



TRANSPORT NOTE

To: **Manchester City Council**
From: **Iceni Projects Ltd**
Date: **9th September 2026**
Title: **145628/FO/2026: 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. Following submission of the planning application (ref: 145628/FO/2026) comments were provided by MCC Highways and this Note provides a response to the comments received. The MCC comments are in *blue italics* with Iceni's response in normal text.

b. Response to Comments

Further justification is sought regarding the reduction in on-site car parking provision, including staff numbers and modal split information, to demonstrate that the revised provision is sufficient.

Clarification is required on how student move-in/move-out periods will be managed, given that the existing parking area is currently used for tenancy changeovers.

3. The operator of the development has confirmed the existing procedures, which are outlined below.

Ropemaker Court – Current Intake and Leaving Day Arrangements

4. The current arrangements at Ropemaker Court for the September intake are designed to manage resident and parent arrivals in a controlled manner, while minimising congestion and ensuring that the site's limited on-site parking is used appropriately.

Move-in arrangements

5. Move-in is scheduled for Saturday and Sunday, the contract start date and the following day, with arrivals managed between 10:00am and 5:00pm.
6. Residents arriving by car are required to book an arrival slot in advance. There are three arrival slots available per hour, with 10 on-site parking spaces available, thus allowing for 210 arrivals each day, allowing the site team to control the number of vehicles arriving at the property at any one time and minimise congestion.
7. On arrival, residents and their parents/guests are directed to Ropemaker Court Reception for key collection and are required to provide valid photo ID.

Parking and unloading

8. Due to the limited availability of on-site parking, vehicles are permitted to remain on site for a maximum of 20 minutes for unloading bags and boxes only. Residents and parents are advised in advance that they must book an arrival slot before attending the property.
9. Once unloading is complete, vehicles are required to leave the site and use alternative nearby public parking facilities. Residents are directed to the following options:
 - Thurloe Street Car Park (M14 5SG)
 - NCP Rusholme – Dickenson Road (M14 5HA)
10. The 20-minute unloading restriction and requirement to move vehicles off site are clearly communicated to residents in advance of arrival.

Security and management of arrivals

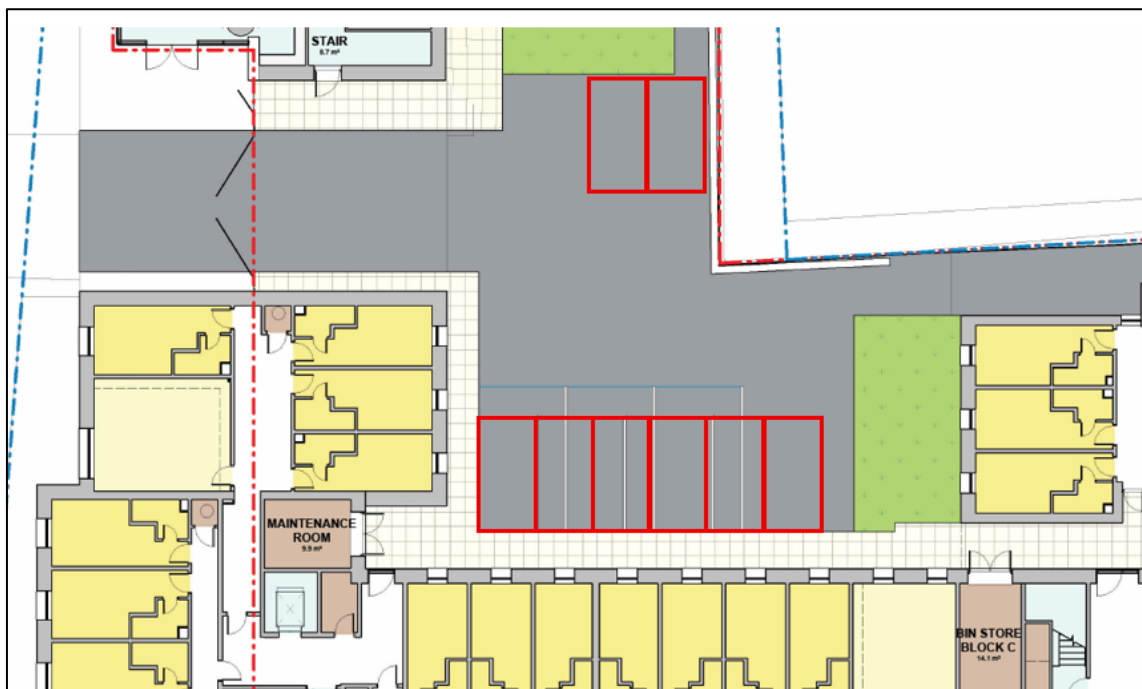
11. Additional security is in place during the peak intake period to support the site team with managing arrivals, monitoring vehicle movements and ensuring that residents and parents/guests adhere to the parking and unloading arrangements. There is a requirement for minimum 2 operatives in the car park, with one monitoring the main road and approach to the complex.
12. Security and the site team monitor the on-site parking area, manage any congestion and direct vehicles as required. Where residents or visitors do not follow the agreed arrangements, the team will intervene and ensure that the parking and access requirements are maintained.

Leaving/check-out days

13. Leaving arrangements will be managed in a similarly controlled manner, with residents provided with clear instructions in advance regarding departure, vehicle access and loading arrangements. The site team and additional security presence will monitor the site during the busiest periods to manage vehicle movements, maintain access and ensure that residents and their guests adhere to the agreed arrangements.

Ropemaker Court – Current Intake and Leaving Day Arrangements

14. It is proposed that this same process is followed, however, rather than limiting this to the weekend, the move-in/move-out period will be extended to include Friday afternoons as well to provide a longer time period to reflect the reduced parking available.
15. Based on the existing arrangements a total of 210 arrivals could be accommodated per day, this would reduce to 63 per day based on the 3 proposed spaces, which is not workable. As such, to enable all students to move in over one weekend as they can currently the times will be extended and the proposed parking area be used more flexibly on move in/out days and the on-site team will manage where people park within the space available. The sketch below shows that 8 cars could park within the parking area if they park as shown. It is not proposed that the spaces are marked as such, this is just to show that 8 cars can be parked and on-site operatives will direct people where to park, as they do currently anyway.
16. If 8 cars can be parked at any one time, then there could be up to 24 cars per hour meaning that around 18 hours would be required to enable all students to move in. Therefore, it is proposed that the weekend hours remain the same as existing and 5 hours will be added on Friday afternoon so that all students moving in can be accommodated over this time period.



It is recommended that at least one EV charging point (minimum 7kW) is provided as part of the revised parking layout.

17. Noted and agreed, details can be provided by condition.

Whilst no off-site highway works are proposed, Highways recommend the provision of tactile paving and dropped kerbs across the site access (can be secured by condition in the event of an approval).

18. Noted and agreed. As the works will be within the public highway this will require a S278 minor works agreement.

A review of existing Traffic Regulation Orders (TROs) in the vicinity of the site is requested to assess whether amendments or additional parking controls may be necessary, particularly in relation to potential overspill parking resulting from the reduction in on-site spaces (can be secured by condition in the event of an approval).

19. As outlined in the Transport Note submitted with the application, there is limited demand for the parking currently provided and the site benefits from excellent levels of sustainable travel access. The applicant is confident that the level of parking being retained is sufficient to meet demand for blue badge parking only. As such, there is not expected to be any overspill.

20. Having looked at some of the surrounding roads it appears there is nowhere for long-term parking to take place, with parking restrictions on a selection of the roads closest to the site including double yellow lines and the following waiting restrictions:

- Heald Grove – 7am – midnight 1 hour No return within 1 hour
- Heald Place – 7am – midnight Permit holders or 3 hours No return within 3 hours
- Rusholme Place – 7am – midnight Permit holders or 3 hours No return within 3 hours

- Dagenham Road – 7am – midnight Permit holders or 3 hours No return within 3 hours

21. These parking restrictions, which are representative of most roads close to the site, are clearly aimed at allowing short term parking and not permitting long term parking and, as such, will not be suitable for staff or residents to use.
22. Any staff wanting to drive to the site would therefore be required to use the numerous public car parks close to the site.
23. With regard to students, they will be aware that no parking is available and living and studying in Manchester means that they will not need regular access to a car and would likely not bring a car with them.
24. Moss Lane East marks the boundary of the designated City Centre and, as such, this site should be considered in that light, along with the high levels of public transport available.

Highways note and accept the proposed cycle storage arrangements, with 94 cycle spaces retained. However, additional visitor/delivery rider cycle parking is requested.

25. The proposal only seeks to improve the existing facilities on site for residents, there is no increase in bedrooms and therefore no increase the number of students/ visitors on site. The existing cycle parking is sufficient to meet demand and usage will be monitored through the Travel Plan for the site and more provided if required.

Should planning permission be granted, Highways request that a Travel Plan is secured by condition. This should include updated management arrangements for student arrivals and departures at the start and end of tenancy periods.

26. It is considered that there is limited benefit in providing a Travel Plan for this will continue to be the case. Furthermore, the way people move in/out, is not relevant to a Travel Plan, that would more typically either be included in a Parking Management Plan or Delivery and Servicing Plan. There is an existing process for this in place as outlined above and this will continue to be followed and extended to include Friday afternoons as outlined above.

A Construction Management Plan should be conditioned.

27. Noted and agreed.

c. Conclusions

28. Based on the foregoing it is considered that there are no outstanding highways or transport matters that would preclude the application from being recommended for approval.