

Our Reference: 088421-CUR-XX-XX-T-TP-00001-P01

Council Planning Reference: 134953/FO/2022

24 September 2025

68-70 Oldham Street, Manchester – Highways Note

Background

Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide highways and transportation support for the consented development located at 68-70 Oldham Street, Manchester (the Site).

This Highways Note has been prepared to provide supporting information for the discharge of planning conditions, enabling construction to proceed (Council Planning Reference: 134953/FO/2022, granted 6th February 2023).

The proposed development is described as follows;

“Partial demolition of existing buildings, conversion of existing warehouse building, rooftop extension and new building of 10 storeys to create aparthotel (sui generis) and commercial uses (use class E).”

A discharge of conditions application (ref: CDN/25/0727) to discharge Condition 5 which relates to the Construction Management Plan (CMP). The Initial Works comprise the construction of an internal supporting column, which is required to facilitate the erection of the building.

For your reference, Condition 5, as amended via NMA ref. 143316/NMC/2025, states:

“Prior to the Early Works Phase (as detailed in dwgs 10338-SHP-Z1-A-JC20-XE-NW-101 REV P01 NORTH WEST EXISTING DEMOLITION / ALTERATIONS / RETENTION ELEVATION OLDHAM STREET, 10338-SHP-A-B5D8-G200-PL-00002 P01 Demolition Plan Ground Floor - Initial Works; 10338-SHP-AB5D8-G200-PL-B1-002 GA P01 Basement - Initial Works and 10338-SHPA-B5D8- JC20-PL-00-002 GA P01 Ground Floor -Initial Works) commencing a detailed construction management plan outlining working practices during development shall be submitted for approval in writing by the local planning authority commencing a detailed construction management plan outlining working practices during development shall be submitted for approval in writing by the local planning authority.”

The site is approximately 0.6ha in size and is bounded by Oldham Street to the north-west, Warwick Street to the north-east and Spear Street to the south-east (see Figure 1).

The Early Works would comprise the following: Demolition of the existing ground floor in 61 Spear Street; Introduction of a temporary stair and platform lift for access to the basement level for the contractors: Excavation of the basement floor at grid ref 5/B for the new foundation: Installation of foundation, assumed at this moment to be piles and a pile cap with holding down bolts for the steel column: Install steel column from foundation to splice level at soffit of existing first floor: and Façade Works comprising making the façade safe and enhancing the appearance prior to the Main Phase Works commencing. These works require the use of a concrete pour for one day, maximum.

For the discharge of planning conditions, Manchester City Council has requested the following:

- Compound locations (where applicable).
- Routing strategy and swept path analysis.
- Parking arrangements for construction vehicles and staff.

Existing Situation

Oldham Street is a two-lane, one-way road running North-East to South-West, with cycle lanes and a bus stop shortly before the Site.

Warwick Street forms the northern boundary of the site and connects Oldham Street with Lever Street to the east and crosses Spear Street at a crossroad junction. Between Oldham Street and Spear Street, Warwick Street is one-way only in the eastbound direction. Between Spear Street and Lever Street, the one-way arrangement on Warwick Street is reversed to the westbound direction. It was understood that the servicing arrangement submitted for The Quarters development to the north of the site proposed to amended the one-way arrangement on Warwick Street so that the route would continue fully from Oldham Street to Lever Street in the eastbound direction. This proposal does not appear to have been implemented as yet.

Spear Street commences at a priority controlled junction with Great Ancoats Street to the north and continues south beyond the site, through Stevensons Square and terminating at Back Piccadilly.

Spear Street runs two-way between Houldsworth Street and Warwick Street and is one-way only in the southbound direction for the remainder of the route. There is a loading bay on Spear Street, situated to the rear of the Site which is designated as loading only between 8am and 8pm..

During the on-site survey undertaken at 11am on Monday September 22nd, the pedestrian and vehicle traffic was found to be light. Additionally, there was a temporary road closure on Spear Street, to the north of the Site, due to construction works on a nearby building (see Figure 2).

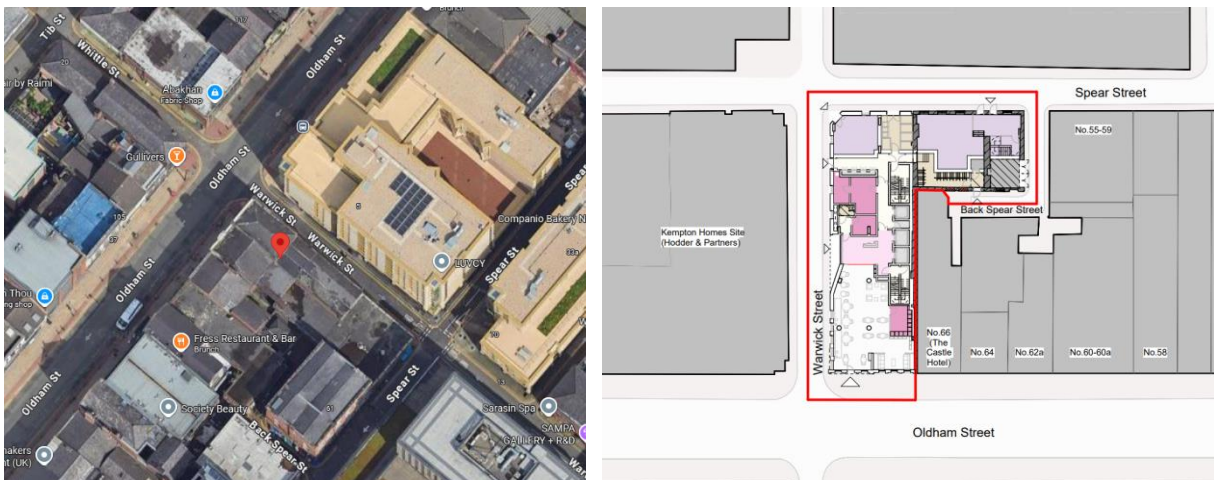


Figure 1: Site Location

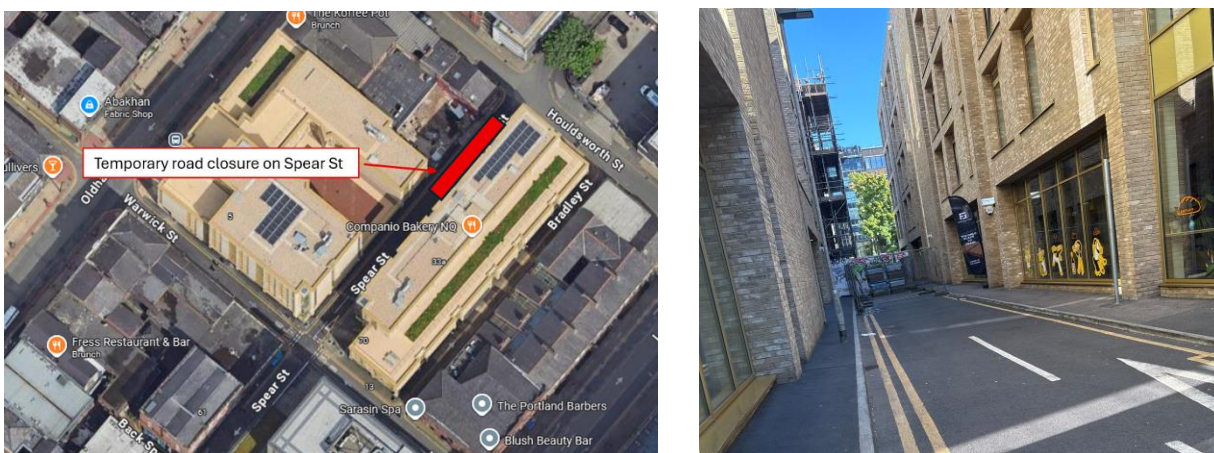


Figure 2: Position of Temporary Road Closure on Spear Street

In the proposed arrangement detailed below, the working assumption is that the temporary closure of Spear Street would have expired.

Proposed Arrangement

Vehicle Access

As noted previously, the development will involve partial demolition of the existing site before the construction of a 10-storey aparthotel and commercial use site.

The “Earley Works” phase is expected to be predominantly contained within the site. The main impact on the surrounding highway during the project will be for the concrete pour, which will be facilitated via the existing loading bay on Spear Street and is anticipated to be completed within a single day.

Appendix A to the rear of this Note contains a drawing demonstrating the vehicle swept path analysis of a 10m rigid vehicle entering Spear Street via Great Ancoats Street, continuing south to the existing loading bay on Spear Street to the rear of the site and then continuing south to exit the site.



Figure 3: Position of Existing Loading Bay on Spear Street

Appendix A confirms that there is more than sufficient highway space for a large vehicle to access the existing loading bay on Spear Street without impacting on the existing footways and therefore maintaining pedestrian access through the concrete pour.

It is evident that vehicle movements along Spear Street will be restricted whilst the concrete pour is being undertaken. There is an alternative vehicle route which connects to Spear Street via Lever Street less than 40m to the south of the loading bay. It is anticipated that this alternative route can be utilised whilst the concrete pour is taking place. The impact on neighbouring properties and existing highway users during this period will therefore be minimal.

Alternative Access/Parking for Cars/Vans

Other than the 10m rigid vehicle required for the concrete pour, other vehicles accessing the site during the “Early Works” phase will be limited to car/vans, which will utilise local parking spaces and permits for access to site. There is adequate publicly available parking in Manchester City Centre in the immediate vicinity of the site (see figure 4).

Each of the parking locations listed are a short walk to site (<10 minutes). Furthermore, there are various other parking locations available in the vicinity, providing additional options for the Site staff during construction.

As the Site is in the Northern Quarter, there is an abundance of safe pedestrian access from the parking locations to site, with the urban environment promoting sustainable transport options for the public.

Aside from the one day of the concrete pour, the highway surrounding the Site will be unaffected during the construction. This includes regular use of Warwick Street, Spear Street and Oldham Street.

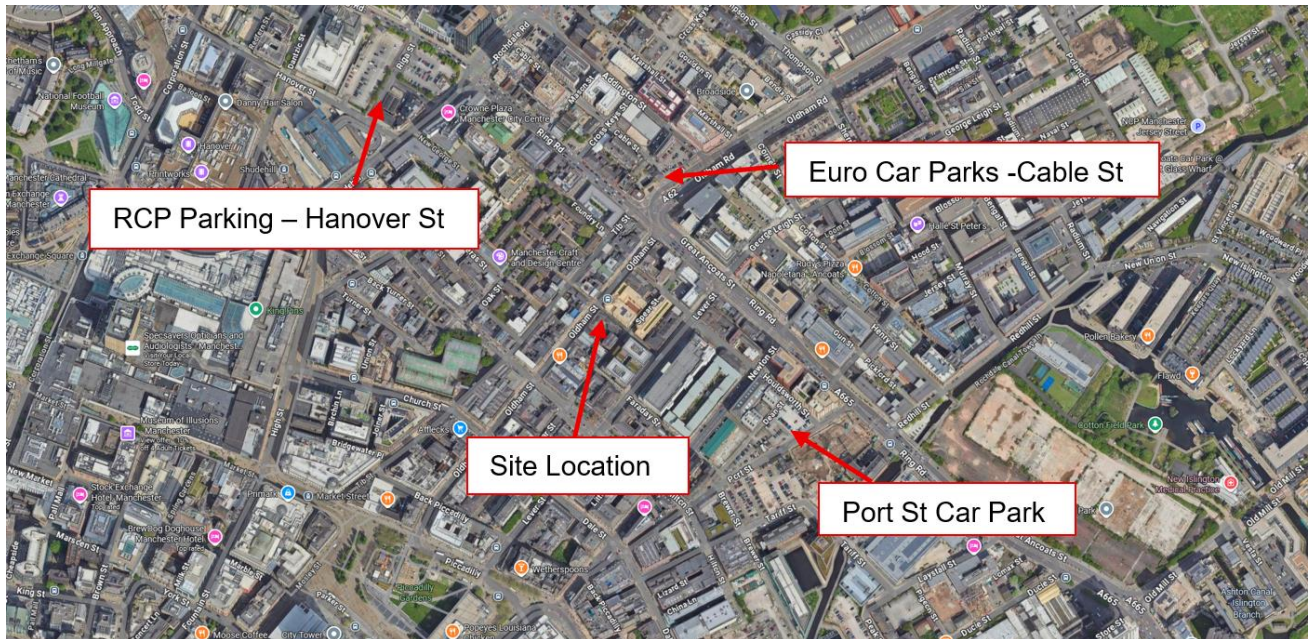


Figure 4: Existing Car Parking within the Vicinity of the Site

Summary and Conclusions

Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide an up-to-date survey of vehicle accessibility and highway layout for the development located at 68-70 Oldham Street, Manchester (the Site).

The proposed development (Council Planning Reference: 134953/FO/2022, granted 6th February 2023) is described as follows;

“Partial demolition of existing buildings, conversion of existing warehouse building, rooftop extension and new building of 10 storeys to create aparthotel (sui generis) and commercial uses (use class E).”

The proposal would utilise an existing loading bay on Spear Street for one day to enable access of the HGV for the concrete pour. The remaining works will be completed by Site staff who will utilise existing local car parks and parking permits for access to site.

It has been demonstrated in this Note that the proposed scheme will result in minimal impact on the continued operation of the public highway network.

It is therefore determined that the proposal for the construction of the new development will not result in a severe impact on the public highway network.