

Comments for Planning Application 142888/FO/2025

Application Summary

Application Number: 142888/FO/2025

Address: Cambridge Halls Of Residence Cavendish Street Manchester M15 6TT

Proposal: Demolition of existing halls of residence and erection of two buildings of 30 and 24 storeys above ground, plus basement and rooftop plant levels, comprising: purpose-built student accommodation with internal and external rooftop communal amenity space (Sui Generis); ground floor commercial and community uses (Flexible Use Classes E, F1(a) or F2(b)); hard and soft landscaping; and associated highway works.

Case Officer: Lucy Harrison

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposal to reroute the existing key *direct* cycling link through this development is unacceptable. Given the development plans to demolish the existing buildings and recreate the public realm internally - and indeed the fantastic public realm and walking and cycling link created recently on what was Cavendish Street - it will certainly be possible to create an environment supporting both (1) cyclists who use the route to cycle through the development as well as (2) encourage students who will be living at the development or studying at the surrounding buildings to travel sustainably.

The cycling link has been available ever since I started cycling in Manchester and despite the poor design of the Cambridge/Cavendish junction it is very well used as a key east-west link. The development could certainly help to redesign the junction at Cambridge St and the junction itself could be upgraded to be more supportive of walking and cycling as a condition of this planning permission, potentially using S106 funds. Making it harder for sustainable travel modes - which the proposed stopping up and rerouting would do - is at odds with Manchester City Council's policies.

I understand that the section of route proposed to be rerouted was required to be provided as part of the original planning for the existing buildings (stopping up order dated 14/6/1996) and this route should be maintained - including during construction so far as possible - not rerouted.