BURO HAPPOLD

Transport Note

Project	Mayfield Phase 1A
Subject	Transport Note
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1 Introduction

1.1.1 This Transport Note has been prepared on behalf of the Applicant (Mayfield Poulton Limited) in relation to the planning application for Plot O (the Poulton) at Mayfield in terms of height, massing, and internal layout, as well as external changes to Plot N (the Mobility Hub). It relates to the request for further information in relation to the Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) dated May 2025, which seeks to ensure that new development does not have an adverse impact on the protected habitats and species of Holcroft Moss, which is a Manchester Mosses Special Area of Conservation (SAC).

1.1.2 In particular:

> *"Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss… 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 (HGVs) 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 Habitat Mitigation Plan."*

2 Site Location

2.1.1 The location of Holcroft Moss in relation to the Mayfield site is shown on Figure 1.1. Holcroft Moss is located around 17 kilometres to the south-west in the Warrington Borough of Greater Manchester, which is around a 25-minute drive from Mayfield.

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Figure 1.1 Site Location

3 Background

3.1.1 Mayfield is a key mixed use regeneration area within Manchester City Centre, centred around a significant outdoor public amenity space in the form of Mayfield Park – a 2.6-hectare open space centred on a revitalised River Medlock, which was completed in 2022.

3.1.2 Mayfield Phase 1a (Application 1) comprised enabling works, provision of a public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock, a 9 storey office development (the Poulton), a 10 storey multi storey car park ('MSCP'), and highways and infrastructure works (Planning Ref. 125248/FO/2019). Application 2 comprised a 13-storey office development (Planning Ref. 124972/FO/2019). Both applications obtained approval in 2020. All three buildings and the park combined comprise Mayfield Phase 1a.

3.1.3 Following formal discharge of all relevant planning conditions for Phase 1a, construction commenced in March 2021, comprising the enabling works for the development including the removal of onsite structures, reprofiling of the site, works to the River Medlock, infrastructure delivery and remediation works.

3.1.4 Since the approval of Phase 1a, the Applicant has had several applications consented that amend building designs and layouts as well as a new application in relation to the Poulton in June 2023 (Ref: 137263/FO/2023) that was approved in September 2023. Concurrently through a 2023 approval to the 125248/FO/2019 (as amended) planning permission, the quantum of parking was reduced from 543 (in the original 2020 approved scheme) to 488 spaces. The Republic, a 13-storey office development, is currently under construction via a separate permission.

3.1.5 The MSCP intends to serve both Mayfield itself and support commuter parking, consolidating on street car parking in the area into one plot. Therefore, whilst the Poulton and Republic are technically car free, they are served by the adjacent MSCP. The two office buildings intend to become operational concurrently in 2028, alongside the new mobility hub.

3.1.6 A new planning application has been submitted in 2026 for proposed amendments to Plot O (the Poulton) in terms of in terms of height, massing, and internal layout, including amendments to the external appearance of the MSCP (Plot N) to improve the quality of the design. The footprint of the building at Plot O is being extended, the basement previous approved is now largely removed, and an additional storey is being included in the middle volume of the building to increase the amount of floorspace and create scheme that is catered to the current

commercial occupier market (increase of 1,910 sqm net internal area). The massing of Plot N (the MSCP) remains unchanged and the Republic and all areas of public realm remain in line with the approved planning permissions.

4 Qualitative Impact Assessment

4.1.1 The Environmental Impact Assessment (EIA) Statement of Conformity that was submitted with the 2023 applications confirmed that given the reduction in vehicle trip generation as a result of the proposed development alterations (a reduction of c.340 vehicles per day across the highway network), the assessment of operational effects set out in the 2019 ES remains robust and its conclusions valid.

4.1.2 Therefore, for the purpose of this Transport Note, reference has been made to the trip generation for the original scheme (extracted from the 2019 Transport Assessment), which represents a worst case given the lower parking numbers that were subsequently approved as part of the 2023 Phase 1a application.

4.1.3 Whilst the agreed modelling / study area for Mayfield did not include the Holcroft Moss area and/or the M62, reference has been made to the daily trip generation and adopted vehicle trip distribution that was adopted for Phase 1a as part of the 2019 TA as set out below:

- Phase 1a Total Daily Trip Generation = 1,446 arrivals including 86 HGVs and 1,437 departures including 86 HGVs
- Phase 1a Trip Distribution = 23% arrivals / 25% departures to/from the West

4.1.4 This gives a resultant daily trip generation to/from the West of 333 arrivals, including 20 HGVs, and 359 departures including 20 HGVs.

4.1.5 For clarity, these 333 arrivals / 359 departures per day relate to vehicle trips across the wider highway network to/from the West and do not represent traffic wholly assigned to routes toward the M62 and Holcroft Moss. Trip distribution would be dispersed across a number of origins, destinations and strategic corridors and, as such, only a proportion of these trips would be expected to travel westbound in the general direction of the M62/Holcroft Moss corridor.

4.1.6 It can be seen on Figure 4.1 that there are a significant number of strategic highway connections available to/from the West, which means that traffic would dissipate further across the various routes available, including the A34, A56, M602, M60 and A6.

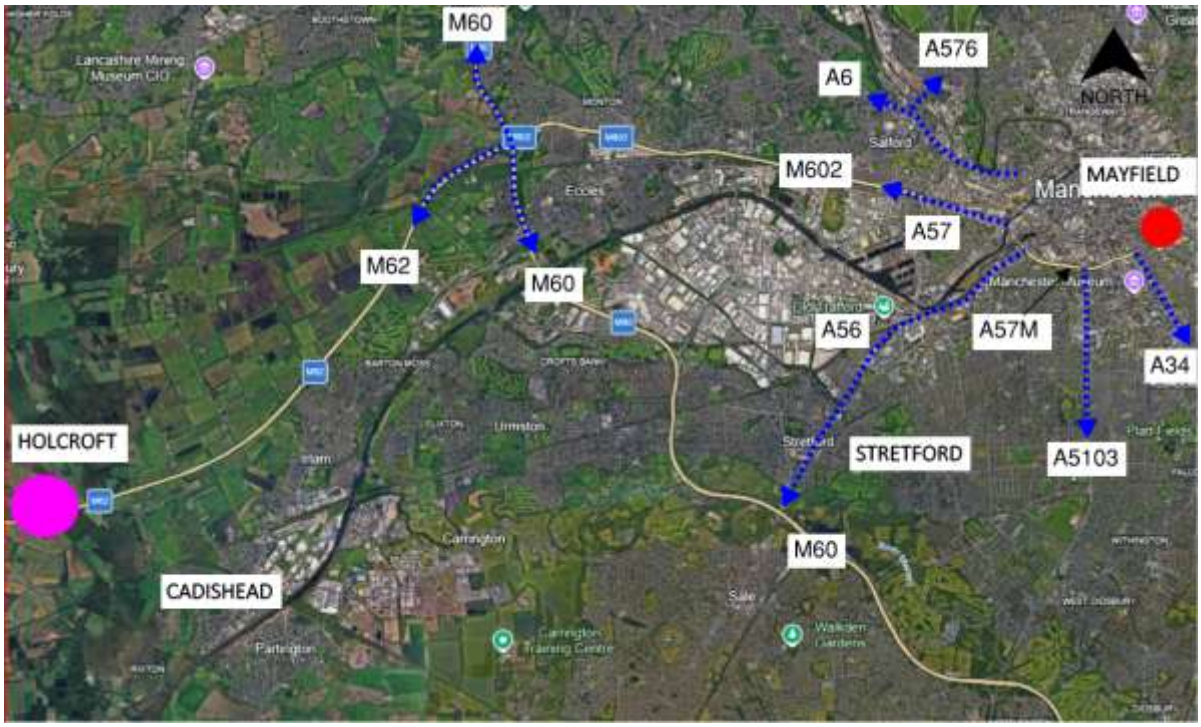

Figure 4.1 Strategic Highway Network

4.1.7 Given the multiple routes available to/from the West, and taking into account the distance and geographic location of the site in relation to the M62, it is unlikely that a material volume of traffic would route along the M62 past Holcroft Moss. Noting also that the vehicle trip generation will be reduced further given the lower parking numbers that were approved in 2023, as well as the implementation of a comprehensive Travel Plan, which will encourage the use of sustainable travel modes.

4.1.8 In conclusion, it is considered unlikely that the proposed development would exceed the thresholds set out in the Holcroft Moss SPD (100 vehicles or 20 HGVs per day).