



RE: Planning application consultation - 145583/FO/2026

From [REDACTED]
Date Mon 01/06/2026 15:49
To Jennifer Atkinson [REDACTED]

Hi Jen,

I hope you are well and had a lovely bank holiday.

I have just uploaded Highways comments into the new system. Fingers crossed they have come through to you. Just in case I have also provided them here.

Apologies for the slight delay in our comments.

**Highways Department
Development Control**

[REDACTED]

Memorandum

To Planning Department

From [REDACTED]

Date 1st June 2026

Application 145583/FO/2026 - Land At 85 Rochdale Road

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT

The site is located adjacent to adopted highway of Rochdale Road. It is noted that there is an area of adoption from Rochdale Road to provide access to the car park (Ashley Street).

Rochdale Road has No Waiting at Any Time and No Loading at Any Time in place. A Bus Stop Clearway and Bus, Tai and Cycle Lane (7am – 7pm) are in place along Rochdale Road.

Transport for Greater Manchester (TfGM) has been consulted, and their comments included.

TRIP GENERATION:

No trip generation has been provided. Request that a multi modal trip assessment is undertaken.

HIGHWAY SAFETY:

Collision data has been assessed from the DfT report road incidents databased for a 5-year period, ending mid-2024.

The assessment area is acceptable to Highways.

A total of 6 incidents were recorded across the assessment area of which 5 were slight and 1 was serious.

- 2 of the incidents occurred at Cheetham Hill Road / Lord Street junction and were recorded as slight.

Based on the findings of the assessment within the submitted TS Highways have no concerns about highway safety issues within the vicinity of the site.

HOLCROFT MOSS:

Report 85 Rochdale Road, Manchester: Holcroft Moss SPD Response (ref: 45583/FO/2026) has been submitted.

Whilst it is acknowledged that the proposed development is car-free and located within a sustainable area, the supporting submission relies largely on a qualitative assessment.

The statement that “...based on the information provided that the proposal will not generate traffic which would have any impact on Holcroft Moss...” is not supported by appropriate trip generation data or a clearly defined assessment methodology. Although the development is car-free, it is reasonable to expect a level of associated vehicular activity, including trips generated by residents, visitors, taxis, and delivery and servicing vehicles.

Furthermore, there is no routing analysis provided to demonstrate whether development-related trips would interact with the M62 corridor. As such, the conclusion that no trips would pass Holcroft Moss is not sufficiently evidenced and remains unsubstantiated at this stage.

With regard to the construction phase, assumptions have been made concerning the use of local labour and sourcing. While this approach is acknowledged and supported in principle, there is no detailed construction traffic assessment or vehicle forecast provided. Specifically, the submission lacks information on anticipated daily vehicle movements, HGV trip generation, and the proposed routing strategy for construction vehicles.

In the absence of robust and quantified evidence, the application does not currently provide sufficient information to demonstrate compliance with Policy JP-C8 or to justify the exclusion of the Holcroft Moss SPD as a material consideration.

SITE ACCESSIBILITY:

The site is situated in an accessible location.

Regular bus, Metrolink and railway services are available within walking distance of the development site.

Accessibility Assessment:

It is considered that the supplied information regarding walking distances is insufficient to demonstrate that the site has high pedestrian accessibility. A more formal process of determining the active travel provision should be determined by using the Streets for All Design Check. If any deficiencies are identified, these should be addressed and mitigated by the applicant where directly relevant and necessary to support the site.

STOPPING UP:

MCCs mapping suggests that the development site has an area of adoption (Ashley Street). The applicant is advised that these will need to be stopped up.

MCCs mapping also suggests that a Legal Closure (Closure - 30 January 2023 131708/FO/2021) in place on Back Ashley Street.

ACCESS & CAR PARKING:

Pedestrian and Cycle Access:

Plan '3917.2-PLA-XX-XX-DR-L-0001 S3 Rev P02 General Arrangement' and the TS indicates that pedestrian access is proposed from the south west of the building via Rochdale Road.

Plan '3917.2-PLA-XX-XX-DR-L-0001 S3 Rev P02 General Arrangement' and the TS indicates that cyclists can access the cycle store from the eastern elevation of the site or internally.

It is requested that walking and cycling directional signage to the City Centre is provided within the site.

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It is requested that a continuous 2-meter wide footway is provided within the development.

Proposed Car Parking Provision:

The development will be promoted as being 'car-free' with no general car parking to be provided on site. This aligns with current city centre transport aspirations.

It is accepted that any users accessing the site by car would utilise local pay-and-display provision or various external car parks spread across the wider network given the existing waiting restrictions covering the highways in the vicinity of the site.

There are a number of public car parks within walking distance of the site.

It is requested that the applicant consider the provision of a disabled bay on-site or within location of the site as part of the proposals.

It is recommended that the applicant considers the provision of a car club bay within location of the site as part of the proposals.

CYCLE PARKING:

The TS confirms that cycle parking will be in place via an internal cycle store.

70% provision is proposed for residents with overspill cycle parking to be in place to residents in Phase 1 of the development.

Highways requests that this development provide 100% cycle provision for residents of this building.

Additionally, cycle parking should be in place within the public realm for the use of visitors and delivery riders.

The cycle parking provision uptake should be monitored and if under-utilised, residents could be provided with vouchers towards the TfGM cycle scheme as an incentive to cycle, which could form part of the Travel Plan initiatives. If the cycle parking provision demand exceeds supply, then further cycle storage should be made available for use.

BUS STOP:

Site observations have confirmed that there is an existing bus shelter outside the site on Rochdale Road which is not referenced within the TS. It appears from the Site Plan to be unaffected by the development once constructed. However, it is anticipated that construction works could be likely to impact upon the use of the stop, the applicant will need to liaise with stop.closures@tfgm.com prior to undertaking any works.

OFF-SITE HIGHWAY WORKS:

It is requested that footways bounding the site are resurfaced.

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It is requested that any existing dropped kerb access points are reinstated as footway.

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It is requested that TROs are refreshed / updated to reflect the proposals.

- It is requested that tactile paving and dropped kerbs are installed across local junctions. It is noted that there is no formal crossing or tactile paving at Gould Street / Rochdale Road junction.
- It is requested that a continuous 2-metre wide footway is in place around the development i.e. footways in the vicinity of the proposed development should be widened to the minimum standard of 2m (where possible).

The above will form part of a Section 278 agreement and be at cost to the applicant.

TRAFFIC REGULATION ORDERS:

A review should be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

SOFT LANDSCAPING:

Plans '3917.2-PLA-XX-XX-DR-L-2000 S3 Rev P02 / General Arrangement - Softworks' indicates that new landscaping and planting is proposed. It is understood that all works will be contained within the red line boundary of the site and will not impact upon the adopted highway.

Areas of soft landscaping and trees are noted. Ongoing maintenance of such works will be taken forward by the applicant and be secured via planning condition, to ensure the ongoing maintenance of the proposed soft landscaping.

DELIVERY MANAGEMENT:

In order to fully understand the potential impacts of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central

location easily accessible to delivery drivers.

2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

It is requested that a Delivery Management Strategy is conditioned.

- WASTE & SERVICING:

It would be beneficial for loading bay locations to be shown on a plan, as well as considering vehicle pick up and drop off for deliveries/taxis etc. There are no details provided in the TS which confirm how deliveries/taxi and private hire will be managed on the highway network. This is required to understand the likely impact on Rochdale Road's traffic flows including the impact on buses of stopped vehicles.

It is requested that a plan is provided detailing the loading bay location and TRO arrangement. The plan should also indicate vehicle pick-up/drop-off for deliveries and taxis.

The TS confirms that a bin store will be in place within the red line boundary of the site.

Under application 131708/FO/2021 a loading bay is to be installed on Clive Street.

The TS confirms that bins will be taken from the bin store to the loading bay on Clive Street and returned immediately. This is acceptable in principle. It is requested that a Waste Management Strategy is conditioned.

No information has been provided on how the site will be serviced. The information should include how taxi/private hire will be managed. Highways would have concerns with any impacts on Rochdale Road traffic flows and bus stop.

It is requested that a Service Management Plan is conditioned.

TRAVEL PLAN:

- An Interim Travel Plan (ITP) has been prepared.

The ITP confirms that a Full Travel Plan will be provided within 2 months of agreeing the modal splits. This is acceptable. It is requested that the Full Travel Plan be in place within 6 months of occupation.

The ITP details objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and monitoring and review. This is acceptable to Highways. These should also be included in the Full Travel Plan.

A Travel Plan Co-ordinator will be appointment.

Initial travel surveys will be undertaken within 3 months of occupation. Following this, surveys will be undertaken annually.

The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

DEMOLITION MANAGEMENT:

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A Demolition Phase Plan has been submitted. The Plan states that the programme duration is c. 6 weeks and includes the full deconstruction and clearance of the existing commercial building and associated car park.

The Plan confirms that dust suppression and noise & vibration monitoring will be in place.

Access and egress will be via Rochdale Road and will include HGVs for waste and demolition removal. The Plan confirms that banksmen will be in place and controlled entry/exit procedures in place.

A TMP is in place. It is requested that the contractor engage directly with **MCCs Events and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting and agreed a finalised Traffic Management Plan for Demolition.**

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

CONSTRUCTION MANAGEMENT:

It is requested that the applicant engage directly with the Events and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting and agreed a finalised Traffic Management Plan for Construction. This should include discussion on any temporary traffic management.

A Construction Environmental Management Plan (CEMP) has been submitted (ref: Rochdale Road Phase 2, Manchester, Rev 4, dated 23/03/2025). While the document sets out a high-level framework, a fully detailed CEMP will be required to be secured via a planning condition (see below).

The submitted CEMP indicates a likely need for temporary road and/or footway closures to facilitate loading and unloading activities. It is anticipated that there will be approximately 25–30 vehicle movements during the peak construction period. The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk. Highways will expect this to be robustly managed to ensure that there are no impacts to the local highway network.

Given that this relates to Phase 2 works, the developer must take into account any ongoing works associated with Phase 1 and adopt a coordinated approach.

The CEMP outlines that construction impacts will be managed through measures such as traffic management plans, pre-booked deliveries, wheel washing and road sweeping, segregation of pedestrian and vehicular routes, and the avoidance of deliveries during peak hours. These measures are considered acceptable in principle.

A full CEMP should be provided and conditioned.

The full CEMP should include:

- The duration/phasing of construction works and associated vehicle trips;
- Confirmation of display of an emergency contact number;
- Contact details of the site manager/responsible person to discuss issues/amendments that arise;
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Given the site's proximity to the elevated section of Mancunian Way, the CMP should also include control measures to mitigate risks such as objects falling from height impacting the highway users during the building's construction phase.

The following informatives should also be included in any subsequent permission:

- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.
- The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

SUGGESTED CONDITIONS:

Disabled Parking

Car Club

Cycle Parking

Landscaping and Planting Maintenance (at cost to applicant)

Off-Site Highways Work:

- footways bounding the site resurfaced.
- existing dropped kerb access points reinstated as footway.
- TROs are refreshed / updated to reflect the proposals.
- tactile paving and dropped kerbs are installed across local junctions.
 - crossing and tactile paving at Gould Street / Rochdale Road junction.
- continuous 2-metre wide footway is in place around the development

Waste Management Strategy

Service Management Strategy

Delivery Management Strategy

Travel Plan

Demolition Management Plan

CEMP

INFORMATIVES:

For any projects that require a S278 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:

[Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council](#)

Many thanks,

[Redacted]

[Redacted] (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

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

[Redacted]

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

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



Out of Office: AM Thursday 4th June, Friday 5th June, Friday 26th June, Monday 6th July

Annual Leave: Friday 28th August – Tuesday 1st September

From: Planning [Redacted]
Sent: 06 May 2026 17:16
To: Highways DC [Redacted]
Subject: Planning application consultation - 145583/FO/2026

Dear Sir/Madam,

This letter is to let you know about the following application:

Application number: 145583/FO/2026

Description: Erection of a 17-storey residential apartment building (Use Class C3 (a), with associated access, amenity, landscaping, public realm, infrastructure and other associated works following demolition of existing vacant building on site.

Location: Land At 85 Rochdale Road Manchester M4 4HY

Applicant: Mr JP Singleton

Ward: Piccadilly

Information regarding this planning application can be viewed via the City Council's website at <https://arcusbe.manchester.gov.uk/pr/s/detail/a1DSI000007GOGY>.

Could you please let me have your reply as soon as possible. If I do not hear from you by **27/05/2026**, I will assume that you do not wish to comment. You can reply to this email to submit your comments.

Any representations received will be taken into consideration when the application is determined and will normally be made available for public inspection according to the requirements of the Local Government (Access to Information) Act 1985.

If you require any further information, please contact Jennifer Atkinson via email [REDACTED]

Yours faithfully

Information, Delivery & Support Team
Planning, Building Control & Licensing
Manchester City Council, P O Box 532, Manchester M60 2LA

[ref:a1DSI000007GOGYMA4;b4d24e1366b95980c793250c491d86b3:ref]

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