MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone: [redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Jennifer Atkinson
From	[redacted]
Date	23 January 2026
Subject	**144791/FO/2025** **Phased development comprising:** **(a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and** **(b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.**

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 north 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.

Sackville Street has a one-way traffic order, 20mph speed limit, No Waiting at Any Time, No Loading at Any Time, a Contra-flow Cycle Lane, Disabled Persons Parking Place and Pay and Display (2 Hours, No Return within 1 Hour 8am-8pm or RP, A, B and C1, Mon-Fri, 8am-9am and 5-8pm and Sat and Sun 8am-8pm, C2 Mon-Fri 8am-8pm, CT Mon-Fri 9am - 1pm and 1-5pm).

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

HIGHWAYS RESPONSE

TfGM have been consulted, and their feedback has been incorporated into the response.

TRIP GENERATION AND JUNCTION CAPACITY:

Traffic Surveys have been undertaken to understand current local flows and active travel routeing. Counts presented in Figures 3.3 and 3.4 are comparable to counts on the TfGM database. However, confirmation of the date/times of these surveys is required along with detail on the peak hours for vehicles, cycles and pedestrians,

The net change in vehicle trips, particularly in the morning and evening peaks is very likely to be negligible, as suggested in the TS through a TRICS exercise

HIGHWAYS SAFETY:

TfGM data utilised
- Surveyed area acceptable in principle.
- Understood to cover a 5-year period up to June 2025.

The mapping indicates that there has been no incidents on Charles Street or Sackville Street adjacent to the site.

Two slight incidents were recorded on Charles Street / Princess Street junction.

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

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

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

PARKING AND ACCESS:

Existing Parking:

The nearest car club bay is in place on Samual Ogden Street (250m from the site).

There are currently 8 on-street car parking spaces, including 1 disabled space are available on Sackville Street.

The existing site does not have any on-site parking and is car-free. It is requested that the applicant provide a minimum of 1 disable parking space.

Proposed 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.

Pedestrian Access:

Pedestrian access will be taken from Charles Street. This provides access to the public realm area and access to the buildings.

Plan '3489-PLA-XX-XX-DR-L-0001 indicates that footway widths on both adopted and unadopted footways will be widened.

It is understood that part of the footway will fall within the red line boundary of the site and be the responsibility of the developer. The materials and maintenance should be agreed with MCCs Statutory Approvals Team during the S278 process.

OFF-SITE HIGHWAYS WORKS:

It is noted that soft landscaping is proposed on Sackville Street and Charles Street elevation. It is understood that this is within the site boundary and therefore will not impact on the adopted highway.

The TS and Plan '3489-PLA-XX-XX-DR-L-0001' indicates that "Charles Street and Sackville Street layout and materials are subject to further design and coordination". It is requested that the applicant provide an indication on what type of works are proposed on Charles Street and Sackville Street.

- MCCs Active Travel Team were approached regarding potential proposals on Charles Street. Comments will be shared in due course.

It should be ensured that the developer work with any adjacent sites to ensure that proposals on Charles Street are cohesive.

Please note that a Stage 1 Road Safety Audit will be required for the proposed works on the adopted highway and within the site boundary.

The TS and Plan '3489-PLA-XX-XX-DR-L-0001' indicates that two new loading bays will be installed, one on Charles Street and one on Sackville Street.

- Highways request that a loading bay is installed at Charles Street - as per the existing arrangement on Charles Street rather than lining in order to maintain a clear route for cyclists.

Swept Path analysis is requested of the proposed loading bays.

The TS notes that one Pay and Display bay will be lost on Sackville Street, which would incur the cost of £50k - £55k per bay, subject to confirmation and discussion with Manchester Parking Team.

The applicant will be responsible for costs to amend the TROs on Charles Street and Sackville Street.

ACTIVE TRAVEL:

The TS has undertaken a walking and cycling audit of the local area.

The TS notes that there is no tactile paving at Sackville Street and some paving is broken.

The vehicle traffic counts summarised in the TS show that traffic volumes are currently suitable for on-carriageway cycling (fewer than 2500 vehicles per day) on Sackville Street and Charles Street. The speed limit is also 20mph on both streets. Assuming no major change to motor traffic volumes, no improvements for cycling are suggested to the streets adjacent to the site. Moreover, the existing traffic volumes and speeds mean that controlled pedestrian crossing facilities are not required unless a specific issue is identified.

The development will generate a significant amount of pedestrian, cycle and public transport trips (approximately 2,600 two-way trips per day). As such, consideration needs to be given to the current infrastructure and the impacts that may have. Highways requests that the developer contribute to the cost to provide dropped, tactile paving at all arms of each junction/crossing on Sackville Street south of the junction with Whitworth Street.

There are issues related to pedestrian accessibility on Sackville Street, the following interventions are recommended:

o Tactile paving and dropped kerbs at all arms of the Sackville Street / Charles St junction. This would facilitate all pedestrian movements at the junction. (problem identified in Transport Statement Appendix A)
o Dropped kerbs and tactile paving at access to University Car Park (problem identified in Transport Statement Appendix A).
o New uncontrolled crossing point over Sackville St at the existing and future access point into the Sister Development adjacent to the development. This could be delivered as a raised table crossing which would provide an accessible level crossing for pedestrians and also provide traffic calming benefits.
o It should be noted that the proposed works may affect existing Pay & Display bays and the Traffic Regulation Order (TRO) on Sackville Street. Any removal, relocation, or amendment to the TRO will incur a cost, which will be at cost to the applicant.

CYCLE PARKING:

Cycle Stores:

Highways requests that cycle stores are lockable and covered.

The Student Operation and Management Plan confirms that cycle parking is covered by CCTV. This is welcomed by Highways.

It is recommended that cycle maintenance tools should be provided.

Provision:

The proposed level of cycle parking is 5.7%. Typically, Highways request that PBSA sites provide a minimum of 25% cycle parking.

Consideration should be given to more publicly accessible cycle parking within the public realm.

Delivery Vehicle Parking:

Consideration should be given to cycle parking for delivery riders. It is requested that cycle parking is provided within close proximity of the PBSA reception access points.

MOVE-IN / MOVE-OUT STRATEGY:

The TS indicates that a Student Move-In / Move-Out Strategy will be in place prior to occupation. This is welcomed by Highways.

A Framework Strategy has been put forwards. This is acceptable in principle.

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

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.

STUDENT MANAGEMENT PLAN:

A Student Operation and Management Plan as been submitted.

The Operation and Management Plan provides details on the proposed management of facilities, students, services, operations, transport, waste and recycling and delivery and servicing.

The plan confirms that students will be told in advance that the site is car-free.

Highways welcomes the proposed Student Operation and Management Plan. It is recommended that the Operation and Management Plan is conditioned and attached to any planning permission that may be granted.

DELIVERIES MANAGEMENT STRATEGY:

An on-site management team will be in place.

Post and small parcel items will be delivered by the post/courier to the occupier's post box on the ground floor. Any items that are too large will be signed for by the delivery team.

Online grocery deliveries will be accepted at reception and held in a cold room for collection.

The Student Operation and Management Plan confirms that deliveries can be made via the loading bay. This is acceptable in principle.

It is requested that the proposed travel plan and on-site management review the drop-off process and review whether any improvements / further monitoring is required.

Highways welcome the proposed Delivery Management Strategy. As per the above it is requested that this is regularly monitored, and a thorough review undertaken as part of each travel survey It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

REFUSE AND SERVICING:

A Waste and Servicing Strategy has been submitted.

The Strategy confirms the proposals of three loading bays (one existing and two proposed).

The Strategy anticipates up to 40 service vehicles per day. It is anticipated that larger vehicles will arrive outside of the peak period. Dwell times are expected to be c. 20 minutes for larger vehicles and 5-10 minutes for LGVs.

Bicycle couriers are also expected throughout the day.

Refuse:

Bin stores are noted within the red line boundary of the site.

The Strategy confirms that bins will be taken from the bin store to the collection point by the on-site management team prior to collection. Once collected the bins will be returned to the bin store. This is acceptable in principle.

It should be ensured that no bins are stored/kept on the adopted highway.

It is anticipated that waste collections will be made every two days.

It is requested that waste collections are undertaken outside of the peak periods.

As above it is requested that thought is put into the layout of the loading bays. Additionally, swept path analysis should be provided of the proposed waste vehicle using the loading bays.

Servicing:

The Strategy confirms that the on-site management team will manage site wide servicing activity between the hours of 08:00 - 18:00.

Measures will be in place on pedestrian safety / amenity. This is welcomed.

Highways welcomes the proposed Waste and Servicing Strategy. It is recommended that the Strategy is conditioned and attached to any planning permission that may be granted.

FRAMEWORK TRAVEL PLAN:

An Interim Travel Plan has been provided as part of the application.

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 concessionary bus fares, discounted cycles, journey planning etc.

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

CONSTRUCTION MANAGEMENT:

An Outline Construction Environmental Management Plan has been submitted.

The Outline CEMP confirms that during construction of Phase A temporary arrangements will be made for the servicing of the existing buildings.

The Outline CEMP confirms that Dust, Noise and Vibration mitigation will be in place. This is welcomed by Highways.

Wheel washing will be in place. This is welcomed by Highways.

Sheeting will be in place. This is welcomed by Highways.

Waste Management will be in place. This is welcomed by Highways.

Deliveries will be managed via Delivery Management System. The Outline CEMP confirms that deliveries will avoid the peak periods, which is welcomed by Highways. A banksman should be in place.

A Logistics Route will be in place. This is welcomed by Highways.

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 Logistics Plan indicates that part of Sackville Street will be closed during the construction period, rendering the existing pay-and-display bays unusable. Footway and lane closures will require a TTRO and appropriate permits. It is also noted that during Phase B, sections of Charles Street will be similarly affected. We request that the applicant engage with MCC's Event and Network Management Team to discuss these arrangements and agree on the most suitable approach.

A Construction Environmental Management Plan should be conditioned.

The CEMP should be submitted prior to the start of works and in addition to the above this should include:

- Phasing and quantification / classification of vehicular activity.
- Appropriate swept-path assessment.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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.

At this stage, any outline details on additional utility connections and outline traffic management measures would be welcomed in order to understand the impact on vehicular traffic, pedestrians and cyclists.

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.

SUGGESTED CONDITIONS:

Cycling
Off-Site Highways Works
Move In / Move Out Strategy
Delivery Management Strategy
Waste and Service Management Plan
Travel Plan
CEMP

INFORMATIVE:

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, TRO's can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

It is essential for this scheme that the applicant factor in the TRO timescales of 12 months to ensure these are agreed prior to occupation.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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