

Fallowfield Campus Redevelopment Project

Off-Site Highway Works (Condition 24)

0062342-BHE-XX-XX-RP-TP-0020

0062342

26 August 2025

Revision P02

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date **26/08/25**

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date **26/08/25**

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Glossary

Term	Definition
MCC	Manchester City Council
RMA	Reserved Matters Application
TA	Transport Assessment
TAA	Transport Assessment Addendum
TfGM	Transport for Greater Manchester

1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been instructed by John Graham Construction Ltd to prepare this Off-Site Highway Works report with regard to the permitted development of land at Fallowfield Campus, M14 6HD (the site).

1.1.2 Outline planning permission for the site (reference: 138126/OO/2023) was granted by Manchester City Council (MCC) in January 2024 “.....(with access only) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500 sq m of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200 sq m, of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads”.

1.1.3 The permission was subject to a series of planning conditions; those that are relevant to transport include:

- Condition 14 – Updated Transport Assessment
- Condition 24 – Off-Site Highways Work
- Condition 26 – Delivery and Servicing Plan
- Condition 28 – Travel Plan

1.1.4 This report seeks to address Condition 24:

“Prior to the commencement of development in each phase with the exception of the demolition of buildings within Phase 1a as identified on drawing ‘Phase One A – Owens Park Planned Demolition Figure 2’, full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works could include:

- *Required amendments to TRO's to protect visibility splays*
- *Full technical details of all vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc*
- *Reinstatement of any footway or amended redundant accesses.*

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.”

1.1.5 Conditions 14, 26 and 28 are to be addressed by other reports/plans, including a Transport Assessment Addendum (TAA).

1.2 Reserved Matters Application

1.2.1 The Reserved Matters Application (RMA) is “..... for consideration of appearance, layout, scale and landscaping, pursuant to Outline Planning Permission Ref. 138126/OO/2023 for the redevelopment of the Site to deliver up to 3,300 Purpose Built Student Accommodation (PBSA) bedrooms alongside associated facilities and ancillary

accommodation".

- 1.2.2 The RMA (Planning Ref. 142387/MO/2025) seeks to discharge a number of the conditions associated with the outline permission. A package of drawings has been prepared and submitted under application CDN/25/0230 for discharge of conditions to satisfy the requirements of Condition 24 (Off-Site Highway Works); these are discussed further in Section 2.2 and are appended to this report. Further detail of the transport proposals and impacts can be found in the TAA, which should be read alongside this document.

1.3 Updates

- 1.3.1 Following the application to discharge conditions in February 2025, comments were provided by MCC in the Decision Notice (2 May 2025), which stated that the condition could not be discharged at that stage.
- 1.3.2 The MCC comments are summarised in Table 1.1 below, along with responses. Comments have been grouped together where applicable to minimise duplication of responses.

Table 1.1 MCC Comments to CDN/25/0230

Access Location	MCC Comment	Design Team Response
Wilmslow Road North	No comments	N/A
Wilmslow Road South	No works proposed on the adopted highway as the proposals retain the existing vehicle crossover.	No response required.
	Sufficient fire tender swept-path assessment has been provided and suitable vehicle visibility retained by surrounding TROS.	No response required.
	2m x 2m pedestrian visibility splays are required for any access used for more than emergency access.	Proposals have been amended to provide enhanced visibility in line with this requirement.
	There are current concerns regarding use of this as access as part of the move in /move-out strategy due to proximity of the controlled pedestrian crossing point. It is requested that this is not utilised for move-in/out operations due to proximity of crossing. Retention of this access for emergency use only is considered acceptable, however, works will be needed to remove cycle segregation kerbing (tied into a S278).	Following additional discussion with MCC on move-in/out strategy, via a meeting on 09/07/25 and submission of a Transport Note (dated 30/07/25), it has been agreed that this access can be utilised for move-in/out days, subject to commitment to management measures to be set out in a separate Operational Traffic Management Plan (to be approved by MCC). We do not believe cycle segregation kerb needs to be removed as this access already functions satisfactorily with the kerb in place.
	Confirmation is also required as to whether emergency vehicle access will also be required at this location as there is some disparity within submission documents.	No emergency access required at this location. Section 2 of this document and associated drawings amended for clarity.
	It is unclear how this access is currently utilised by any vehicles given presence of anti-cycle barriers at access and cycle lane segregation kerbing.	Existing cycle barriers are removable. Cycle lane segregation kerb is low and does not obstruct vehicle access (as demonstrated by existing use by vehicles).
Moseley Road	No works proposed on the adopted highway - the existing vehicle crossover will be retained.	No response required.

	Sufficient fire tender swept-path assessment has been provided.	No response required.
	2m x 2m pedestrian visibility splays (1.5m x 1.5m splays shown) are required for any access used for more than emergency access.	Drawings have been amended to show 2m visibility for cars.
	It is noted that visibility is affected by adjacent parking bays - this is particularly relevant with regard to the leaving direction. It is requested that 2metre pedestrian visibility is provided together with firm commitment to manage vehicle visibility with regard to restricting parking during move-in/out operations. The move-in/move-out strategy will need to consider implications on vehicle visibility and include additional management measures i.e. temporary TRO to restrict parking at this location.	Following discussion with MCC, it is now proposed to remove the parking bay to the west of the site access and extend parking/loading restrictions to protect visibility. These changes will be enforced through a permanent TRO. See Section 2.2 for further details.

- 1.3.3 Several of the above comments relate specifically to the move-in/out strategy. As noted in the Table, a meeting with MCC on 09/07/25 discussed this strategy and the proposed highway works and the outcomes of this meeting and subsequent correspondence have informed the updates to this report and the associated drawings.
- 1.3.4 In addition, an Operational Traffic Management Plan will be submitted for MCC approval to document the proposed traffic management procedures for move-in/out days.

2 Proposed Development

2.1 Introduction

- 2.1.1 The development site sits within the Fallowfield area of Manchester, and is bound by Wilmslow Road to the west, Moseley Road to the south, Whitworth Lane to the east and further student accommodation to the north and east (see Figure 2.1). The site is part of the wider Fallowfield campus of the University.

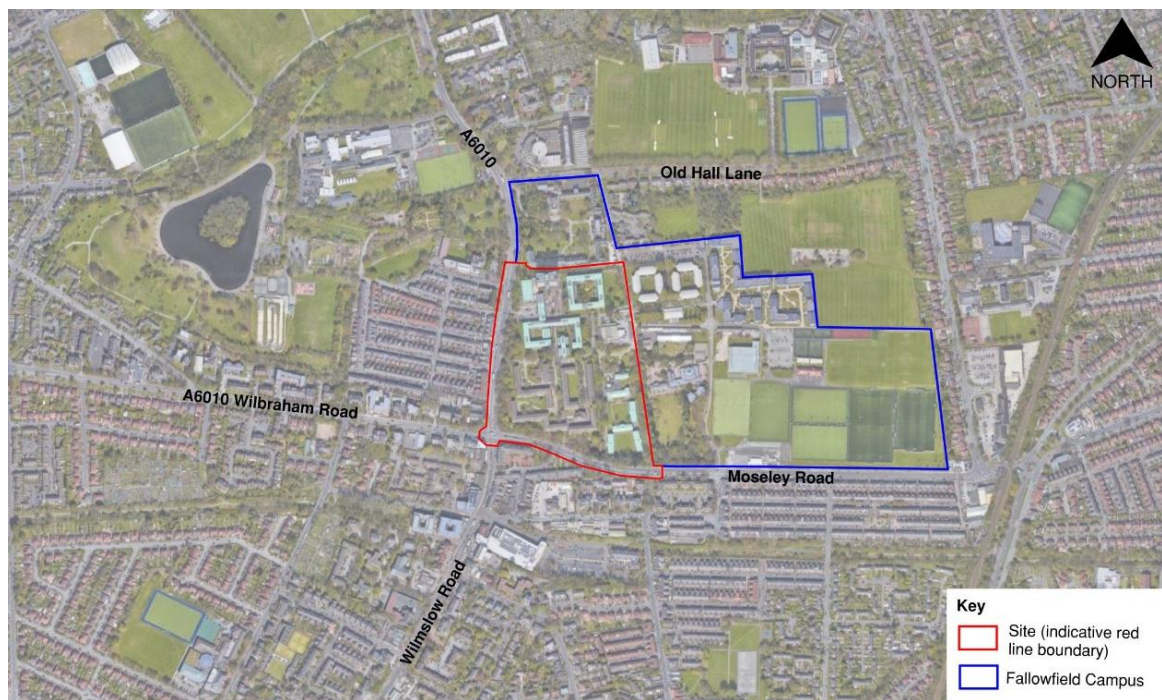


Figure 2.1 Site Location

- 2.1.2 As noted in Section 1.2, the proposals include 3,300 Purpose Built Student Accommodation (PBSA) bedrooms alongside associated facilities and ancillary accommodation. In addition to residential blocks, 'local hubs' will provide laundry facilities, post boxes and study areas for five 'neighbourhoods'.
- 2.1.3 A larger 'central hub' building is proposed on the eastern side of the campus, approximately where The Limes building is currently located. This will incorporate additional communal facilities including a dining hall, study space and a bar to replace the Squirrels bar in Oak House. The facilities provided by The Limes are being relocated to another location on the wider Fallowfield campus as part of a separate planning application (planning reference 141536/FO/2024).
- 2.1.4 It is important to note that the overall quantum of development is consistent with the outline application (reference: 138126/OO/2023); detailed design has been progressed for massing and layout but these also remain within approved parameters.
- 2.1.5 There are a series of access points around the perimeter of the site, but just three provide access to/from the public highway. These are illustrated on Figure 2.2. The remaining access points on the eastern and northern site boundaries are on private land, within the wider 'blue-line' area managed by the University, rather than from public highway.



Figure 2.2 Site Access/Entrance Locations

2.2 Off-Site Highways Works

2.2.1 The following section summarised the details of the proposed vehicular access strategy and extent of highways works proposed. As set out in Section 1.1, Condition 24 of the outline consent states that:

“Prior to the commencement of development in each phase with the exception of the demolition of buildings within Phase 1a as identified on drawing 'Phase One A – Owens Park Planned Demolition Figure 2', full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works could include:

- *Required amendments to TRO's to protect visibility splays*
- *Full technical details of all vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc*
- *Reinstatement of any footway or amended redundant accesses.*

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works”

2.2.2 Full details of the highway works proposed are shown in the set of drawings provided in Appendix A. These are also appended to the TAA.

2.2.3 As illustrated in Figure 2.2, there are three principal points of access for vehicles to enter/exit the site from the public highway. These are also highlighted on a key plan, 0062342-BHE-XX-XX-DR-C-2100, that accompanies the drawings provided in Appendix A.

2.2.4 For each of these, the existing and proposed provision for pedestrians, cyclists and motor vehicles is summarised in Table 2.1 and described in further detail in the following Section.

Table 2.1 Site Access Summary

Entrance	Pedestrian & Cyclist		Vehicle	
	Existing	Proposed	Existing	Proposed
1 Wilmslow Rd North	24 hr	No change	Access to car parking, servicing, emergency vehicles, special events e.g. moving ins	Changed - emergency vehicles and special events e.g. move in/out days only
2 Wilmslow Rd South	Open daylight hours	No change	Normally closed; open for special events e.g. move in/out days only. no emergency access (note – demountable cycle chicane barriers removed)	No change - normally closed; open for special events e.g. move in/out days only, no emergency access (demountable barriers replaced with drop bollards)
3 Moseley Road	24 hr	No change	Emergency vehicles, special events e.g. moving in days	No change - emergency vehicles, special events e.g. move in/out days

Wilmslow Road (North)

- 2.2.5 The existing Owens Park vehicular entrance will be retained as part of the development, but will only be used by emergency vehicles and on move in/out days.
- 2.2.6 Alterations are proposed including to the public highway outside the gate to reduce the impression of vehicular access in preference to pedestrian and cyclist priority. This will involve removal of the 'bellmouth' radius kerbs and existing tactile paving and provision of a continuous footway across the entrance. A dropped kerb will be retained to the carriageway edge to provide for emergency access. Across the current bellmouth area, levels will need to be adjusted slightly and resurfaced, both within the public highway and within the site. One gully will require adjustment within the site.
- 2.2.7 No changes to the line markings or TRO(s) or are envisaged, as the affected zone is within the zig-zag markings for the adjacent pedestrian crossing.
- 2.2.8 Refer to drawing 0062342-BHE-XX-XX-DR-C-2101 in Appendix A for the proposed highways layout. These works will be subject to further development as part of a s278 agreement with MCC.
- 2.2.9 Visibility splays and swept path analysis for a fire engine and car are provided on drawing 0062342-BHE-XX-XX-DR-C-2104 in Appendix A.

Wilmslow Road (South)

- 2.2.10 The existing pedestrian/cycle access will be retained and will only provide vehicular access on move in/out days.
- 2.2.11 Only minor layout adjustments are proposed, entirely within the site boundary, and do not require changes to the public highway (refer to drawing 0062342-BHE-XX-XX-DR-C-2102). These include removal of the existing demountable 'chicane' barriers used to restrict cyclists (not supported by LTN 1/20) in favour of drop bollards. No changes to the low cycle segregation kerb, line markings TRO(s) are envisaged, as the access will continue to function as it currently operates.
- 2.2.12 Visibility splays and swept path analysis for a car are provided on drawing 0062342-BHE-XX-XX-DR-C-2104. This access will only be used by vehicles on move-in/out days. Minor works to the boundary wall and railings are proposed to improve pedestrian inter-visibility. These alterations are entirely within the site boundary and require no work to the public highway.

Moseley Road

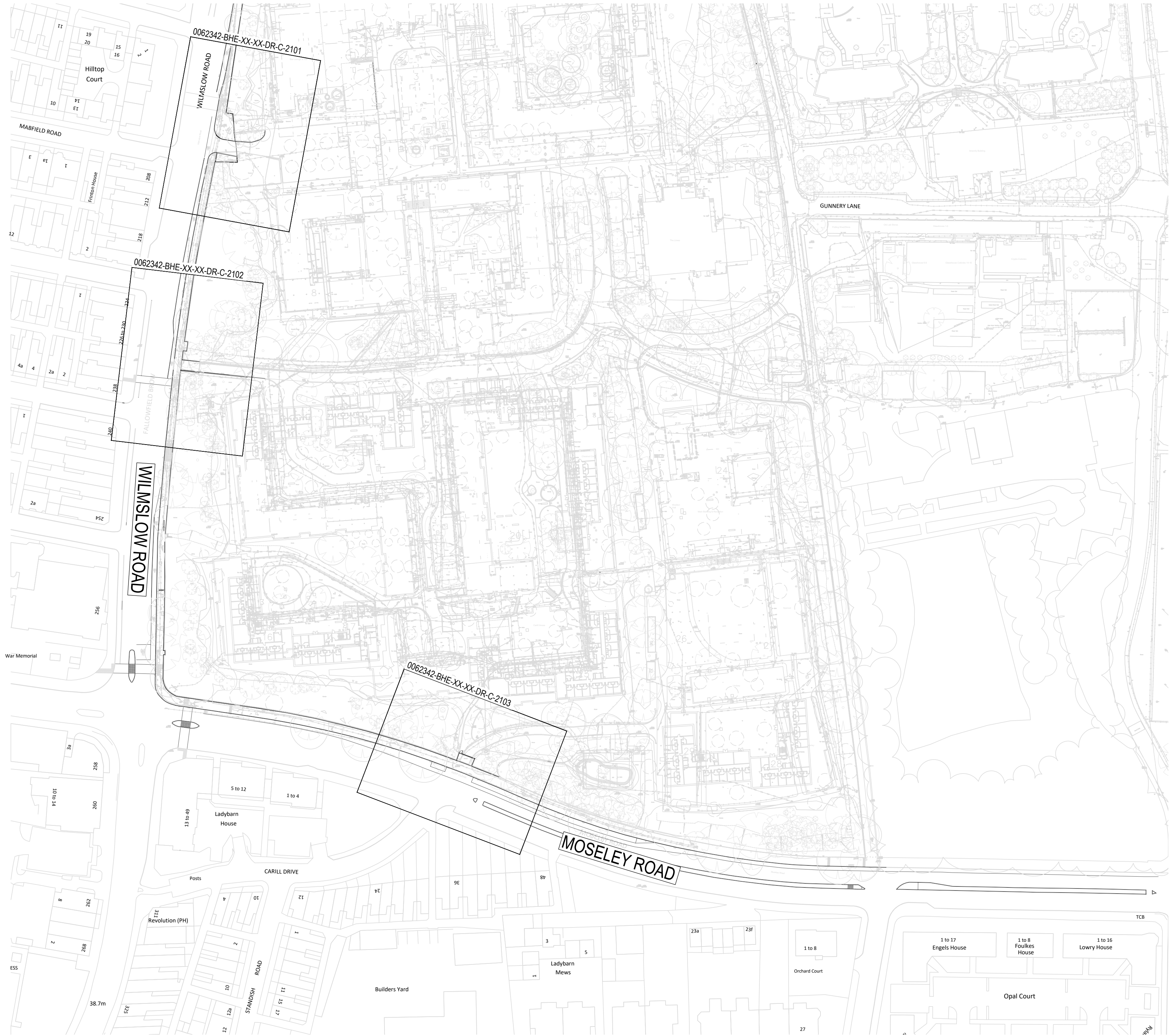
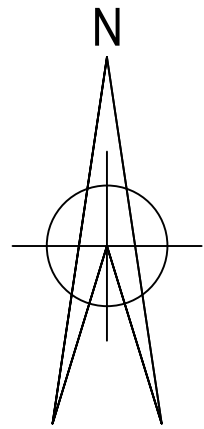
- 2.2.13 The existing southern entrance to the campus will be retained for pedestrians and cyclists, but vehicular access will be limited to emergency access and move in/out days only.
- 2.2.14 Following discussion with MCC it is proposed to modify the road markings and the associated TRO for this location (refer to drawing 0062342-BHE-XX-XX-DR-C-2103). The single parking bay to the west of the access and 'keep clear' markings across the access are proposed to be removed, with the existing double yellow line 'no waiting at any time' restrictions to the west extended eastwards across the site access. Kerbside 'no loading at any time' restrictions (kerb 'blips') would also be extended across the site access.
- 2.2.15 Visibility splays and swept path analysis for a fire engine and car are provided on drawing 0062342-BHE-XX-XX-DR-C-2105

2.3 On-Site Works

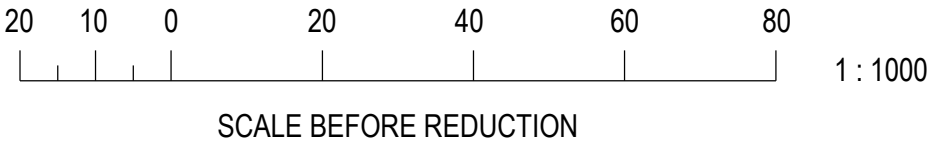
- 2.3.1 Within the site, the public realm will mostly prioritise pedestrians and cyclists, with an extensive network of footpaths and with motor vehicles restricted as far as practical to ensure a campus that encourages active travel and that does not feel dominated by vehicular movement.
- 2.3.2 Vehicular access will be provided from Whitworth Lane, which is not a public highway and is operated/maintained by the University. Please refer to the TAA for further details.

Appendix A Highways Drawings

0062342-BHE-XX-XX-DR-C-2100	Site Location Plan
0062342-BHE-XX-XX-DR-C-2101	Roadworks Plan Entrance 1
0062342-BHE-XX-XX-DR-C-2102	Roadworks Plan Entrance 2
0062342-BHE-XX-XX-DR-C-2103	Roadworks Plan Entrance 3
0062342-BHE-XX-XX-DR-C-2104	Vehicle Tracking and Visibility Splay Drawing 1 of 2
0062342-BHE-XX-XX-DR-C-2105	Vehicle Tracking and Visibility Splay Drawing 2 of 2



SITE LOCATION PLAN
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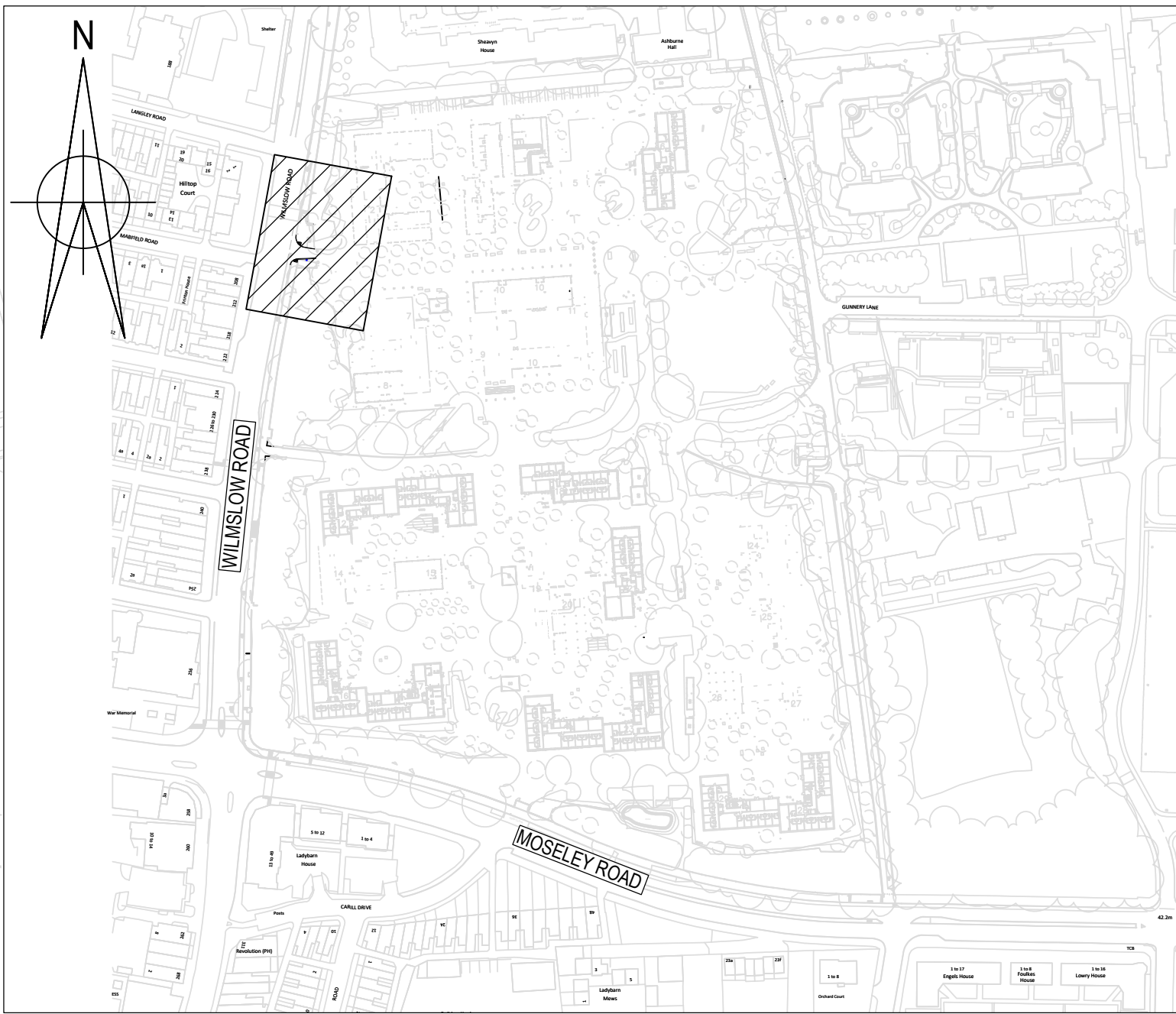
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Client **Graham Group**
Architect **Landscape Projects Ltd.**
Project **UoM - FALLOWFIELD**
Orig Title **ROADWORKS PLAN
SITE LOCATION PLAN**

Job No. 0062342		Scale@A1 1:1000	
Drawn/Designed By. D.LONG		Checked By. F.RODRIGUEZ	Approved By. F.RODRIGUEZ
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	MCC HIGHWAYS BOUNDARY
	PROPOSED S278 BOUNDARY
	PROPOSED GULLY
	GROUND LEVELS TO BE RAISED

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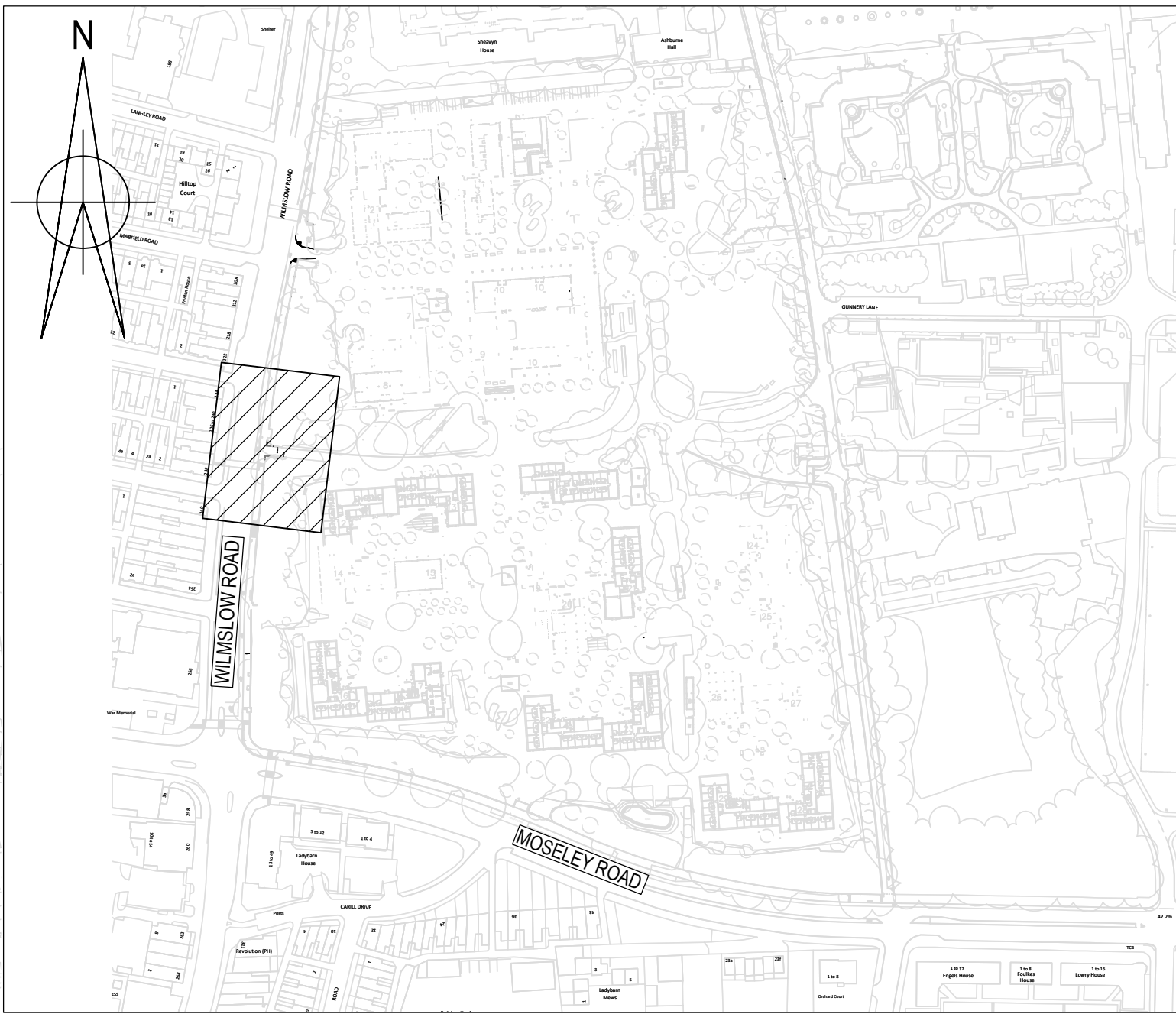
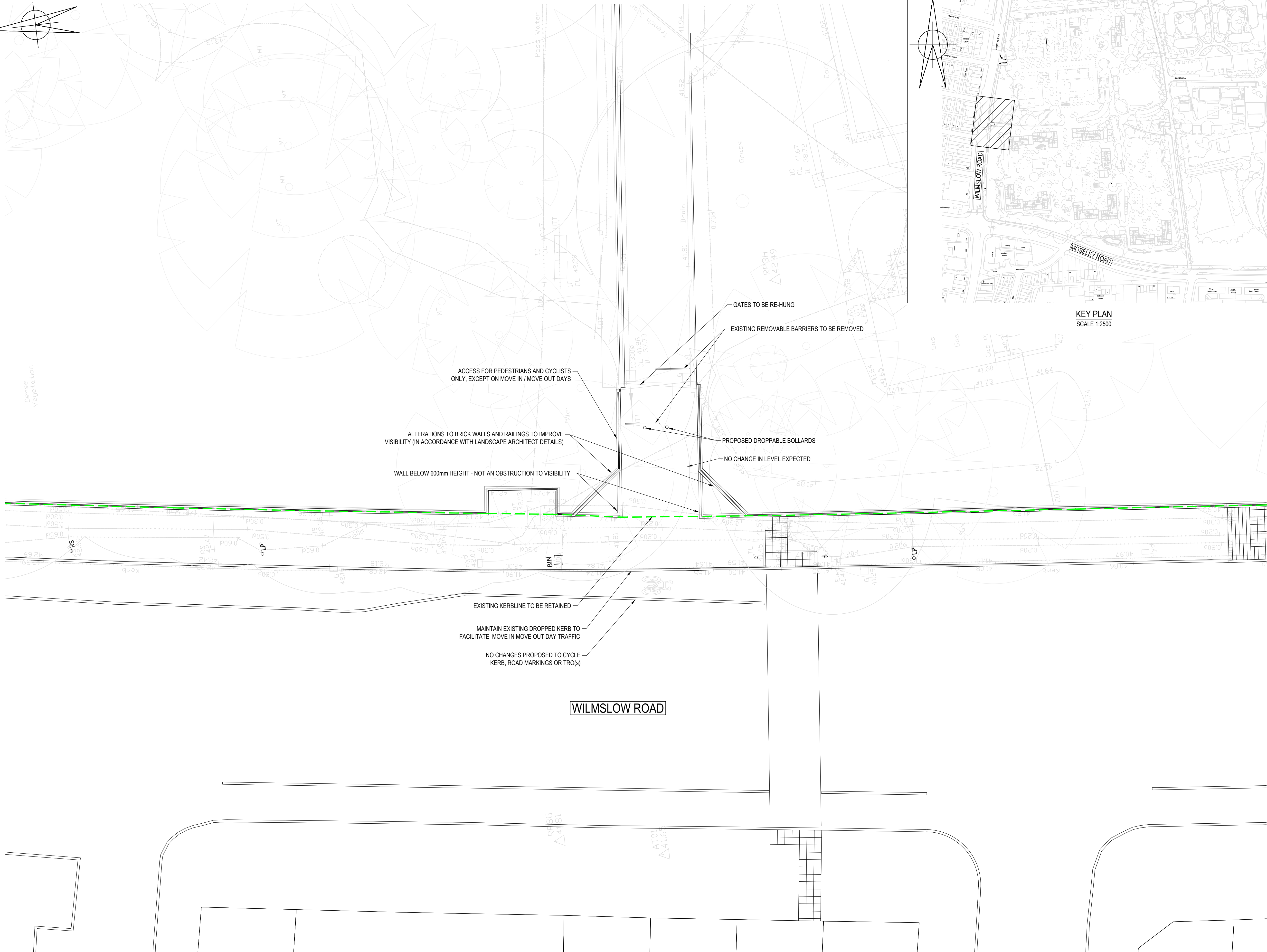
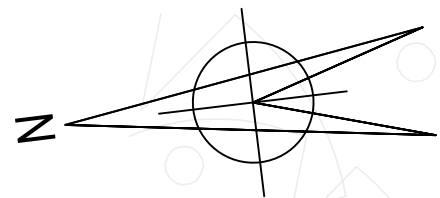
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Client	Graham Group
Architect	Landscape Projects Ltd.
Project	UoM - FALLOWFIELD
Dwg Title	ROADWORKS PLAN ENTRANCE 1

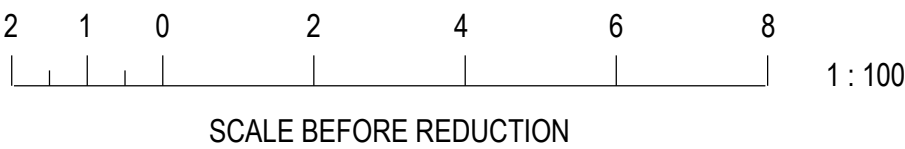
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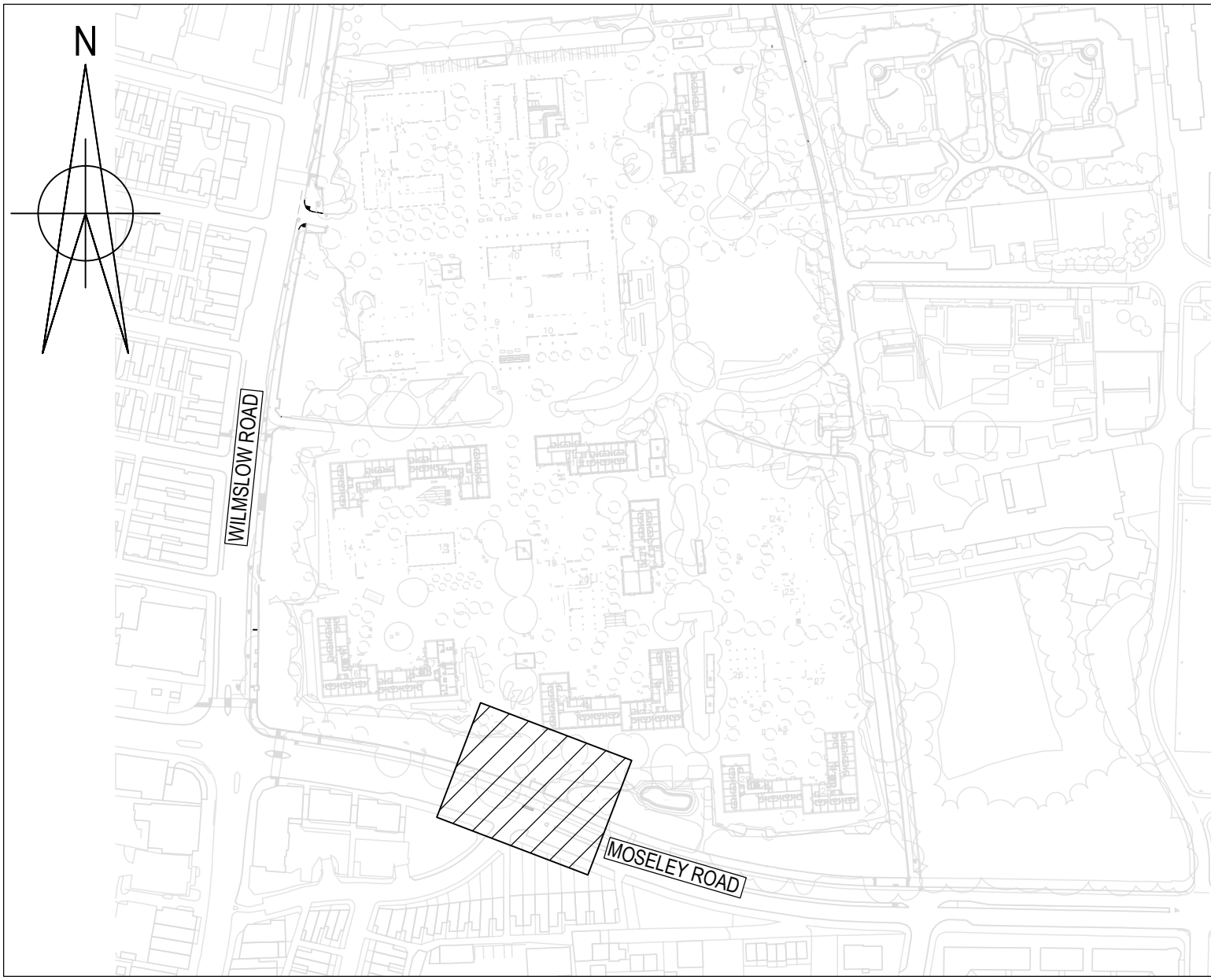
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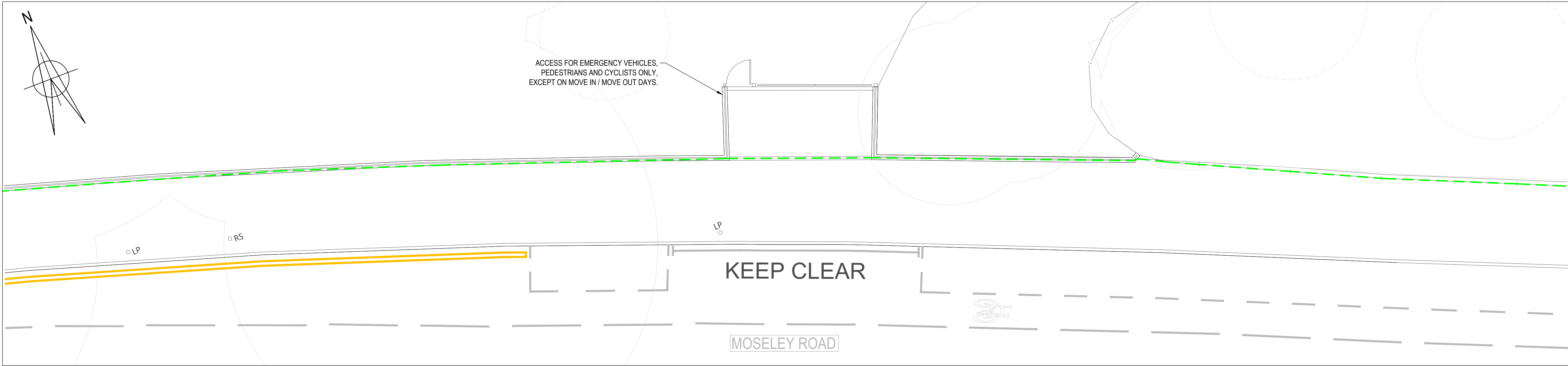
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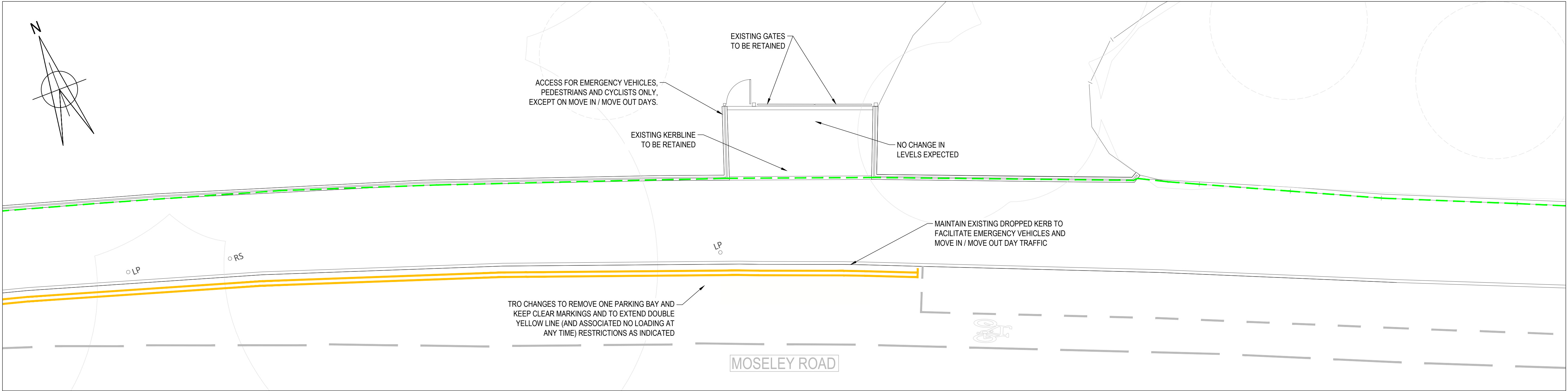
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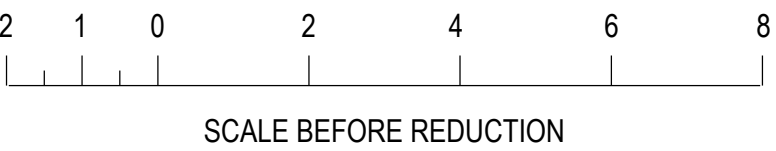
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- ALL EXISTING UTILITIES ARE TO BE CONFIRMED ON SITE AND SAFE WORKING PRACTICES TO BE USED PRIOR TO EXCAVATION.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, DETAILS AND SPECIFICATIONS.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
- THE CONTRACTOR SHALL ALLOW FOR ALL RELEVANT APPROVALS FROM THE RELEVANT AUTHORITIES WHEN WORKING WITHIN THE PUBLIC HIGHWAY

LEGEND:

--- MCC HIGHWAYS BOUNDARY

P02	ISSUED FOR INFORMATION	22.08.25	D.L.	F.R.	F.R.
P02	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.
Rev	Description	Date	Iss'd	Rev'd	App'd

PLANNING

Project Stage

DRAFT

Status of Drawing

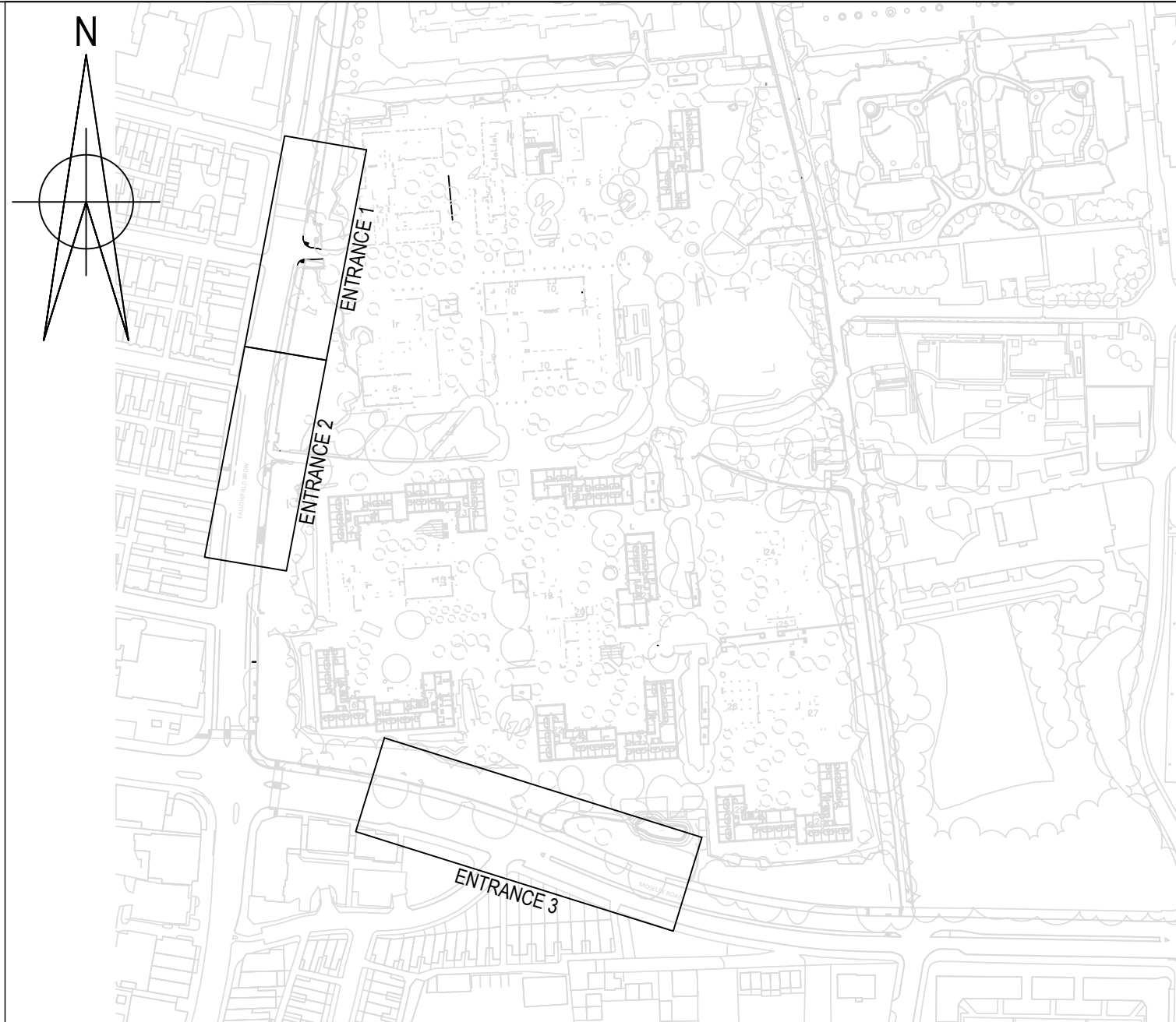
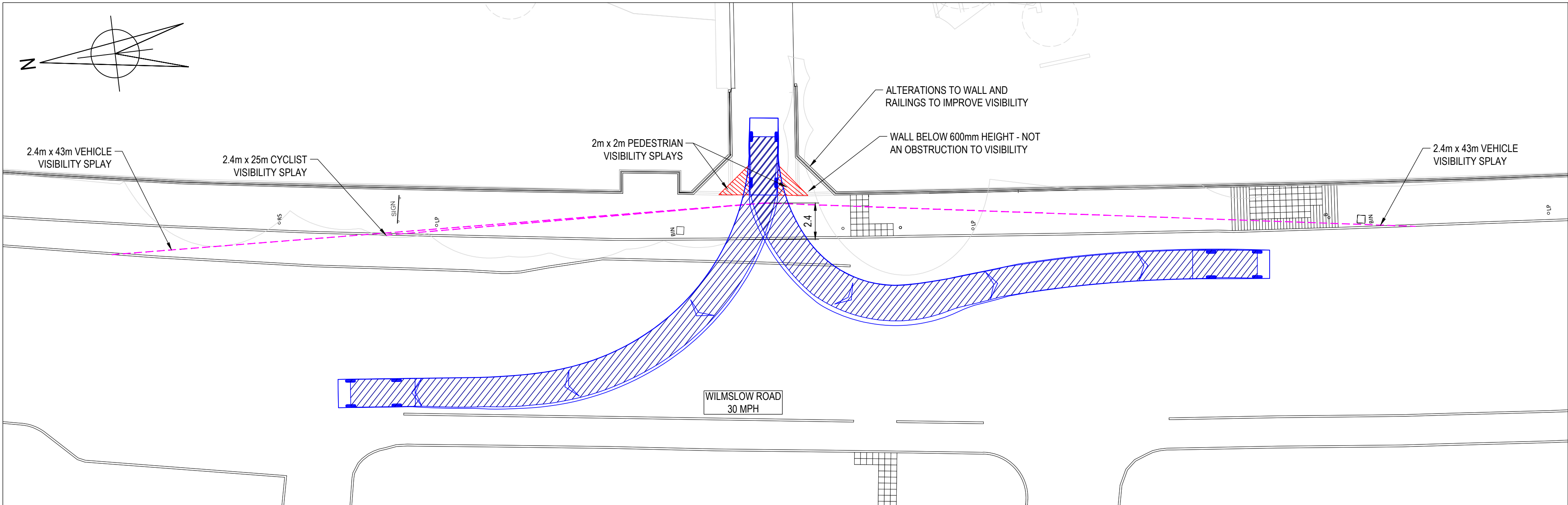
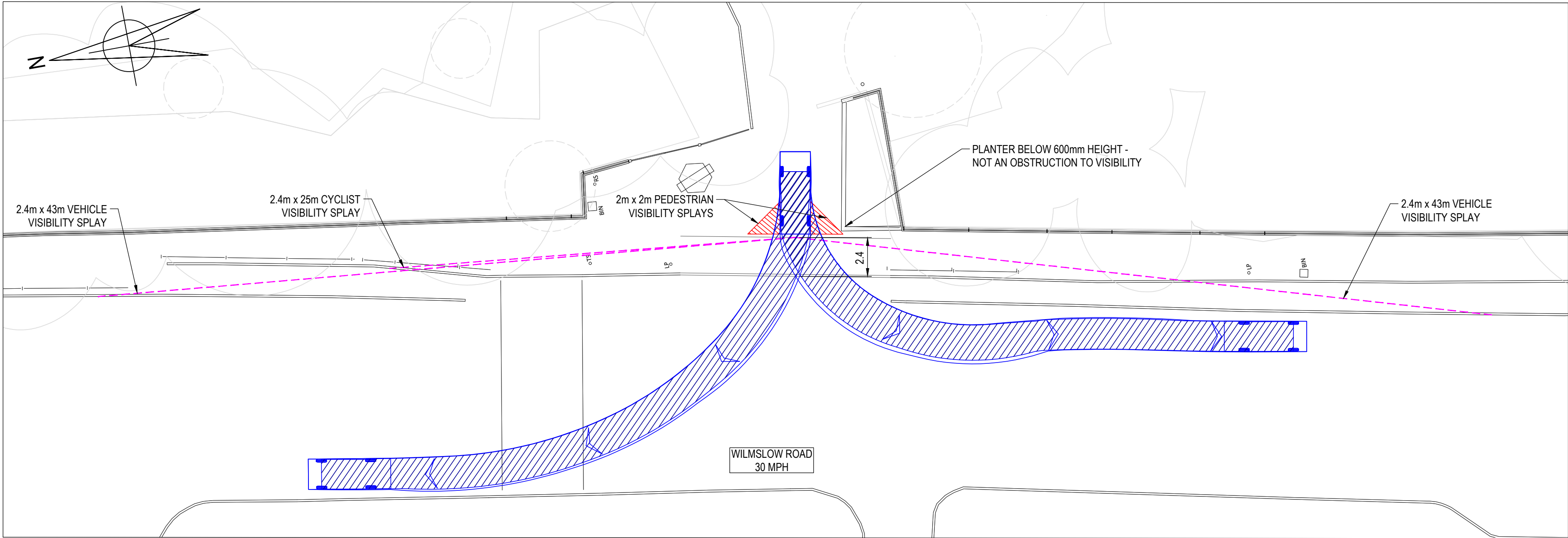
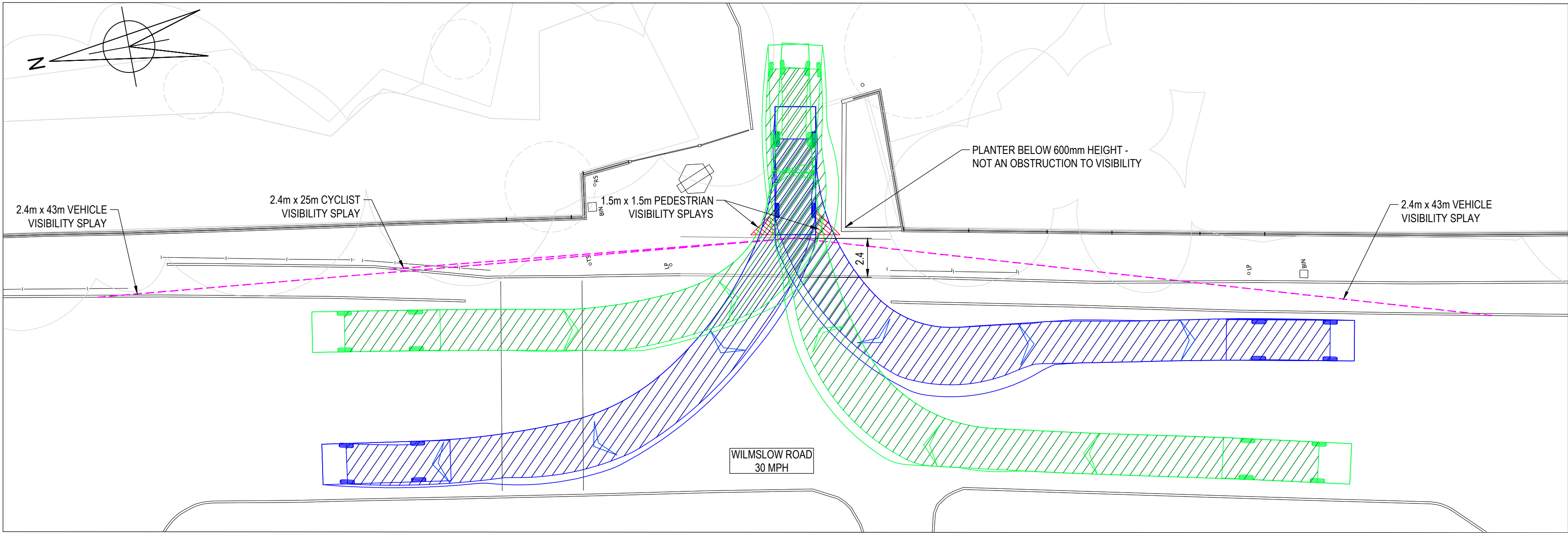
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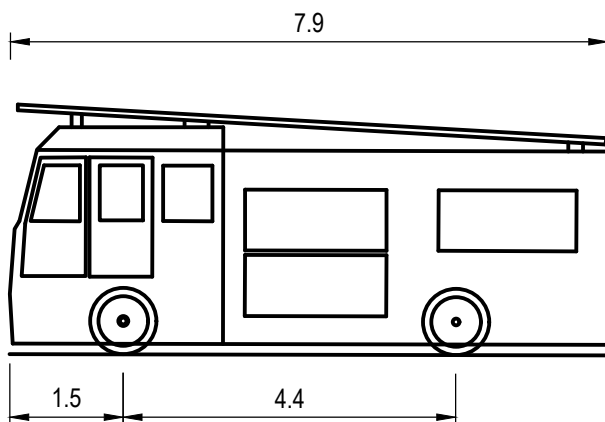
Tel: +44 (0)113 204 2200
Fax: +44 (0)870 787 4144
Email: 0062342@burohappold.com
Web: www.burohappold.com

Client **Graham Group**
Architect **Landscape Projects Ltd.**
Project **UoM - FALLOWFIELD**
Orig Title **ROADWORKS PLAN
ENTRANCE 3**

Job No. 0062344		Scale@A1 1:100	
Drawn/Designed By. D.LONG		Checked By. F.RODRIGUEZ	Approved By. F.RODRIGUEZ
Drawing No. 0062342-BHE-XX-XX-DR-C-2103			Revision P02

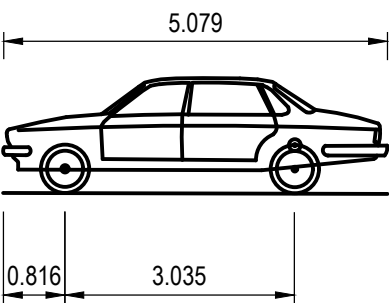


KEY PLAN
SCALE 1:2500



PUMPING APPLIANCE	
OVERALL LENGTH	7.900m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.300m
MIN BODY GROUND CLEARANCE	0.140m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.750m
DESIGN FORWARD SPEED	5 km/h

FIRE BRIGADE PUMPING APPLIANCE



LARGE CAR (2006)	
OVERALL LENGTH	5.079m
OVERALL WIDTH	1.872m
OVERALL BODY HEIGHT	1.525m
MIN BODY GROUND CLEARANCE	0.310m
MAX TRACK WIDTH	1.831m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.900m
DESIGN FORWARD SPEED	5 km/h

LARGE CAR



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- CONSTRUCTION**
- MAINTENANCE/CLEANING/OPERATION**
- DECOMMISSIONING/DEMOLITION**
- NOTES:**
- THIS DRAWING IS BASED ON:
 - LANDSCAPE ARCHITECT LAYOUT DRAWING 520-LAP-SK-005-P5-LandscapeGA REV P5 RECEIVED 23.10.24 BY LANDSCAPE PROJECTS LTD
 - GPR/TOPO SURVEY 12650G UNDERTAKEN IN 2015 BY LOCATE SURVEYS LTD
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - FOR THE VEHICLE VISIBILITY SPY, IT HAS BEEN ASSUMED X= 2.4m AND Y= 25m (20MPH ROAD) Y= 43m (30MPH ROAD) Y= 65m (40MPH ROAD) PEDESTRIAN INTERVISIBILITY = 1.5m X 1.5m
- AUTOTRACK ASSESSMENT NOTES:**
- THE ASSESSMENT ILLUSTRATED HERE IS BASED ON THE FIRE BRIGADE PUMPING APPLIANCE, WHICH IS UNDERSTOOD TO BE WORST CASE.
 - THE ROUTES SHOWN ARE GENERATED USING AUTOTRACK SOFTWARE AND ARE SUBJECT TO THE LIMITATIONS OF THE SOFTWARE AND THE IN-BUILT VEHICLE PARAMETERS. AS SUCH THE ROUTING SHOWN SHOULD BE CONSIDERED INDICATIVE ONLY.

- LEGEND:**
- VEHICLE TRACKING SWEEP PATH - EXITING SITE
 - VEHICLE TRACKING SWEEP PATH - ENTERING SITE
 - PEDESTRIAN INTERVISIBILITY SPLAYS
 - VEHICLE / CYCLIST VISIBILITY SPLAYS

P02	ISSUED FOR INFORMATION	22.08.25	D.L.	F.R.	F.R.
P02	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.
Rev	Description	Date	Iss'd	Rev'd	App'd

PLANNING

Project Stage

DRAFT

Status of Drawing

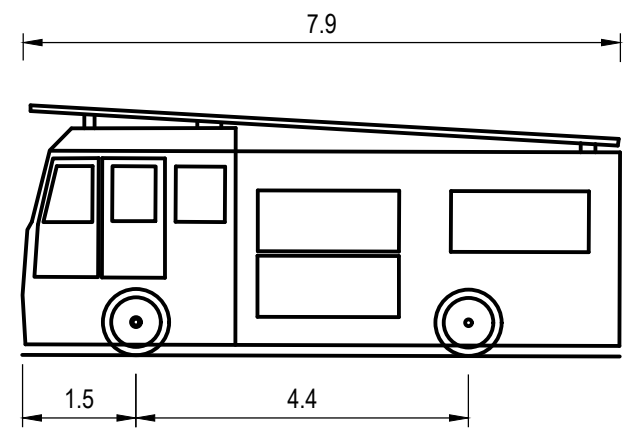
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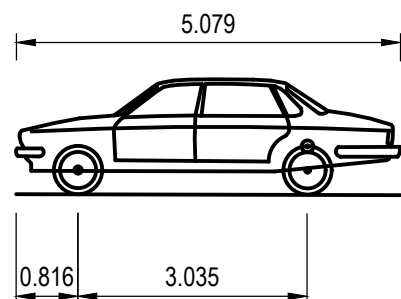
Client **Graham Group**
Architect **Landscape Projects Ltd.**
Project **UoM - FALLOWFIELD**
Orig Title **VEHICLE TRACKING AND VISIBILITY SPY DRAWING 1 OF 2**

Job No. 0062345		Scale@A1 1:200	
Drawn/Designed By. D.LONG		Checked By. F.RODRIGUEZ	Approved By. F.RODRIGUEZ
Drawing No. 0062342-BHE-XX-XX-DR-C-2104			Revision P02



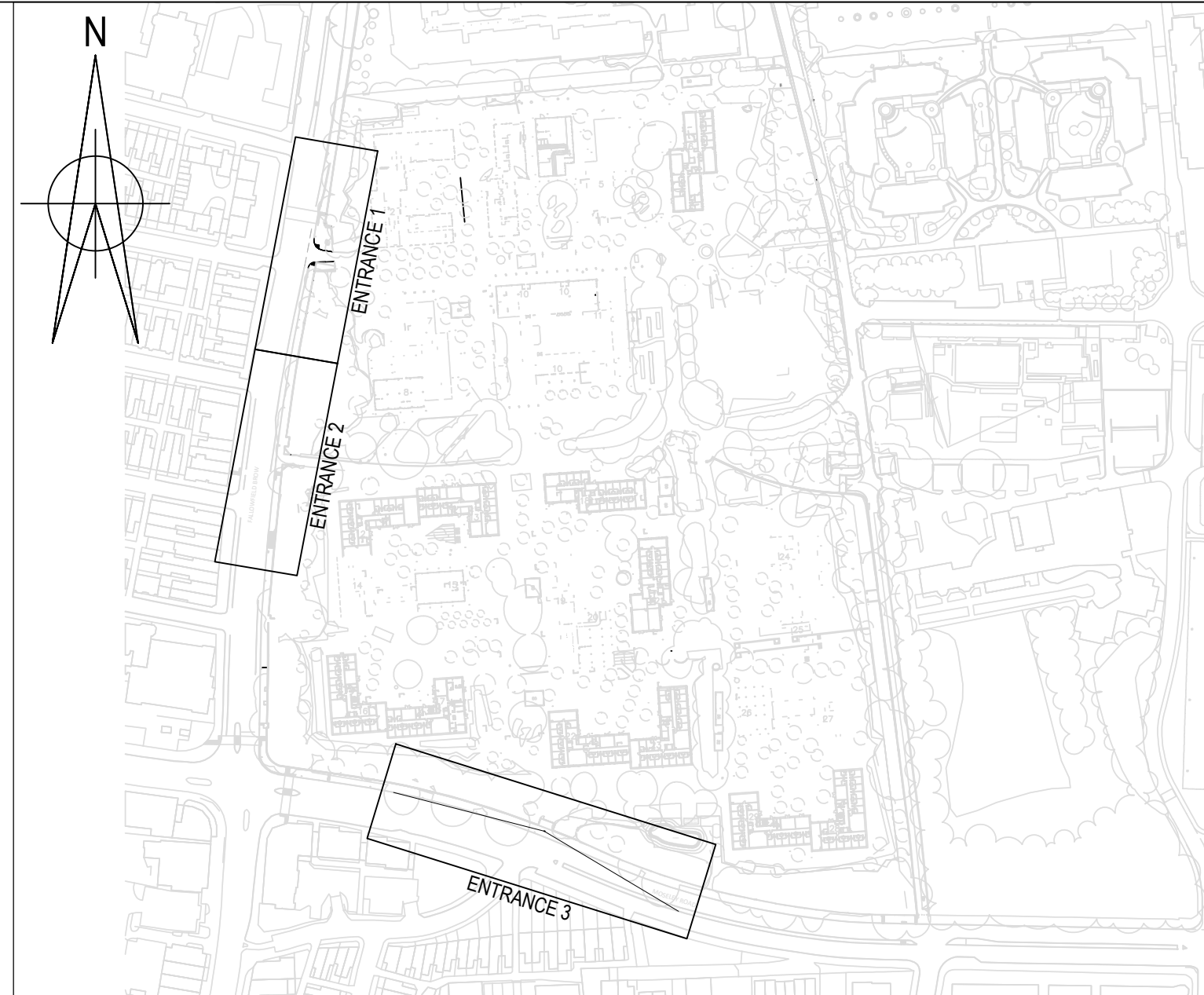
PUMPING APPLIANCE	
OVERALL LENGTH	7.900m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.300m
MIN BODY GROUND CLEARANCE	0.140m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.750m
DESIGN FORWARD SPEED	5 km/h

ENTRANCE 3 - FIRE BRIGADE PUMPING APPLIANCE

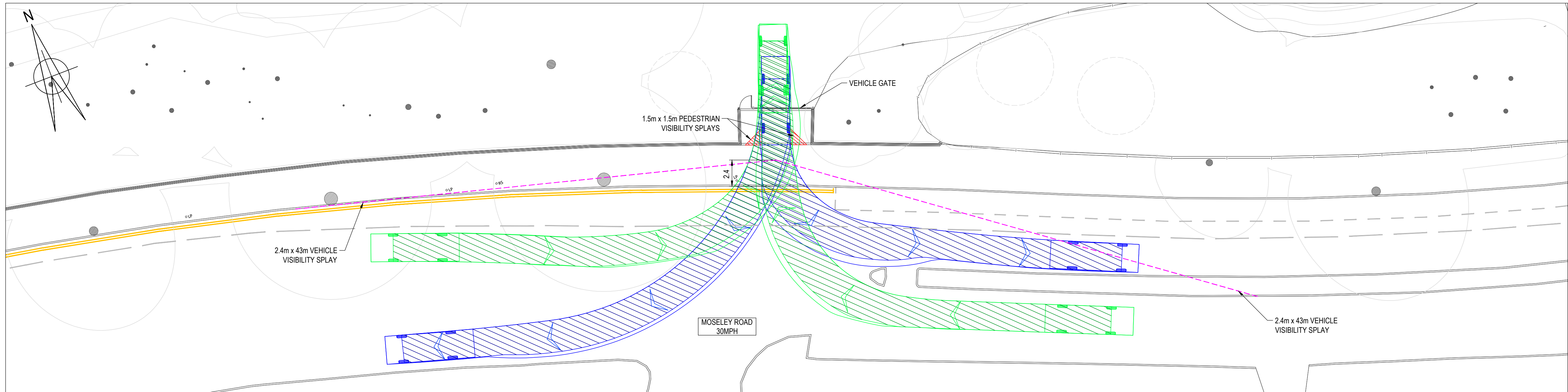


LARGE CAR (2006)	
OVERALL LENGTH	5.079m
OVERALL WIDTH	1.872m
OVERALL BODY HEIGHT	1.525m
MIN BODY GROUND CLEARANCE	0.310m
MAX TRACK WIDTH	1.831m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.900m
DESIGN FORWARD SPEED	5 km/h

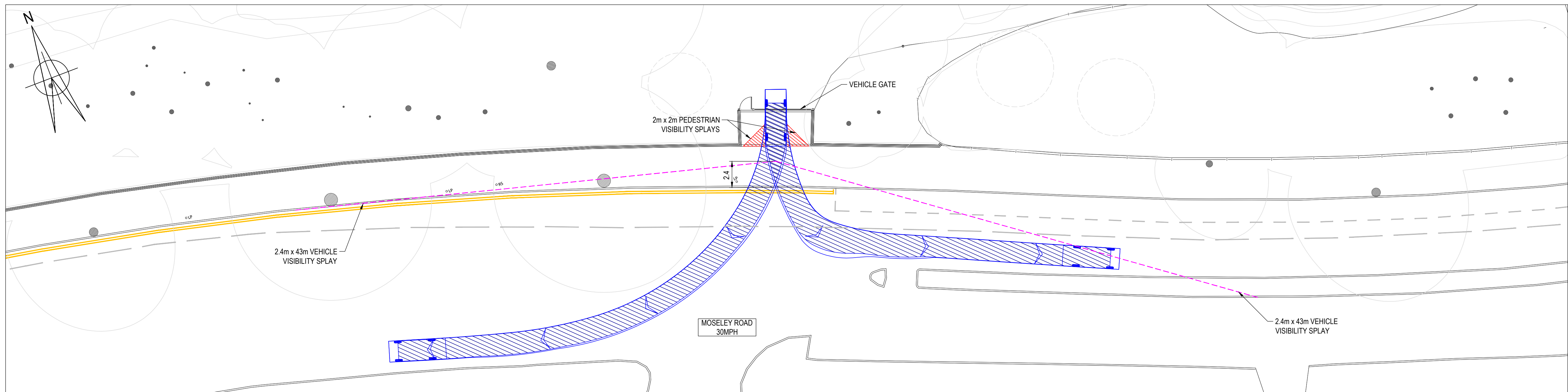
ENTRANCE 3 - LARGE CAR



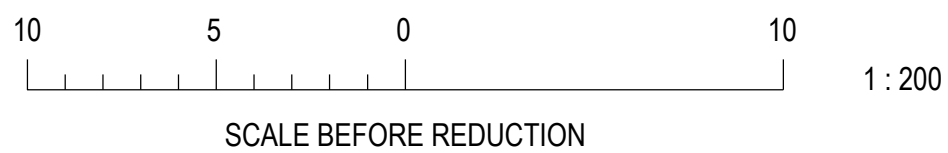
KEY PLAN
SCALE 1:2500



ENTRANCE 3 - FIRE BRIGADE PUMPING APPLIANCE
SCALE 1:200



ENTRANCE 3 - LARGE CAR
SCALE 1:200



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CONSTRUCTION	
MAINTENANCE/CLEANING/OPERATION	
DECOMMISSIONING/DEMOLITION	
NOTES:	
1. THIS DRAWING IS BASED ON: • LANDSCAPE ARCHITECT LAYOUT DRAWING 520 LAP-SK-005-P5 LandscapeGA REV P5 RECEIVED 23 10 24 BY LANDSCAPE PROJECTS LTD • GPR/TOPO SURVEY 12650G UNDERTAKEN IN 2015 BY LOCATE SURVEYS LTD	
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.	
3. FOR THE VEHICLE VISIBILITY SPLAY, IT HAS BEEN ASSUMED X= 2.4m AND Y= 25m (20MPH ROAD) Y= 43m (30MPH ROAD) Y= 65m (40MPH ROAD) PEDESTRIAN INTERVISIBILITY = 1.5m X 1.5m	
AUTOTRACK ASSESSMENT NOTES:	
1. THE ASSESSMENT ILLUSTRATED HERE IS BASED ON THE FIRE BRIGADE PUMPING APPLIANCE, WHICH IS UNDERSTOOD TO BE WORST CASE.	
2. THE ROUTES SHOWN ARE GENERATED USING AUTOTRACK SOFTWARE AND ARE SUBJECT TO THE LIMITATIONS OF THE SOFTWARE AND THE IN-BUILT VEHICLE PARAMETERS. AS SUCH THE ROUTING SHOWN SHOULD BE CONSIDERED INDICATIVE ONLY.	
LEGEND:	
[Blue hatched box] VEHICLE TRACKING SWEEP PATH - EXITING SITE	
[Green hatched box] VEHICLE TRACKING SWEEP PATH - ENTERING SITE	
[Red hatched box] PEDESTRIAN INTERVISIBILITY SPLAYS	
[Pink dashed line] VEHICLE / CYCLIST VISIBILITY SPLAYS	
[Grey circle] EXISTING TREE TRUNK	

P02 ISSUED FOR INFORMATION		22.08.25	D.L.	F.R.	F.R.
P02 ISSUED FOR INFORMATION		27.01.25	D.L.	F.R.	F.R.
Rev	Description	Date	Iss'd	Rev'd	App'd

PLANNING

Project Stage

DRAFT

Status of Drawing

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Client	Graham Group		
Architect	Landscape Projects Ltd.		
Project	UoM - FALLOWFIELD		
Orig Title	VEHICLE TRACKING AND VISIBILITY SPLAY DRAWING 2 OF 2		
Job No.	0062346	Scale	A1
Drawn/Designed By.	D.LONG	Checked By.	F.RODRIGUEZ
Drawn/Designed By.	D.LONG	Approved By.	F.RODRIGUEZ
Drawing No.	0062342-BHE-XX-XX-DR-C-2105	Revision	P02

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