Transport for
Greater Manchester

**Transport for Greater Manchester**

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Your ref: 142888/FO/2025
Our ref: MAN/25/221

Manchester City Council
Planning
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09th January 2026

Location: **Weston Student Halls And Pendulum Hotel, 78 Sackville Street, Manchester, M1 3BB**

Development: **: 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.**

Dear Jennifer Atkinson

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

[1]TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. [2]TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Background

The application seeks approval for the phased development of Purpose Built Student Accomodation (PBSA). The proposals include the partial and full removal of existing structures. 2,511 beds are proposed which are split across the two phases as 1,812 bed in Phase A and 1,215 beds in Phase B.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the development proposals and have provided comments in respect of the relevant sections.

The site does not currently have onsite parking and the proposals do not intend to include any. The Charles street Multi-Storey previously provided parking for 520 vehicles, of which some will have been for the existing site. This car park is now closed.

TfGM welcome the use of Traffic Surveys 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. TfGM would request that confirmation of the date and times of these surveys is provided and detail of the peak hours for each of vehicle, cycle and pedestrian is also provided.

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. However, 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. TfGM would suggest 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.

Active Travel

TfGM's Active Travel team have reviewed the Transport Statement and have the following comments.

The vehicle traffic counts summarised in the Transport Statement 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.

There are issues related to pedestrian accessibility on Sackville Street which MCC could seek section 106 contributions to overcome. The following interventions are recommended:

- 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)
- Dropped kerbs and tactile paving at access to University Car Park (problem identified in Transport Statement Appendix A).
- New uncontrolled crossing point over Sackville St (green line in plan below) 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.



Cycle Parking

Local Transport Note 1/20 (LTN1/20) provides guidance and good practice for the design of cycle infrastructure and was published in support of the government's Cycling and Walking Investment Strategy. This guidance should be applied to all changes associated with highway improvements, new highway construction and new or improved cycle facilities.

The TS states that a total of 140 cycle parking spaces are provided for residents. The Phase A cycle store is to also provide 4 visitor spaces.

Given the City Centre location and the proposed use (where students have a greater propensity to cycle), TfGM strongly recommend 100% cycle parking is provided. It should be noted that LTN1/20 recommends 1 secure cycle parking space per bedroom for all residential development (except sheltered/elderly housing or nursing homes). The applicant should consider how the development could be designed to allow for the potential future expansion of cycle parking facilities to meet the LTN 1/20 guidelines.

The cycle stores should be lockable, covered and located within an easily accessible area, with plenty of natural surveillance. Additionally, the cycle store(s) should benefit from security measures such as CCTV and lighting. Cycle maintenance tools should also be provided.

TfGM consider that the proposed quantum of cycle parking represents a low provision. It should be highlighted that students have a greater propensity to cycle and therefore there is an opportunity to capitalise on this through ensuring there are excellent cycling opportunities for students. This would help to encourage the uptake of sustainable modes of travel for all users of the site.

Travel Plan

The development will need to be supported by a full Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for

the implementation and running of the Travel Plan need to be included in the Travel Plan. These include:

- a travel plan budget and resources for the implementation and day to day management of travel plan measures;
- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted.

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future users of the site to use sustainable modes of travel for appropriate journeys.

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

Servicing Arrangements

The TS confirms that the development will be serviced by three on-street loading bays. One of these bays is existing, with the other two relying on the need to remove an on-street parking bay and the removal of existing single yellow TRO. TfGM would refer to the LHA to determine if the servicing arrangements are acceptable.

Traffic Regulation Orders

TfGM consider that a review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), 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.

Other

A robust Construction Traffic Management Plan should be employed as part of the development.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
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