
RE: URGENT - 142535 - 140 Great Ancoats Street

From Andrew Bickerdike <andrew.bickerdike@turley.co.uk>

Date Tue 13/01/2026 11:43

To Lucy Harrison <lucy.harrison@manchester.gov.uk>; Adam Buxton <adam.buxton@turley.co.uk>

Cc Gareth Davis <gareth.davis@slrconsulting.com>

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Hi Lucy,

The response below is provided on behalf of the applicant in relation to the Holcroft Moss Joint SPD.

Policy JP-C8 of the SPD requires any planning applications with a Transport Assessment to consider air quality impacts on Holcroft Moss. Any proposals resulting in increased traffic flows on the M62 past Holcroft Moss of more than **100 vehicles per day** or **20 Heavy Goods Vehicles (HGVs) per day** must devise a scheme specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

To give context, this development is on an existing retail site with a car park that already attracts HGV deliveries and car-based staff/customer trips.

The proposed development is of scale but being in a city centre location that is close to Piccadilly Station it will not have any parking on site. This reflects the expected low level of car ownership amongst residents, as is typical of a City Centre location, with places of work and leisure located close to the site or easily accessible via an extensive public transport network.

Furthermore, the site is some distance from Holcroft Moss on the east side of the city centre such that the generation of traffic to and from the site routing via the M62 passing Holcroft Moss is likely to be low as a point of principle.

Operational stage

Logically, most residents will work in the city centre or, at least, within the outer ring road (M60) and so have no reason to pass Holcroft Moss on a regular basis.

Deliveries to and from the site (online retail or food deliveries for example) will typically originate from within the M60. Some may have their origin in distribution facilities located on the M62 (e.g. Omega) but these movements will be on the network already in making multiple deliveries to different locations close to the site. The development won't directly contribute to additional movements past Holcroft Moss in this regard.

In respect of commuting, journey to Work (JTW) data as provided by the NOMIS website on statistics provided by the Office for National Statistics is a helpful reference point.

As this development includes both residential and employment land uses, we have assessed this information for employment trips coming to the site from homes elsewhere and also in relation to movements generated by residents of the development commuting to jobs elsewhere.

This data from the ONS shows that for workers commuting into this area of Manchester by car, **5.2%** of drivers would live west of Junction 11 of the M62 and therefore pass Holcroft Moss. It is estimated that 20% of those commuting into the city centre do so by car.

For the residents of the scheme commuting away from the site by car to jobs elsewhere, the data shows that **5.5%** would drive would pass Holcroft Moss on the M62. This reflects that the vast majority of journey to work trips start and end in Manchester. It is established that the car ownership amongst residents is, at most, 150 based on a general rule of thumb of 20% of the residential units having access to one car.

Translating this to the development, for the purposes of this assessment only, it is assumed that the office component of the development will accommodate 500 employees (1/8 sq m). If 20% of employees at the site use a car to commute every day and 5.2% of those commutes involve passing Holcroft Moss, this equates to 11.4 car movements past Holcroft Moss (5.2 each way) per day.

It is reasonable to assume the other job roles on site (retail/food and drink unit and concierge) are filled by people living local to the site. It is highly unlikely that such roles would be filled by people driving in to the city centre from several miles away.

In respect of the residential component, 5.5% of 150 car commutes per day will pass Holcroft Moss, equating to 16.5 car movements per day (8.25 each way).

There will be a small number of additional and inconsistent car movements pass Holcroft Moss – e.g. travel to Liverpool Airport – but there is no reason to believe these will be at a level above, at most, 2 or 3 movements per day.

These are inherently conservative estimates. For example, they assume that everyone that owns a car within the development commutes to work by car and does so every day. This is itself unlikely in a city centre location. It also assumes that the office accommodation is full every day. Again, in context of typical hybrid working arrangements, this is unlikely.

Even allowing for these conservative assumptions, it is evident that during the operational stage of the development, vehicular movements past Holcroft Moss generated by the development will be significantly less than 100 per day.

Construction stage

HGV movements during the construction stage of the project are estimated to average 20 per day, albeit this is for a temporary period only.

Construction related traffic is likely arrive at the site via a number of routes. That routing past Holcroft Moss will logically originate from Warrington/Merseyside. This is but one 'corridor' route into the city.

Whilst against this context it is unlikely that the development will generate 20 HGV movements pass Holcroft Moss on any given day (certainly not on a consistent basis) it is conceivable that a particular construction material is sourced from a location requiring daily movements past Holcroft Moss such that the 20 movements per day threshold is exceeded for a very short period of time.

At this stage, this is simply not known until the detailed construction strategy is resolved and a contractor appointed to deliver the scheme.

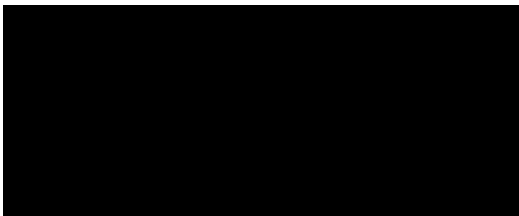
Given the above, the applicant is willing to proceed on the basis that the threshold is exceeded in relation to HGV movements during construction and therefore to enter into a Section 106 Agreement which requires a financial contribution to be provided in accordance with the SPD. Alongside this, committed steps to be taken to reduce movements past Holcroft Moss will be outlined within a detailed Construction Environmental Management Plan, the requirement for which can be conditioned.

However, in line with paragraph 1.11 of the SPD, the applicant proposes that the S106 be worded such that if evidence is presented which demonstrates that the HGV threshold will not be exceeded (i.e. once more is known about where materials will be sourced from) then such a payment would not be required.

The data above has been provided by Gareth Davis at SLR as the appointed transport consultant to the project.

I hope this provides a sufficient response and satisfactory way forward.

Best wishes



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From: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Sent: 08 January 2026 11:23

To: Adam Buxton <adam.buxton@turley.co.uk>