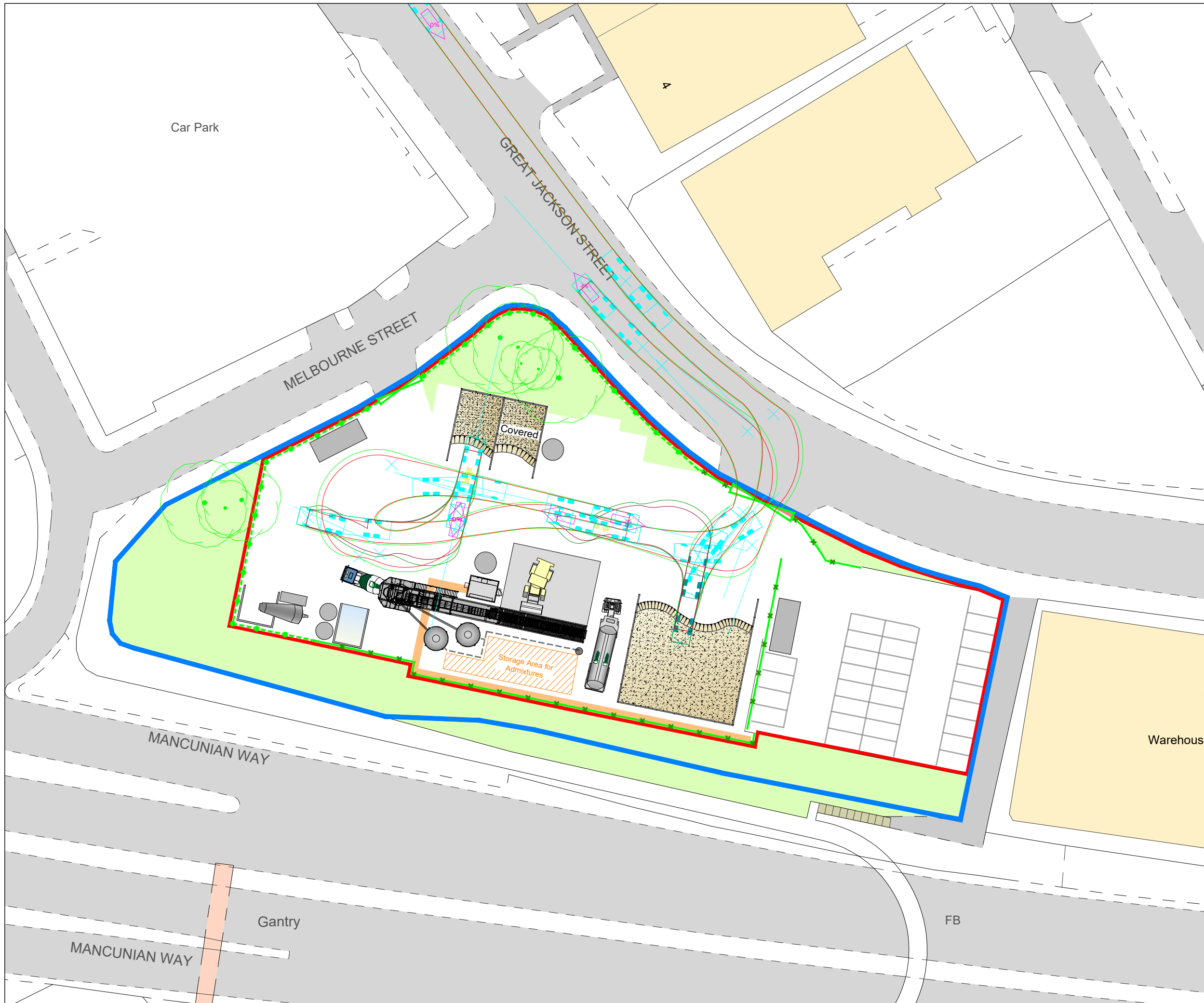
|       |          |
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| Drawn | Approved |
| JAT   | LGS      |

|       |          |
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| Check | Date     |
| LGS   | 25.02.25 |



SK Transport Planning Ltd  
Albion Wharf | Manchester | M1 5LN  
[www.sktransport.co.uk](http://www.sktransport.co.uk)  
0161 234 6509

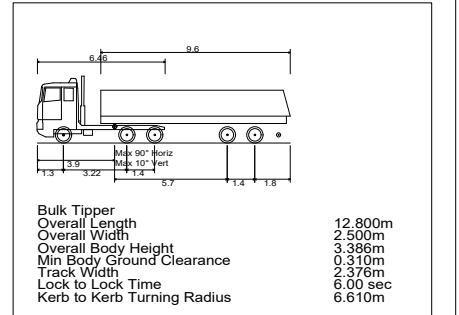
## Appendix B



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## NOTES

### Vehicle Profile



| Revision Details | By    | Date | Suffix |
|------------------|-------|------|--------|
|                  | Check |      |        |

|                |
|----------------|
| Drawing Number |
| SK224125-002   |

|                                                 |
|-------------------------------------------------|
| Concrete Batching Plant<br>Great Jackson Street |
|-------------------------------------------------|

|                                    |
|------------------------------------|
| Drawing Title                      |
| Swept Path Analysis<br>Bulk Tipper |

|             |
|-------------|
| Scale at A3 |
| 1:500       |

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| Drawn | Approved |
| JAT   | LGS      |

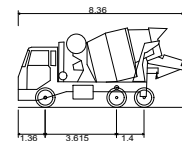
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| Check | Date     |
| LGS   | 25.02.25 |



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## NOTES

### Vehicle Profile



|                             |          |
|-----------------------------|----------|
| Concrete Mixer              | 8.360m   |
| Overall Length              | 2.390m   |
| Overall Width               | 4.027m   |
| Overall Body Height         | 0.358m   |
| Min Body Ground Clearance   | 2.413m   |
| Max Track Width             | 6.00 sec |
| Lock to Lock Time           | 8.210m   |
| Kerb to Kerb Turning Radius |          |

| Revision Details | By    | Date | Suffix |
|------------------|-------|------|--------|
|                  | Check |      |        |

|                |
|----------------|
| Drawing Number |
| SK224125-003   |

|                                                 |
|-------------------------------------------------|
| Concrete Batching Plant<br>Great Jackson Street |
|-------------------------------------------------|

|                                    |
|------------------------------------|
| Swept Path Analysis<br>Bulk Tipper |
|------------------------------------|

|             |
|-------------|
| Scale at A3 |
| 1:500       |

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| Drawn | Approved |
| JAT   | LGS      |

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| Check | Date     |
| LGS   | 25.02.25 |