Highways Department
Development Control

[redacted]

Memorandum

To	Planning Department
From	[redacted]
Date	3th July 2026
Application	PLA-2026-000312 - Charles Street Multi-Storey Car Park Plot H Sister

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

CONTEXT:

The site is located adjacent to the adopted highway of Charles Street to the south and Sackville Street to the east.

Charles Street has a 20mph speed limit, No Waiting (8am – 8pm) on the southern side and No Waiting (At any Time) on the northern side.

No Waiting at Any Time and No Loading at Any Time is in place at the junctions of Charles Street / Sackville Street.

HIGHWAYS RESPONSE

ATC SURVEYS:

ATC surveys undertaken on Thursday 16 October to Wednesday 22 October 2025.

Noted that the survey on Charles Street is only accurate for 4 days due to vandalism. The remaining days have therefore been estimated using factors derived from the completed Sackville Street survey.

The surveys suggest:

- Traffic flows on Charles Street are relatively low, averaging 2,237 vehicles per day, with recorded speeds well below the 30mph limit (mean speed 19.0mph; 85th percentile 23.3mph).
- Sackville Street carries higher traffic volumes, averaging 5,129 vehicles per day, although vehicle speeds also remain low (mean speed 18.5mph; 85th percentile 22.5mph).
- Traffic on Sackville Street is predominantly northbound (80%), while traffic on Charles Street is predominantly westbound (77%).
- OGVs account for a relatively small proportion of traffic, averaging 6% on Sackville Street and 9% on Charles Street.

The TA concludes that the surveys indicate a low speed environment on Sackville Street and Charles Street.

TRIP GENERATION:

Multi modal trip generation has been undertaken for the AM peak (08:00 – 09:00) and PM peak (17:00 – 18:00).

PBSA:

A TRICS-based trip generation assessment has been undertaken to assess the anticipated level of trips associated with the residential use. The methodology adopted is considered acceptable to Highways.

A multi-modal assessment indicates that the PBSA use generates the following two-way trips during the peak periods:

- AM Peak: 50 pedestrians, 3 cycles, 62 public transport, 2 vehicle and 1 taxi.
- PM Peak: 68 pedestrians, 4 cycles, 72 public transport, 0 vehicle and 2 taxi.

Commercial:

The TA confirms that the proposed commercial floorspace is ancillary to the residential development and given the absence of dedicated car parking, is not expected to generate significant additional traffic.

The TA anticipates that vehicle movements associated with the commercial units will be limited to deliveries and waste collections.

The above is deemed acceptable.

Net:

The TA demonstrates that the proposed development will generate a very limited level of vehicle traffic, with a maximum impact of only two two-way vehicle trips in both the weekday AM and PM peak hours.

Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

ACTIVE TRAVEL NETWORK IMPACTS:

Walking:

The TA anticipates that the development will increase pedestrian activity by c. 112 two-way walking trips in the AM peak and 140 in the PM peak.

This is equivalent to around 2–3 additional pedestrians per minute during peak periods.

The development includes public realm improvements and a new footway on the northern side of Charles Street, which will enhance pedestrian accessibility and connectivity.

Cycling:

The TA anticipates that the development will increase cycle activity by c. 3 two-way trips in the AM peak and 4 in the PM peak.

This equates to approximately one additional cyclist every 15–20 minutes during peak periods.

Public Transport:

The TA confirms that the development benefits from connections to bus, Metrolink and rail services. The TA concludes that the existing public transport network has sufficient capacity to accommodate the additional demand from the proposed development.

HOLCROFT MOSS:

The TA confirms that during the operational stage daily vehicle trips and HGV trips for the proposed development are anticipated to be 78 daily two-way vehicle trips (including HGVs) and two daily HGV trips. On this basis, the assessment concludes that the development would not trigger the requirement for mitigation measures or contributions towards the Holcroft Moss during the operational period.

The TA states that a CEMP will be primary mechanism to minimise and manage traffic. However, in regard to Policy JP-C8 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.

HIGHWAYS SAFETY:

Collision data has been assessed from the Crashmap reported road incidents database for 5 years up to 2024.

The assessment area is acceptable to Highways.

The database indicates that there have been three incidents recorded at Princess Street / Charles Street junction.

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

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.

The development site has a GMAL rating of 8.

Streets For All Assessment:

A Streets for All Assessment has been undertaken within the TA and findings provided in Appendix C.

The submitted Streets for All assessments identify existing deficiencies on Charles Street, Sackville Street and Princess Street, including inconsistent footway provision, constrained pedestrian environments, pedestrian and cyclist conflicts at junctions, limited crossing opportunities, and poor levels of active travel priority. Existing Streets for All scores are

low, ranging from 26% to 30%, demonstrating substantial opportunity for improvement within the local highway environment.

In order to respond to the findings the development proposes the following improvements:

- Provision of a new footway on the northern side of Charles Street.
- Resurfacing and upgrading of surrounding footways.
- Introduction of tactile paving and dropped kerbs.
- Creation of a new pedestrian corridor along Altrincham Street.
- Public realm enhancements around the site frontage.
- Additional visitor cycle parking and improved cycle access arrangements.

PARKING AND ACCESS:

Altrincham Street Access:

The TA and Plan 'X451-LYR- XX-ZZ-DWG-L-1001 Rev 6 Concept General Arrangement' confirm that the main entrance to the development will be from Altrincham Street (northern extent of site).

The TA notes that Altrincham Street is not currently a public accessible route and therefore it is proposed that a new pedestrianised route (minimum of 4m wide) will be in place. This will provide a connection from the public realm to the wide Sister Masterplan. This is acceptable in principle. Consideration should be given how the new pedestrianised route will connect to the adopted highway of Sackville Street to the east and Princess Street to the west.

Retractable bollards will be in place at each end of Altrincham Street within the site boundary. This will allow vehicle access to the railway arches when required. This is acceptable in principle. It should be ensured that the appropriate maintenance agreements are in place for the equipment.

Altrincham Street will also provide access to three of the commercial units.

Charles Street Access:

Charles Street has a wide carriageway with no footways on the northern side.

As part of the proposals the TA and Plan '451-LYR-XX-ZZ-DWG-L-1001 Rev 7 General Arrangement' indicate that the carriageway will be narrowed to c.6m, although additional space will be in place to allow passage of two buses. Plan '4026-CIV-XX-XX-D-H-40002 Rev P04 Bus Tracking' confirms that two buses can pass on the reconfigured arrangement.

The narrowing of the carriageway will allow for a footway to be installed on the northern side of the carriageway. A minimum of 2m footway will be in place. It is proposed that a minimum of 2m is installed at the pinch points of the loading bays and will be wider cross most of its length. This is acceptable in principle.

The TS confirms that these footways will be adopted.

A secondary pedestrian entrance will be in place on Charles Street.

Altrincham Street:

The proposals do not include cycling provision on Altrincham Street. Cyclists will therefore be directed towards the proposed route via Sackville Street and Charles Street, with wayfinding and signage used to reinforce this route choice. This is acceptable in principle, subject to detailed design.

Cycle Route Charles Street:

Charles Street is proposed as an on-carriageway cycle route due to it's potential to connect to the existing cycle infrastructure on Sackville Street and the section on the section of Charles Street.

The TA states that Charles Street currently operates as a low-traffic environment, with ATC surveys recording an average of 2,237 two-way vehicle movements per day and vehicle speeds well below the posted 30mph limit (mean speed 19mph, 85th percentile 23.3mph). As a result, traffic conditions fall below the Streets for All and LTN 1/20 threshold of 2,500 vehicles per day for on-carriageway cycling.

Given that the proposed development is car-free, it will generate very limited additional vehicle movements and is not expected to materially increase traffic on Charles Street. MCC and TfGM Active Travel agree with the proposed on-carriageway cycle provision on Charles Street. Given that existing and forecast traffic volumes are below 2,500 vehicles per day and speeds are limited to 20mph, the street provides an appropriate low-traffic, low-speed environment for mixed traffic operation, consistent with the principles set out in Streets for All and LTN 1/20 for on-carriageway cycling

The applicant has also engaged with the team promoting the adjacent IQ development, and the proposed Charles Street layout, including the retention of two-way traffic operation, has been agreed in principle. The street has been designed to accommodate the servicing requirements of both developments and ensure that they operate effectively together. This is welcomed by Highways.

Sackville Street:

Traffic volumes on Sackville Street reach up to approx. 6,000vpd which exceeds recommended levels appropriate for on-carriageway cycling within LTN 1/20 and Streets for All (2,500vpd). Either protected cycle infrastructure or measures to reduce traffic volumes would be required to align with Streets for All design guidance.

Highways requested that the developer consider contributions to support future enhancements of cycling on Sackville Street, given that the wider Sister Manchester development proposals are expected to increase cycle demand.

Vehicle Parking:

The proposed development will be 'car-free' and therefore will not include any car parking. Given the city centre location, the lack of on-site car parking is considered acceptable for the development. This will be subject to robust travel planning strategies, robust Move-In/ Move-Out Strategy, appropriate levels of cycle parking and student management.

It is accepted that any users accessing the site by car would utilise local pay-and-display provision. The TS confirms that NCP MSCP is located c. 250m away from the site and offers 1018 parking spaces including 28 disabled spaces.

The TS and Plan '451-LYR-XX-ZZ-DWG-L-1001 Rev 7 General Arrangement' confirm that 2 disable bays are proposed on Charles Street in a lay-by arrangement. This is acceptable in principle, subject to detailed design.

Car Club:

The TA confirms that 7 car club vehicles are available within 1km of the site. The closest car club opportunity is on Granby Row, which offers two vehicles.

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

OFF-SITE HIGHWAYS WORKS:

Charles Street:

- Narrowing of the carriageway to a minimum of 6.0m.
- Retention of two-way traffic operation.
- Provision of a new footway on the northern side of Charles Street.
    - minimum 2m wide behind loading bays and wider elsewhere.
    - Adoption of the new footway by Manchester City Council.
- Provision of two loading bays on Charles Street.
- Provision of two disabled parking bays in a lay-by arrangement.
- Resurfacing of footways.
- New dropped kerbs and tactile paving at crossing points.
- TROs to control loading and prevent inappropriate parking.

Altrincham Street:

- Creation of a new 4m wide pedestrianised route along Altrincham Street.
- Public realm improvements connecting into the wider Sister masterplan.
- Installation of retractable bollards for emergency/maintenance access.

Sackville Street:

- Assessment of a new crossing connection on the Altrincham Street alignment.

Princess Street / Charles Street Junction:

- Public realm improvements adjacent to the junction.
- Footway resurfacing and pedestrian environment enhancements around the site frontage.

General Highway/Public Realm Works:

- Resurfacing of all footways surrounding the site.
- Reinstatement of redundant vehicle crossovers/access points.
- Installation of new tactile paving and dropped kerbs.
- Provision of visitor cycle parking within the public realm.
- Landscaping, tree planting and associated public realm enhancements.

Any works that impact on the adopted highway will be subject to a S278 agreement and be at cost to the applicant.

Sackville Street Crossing:

The TA states that it is considered that a controlled crossing is not required across Sackville Street and that a courtesy crossing would be more appropriate. The controlled crossing would be a more proportionate form of provision on the Altrincham Street alignment, linking the proposed pedestrian routes associated with Plot H and the adjacent Plot C development.

However, due to the presence of an existing access road junction on the eastern side of Sackville Street, it is currently not possible to provide a compliant courtesy crossing, including dropped kerbs and tactile paving. As such, no pedestrian crossing is proposed as part of the current application. A chamfered kerb is proposed on the western side of Sackville Street to facilitate access to Altrincham Street and the railway arches if required.

MCC and TfGM note that Streets for All promotes the provision of safe, direct and convenient crossings on desire lines, with an emphasis on supporting pedestrian movement and reducing severance. In this context, the Altrincham Street alignment represents a clear desire line, and with over 5000vpd, Streets for All design guidance (Table 3.2) supports the provision of a formal controlled crossing at this location to accommodate current and future pedestrian demand. It is acknowledged, however, that the existing access arrangements on the eastern side of Sackville Street do not currently allow for the delivery of a safe and compliant controlled crossing. Notwithstanding this constraint, provision for a controlled crossing should be safeguarded, with appropriate consideration given to its future delivery. It is recommended that a controlled crossing is planned, funding identified and contribution made by the developer, to enable implementation in conjunction with the redevelopment of the site to the east of Sackville Street, when site access arrangements can be rationalised.

STAGE 1 ROAD SAFETY AUDIT:

As per Highways pre-application comments a Stage 1 Road Safety Audit should be undertaken.

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.

CYCLE PARKING:

Existing:

8 Sheffield stands and 8 Beryl Bike cycle hire docks are in place at the junction of Princess Street / Charles Street.

Proposed:

The TS states that the development will have 64 cycle parking spaces in total, which equates to 6.2% provision.

A cycle store will be provided in the basement and is accessed via a lift from a dedicated access on Charles Street. Additionally, a cycle maintenance stand will be provided in the basement. A bike hire docking station is proposed within the public realm of the site.

As noted in Manchester City Council's pre-application highways comments, a minimum cycle parking provision of 25% is typically sought for PBSA developments. In response, the TA has provided justification for the proposed level of cycle parking. While this rationale is acknowledged, the proposed provision remains significantly below the level generally expected for a development of this nature.

It is therefore requested that the development maximise cycle parking provision wherever possible, with the aim of achieving the Council's preferred 25% provision level. This could comprise a combination of conventional cycle parking and Beryl Bike facilities. In addition, the scheme should incorporate appropriate future-proofing measures to enable the provision of additional cycle parking should demand increase over time.

Public Realm Cycle Parking:

14 Sheffield Stands will be provided within the public realm and provide space for up to 28 cycles.

Plan '667-HOD-XX-00-DR-A-(--)200 Rev 011 GA Plan – Level 00' indicates that the cycle stands will be spread across two locations within the public realm. It is noted that cycle stands are in place adjacent to the entrance lobby, which is ideal for cycle couriers. This is welcomed by Highways.

The above is acceptable to Highways in principle.

MOVE-IN / MOVE-OUT STRATEGY:

The TA indicates that a Student Move-In / Move-Out Strategy will be in place prior to occupation and include:

- Students are able to book time slot in advance.
- Loading, unloading and parking will take place on Charles Street proposed loading bays.
- The management team will be in place at the main access points.
- Once dropped off cars will be directed to local car parks for long stay parking.

The Strategy should include:

- Traffic management should be in place and the operator should liaise with local businesses and local car park operators.
- Marshals should be in place to direct cars on the adopted highway.

Noted that there is no mass departure event and clear departure policies will be in place to ensure that pick-up vehicles arrive at the designated areas.

It should be ensured that the Strategy works with any adjacent PBSA sites to ensure a cohesive arrangement.

TfGM considers that the move-in / move-out management approach should include clear mitigation and contingency arrangements. In practice, move-in activity is unlikely to operate to standardised timescales, and the cumulative effect of circa 1,000 students moving into the development over a short period could exceed the limited capacity of the immediate area. Alternative arrangements, such as use of nearby off-street parking or other managed overflow arrangements, should therefore be explored to ensure that footways remain free of parked vehicles and that the wider public transport network is not adversely affected.

Highways welcomes the proposed Student Move-In / Move-Out Strategy. It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

OPERATIONAL MANAGEMENT STRATEGY:

An Outline Operational Management Strategy has been submitted.

In regards to Highways the Management Strategy provides details:

- Student Move-In / Move-Out Strategy
- Student amenities and welfare including cycle store, lockers and showers
- Delivery and Parcel strategy
- No residential / public parking
- Waste, servicing and maintenance

The development, submission and implementation of a Operational Management Strategy should be included in the conditions of any planning consent.

TAXI & DELIVERIES MANAGEMENT STRATEGY:

The TA confirms that taxi and deliveries will be able to parking in the two proposed loading bays on Charles Street. the reception area will be manned and therefore deliveries can be dealt with.

The TA confirms that a Management Strategy for Food / Parcel Deliveries will be conditioned. This is welcomed by Highways.

The development, submission and implementation of a Delivery Management Strategy should be included in the conditions of any planning consent.

REFUSE:

The TA confirms that refuse collection will take place via the proposed westernmost loading bay on Charles Street. A bin presentation area will be in place within the public realm, but set back from the adopted highway. This is acceptable in principle.

Swept Path Analysis (Plan: 4026-CIV-XX-XX-D-H-40001 Rev P04 Refuse Vehicle Tracking) demonstrates that a refuse vehicle can access and egress the loading bay safely.

An Operational Waste Strategy (ref: 4026-CIV-XX-XX-R-H-40004) has been produced and confirms that refuse collections will be once a week via MCC. Building management will be responsible for taking bins to/from the bin store in the basement to the collection area. This is acceptable in principle.

Future commercial waste stores will be contained within the unit and be subject to tenant requirements. Commercial waste collection will be arranged by the tenant. However, it is noted that the loading bay would be able to accommodate this vehicle.

It is requested that the Operational Waste Strategy is conditioned.

Loading Bay Utilisation:

A loading bay utilisation assessment has been undertaken. The assumptions made to estimate the utilisation of the loading bay to undertake a robust assessment are acceptable to Highways.

The assessment considered taxi, LGV's and OGV movements and found that demand for the loading bays would remain well within capacity throughout the day.

The highest predicted occupancy is 17% between 07:00–08:00, with the second highest occupancy of 12% occurring between 11:00–12:00 and 15:00–16:00. For the remainder of the day, utilisation is forecast to be between 0–10%. The assessment therefore concludes that the proposed loading bay provision is sufficient to accommodate day-to-day servicing requirements, while also providing substantial spare capacity should demand increase in the future.

Separate management arrangements are proposed for student move-in and move-out periods, when servicing demands are expected to be higher than normal day-to-day operations.

FRAMEWORK TRAVEL PLAN:

A Framework Travel Plan (FTP) has been prepared.

It is requested that the Full Travel Plan be in place within 6 months of occupation and on receipt of the baseline survey.

The FTP 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.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as discounted bus fares, discounted cycles, journey planning etc.

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.

SOLAR GLARE ASSESSMENT:

A Solar Glare Assessment is provided in the Environmental Statement: Volume 1 (May 2026).

The solar glare assessment identified four locations where significant glare effects could potentially occur—two affecting road users and two affecting train drivers. These locations are:

- Charles Street (eastbound) at its junction with Princess Street.
- Hulme Street (eastbound) at its junction with Oxford Road.
- The eastbound railway line between Oxford Road Station and Manchester Piccadilly.
- The westbound railway line between Manchester Piccadilly and Oxford Road Station.

To mitigate these effects, the proposed development incorporates a restriction on the Visible Light Reflectance of glazing installed on the south-western and north-eastern elevations. With these mitigation measures in place, the residual impact of solar glare is assessed as minor adverse and not significant over the operational lifetime of the development.

Overall, the report summarises that based on the location of reflection related to the drivers direct line of site, the times when reflections would occur, solar glare at the majority of listed junctions / pedestrian crossing are considered unlikely to cause significant concern for drivers. For those that will have a significant impact appropriate mitigation will be in place to reduce the significance. Overall, this is acceptable to Highways in principle.

PUBLIC REALM:

Plans '451-LYR-XX-ZZ-DWG-L-1001 Rev 6 Concept General Arrangement' indicates that new landscaping, planting and footways are proposed.

The TA confirms that the new footway on the northern extent of Charles Street will be offered for adoption. The plans and TA confirm that a minimum of 2m footways will be in place. These works will require a Section 278 agreement and Section 38. This is acceptable in principle, subject to detailed design.

It is noted that areas of planting / street trees are proposed on Sackville Street. Plan '451-LYR-XX-ZZ-DWG-L-1004 Proposed Adoption on GA – All Boundaries' confirms that the planting / street trees will be installed on the adopted highway. Footways bounding the site must be a minimum of 2m. Please note that commuted sums are required for any non-standard materials (and street trees) used on the adopted highway. Additionally, a maintenance agreement is required for the planters.

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.

CONSTRUCTION MANAGEMENT:

An Outline Construction Environmental Management Plan (October 2025 Rev – A) (CEMP) has been submitted.

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. This should include discussion on any temporary traffic management.

The Outline CEMP confirms that all construction traffic will access via Charles Street. For the avoidance of doubt a section 50 is required for any temporary access arrangement. This can be obtained by contacting MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

A Delivery Management System will be in place. The Outline CEMP confirms that deliveries will be pre-booked and managed via an online booking system.

No on-site parking will be in place and therefore operatives will have to use nearby public car parks. It should be ensured that this information is shared in advance to staff/contractors and it is requested that the site manager check that no on-street parking occurs.

The Outline CEMP states that footway closures will be in place on Charles Street and Sackville Street. Any road/lane closures, suspensions and impacts to the adopted highway / local highway network should be discussed with MCC. These cannot be agreed until discussions have taken place with MCC's Event and Network Management Team and the necessary licences have been obtained from MCC's Highway Licensing Team. The applicant is requested to engage directly with MCC's Event and Network Management Team to agree the detail of these measures.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

The Outline CEMP confirms that a dilapidation survey will be undertaken prior to works taking place. This is welcomed by Highways.

Early discussion with MCC Highways Events and Coordination Team is required so that the construction requirements for this development can be considered and coordinated alongside other schemes in the area. A good level of coordination/management will therefore be necessary during the construction phase taking into consideration adjacent application site.

A full Construction Management Plan should be provided and conditioned.

The full CMP 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:

Cycling

- Internal
- Beryl Bikes
- Public Realm

Off-Site Highways Works

- Narrowing of Charles Street carriageway to a minimum of 6.0m.
- Retention of two-way traffic operation on Charles Street.
- Provision of a new footway on the northern side of Charles Street.
    - minimum 2m wide behind loading bays and wider elsewhere.
    - Adoption of the new footway by Manchester City Council.
- Provision of two loading bays on Charles Street.
- Provision of two disabled parking bays in a lay-by arrangement on Charles Street.
- TROs to control loading and prevent inappropriate parking.
- Creation of a new 4m wide pedestrianised route along Altrincham Street.
- Public realm improvements connecting into the wider Sister masterplan.
- Installation of retractable bollards for emergency/maintenance access on Altrincham Street.
- Contribution towards a new crossing connection on the Altrincham Street alignment.
- Footway resurfacing and pedestrian environment enhancements around the site frontage.
- Resurfacing of footways.
- Reinstatement of redundant vehicle crossovers/access points.
- New dropped kerbs and tactile paving at crossing points.
- Landscaping, tree planting and associated public realm enhancements.

Contribution towards cycle infrastructure on Sackville Street
Student Management Plan
Student Move-In / Move-Out Strategy
Service Management Strategy
Delivery Management Plan
Waste Management Strategy
Travel Plan

CMP

INFORMATIVE:

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