Proposed Residential Development,

No.1 Castlefield, Ellesmere St, Manchester

Holcroft Moss – Transport Technical Note



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1 Introduction

Overview

1.1 Rappor has prepared this Technical Note in support of the planning application for the redevelopment of No.1 Castlefield, Ellesmere Street, Manchester.

1.2 The Proposed Development comprises 592 residential dwellings together with associated residential amenity space, landscaping, cycle parking and 40 car parking spaces.

1.3 This Technical Note considers the potential operational and construction traffic effects of the proposed development on the M62 past Holcroft Moss, which forms part of the Manchester Mosses Special Area of Conservation (SAC).

1.4 The assessment:

- identifies the relevant Holcroft Moss traffic thresholds;
- forecasts operational vehicle movements associated with the completed development;
- establishes reasonable construction traffic assumptions;
- considers the proportion of traffic likely to travel past Holcroft Moss; and
- assesses compliance with the relevant SPD thresholds.

1.5 The assessment is based on the final development proposals and the trip generation methodology contained within the submitted Transport Statement and should be read in conjunction with that document.

2 Holcroft Moss Policy Context

2.1 The Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD) addresses the potential effects of additional vehicle emissions on Holcroft Moss and the wider Manchester Mosses Special Area of Conservation.

2.2 The SPD identifies project-level thresholds where a development would increase traffic flows on the M62 past Holcroft Moss by:

- more than 100 vehicle movements per day; or
- more than 20 Heavy Goods Vehicle (HGV) movements per day.

2.3 Where either threshold is exceeded, the SPD indicates that scheme-specific mitigation measures and a financial contribution may be required.

2.4 Accordingly, the purpose of this Note is to determine whether operational or construction traffic associated with the proposed development would exceed either threshold.

3 Operational Traffic Assessment

Development Assumptions

3.1 The Proposed Development comprises 592 residential dwellings and 40 car parking spaces.

3.2 The parking provision is calculated as follows:

- 40 spaces ÷ 592 dwellings = circa 6.8%

3.3 The low level of parking provision reflects the highly accessible city-centre location of the site, including proximity to Cornbrook Metrolink stop, local bus services and established walking and cycling connections.

Trip Generation

3.4 Operational trip generation has been derived from the final TRICS person-trip assessment contained within the submitted Transport Statement.

3.5 The Transport Statement identifies a daily two-way person-trip rate of 4.156 trips per dwelling.

3.6 A staged approach has been applied to convert person trips into forecast vehicle movements by:

- applying the daily TRICS person-trip rate to 592 dwellings;
- applying the 31% car-driver mode share identified in the Transport Statement; and
- applying a parking adjustment reflecting the provision of 40 parking spaces across the development.

Table 3.1 Vehicle Trip Generation – Proposed Residential Development

Period	Arrivals	Departures	Two-way
Weekday AM peak (07:30-08:30)	1	5	6
Weekday PM peak (16:30-17:30)	3	2	5
Typical weekday	26	26	52

3.7 The Proposed Development is therefore forecast to generate approximately 52 two-way operational vehicle movements per day.

3.8 The forecast represents total operational vehicle demand associated with the development and therefore provides a conservative basis for comparison with the Holcroft Moss SPD thresholds.

4 Construction Traffic Assumptions

Assessment Basis

4.1 A detailed contractor construction programme and supplier information are not yet available. Construction traffic assumptions have therefore been developed for planning purposes to provide a reasonable estimate of peak weekday construction activity.

4.2 The assumptions have been informed by the scale and nature of the Proposed Development, experience of comparable major city-centre developments and professional judgement regarding the likely traffic associated with a high-density residential scheme of this scale.

4.3 Recent major developments within Manchester, including schemes such as Chorlton Precinct and Weston Hall/Pendulum Hotel planning submissions have been used as comparable construction programmes . These developments provide useful benchmarks for the scale of vehicle activity associated with constrained urban construction sites requiring managed deliveries, significant structural works and limited on-site storage capacity.

4.4 The commparable information has not been applied directly on a dwelling-number or floorspace basis. Construction traffic generation is influenced by factors including development form, programme duration, construction methodology, storage arrangements, demolition requirements and the degree of overlap between construction activities. The comparable evidence has therefore been used to establish a reasonable range of traffic activity which has then been refined to reflect the specific characteristics of the Proposed Development.

4.5 Particular account has been taken of:

- the high-rise form of the development;
- basement and substructure works;
- concrete, reinforcement and structural material deliveries;
- constrained city-centre site conditions;
- limited opportunities for on-site storage;
- the need for managed and scheduled deliveries; and
- the fact that the site has already been substantially cleared, reducing demolition-related traffic.

Construction Traffic Forecast

4.6 A robust peak weekday construction scenario has been adopted, as stated in **Table 4.1** below:

Table 4.1 – Peak Daily Construction Traffic Movements

Vehicle Type	Daily Movements
HGV	50
LGV	30
Total	80

4.7 This is equivalent to approximately 25 HGV arrivals and 25 HGV departures, together with 15 LGV arrivals and 15 LGV departures during a typical peak construction weekday.

4.8 The adopted assumptions are considered representative of a reasonable peak weekday construction scenario for a development of this nature.

4.9 Construction staff parking is not assumed within the site. Staff travel arrangements would be managed through the Construction Traffic Management Plan, promoting travel by public transport, walking and cycling where practicable.

5 Traffic Distribution

5.1 A predicted routing assessment has been undertaken to determine the proportion of operational and construction traffic that may travel on the M62 past Holcroft Moss.

5.2 For assessment purposes, it has been assumed that development traffic requiring access to the Strategic Road Network would initially travel westwards via Chester Road and the M602.

5.3 In practice, some operational and construction traffic would be expected to originate from destinations elsewhere within Greater Manchester and would not travel via the M602. The adopted approach is therefore conservative.

5.4 In the absence of confirmed origins, destinations and supplier locations, an approximately equal distribution has been assumed at the M602/M60/M62 interchange, as shown in **Table 5.1** below.

Table 5.1 – Peak Daily Construction Traffic Movements

Route	Distribution
M62 past Holcroft Moss	34%
M60 clockwise	33%
M60 anti-clockwise	33%
Total	100%

5.5 The assessment therefore adopts a precautionary assumption that 34% of development traffic would pass Holcroft Moss.

6 Assessment Results

Operational Traffic

6.1 Applying the 34% distribution to the forecast 52 daily operational vehicle movements gives:

- 52 × 34% = 18 movements per day

6.2 Approximately 18 operational vehicle movements per day are therefore forecast to travel on the M62 past Holcroft Moss, as shown in **Table 6.1** below.

Table 6.1 – Daily Operational movements past Holcroft Moss

Assessment	Result
Total operational vehicle movements	52 vehicles
Proportion assigned to M62	34%
Operational movements past Holcroft Moss	18 vehicles
SPD threshold	More than 100

6.3 Operational traffic associated with the Proposed Development would remain comfortably below the SPD threshold of more than 100 vehicle movements per day.

Construction Traffic

6.4 Applying the same distribution to the construction forecast gives the below construction vehicle movements, as shown in **Table 6.2** below:

Table 6.2 Daily Construction movements past Holcroft Moss

Vehicle Type	Site-Wide Movements	Movements Past Holcroft Moss
HGV	50	17
LGV	30	10
Total	80	27

6.5 The construction phase would therefore generate approximately:

- 27 vehicle movements per day past Holcroft Moss; and
- 17 HGV movements per day past Holcroft Moss.

6.6 Both figures remain below the relevant SPD thresholds.

6.7 The construction phase of the Proposed Development would therefore not result in an increase of more than 100 vehicle movements per day or more than 20 HGV movements per day on the M62 past Holcroft Moss.

6.8 It should also be noted that construction traffic would be managed through a Construction Traffic Management Plan secured by planning condition.

6.9 The CTMP would include:

- approved construction routes;
- delivery booking and scheduling procedures;
- supplier routeing instructions;
- construction staff travel arrangements;
- arrangements for monitoring vehicle movements; and
- traffic management measures necessary to safely accommodate construction activity.

6.10 The CTMP would ensure that construction traffic associated with the Proposed Development is managed appropriately throughout the construction period.

7 Conclusion

7.1 The Proposed Development comprises 592 residential dwellings and 40 car parking spaces, equivalent to approximately 6.8% parking provision.

7.2 Based on the final TRICS assessment, a 31% car-driver mode share and the parking constraint represented by 40 spaces, the development is forecast to generate approximately 52 operational vehicle movements per day.

7.3 Applying a precautionary 34% assignment to the M62 past Holcroft Moss results in approximately 18 operational vehicle movements per day, which is below both relevant SPD thresholds.

7.4 Construction traffic assumptions have been informed by experience of comparable major city-centre developments together with the specific characteristics of the Proposed Development, including its high-rise form, basement works and constrained site conditions.

7.5 The construction phase is forecast to generate approximately 27 vehicle movements per day, including approximately 17 HGV movements per day, past Holcroft Moss.

7.6 Both figures remain below the relevant SPD thresholds of more than 100 vehicle movements per day and more than 20 HGV movements per day.

7.7 Construction traffic would be managed through a Construction Traffic Management Plan secured by planning condition.

7.8 It is therefore concluded that the Proposed Development can be delivered without resulting in an increase of more than 100 vehicle movements per day or more than 20 HGV movements per day on the M62 past Holcroft Moss.

7.9 On this basis, scheme-specific mitigation or a financial contribution in relation to Holcroft Moss is not considered necessary.

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