TRANSPORT NOTE

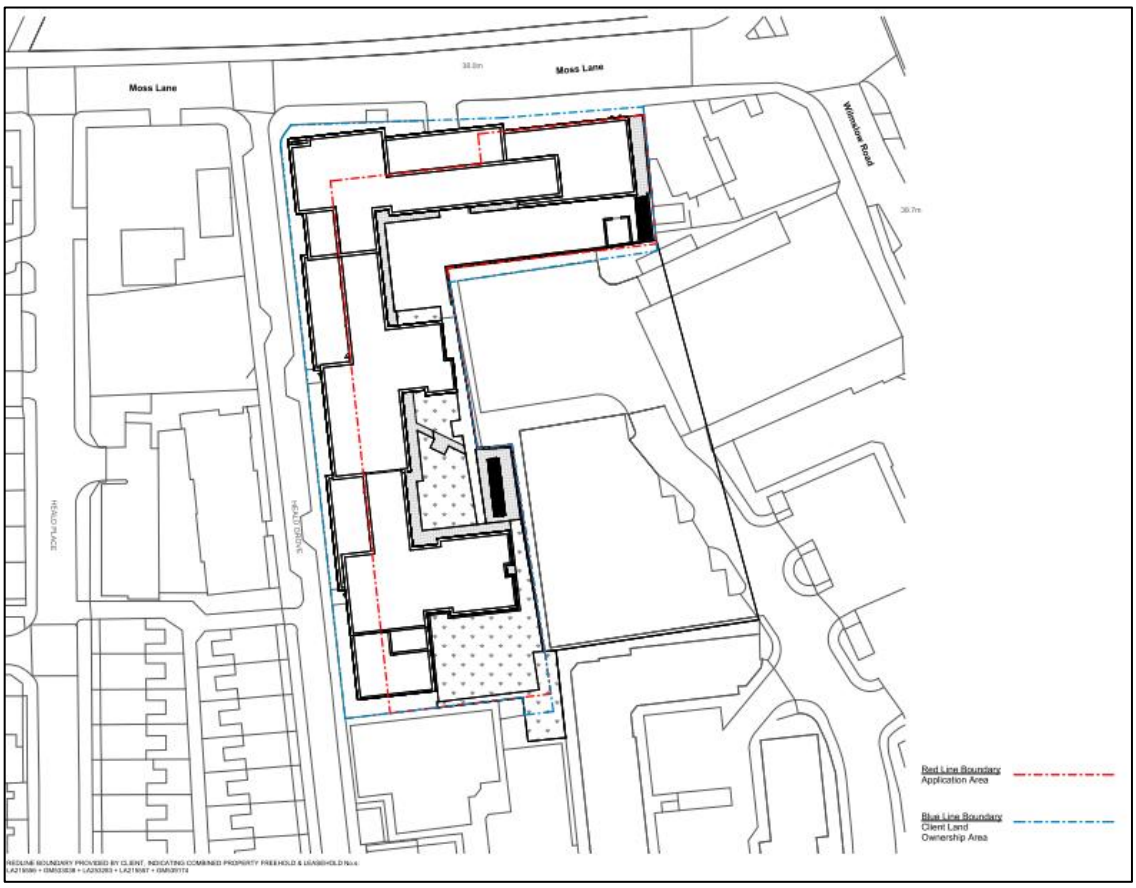
To:	**Manchester City Council**
From:	**Iceni Projects Ltd**
Date:	**22nd March 2026**
Title:	**Ropemaker Court, 500 Moss Lane East, Manchester, M14 4PL**

a. Introduction

1. Iceni Projects Ltd has been appointed by Spinnaker Estates ("the Applicant") to provide highways and transport advice in support of a planning application to improve student facilities at Ropemaker Court, 500 Moss Lane East, Manchester, M14 4PL ("the Application Site"). The Site falls within the boundary of Manchester City Council (MCC) as the local planning and highway authority.

2. The site location is shown in **Figure 1.** The vehicle access is located approximately halfway along the building frontage on Moss Lane East.

Figure 1 Site Location



3. The proposed works require re-arrangement of some site access and servicing features such as the relocation of cycle and waste storage provisions and this Transport Note (TN) sets out the

proposed amendments and demonstrates that these are acceptable in terms of highways and transport considerations.

b. Existing Site Layout

4. The existing vehicle access and internal layout are shown in **Figure 2**.

5. As shown, the site currently has 15 car parking spaces, including 5 blue badge spaces. These spaces are not available for use by students, only staff are authorised to use them. While on site it was observed that there were 3 cars and 1 van parked and a skip and bins were occupying 2 bays, highlighting that this is an under-utilised parking area.

6. The parking area is also used for start/end of tenancy student drop offs – with 10-minute slots booked out and managed on site by a guard checking number plates etc.

Figure 2 Existing Access and Parking Arrangement

7. The existing bin store is located to the east of the blue badge bays and there are existing cycle shelters located to the east of the bin store.

8. Due to the presence of car parking within this area, as currently laid out, delivery and servicing vehicles cannot enter and exit the space in forward gear and, as such, servicing is undertaken from Moss Lane East.

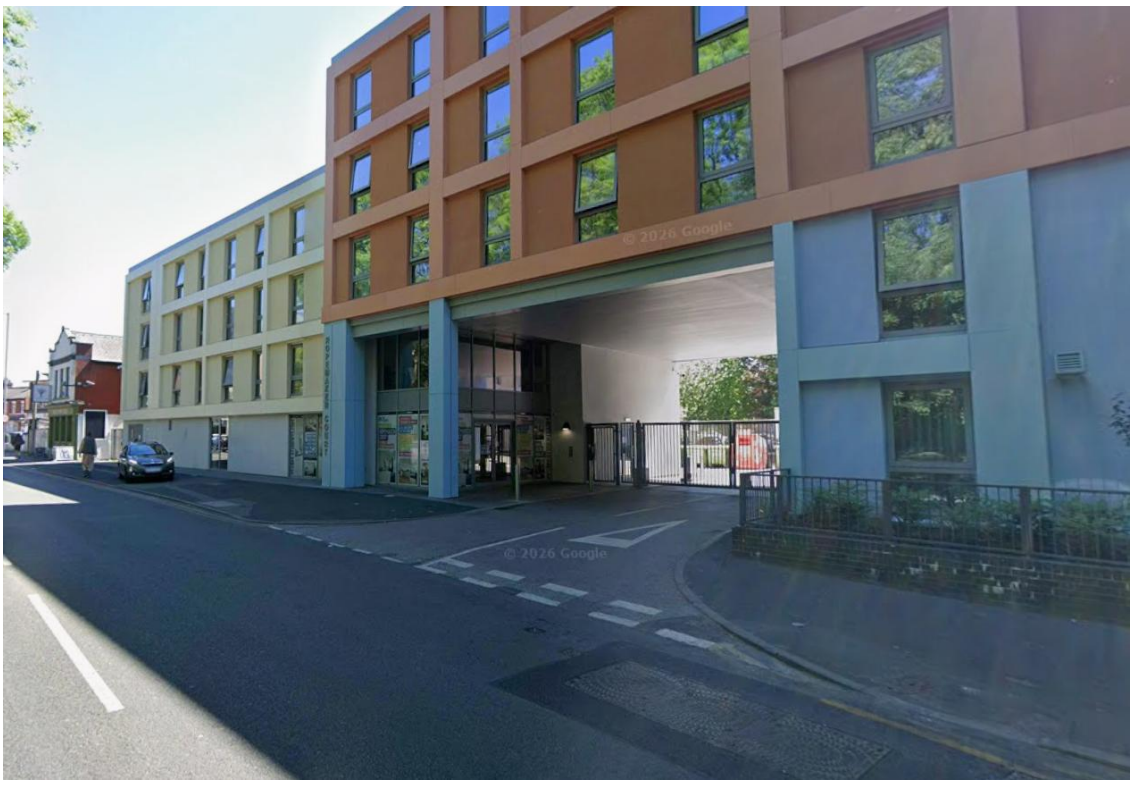
9. The site access is a priority access on Moss Lane East, and the existing parking area is accessed via an undercroft section beneath the building, which is also gated to prevent unauthorised access, with a separate pedestrian gate provided to the east as shown in **Figure 3**.

10. The height of the undercroft section also enables all types of vehicle to access the site if required.

11. Currently a full size (private) refuse vehicle enders the parking area to collect bins which are dragged by facility staff from each bin store (3 internal bin stores within blocks remote from the parking area and 1 external bin store for the block closest to the collection/parking area). Collections are 2 per week. The refuse vehicle turns and exits the same way it enters. As noted, this would not be possible if the car park were fully occupied.

12. A fire tender also requires access to the parking area for access to dry riser inlets and rear elevations. This also requires manoeuvring space to enter the same way it enters.

Figure 3 Site Access



c. Proposed Development

13. The proposed scheme looks to improve the student experience at this building by providing additional amenity space including a multi-function room for karaoke/podcasts, a games area for pool/ping pong, an area for gaming and a gym.

14. This is achieved through the introduction of two new lightweight, single storey pavilions constructed separate to the main building(s) but within the ownership boundary of the site. The pavilions are proposed to be constructed from a simple but contemporary material palette complementary to the existing building(s).

15. These works also require re-arrangement of some site access and servicing features such as the relocation of cycle and waste storage provisions. There will be no changes to the pedestrian access to the site from the public highway.

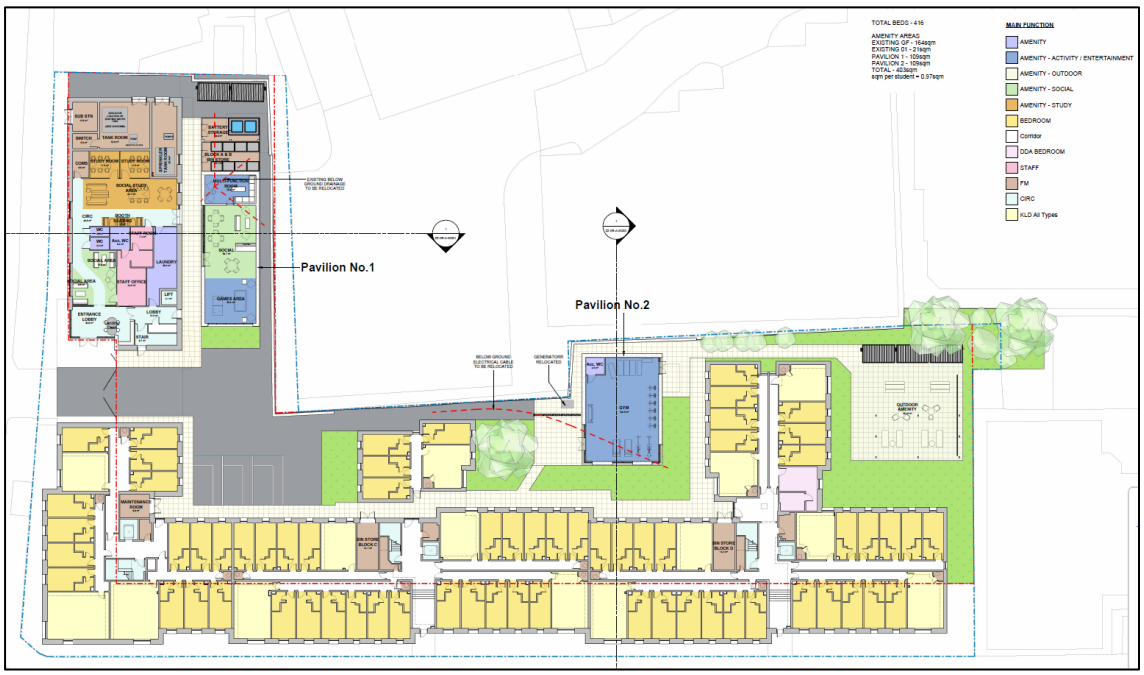
16. It should be noted that the proposed development will only enhance the facilities available to students living at the site and, as such, there will be no additional students using the facility, the existing students will just benefit from more facilities and amenities on-site. Therefore, there will be no change in the number of people accessing the site by any mode as the number of bedrooms is remaining the same as existing.

17. The proposed layout is shown in **Figure 4**. As shown, it is proposed to locate one of the new pavilion buildings to the eastern end of the existing parking area, which will reduce the car parking provision to 3 blue badge bays as the operator of the site has confirmed that this is sufficient to accommodate demand. It is also reflective of the site's Greater Manchester Accessibility Level (GMAL) rating of 8 (very high), which is the highest level given. This indicates the site has a very good level of access to public transport and therefore students and staff at the site have very good

opportunities to travel by public transport to access facilities and amenities across the city and beyond.

18. The city centre is located c.3km from the site, which is a c.40 minute walk or 10 minute cycle; it is also accessible by buses stopping adjacent to the site on Moss Lane East. There are also numerous facilities and amenities in the immediate surrounding area, including the world famous 'Curry Mile' along Wilmslow Road to the east of the site.

Figure 4 Proposed Layout



d. Vehicle Access

19. As stated, the vehicle access is remaining as per the existing arrangement, however, the internal layout has been amended so that part of the car parking area has been removed, with 3 blue badge bays retained.

20. A swept path analysis has been undertaken to demonstrate the following, with drawings showing this included at **Appendix A1**:

- A fire tender can reverse into the site from Moss Lane East and drive out in forward gear
- A refuse vehicle can reverse into the site from Moss Lane East and drive out in forward gear (albeit that the strategy will be for the vehicle to stop on the road to collect)
- A van can drive in and out of the site in forward gear, manoeuvring in the space available
- Cars can access the blue badge bays and enter and exit the site in forward gear.

21. With regard to the waste collection strategy, the proposed layout retains two of the internal bin stores which serve Blocks C and D. To facilitate the proposed development it is proposed to move the existing bin store which currently serves Block B to a larger proposed bin store, adjacent to Pavillion 1, serving both Blocks A and B.

22. This bin store is in approximately the same position as the existing block A bin store.

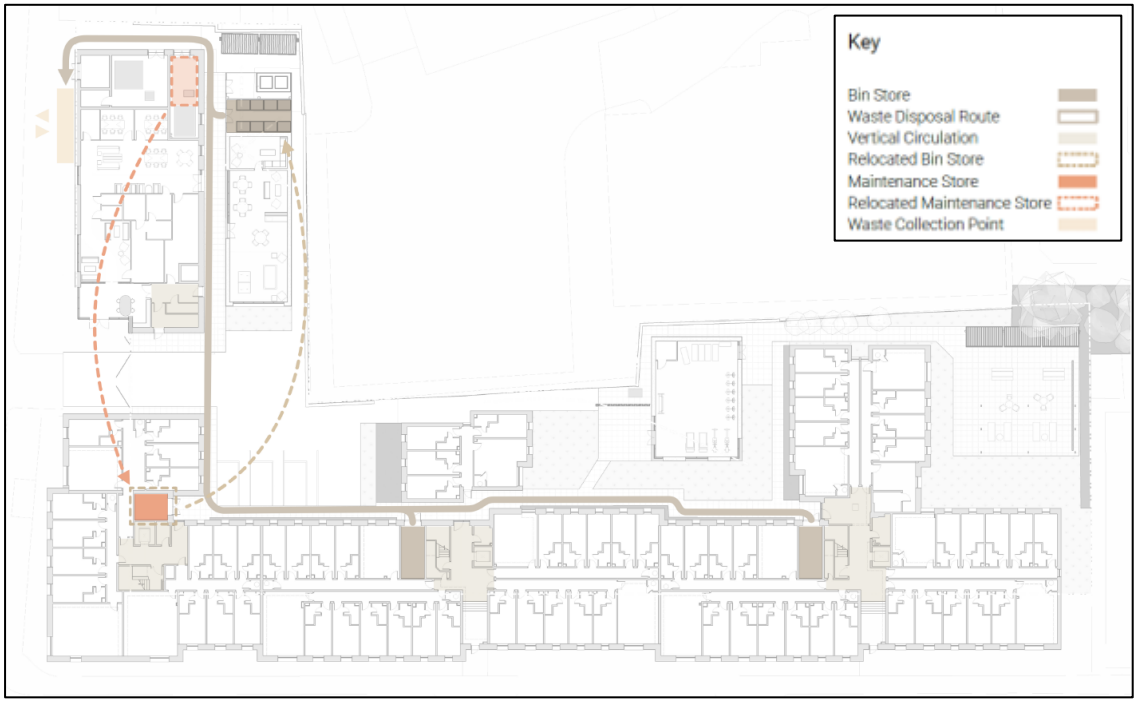
23. With regard to collection, while waste is currently collected within the site, the proposed development will restrict access into the site for a refuse vehicle and, as such, it is proposed that all waste will be moved to a location along the frontage of the building on Moss Lane East on collection days by the on site facilities management team, who will also return the bins to the bin stores once collected. There is an existing gate to the north east of the site which can be used to gain access to Moss Lane East and minimise the distance that the bins need to be moved along the footway.

24. The footway along the front of the building is c.5m wide so is of sufficient width to accommodate bins adjacent to the building, while still leaving sufficient width for pedestrians. A 1,100 litre Eurobin is c.1.1m deep, so even if offset slightly from the wall by say 20cm there would still be 3.7m available for pedestrians to use to pass the bins. The bins will be located within the ownership boundary of the site, which is defined by a change in surface treatment as shown in **Figure 5**, with the area within the red line being within the site ownership.

Figure 5 Waste Collection Location

25. The waste collection strategy is shown in **Figure 6**.

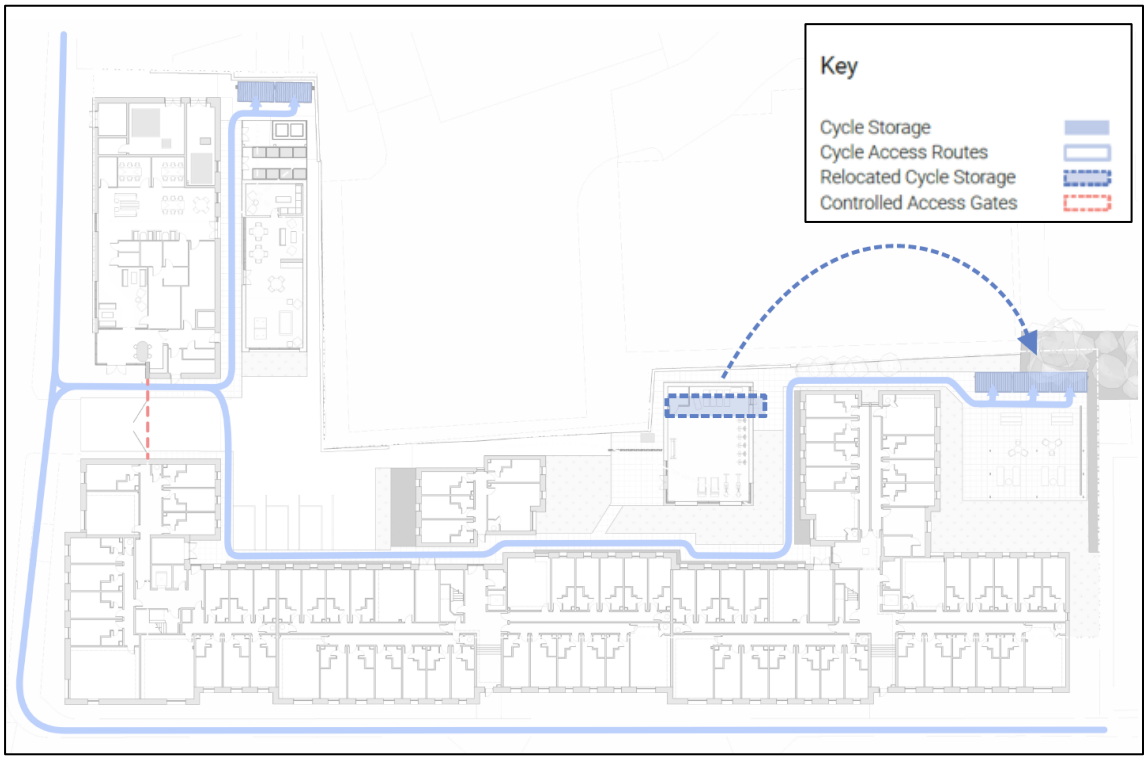
Figure 6 Waste Collection Strategy



26. With regard to cycle access, the proposed layout retains the cycle storage to the north east as existing. The Central bank of cycle storage is relocated to the southern courtyard, adjacent to the external amenities area to allow construction of the central pavilion. This location is served by proposed hard landscaping features to facilitate easy and level access around Block D to the new location.

27. Overall, these changes to the cycle storage provision do not change the number of spaces provided nor do they affect the use of facilities or their access. The cycle provision is shown in **Figure 7**.

Figure 7 Cycle Parking Provision



e. Trip Generation

28. As outlined above, while the proposed development will provide students living at the site with a wider range of on-site facilities and amenities, these will only be available to residents. The number of bedrooms, and therefore the number of students living at the site, are remaining as existing so there will be no change in the number of trips to and from the site.

29. While there is the potential that the additional facilities may attract additional servicing trips, the nature of the uses means that they will only attract very ad hoc delivery and servicing trips, which would not be discernible from daily fluctuations on the network.

f. Summary and Conclusions

30. Iceni Projects Ltd has been appointed by Spinnaker Estates (“the Applicant”) to provide highways and transport advice in support of a planning application to improve student facilities at Ropemaker Court, 500 Moss Lane East, Manchester, M14 4PL (“the Application Site”). The Site falls within the boundary of Manchester City Council (MCC) as the local planning and highway authority.

31. The proposed changes will provide additional facilities and amenities to existing residents, with no change to the number of people accessing the site.

32. The additional pavilion buildings on the site will result in changes to the internal layout, with the car parking on site reducing from 15 to 3 spaces, one of the cycle shelters being relocated and changes to the bin store location for Blocks A and B. The reduced area within the site means that it is proposed to change the waste strategy so that all bins are transferred to Moss Lane East on collection days and collected from the street; this will be a manged process with bins being moved by the site facilities management team.

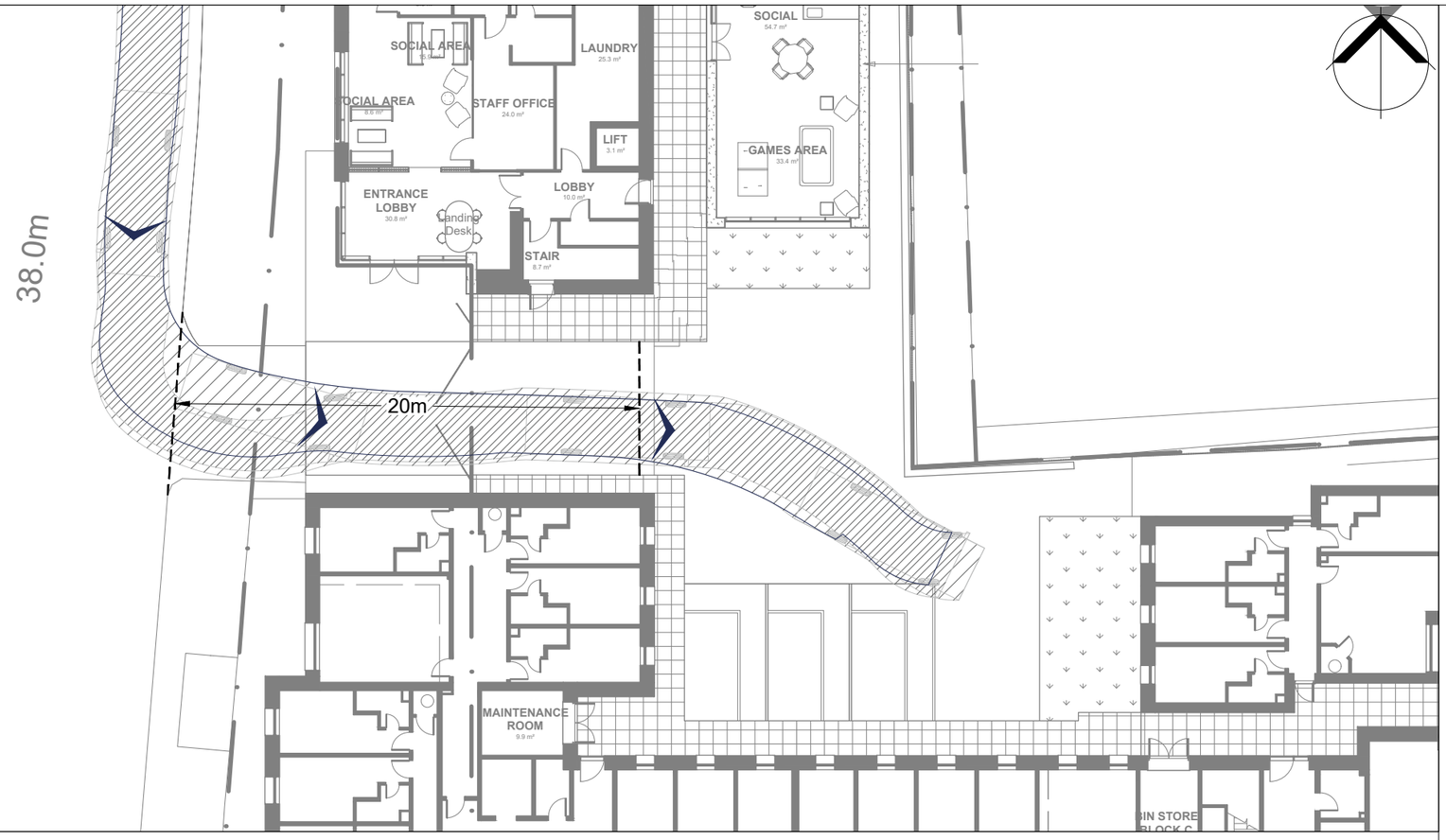
33. The reduction in parking is considered to be acceptable as the parking is currently underutilised and the site also has a GMAL rating of 8, indicating that it has very good access to public transport. Therefore, the need to drive is reduced which is reflected by on-site observations of 3 cars using the parking.

34. A swept path analysis has been undertaken to demonstrate that a fire, refuse and delivery vehicle can access the site as well as cars using the parking bays.

35. It is therefore considered that there are no outstanding highways or transport matters that would preclude the application from being recommended for approval.

A1. SWEPT PATH ANALYSIS

INBOUND MOVEMENT



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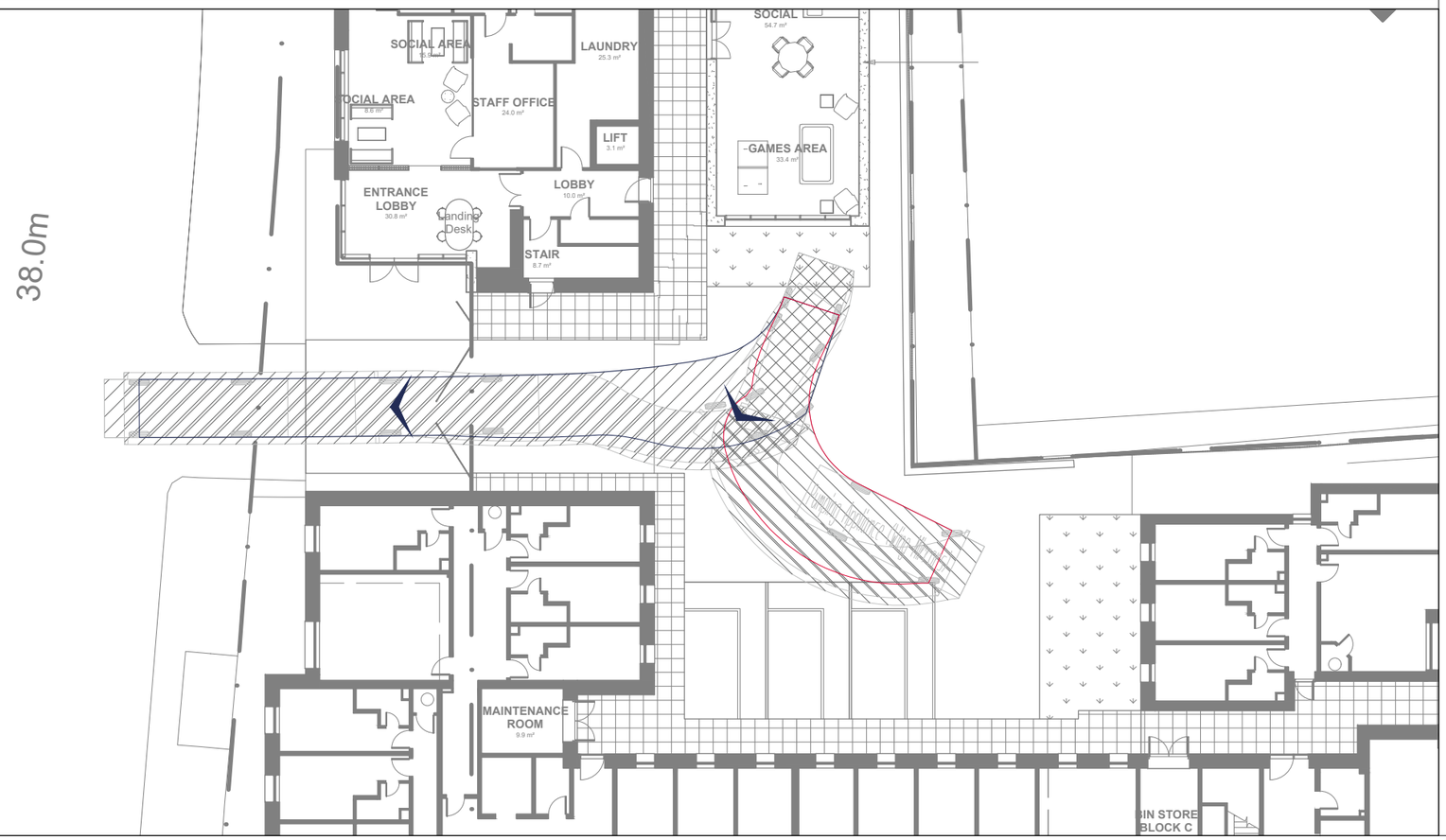

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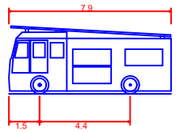
VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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CLIENT

ROPEMAKER PROPCO LTD

PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

SWEPT PATH ANALYSIS

(FIRE TENDER)

DRAWN BY	CHECKED BY	APPROVED BY
TS	NM 20/03/2026	SP 20/03/2026

SCALE @ A3	DATE
1:250	20/03/2026

PROJECT NO.	DRAWING NO.	REV.
I001950	02.2	-

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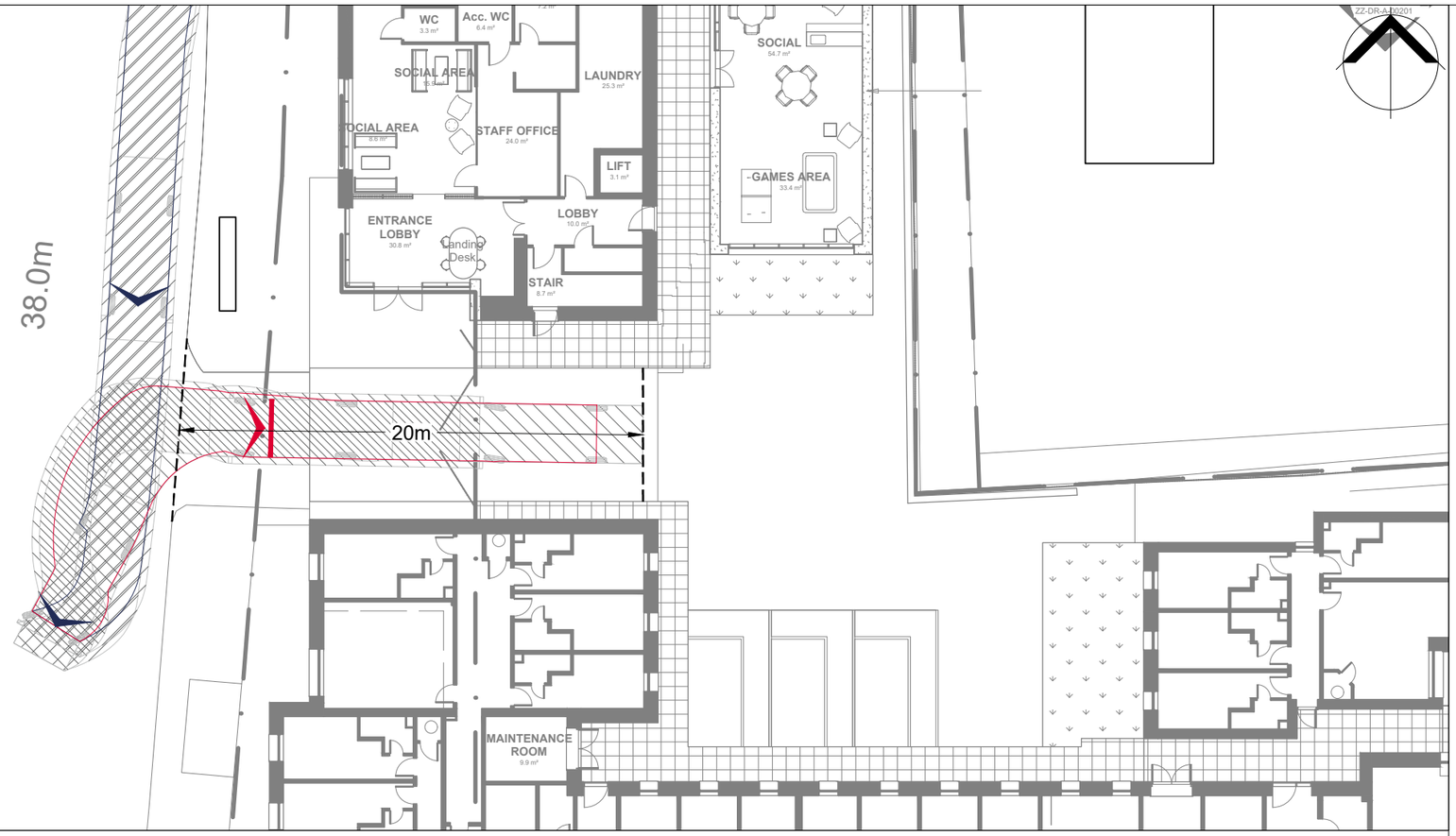

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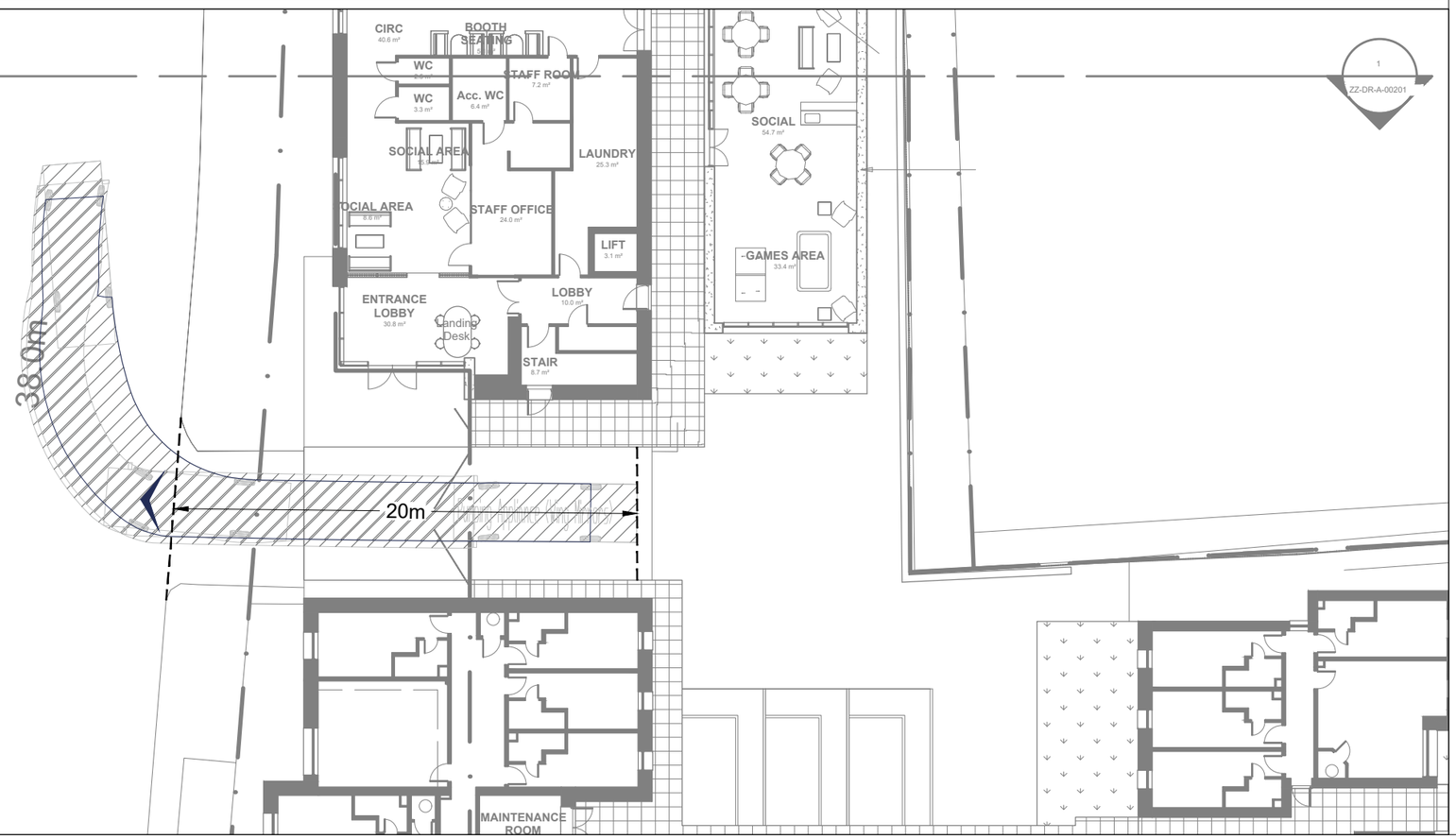

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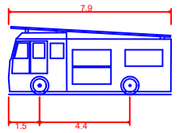

Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

SWEPT PATH ANALYSIS

(FIRE TENDER)

DRAWN BY	CHECKED BY	APPROVED BY
TS	NM 20/03/2026	SP 20/03/2026

SCALE @ A3	DATE	
1:250	20/03/2026	
PROJECT NO.	DRAWING NO.	REV.
I001950	02.3	-

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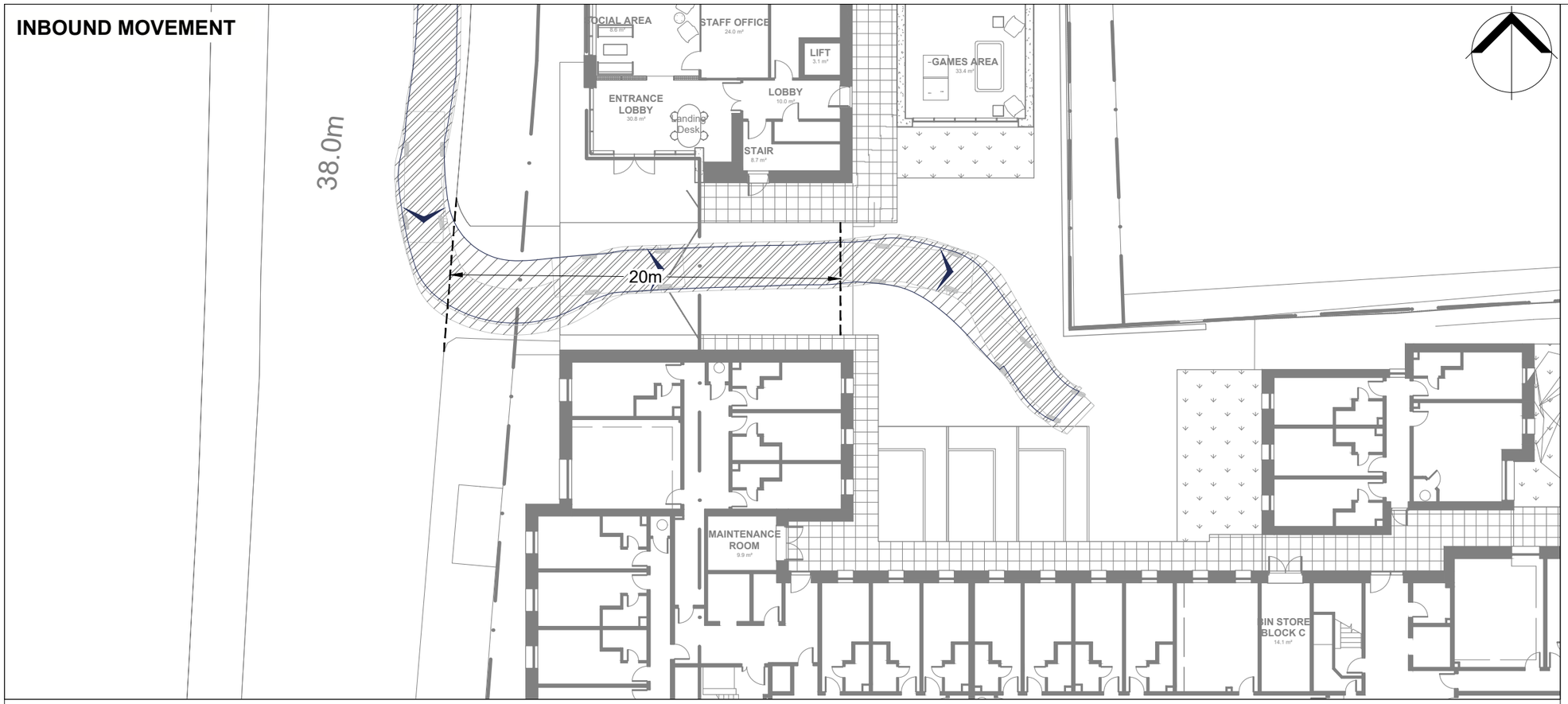

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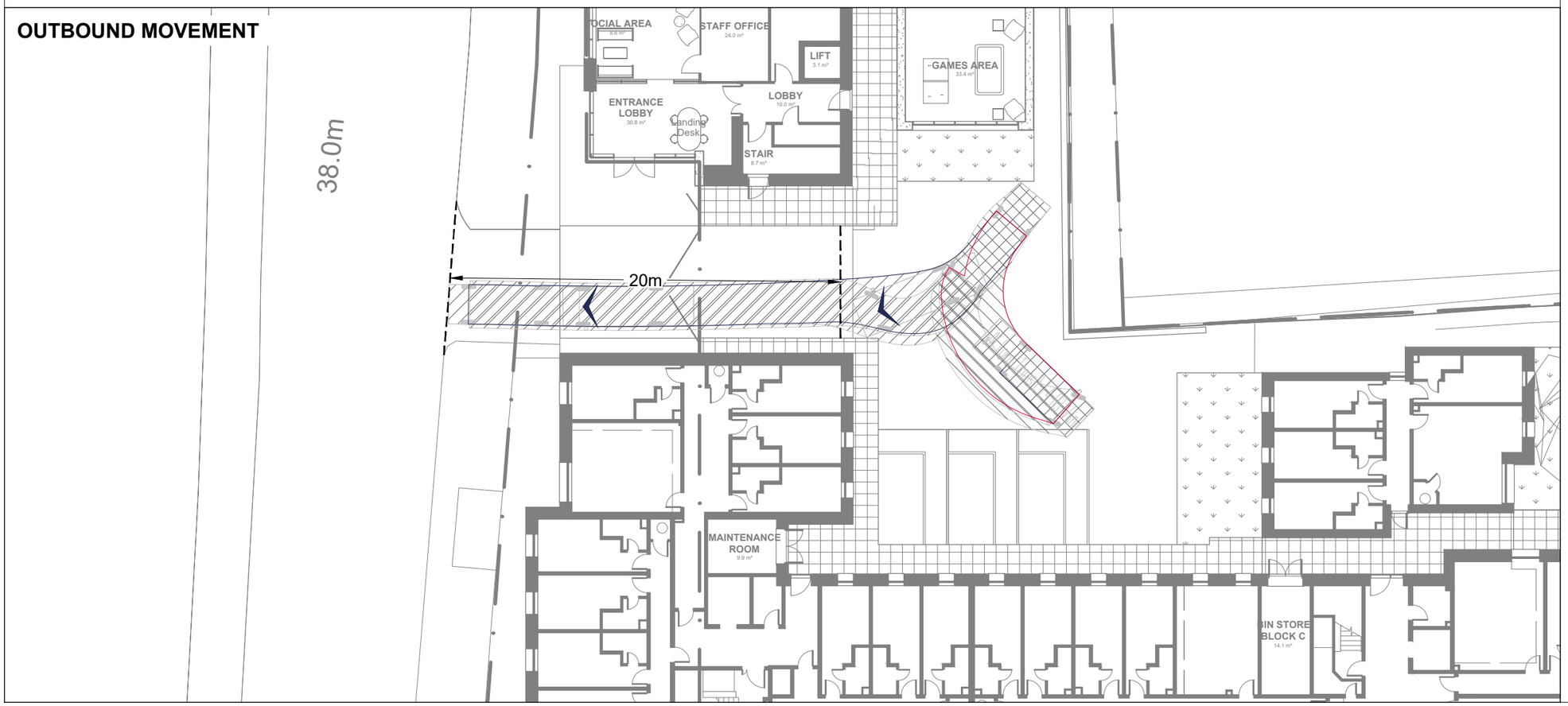

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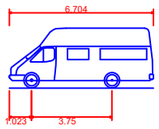

WM Ford Transit L4 H3 Van	
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Overall Width	2.025m
Overall Body Height	2.790m
Min Body Ground Clearance	0.404m
Track Width	2.025m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.650m

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PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

SWEPT PATH ANALYSIS

(TRANSIT VAN)

DRAWN BY	CHECKED BY	APPROVED BY
TS	NM 20/03/2026	SP 20/03/2026

SCALE @ A3	DATE
1:250	20/03/2026

PROJECT NO.	DRAWING NO.	REV.
I001950	02.4	-

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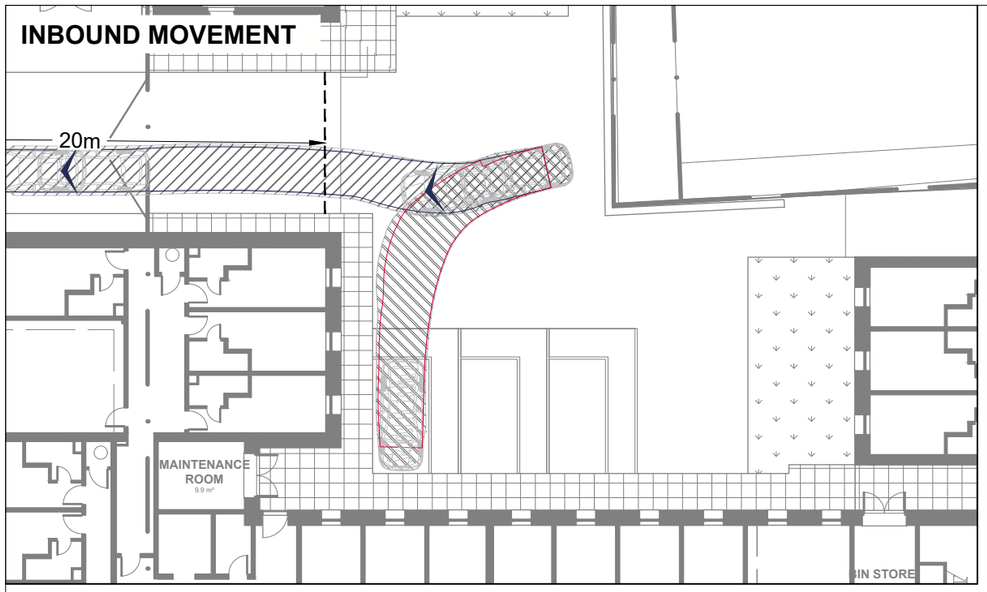

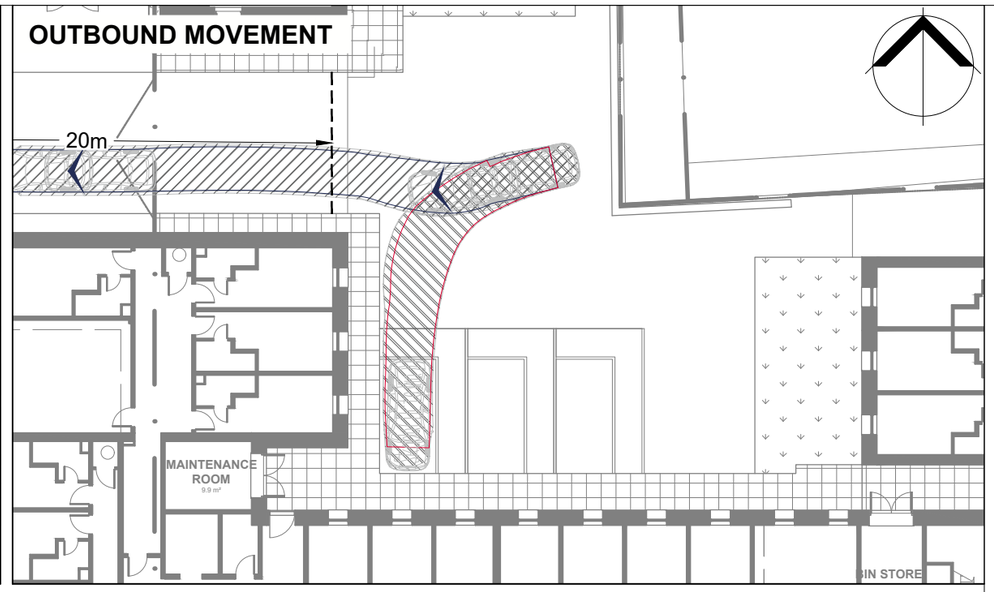

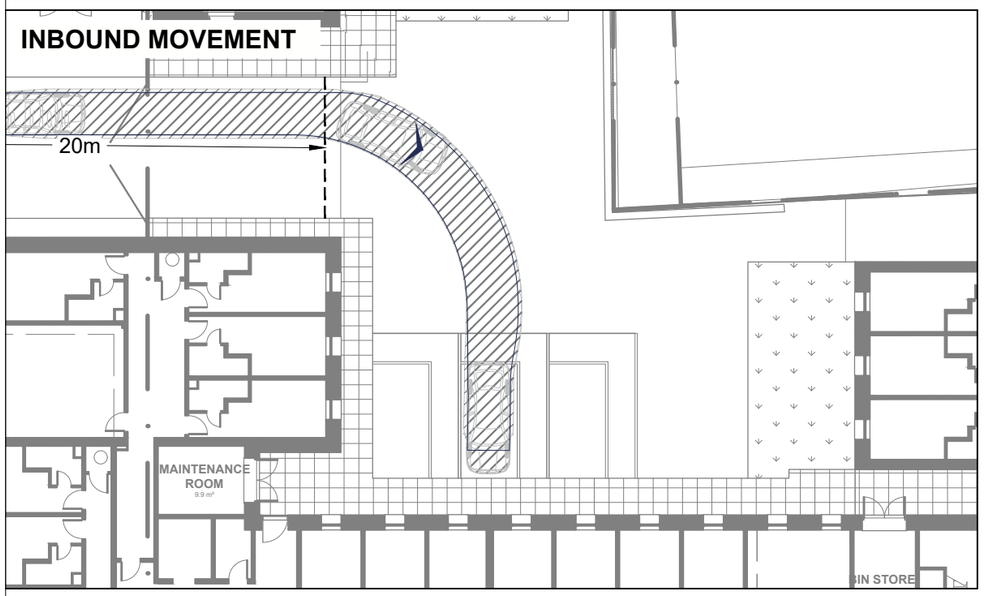

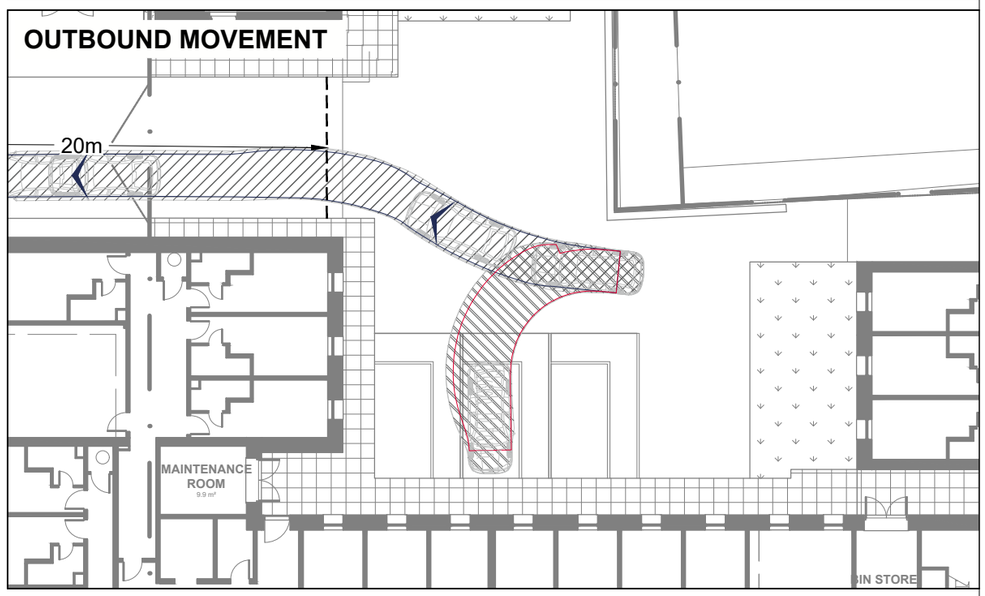

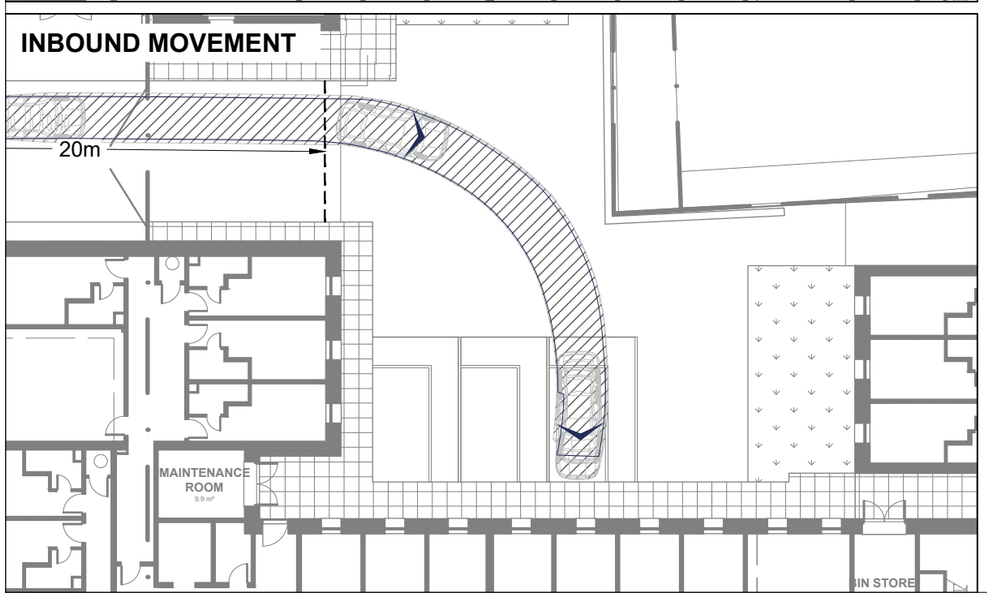

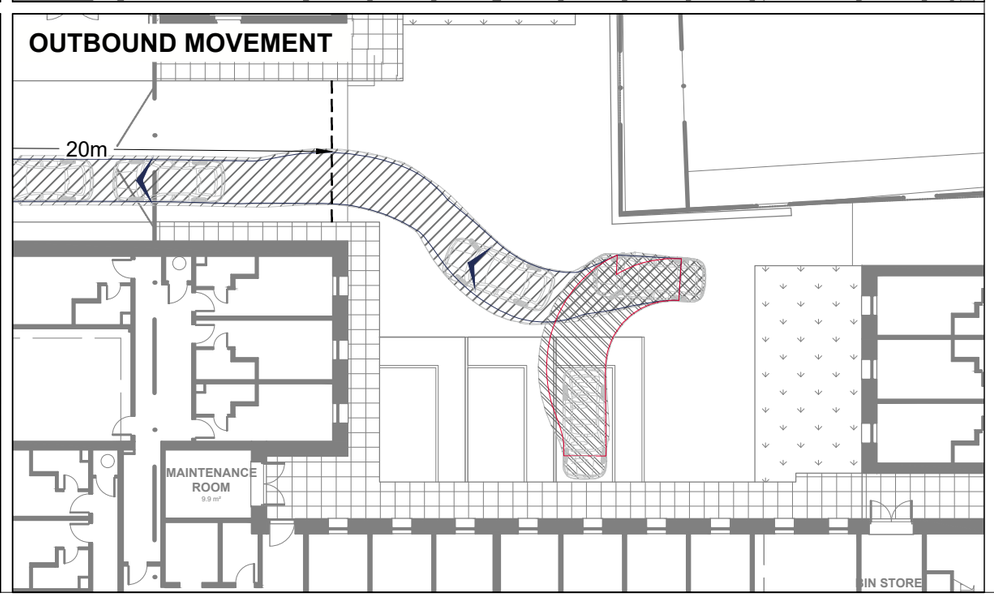

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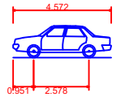

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

SWEPT PATH ANALYSIS

(STANDARD CAR)

DRAWN BY	CHECKED BY	APPROVED BY
TS	NM 20/03/2026	SP 20/03/2026

SCALE @ A3	DATE
1:250	20/03/2026

PROJECT NO.	DRAWING NO.	REV.
I001950	02.5	-

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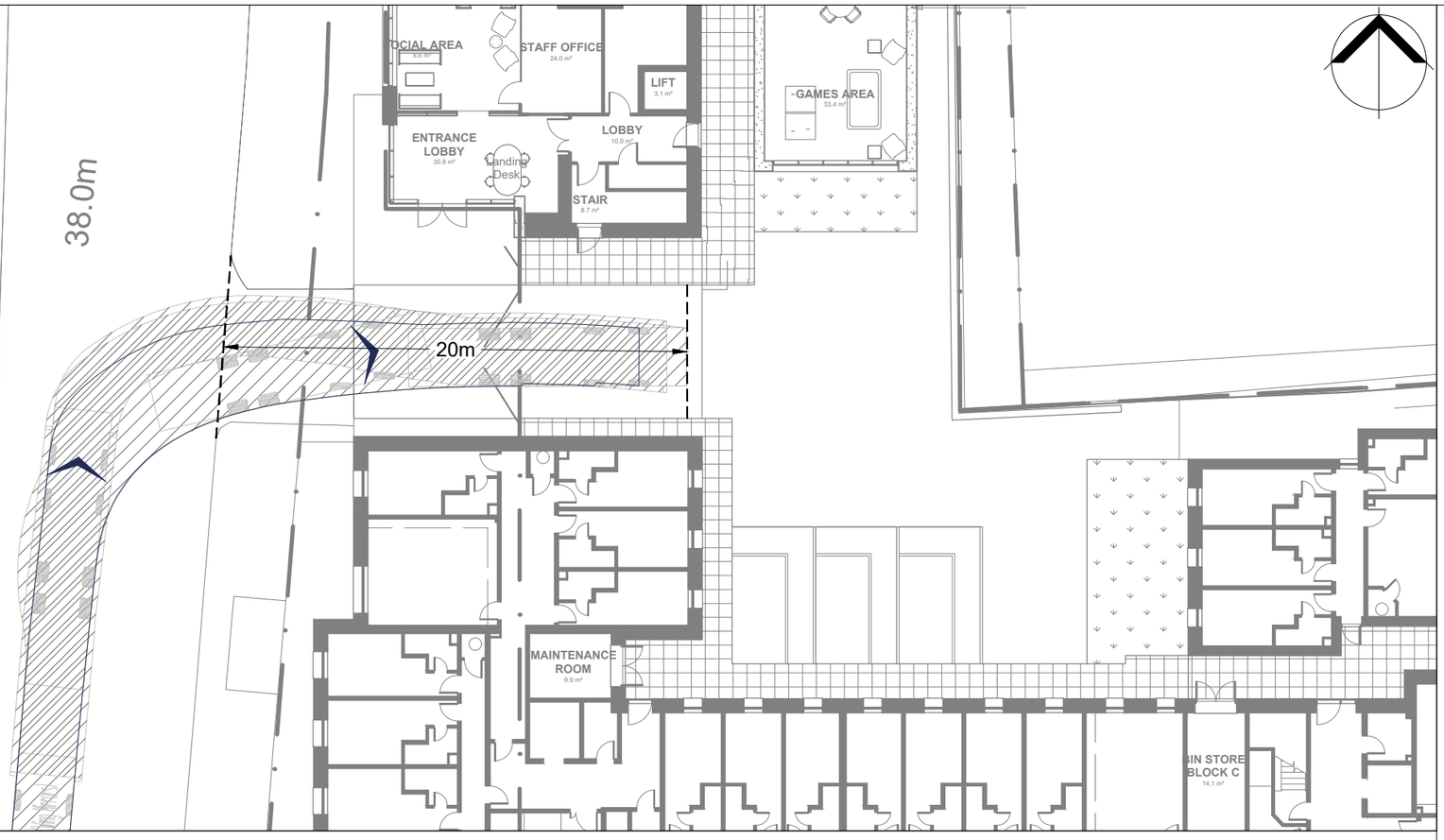
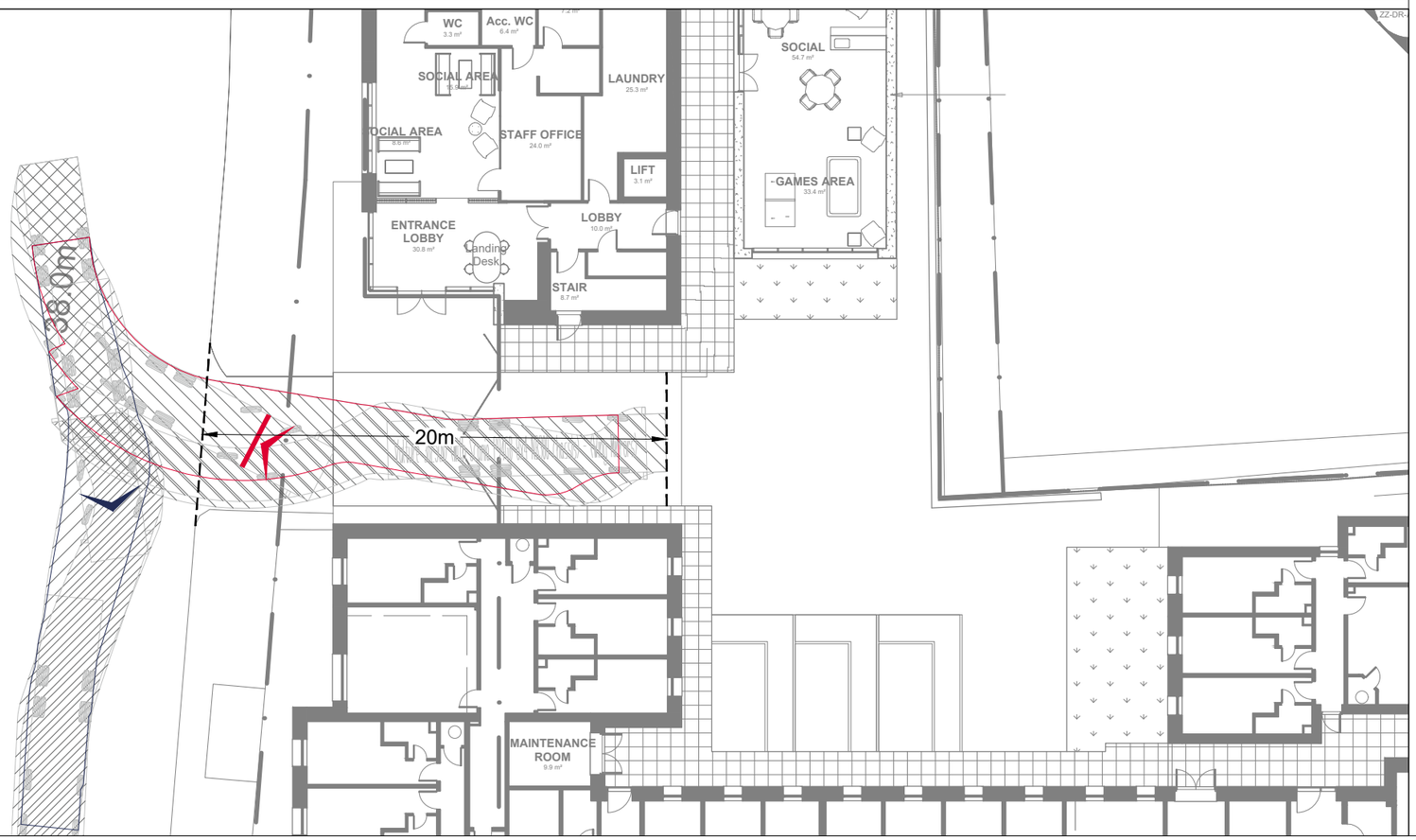


OUTBOUND MOVEMENT



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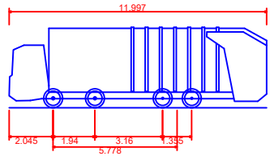
VEHICLE PROFILE:



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis) - (Wing Mirrors)

Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

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ROPEMAKER PROPCO LTD

PROJECT

MOSS LANE EAST, MANCHESTER

TITLE

SWEPT PATH ANALYSIS

(REFUSE VEHICLE)

DRAWN BY	CHECKED BY	APPROVED BY
TS	NM 20/03/2026	SP 20/03/2026

SCALE @ A3	DATE	
1:250	20/03/2026	
PROJECT NO.	DRAWING NO.	REV.
I001950	02.1	-

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.