

Proposed development of the site of the Hotspur Press

Transport Statement Addendum

February 2026

Consideration of Places for Everyone Policy JP-C7 and the Holcroft Moss SPD

The Holcroft Moss SPD requires a payment of £37 / residential unit in cases where a development will be a direct generator of more than 100 car vehicular movements per day or 20 HGV movements per day past Holcroft Moss (located adjacent to the M62 between Salford and Warrington) and a commitment to measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles in accordance with PfE Policy JP-C7. The financial contribution is intended to fund the delivery of the Holcroft Moss Habitat Mitigation Plan

Operational stage of development

Car movements (day to day)

As a PBSA scheme, the residential occupiers of the proposed development at the site of the Hotspur Press will commute daily to their place of study at one of the city's universities. It is highly unlikely that residents would have a regular need to travel past Holcroft Moss, located some 15 miles from the site therefore. This may happen on occasion – e.g. visiting Liverpool – but equally residents are just as likely to travel by train.

Further as a PBSA scheme, the level of car ownership is expected to be very low, typically less than 5%.

Movements associated with deliveries – food or online retail – will typically originate from locations within the city centre and its hinterland and more broadly within the M60 ring road. Some online retail deliveries may originate from distribution facilities beyond the M60, and conceivably associated movements could pass Holcroft Moss. However, these movements will already be on the network in making multiple deliveries to locations in Central Manchester. In this context, the development itself will not be a direct generator of net additional movements past Holcroft Moss.

This context provides a very high degree of certainty that during the typical operation of the development, the 100 car movements threshold will not be exceeded.

Car movements move-in/move-out days

During move-in, move-out days, the level of traffic generation is likely to be higher on a very short-term basis. However, move in and move out will take place over a number of days. During the highest concentration of activity, 100 residents may move in/out on any given day. A proportion of the associated trips will be by bus/train and a number will be

to and from Manchester Airport, given Manchester's large international student population, which does not require travel past Holcroft Moss.

Of the residual move-in/move-out trips that take place by car, a percentage may pass Holcroft Moss. However, the domestic student resident population will reside in different parts of the country and access the city via number routes, including from the north-east (M62 towards Leeds) and south (M6 towards Birmingham).

As such, there is no real prospect of move-in/move-out activity generating 100 car vehicle movements past Holcroft Moss on any given day.

There will be no HGV movements associated with the operational stage of development.

Construction stage

Typical HGV movements during construction will not exceed 10 per day and for most days will be significantly less. The origin of such movements isn't yet known as it depends on where materials are sourced from. This will be confirmed once a contractor is appointed.

However, it is expected that construction related traffic will arrive at the site via a number of routes. Vehicles routing past Holcroft Moss will logically originate from Warrington/Merseyside. This is just one 'corridor' route into the city.

Whilst highly unlikely that HGV movements past Holcroft Moss would exceed the threshold (20 per day), in view of the above position the applicant is willing to proceed to enter into a Section 106 Agreement which would require a financial contribution of £22,903 (equivalent to £37 per residential bedroom) in accordance with the SPD on the condition that if evidence is able to be presented that the HGV limit will not be exceeded, based on information available following the appointment of a contractor to the development, the contribution would not need to be made.

Alongside this, committed steps to be taken to reduce movements past Holcroft Moss and promote ultra-low emission vehicles will be outlined within a detailed Construction Environmental Management Plan, the requirement for which can be conditioned. This will not include additional commitments to reduce car reliance on account of the above position set out above regarding the number of car movements passing Holcroft Moss associated with the development.