

Our Reference: 085996-CUR-XX-XX-T-TP-00009-P04

Manchester City Council : 141773/FO/2024

17/07/2026

2-4 WHITWORTH STREET WEST BTR – HOLCROFT MOSS TECHNICAL NOTE

Curtins has been appointed by Glenbrook WWS Limited, Maizelands Limited and Arringford Limited (the Applicant) to provide transport and highways advice in relation to a planning application for a build-to-rent residential development at 2-4 Whitworth Street West in Manchester city centre.

The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a 44-storey residential development with supporting residential amenity, providing 364 new apartments (ref: 141773/FO/2024).

Curtins produced a Transport Statement (ref: 085996-CUR-XX-XX-T-TP-00001) and Interim Travel Plan (ref: 085996-CUR-XX-XX-T-TP-00002) to support the planning application.

Based on recent correspondence received, it is noted that the Case Officer for Application 141773/FO/2024 has requested that the proposals must be considered against the Holcroft Moss Planning Obligations Joint SPD and PfE Policy JP-C8.

This policy requires the following:

“Policy JP-C8 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”

Paragraph 1.9 of the Holcroft Moss Supplementary Planning Document (SPD)¹ states:

*As set out in Policy JP-C8 of the PfE Plan, where planning applications are required to be accompanied by a Transport Assessment, they will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). 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 (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.*

This therefore confirms that the thresholds where mitigation measures and a financial contribution would be required in line with the SPD are where developments would generate over 100 vehicles per day or 20 HGVs per day on the M62 passing Holcroft Moss.

The Air Quality Habitat Regulations Assessment (HRA) study for the Greater Manchester “Places for Everyone” Plan (AQHRA),² states the following at page 29:

*There is also the need to ensure that project-level analysis of potential air quality impacts (and if necessary, project-level mitigation) is undertaken for significant sources of additional traffic past the M62 at Manchester Mosses SAC. This will require particular projects that are likely to result in a substantial increase in traffic flows to devise project-specific mitigation beyond the strategic air quality improvement measures being included in the Local Plan. **If the change in flows on a the M62 past Manchester Mosses SAC due to a given scheme is likely to exceed 200 Heavy Duty Vehicles per day or 1,000 Average Annual Daily Traffic then this***

¹ Holcroft Moss Planning Obligations Joint Supplementary Planning Document (Adopted from effect 08 May 2025).

² Air Quality Habitat Regulations Assessment (HRA) study for the Greater Manchester “Places for Everyone” Plan (report prepared by Ricardo Energy & Environment for Systra Ltd on behalf of the Greater Manchester Combined Authority, dated 12/07/2021)

would be the trigger for project-level air quality modelling and, depending on the outcome of that modelling, the need for scheme-specific mitigation. Warrington Borough Council incorporated this text to Policy ENV8, as a policy mechanism to enable the delivery of measures associated with new development to ensure that any contribution to atmospheric nitrogen deposition (and thus acid deposition) is minimised.

Operational Phase

The proposed development is designed as a car-free scheme, an approach which has been accepted by Manchester City Council Highways and is located in a highly sustainable and accessible area with excellent connectivity to a wide range of transport options.

Future residents and users will be well positioned to utilise the extensive public transport network, including bus, rail and Metrolink services, alongside established and emerging cycling infrastructure, to access employment, leisure and wider opportunities across Greater Manchester, while a diverse range of day-to-day amenities are available within comfortable walking distance. As such, the site represents a highly sustainable location that promotes and supports sustainable travel behaviours, enabling residents to meet their needs without reliance on private car ownership.

Mitigation for the Proposed Development is provided in the form of the Interim Travel Plan (ITP) that was submitted with the planning application. The implementation of the ITP will be secured by condition. This mechanism will secure the measures and initiatives within the ITP that seek to further minimise the number of car trips generated by the development and encourage residents, staff and visitors of the Proposed Development to use sustainable modes of transport.

It is important to note that whilst the Proposed Development is car free, some residents may own a car. This is set out within the Transport Statement that was submitted in support of the application. The residents that may wish to own a car are likely to use offsite car park which have already secured planning permission and therefore the associated traffic impact on the highway network has already been considered.

Notwithstanding, as set out within Table 5.5 of the Transport Statement, the total vehicle trips associated with the proposed development has been summarised in **Table 1**.

364 Apartments	Trip Generation		
	AM (08:00-09:00)	PM (17:00-18:00)	Daily
All Other Trips	10	7	181

Table 1 – Proposed Total Vehicle Trip Generation (364 Apartments)

It is clear from **Table 1** that the proposed development could generate 10 two vehicle movements in the AM peak and 7 in the PM peak. The above table also shows that the development would generate 181 two-way vehicle movements per day.

To quantify potential vehicular movements past Holcroft Moss on the M62, Curtins has analysed Census Journey to Work data based on the 2011 Census for residents in the MSOA 02006917 : Manchester 060 – where the proposed development is located. This is summarised in **Table 2** below.

Local Authority	Percentage	Daily Trips
Manchester	28.60%	52
Bolton	3.80%	7
Bury	2.00%	4
Oldham	2.50%	5
Rochdale	1.60%	3
Salford	10.90%	20
Stockport	5.00%	9
Tameside	2.50%	5
Trafford	9.40%	17
Wigan	2.10%	4
Merseyside	8.60%	16
Yorkshire	2.50%	5
Midlands	4.80%	9
Lancashire	7.00%	13
Blackpool	0.60%	1
Cheshire East	6.30%	11
Cheshire West	0.40%	1
North	0.90%	2
Wales	0.60%	1
Total	100%	181

Table 2 – Daily Vehicle Trips per Local Authority Area

Based on a review of trip assignment for the destinations set out within Table 2, it is Curtins view that only the traffic movements to and from Merseyside are likely to travel on the M62 and therefore potentially impact Holcroft Moss.

On this basis, 8.6% of all vehicular movements (associated with Merseyside) is to be considered; with consideration given to the 181 daily vehicular trips associated with the proposed development, this would equate to 16 two-way trips past Holcroft Moss on a daily basis.

This is significantly below the 100 vehicles per day threshold - and therefore no contribution or mitigation by the proposed development is required towards the Holcroft Moss as per Policy JP-C8.

Construction Phase

It is anticipated that the proposed development will be constructed over a period of approximately 170 weeks, excluding demolition, service diversions and piling mat installation.

The anticipated construction working hours are:

- Monday to Friday: 07:30 to 18:00;
- Saturday: 08:30 to 14:00; and
- Sundays and Bank Holidays: No construction activities.

All construction activities, including the timing of deliveries where appropriate, will be undertaken in accordance with these working hours unless otherwise agreed in writing with the Local Planning Authority. These hours will help minimise disturbance to surrounding occupiers while allowing the development to be delivered efficiently. Construction traffic will vary throughout the programme, with the highest sustained level of activity occurring during the superstructure works. During the peak construction period (approximately Weeks 62 to 123), the development is expected to generate an average of 11 HGV deliveries per day, associated primarily with the concrete frame construction.

The HGV traffic demand associated with the construction phase has been summarised in **Table 3** below.

Construction Activity	Duration (Days)	Total HGV/Wagon Movements	Average Daily HGV Movements
Piling arisings removal	22	90	4
Piling concrete deliveries	22	184	8
Spoil removal (substructure)	10	252	25
Foundations, reinforcement, concrete and formwork	50	345	7
Drainage works	25	8	0.3
Concrete frame (reinforcement, concrete and formwork)	500	2,373	5
Unitised glazing and terracotta rainscreen	374	213	1
Apartment fit-out and internal works	454	2,184	5

Table 3 – Construction HGV Traffic

The highest short-term level of construction traffic is forecast during the substructure spoil removal phase, when approximately 25 HGV movements per day are anticipated over a period of around 10 working days. This represents a temporary peak associated with excavation activities. Thereafter, construction traffic reduces to more moderate levels, with the longest sustained HGV demand arising during the concrete frame construction and internal fit-out phases.

Construction materials will be sourced from established regional suppliers, with key routing including:

- Concrete deliveries from Trafford Park;
- Reinforcement steel from Liverpool (typically up to approximately five HGV deliveries per week);
- Internal fit-out materials supplied from a Domis warehouse in Wigan; and
- Excavated material exported to appropriately licensed recycling or disposal facilities.

As can be seen from the above the only activity that is likely to route via the M62 past the Holcroft Moss is the reinforcement steel. The HGV movements associated with this is 5 per week which is equivalent to 10 HGV movements per week equivalent to 2 HGVs per day.

During this period, the peak construction workforce is anticipated to comprise approximately 210 trade operatives and 30 site-based personnel, including staff, labourers and hoist operators. Overall, this equates to approximately 240 personnel on site during the peak construction period.

No staff car parking is proposed as part of the construction and that staff will be encouraged to travel to the site by public transport. Any staff who drive to the site will make use of existing car parking facilities located within the city centre.

To assess the potential traffic associated with the construction workforce, the Greater Manchester Travel Survey (SRAD 2024) commuter mode share for Manchester City Centre has been applied to the forecast peak construction workforce. This identifies a car driver mode share of 16.5% for commuting.

Based on the above assumptions, the peak construction workforce would generate approximately 40 car-based trips, equivalent to 80 two-way car trips.

Journey-to-work data from the 2011 Census for MSOA E02006917: Manchester 060 indicates that 5.2% of staff live in Merseyside.

Applying this proportion to the total two-way vehicle movements equates to approximately 4 two-way car movements that could route via the M62 west of Junction 11 past the Holcroft Moss.

Overall, there could be 6 two-way vehicle (car and HGV) movements travelling past the Holcroft Moss during the construction phase of the development. This is significantly below 100 two-way vehicle trips per day and 20 two-way HGV trips per day. As this is below the threshold set out in Policy JP-C8, the proposed development is not required to provide mitigation or make a financial contribution towards measures relating to the Holcroft Moss.

This traffic is also significantly below the threshold for project-level analysis of air quality impact and therefore no requirement in accordance with AQHRA.

Summary

During the operational phase, the development is forecast to generate approximately 16 two-way vehicle movements per day passing Holcroft Moss. This is substantially below the threshold of 100 vehicle movements per day identified for requiring a financial contribution towards mitigation measures. Accordingly, the development would not trigger the requirement for mitigation contributions in respect of operational traffic impacts on Holcroft Moss.

During the construction phase, the assessment indicates that construction traffic would generate approximately 6 two-way vehicle movements including 2 two-way HGV movements per day passing Holcroft Moss. This is well below the relevant threshold of 100 two-way vehicle movements and 20 HGV movements per day. Consequently, the construction traffic associated with the proposed development would not give rise to a requirement for mitigation contributions relating to Holcroft Moss.