



85 Rochdale Road, Manchester: Holcroft Moss SPD Response

DATE:	22 April 2026	CONFIDENTIALITY:	Public
SUBJECT:	85 Rochdale Road, Manchester (Ref: 45583/FO/2026): Holcroft Moss SPD Response		
PROJECT:	45583/FO/2026	AUTHOR:	JC
CHECKED:	DH	APPROVED:	DH

INTRODUCTION

This note is provided to clarify that the Holcroft Moss SPD and Places for Everyone policy is not relevant for the consideration of validation of the application at 85 Rochdale Road, Manchester (Ref: 45583/FO/2026- *Erection of a 17-storey residential apartment building ((Use Class C3 (a)), with associated access, amenity, landscaping, public realm, infrastructure and other associated works following demolition of existing vacant building on site)*). This note is produced at the request of Manchester City Council.

We have reviewed the SPD and respective PfE policy and set out in this note that the proposed scheme does not meet any of the thresholds for the policy and SPD to be a relevant material consideration for the site. Accordingly, no further information is required for validation.

Policy JP-C8 (clause 17) of the Places for Everyone Joint Development Plan 2022-2039, states that:

Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Mitigation Plan.

HOLCROFT MOSS SPD RESPONSE

Construction Impacts

The threshold and policy are not met when considering the of the construction phase of the development on Holcroft Moss, for the following reasons:

- Construction labour will be sourced locally within Manchester, consistent with the Phase 1 scheme. The Local Labour Agreement submitted with the Phase 1 application demonstrates the client’s commitment to working with Manchester City Council’s Work and Skills Team, with the aim of maximising the recruitment of local residents for construction and related roles. This approach also extends to employment opportunities once the development is operational. The same commitment applies to Phase 2, as set out in the submitted Phase 2 Local Labour Agreement. As such, and given the site’s accessible location, staff will likely arrive via public transport.
- The client is a Trafford based employer, with their own in-house sub-contract divisions, which will play a considerable role in the construction of Phase 2. The following in-house sub-contractor entities will be deployed on Phase 2:
 - Met-Frame
 - Dry Lining and Plastering
 - Electrical

- Groundworks
- Joinery
- The developer will look to appoint long standing partners, such as Heyrod Concrete Frames from Manchester, McGuinness Demolition from Altrincham and bricks from Manchester Brick Co.
- Materials, such as concrete, will come via a concrete plant. Whilst not yet confirmed, the client's typical providers have plant stations within the M60 (Cemex, Breedon, Tarmac).

The information provided shows that the construction phase of the proposal will not generate traffic which would have any impact on Holcroft Moss. Therefore, the construction phase of the development highlights that the policy is not relevant to the site and the SPD not applicable. It is therefore not relevant to validation of the application and the information submitted is fully appropriate to validate the application on the date it was submitted.

Occupation Impacts

As set out in the submitted Transport Assessment (Ref. 250389), the proposed development is entirely car-free, with no on-site car parking provision. As a result, the development would not generate traffic on the M62 so will not meet the threshold of 100 vehicles / 20 HGV movements per day. The nature of the scheme, together with its highly accessible location, actively encourages the use of sustainable modes of transport.

The proposal provides no parking spaces and includes the provision of 108 cycle parking spaces, equating to 70% provision for residents. This is delivered through 39 double-stacking cycle racks and 15 Sheffield stands. Figure 4.2 of the Transport Assessment presents 5km cycle accessibility isochrones, demonstrating that areas including Ancoats, Hulme, Cheetham Hill, Piccadilly, Manchester City Centre, and parts of Trafford and Salford all lie within a comfortable cycling distance of the site. This illustrates the site's strong potential for cycle-based travel, supported by the high level of cycle parking provision proposed on-site.

Likewise, walking is also a highly viable mode of transport given the site's location in easy walking distance of the city centre. Figure 4.1 of the Transport Assessment shows the 2km walking accessibility isochrones, indicating that the majority of Manchester City Centre lies within walking distance of the site. This supports the delivery of a high-quality, sustainable lifestyle without reliance on private car ownership.

A wide range of day-to-day facilities are located within 1km of the site, including pubs, a park, primary schools, cafés, dentists, a post office, a supermarket, a pharmacy and GP surgeries. This means that for all day to day needs residents can use walking and cycling options, rather than the private car, which supports low-carbon travel choices.

Furthermore, the site is also very well served by public transport. Clive Street bus stop is located less than 50 metres from the site, while Shudehill Metrolink stop is approximately 650 metres away, with Victoria Mainline station a similar distance away. This allows easy access without a car to a wide range of regional and national destinations.

Given the above the scheme will not generate any vehicle trips a day passed Holcroft Moss. As it is a residential use it will not generate any HGV movements. Any deliveries to the site will be locally generated and use delivery cars/vans.

Therefore, the application as submitted fully demonstrates based on the information provided that the proposal will not generate traffic which would have any impact on Holcroft Moss. On this basis, the policy is



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We trust that you can now proceed with validation of the application to the date submitted, alongside the S73 application for the Phase 1 landscaping.