
142888/FO/2025 - Cambridge Halls Of Residence , Cavendish Street

From [REDACTED]
Date Fri 18/07/2025 11:25
To Jennifer Atkinson <[REDACTED]> Lucy Harrison
<[REDACTED]>
Cc [REDACTED]

Hi both,

Good to speak with you yesterday. Please find Highways comments in relation to the above application.

Please note that we do require further information in relation to the proposed highways works along Chatham Street and we do require an Independent Stage 1 RSA prior to determination – as requested at pre-app.

HIGHWAYS COMMENTS 18TH JULY 2025:

CONTEXT

The site is located adjacent to the adopted highway of Cambridge Street to the west. Boundary Street West to the south, Higher Chatham Street & Lower Chatham Street to the east.

The former Cavendish Street alignment runs through the site which was subject to a Stopping-up Order in 1995/96. The associated Legal Agreement included retention of pedestrian and cycle access.

Cambridge Street has a 20mph speed limit, No Waiting at Any Time, No Loading (Mon-Fri 7am-10am and 4pm-7pm). Boundary Street West has a 20mph speed limit, No Loading at Any Time and No Waiting at Any Time in place. Lower Chatham Street & Higher Chatham Street has a 20mph speed limit, Goods Loading & Unloading bay, Limited Waiting (2 Hours, No Return Within 1 Hour Mon-Fri 8am-6.30pm and Sat 8am-12.30pm) and No Waiting at Any Time in place.

HIGHWAYS RESPONSE

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TRIP GENERATION AND JUNCTION CAPACITY:

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- Trip generation as per that approved in application 137399/FO/2023 (Upper Brook Street PBSA).
 - Methodology acceptable in principle as Cambridge Halls is within proximity to Upper Brook Street PBSA and has similar characteristics.
 - TRICs generation anticipates 260 two-way person trips in AM peak and 322 two-way person trips in the PM peak.
 - Trip Distribution and Mode Split acceptable to Highways.
 - Net person demand trip expected to be 165 two-way person trips in the AM peak and 205 two-way person trips in PM peak.
 - The block is proposed to be 'car-free' with no on-site parking. No operational assessments required.
 - Move in / move out days are expected to be the busiest days in terms of vehicular traffic and appropriate plans have been discussed.

HIGHWAYS SAFETY:

- Stats19 data reviewed over a relatively wide study area (latest 5-year period).
 - Assessment area acceptable to Highways.
- 58 PIAs noted, resulting in 68 casualties.
 - 37 collision involved pedestrians or cyclists and resulted in 28 casualties being slightly injured and 9 being seriously injured.
- Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

- The site is well accessed by sustainable modes.
- Regular bus services, Metrolink services and railway services are available within walking distance of the site.
- TfGM Online Mapping Tool shows that Cavendish Street to the west has on-road cycle route with cycle lanes, which continues as a traffic free route through the development site and links to one-road route with segregation before linking to Oxford Road. MCC are currently reviewing options to improve cycle infrastructure along Cavendish Street/Stretford Road given that this provides an important and popular east/west connection through the local area.

PARKING AND ACCESS:

- Cycle & Pedestrian Route Through Site:

- Highways to provide comments on pedestrian/cycle routes following further internal review.

Car Parking Provision:

- Lower Chatham Street and Higher Chatham Street has a total of 35 Limited Waiting parking spaces in place.
 - 19 of these will be lost as part of the development.
- A parking beat survey was undertaken of the limited parking bays along Lower Chatham Street and Higher Chatham Street.
 - Survey data suggests that these spaces were typically fully occupied with some spare capacity recorded in the early afternoon / evening period.
 - TS provides no commentary on the impact the development will have on the limited waiting bays, loss of on-street parking and the impact on local highway network.

OFF-SITE HIGHWAYS WORKS:

Limited Waiting Bays:

- The development will result in the loss of the existing Limited Waiting Bays on Chatham Street.
- It is understood that the eastern bays will be retained.
 - Plans do not show these bays being retained.
 - Swept path analysis does not note these parking bays being retained.

Request they are shown on swept path to confirm that the largest expected vehicle can manoeuvre whilst these bays are occupied.

Footway & Loading Arrangements:

- Plan show that the existing western parking bays will be removed along Chatham Street.
 - As above no commentary has been provided on the impact of the loss of these bays. Especially as data suggests they are well used.

- The plans suggest that the adopted footway will be built out and 4 disabled bays and 2 loading bays installed.
- Therefore, Chatham Street effectively becomes one carriageway width due to the build out and the retained limited waiting bays.
 - Chatham Street is a two-way road.
- The applicant should provide some commentary and evidence that this will not have a negative impact on Chatham Street and proposed vehicle movements associated with the PBSA and Law Facility to the north.
 - Noted that there could be an impact on vehicles (staff/students/servicing) accessing Facility of Law and Business access / internal routing.
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- Highways note that build out are proposed on the adopted highway at current cycle/pedestrian access points from Cavendish Road and Chatham Street to the public realm area. Highways have concerns on the impact these have on pedestrian movements.
 - Note that bollards are in place on Chatham Street. Request confirmation on why these are required?
 - The design will impinge on pedestrian movements between the University buildings.
 - The TS notes the high flow of existing pedestrian movements and the increase as the PBSA site will increase by over 50% of bedspace. How does the build out and bollards positively impact on these movements?
- Street trees are also proposed.
 - Commuted sums are required for street trees in place on the adopted highway.
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ROAD SAFETY AUDIT

- It is requested that a Stage1 Road Safety Audit is undertaken to understand the impact these changes will have.

CYCLE PARKING:

- 140 student resident spaces proposed on ground floor of the development.
 - Equate to 6%.
 - As per Highways pre-application comments we typically require 25% cycle parking.
 - Whilst noting the above it is requested that the applicant provide more cycle parking.
 - That TA states "...high-quality cycle parking will be provided for use by residents and encourage cycling as a primary mode of transport".
 - Highways disagree with this statement and request that additional cycle parking is explored.
 - It should be highlighted that students have a greater propensity to cycle and therefore there is an opportunity to capitalise on this through ensuring there are excellent cycling opportunities for students. This would help to encourage the uptake of sustainable modes of travel for all users of the site.
 - A slight increase in sheltered/secure cycle parking may be accepted by Highways if partnered with alternative measures to promote and cater for cycling journeys. Highways/TfGM request that the proposals fund a Bee Network Cycle Hire Stand package.

Commercial, Community & Visitor Land Use:

- TS confirms that additional cycle parking will be provided for visitors and occupiers of the commercial and community land use.
- Note these are 22no. Sheffield stands providing 44no. cycle parking spaces. Highways request confirmation on where these are to be located.
- Highways request that the staff cycle parking for the commercial and community use are secure and sheltered.

MOVE-IN / MOVE-OUT STRATEGY:

- Student move-in / move-out strategy will be in place.

- Highways welcomes the proposed Student Move-In / Move-Out Strategy. It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

STUDENT MANAGEMENT PLAN:

- Student Management Plan has been produced by Unite Students
- Highways welcome the proposed Student Management Plan. It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

DELIVERIES AND COLLECTIONS:

- Highways welcomes the proposed Delivery Management Strategy. It is requested that this is regularly monitored, and a thorough review undertaken as part of each travel survey. It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

REFUSE AND SERVICING:

Refuse:

- A bin store is noted on the ground floor of the development.
 - Noted that a separate bin store is in place for the PBSA and commercial use of the development.
- A Waste Management Strategy has been produced by Waterman,
- The Waste Strategy states that the waste vehicle will collect via Cambridge Street, Boundary Street West, Higher Chatham Street and Lower Chatham Street.
 - As per Highways pre-application comments we would have concerns with waste collection along Cambridge Street.
- It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

Servicing:

- As per Highways pre-application comments we would have concerns with servicing via Cambridge Street.
- The TS suggests that servicing for the commercial/retail and community use will be via Cambridge Street. Highways will not support this.
- PBSA servicing will take place via the proposed loading bays on Chatham Street. This is acceptable in principle, subject to the robust Service Management Plan being in place.

FRAMEWORK TRAVEL PLAN:

- A Framework Travel Plan has been provided as part of the application.
- TfGM state that the Framework Travel Plan is welcomed. In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.
- The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

An Outline Construction Management Plan has been produced.

A Detailed Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway – evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email – highwaylicences@manchester.gov.uk.

The applicant is encouraged to have early engagement with MCCs Events and Network Management Team highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS:

Cycling
Off-Site Highways Works
Student Management Plan
Student Move-In / Move-Out Strategy
Service Management Strategy
Delivery Management Plan
Waste Management Strategy
Travel Plan
CMP

INFORMATION:

A S278 agreement is required for works to the adopted highway – a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- 5 years of accident history
- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)
- Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Many thanks and have a lovely weekend,



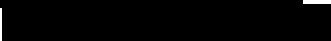
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email:



Phone Number:



Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



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