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Residential Development

Renaissance, Deansgate, Manchester

Transport Statement

Prepared on behalf of:



Property Alliance Group
Ltd & Starwood Capital
Group

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Deansgate SOF Alliance LeaseCo Limited, a joint venture between Property Alliance Group (PAG) and an affiliate of Starwood Capital (SCG), to support a full planning application for the residential element of its wider masterplan proposals for high quality mixed-use development at the Renaissance hotel complex. The proposals provide for a new, high quality residential development at ground + 26 storeys that would provide 300 residential units with ground floor retail/ leisure units, supported by high quality amenity space, including new riverside public realm with a new food and beverage offer, as well as riverside amenity space and communal and private roof terraces for new residents.
- 1.2 The site forms part of the wider Renaissance Hotel complex which has been a longstanding strategic regeneration priority for Manchester City Council (MCC) and is the last remaining undeveloped site within the 1999 City Centre Masterplan. SCG and PAG propose the comprehensive transformation of this wider site into a high-quality mixed-use destination, with various planning applications to be submitted to MCC for approval pursuant to an overall illustrative masterplan. The focus of this particular planning application is the northernmost plot, which is proposed to be redeveloped (following the already consented partial demolition of Premier House) to accommodate a high-quality landmark residential building with new retail/ leisure units at ground floor level, together with new riverside public realm including leisure/ food and beverage offer, as well as new private and communal amenity space for residents of the new building. Due to the highly accessible location of the application site, which provides the opportunity for modern city centre living without the need for access to a private car, the scheme is being promoted as predominantly ‘car free’, save for a limited number of car parking spaces (36 / 12%) which would be available to lease/purchase from the site developer.
- 1.3 The adjacent Renaissance hotel is to be refurbished and rebranded, whilst the section of Premier House which is to remain is to be redeveloped and extended to provide high quality business space with new retail/leisure floorspace at

ground floor fronting Deansgate (Premier House refurbishment application consented October 2021).

- 1.4 Notwithstanding these other elements of the development site, this report considers the development of a residential building at the northern part of the site, and has been prepared to inform the Local Planning and Highway Authority, Manchester City Council (MCC) of highways matters associated with the application scheme.
- 1.5 The report reflects guidance set out in National Planning Policy Guidance (NPPG) “Travel Plans, Transport Assessments and Statements in Decision Taking”. This guidance states that developments that have the potential to generate significant amounts of travel movements should be supported by a formal Transport Statement or Transport Assessment. Due to the combination of the site’s city centre location and the limited nature of car parking proposed, the scheme is considered unlikely to generate any substantive car trip demand, and therefore any planning application does not need to include detailed highway network capacity analysis.
- 1.6 It is therefore considered that the preparation of a formal Transport Statement (TS) document to support the planning application is appropriate to inform the LHA of transport matters associated with the site. The scope and nature of matters considered in this TS report therefore reflects the extent of issues that are likely to be of material interest to MCC.
- 1.7 The core structure of the remainder of this report is as follows:
- A description of the location of the application site and a review of relevant planning history & existing site use.
 - A review of existing local highway network conditions - including a review of existing highway routes serving the application site, relevant historical road safety records and an audit of sustainable transport opportunities available in the immediate catchment area of the site, including a review of local walking, cycling and public transport connections.

- A description of the main development elements associated with the application scheme - including a review of the proposed pedestrian / cycle site access arrangements, limited level of car parking and large vehicle servicing provision.
- A review of the traffic impact of the proposed development scheme.
- A review of the proposed approach to provide a limited level of on-site both in terms of current local on-street parking opportunities & enforcement and what opportunities exist for local contract parking.
- Summary and conclusions.

2.0 SITE LOCATION AND EXISTING SITE USE

2.1 Site Location

2.1.1 The application site represents an existing city centre development plot located adjacent to Deansgate to the north east of Manchester City Centre. Plans illustrating the location of the site in relation to the strategic and local surrounding areas are included as **Figure TS1** & **Figure TS2** to this report. These plans also show the proximity of the application site to the local main road routes of the A56 Deansgate and the Manchester Salford Inner Relief Route (MSIRR) incorporating Trinity Way, A57(M) Mancunian Way and Great Ancoats Street.

2.1.2 **Figure TS2** also shows Manchester Victoria, Salford Central, Deansgate, Manchester Oxford Road and Manchester Piccadilly city rail stations surrounding the application site. The nearby Shudehill bus, coach and Metrolink Interchange is highlighted along with Piccadilly Gardens (bus & Metrolink) and St Peter's Square which is an interchange for the various Metrolink routes across the city and surrounding districts.

2.1.3 An aerial photograph image of the application site showing the existing site buildings is included as **Figure TS3**. **Figure TS3** also illustrates the proximity of the application site to key city centre amenities / destinations including the Corn Exchange, Arndale Centre and Printworks leisure destination.

2.2 Existing Site Layout and Land Use

2.2.1 The application site forms part of the wider Renaissance hotel complex, which is located at the northern end of Deansgate in Manchester City Centre. The wider site fronts onto Deansgate, Blackfriars Street, and Victoria Bridge Streets, and the River Irwell. Both Victoria Bridge Street and Blackfriars Street cross the River Irwell immediately adjacent to the application site.

2.2.2 The Renaissance complex currently comprises a vacant 15-storey, 203-bedroom hotel building, an underground multi-storey car park, a restaurant and a dilapidated former office building (Premier House) which provides 6,308sqm GIA

office/retail/leisure floorspace and has been vacant for a significant number of years. The northern half of Premier House as existing, including the existing ramp and canopy to Deansgate, are programmed for demolition, to create a development platform for the proposed landmark residential building that is the subject of this Planning Application. The part retained Premier House building has recently received planning consent for redevelopment and extension to provide high quality business space with new retail/leisure floorspace at ground floor level (planning application reference: 130935/FO/2021, approved 13 October 2021). A plan of the existing site layout along with a schedule of the various operational units present on site is presented in **Appendix TS1**.

- 2.2.3 Access to the former retail/leisure units is via a wide footway which ramps up from street level on the corner of Deansgate and Blackfriars Street, reaching first floor level at the north of the site on the corner of Deansgate / Victoria Bridge Street. It is not clear whether the existing building entrance catered for access by disabled persons. This ramp additionally provided access to a footbridge over Deansgate linking Premier House to the former site of Shambles Square. The footbridge was demolished over 20 years ago with any right of way being extinguished and the eastern side of Deansgate has since been redeveloped as Harvey Nichols. The pedestrian ramp is currently gated at its lower end and as such there is no access to the general public.
- 2.2.4 Existing service vehicle access to the site is via a simple ‘entrance only’ priority junction located along the Deansgate site frontage. Service vehicles enter the site from Deansgate, travel through the site following a one-way route before joining the exit lane from the underground multistorey car park to emerge onto Blackfriars Street. The existing service yard vehicle access is programmed for demolition as part of the demolition schedule for the northern section of Premier House. Accordingly, the recently approved application to redevelop the part retained Premier House building (planning application reference: 130935/FO/2021) incorporates the relocation of the existing service vehicle access to a location immediately north of the retained/redeveloped Premier House building.

- 2.2.5 A simple priority junction with right turn pocket and 'Keep Clear' markings on Blackfriars Street provides the entrance / exit to the underground multistorey car park which provides car parking over 3 levels. A height restriction barrier is in place on the entrance to the car park with only vehicles up to 1.8m (5' 11'') in height permitted to enter. The car park is operated by Manchester City Council on a 'pay on arrival' basis for parking up to 24 hours. Annual season tickets are also available for this car park.

2.3 Relevant Site Planning History & Associated Traffic Demand

Planning Status

- 2.3.1 The site has been subject to a number of previous planning applications which are summarised in the formal Planning Statement report prepared by Avison Young and submitted in support of the Planning Application. Most recent, relevant applications are set out in the following paragraphs.

- 2.3.2 The wider Renaissance site has previously been subject to planning applications proposing its redevelopment, including a full application submitted by Burdett Properties Limited for:

'Demolition of existing buildings and re-development of site to construct four buildings varying in height from: ground plus 10 storeys; to ground plus 35 storeys incorporating 248 residential units (Class C3) : a hotel (Class C1); offices (Class B1); retail (Class A1); financial and professional (Class A2); restaurant and cafe (Class A3); drinking establishment (Class A4); hot food take away (Class A5); and 599 basement car parking spaces set within fully accessible public realm including new public open spaces; new pedestrian connections and new riverside walkways and spaces: together with related highways, access and servicing works, landscaping and associated works.'

- 2.3.3 This application was approved on 10th June 2009. An extension of time application was submitted by Deansgate Cronus Limited and approved on 3rd April 2013. This planning permission has never been implemented and has now expired.

2.3.4 Whilst Premier House has been vacant for a number of years with only one street level restaurant unit currently in occupation, it is evident that the site has historically accommodated a significant level of office/retail/leisure development, which is relevant for the consideration of the traffic impacts of the proposed residential building.

2.3.5 Most recently, an application was approved for the refurbishment of the Renaissance Hotel Building (Ref: 130446/FO/2021). Additionally, a prior approval application was recently approved for the part demolition of Premier House and adjacent pedestrian ramp along Deansgate (Ref: 130049/DEM/2021). Some of the existing structure would be retained at the Blackfriars Street end of the building to undergo refurbishment to create a new fit for purpose office complex which is the subject of Planning Application 130935/FO/2021 (approved on 13 October 2021). In addition to new office space, this Planning Application also incorporates new ground floor reception area and retail/leisure units, amendments to existing servicing arrangements including new service yard entrance, new rooftop amenity space, new roof top plant, new public realm and landscaping and supporting infrastructure and ancillary facilities including gym, refuse store, plant areas cycle store and other ancillary facilities within lower ground floor. The section of Premier House which is programmed for demolition would accommodate the landmark residential building that is the subject of this report.

2.4 Planning Policy Review

2.4.1 The following paragraphs provide a summary of key transport related planning policy that is considered relevant to the application scheme. This review includes consideration of transport policy guidance set out in both national transport and local planning/transport policy documentation.

National Planning Policy

2.4.2 The National Planning Policy Framework (NPPF, updated on 20 July 2021) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and

promoting the efficient delivery of goods and supplies. Key sustainable policy objectives stated in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (Para 104)

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.... (para 105)

“...applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles...”(Para 112)

2.4.3 It is considered that the application scheme would help to meet these general sustainable transport policy principles, being located within Manchester City Centre with excellent pedestrian, cycle and public transport connections which would ensure access via alternative travel modes to the private car for the vast majority of movements to/from the site.

2.4.4 Paragraphs 110, 111 and 113 of NPPF also provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (Para 110)

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (Para 111)

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (Para 113)

2.4.5 Specific guidance for the transport related assessment of new development projects is set out in the parallel guidance documents in National Planning Policy Guidance (NPPG) in particular March 2014 Guidance “Travel Plans, Transport Assessments and Transport Statements”. This guidance notes that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating

the negative transport impacts of development in order to promote sustainable development.

- 2.4.6 Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. Transport Assessments can be also used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, the key criteria against which development is to be considered, in accordance with paragraph 111 of the National Planning Policy Framework.

Local Planning Policy

- 2.4.7 A more extensive review of relevant planning policies within Local Planning Policy documents is included in the formal Planning Statement report prepared by Avison Young and submitted in support of the Planning Application. A summary of key local planning policy documents is provided below.

Manchester’s Local Development Framework - Core Strategy Development Plan Document (adopted 2012)

- 2.4.8 Manchester’s Core Strategy (adopted in July 2012) is the key Development Plan document in the Council’s Local Development Framework (LDF). The LDF covers a 15-year period from 2012 to 2027, with the LDF Core Strategy setting out the long-term strategic policies for Manchester’s future development and forming the framework against which planning applications will be assessed.
- 2.4.9 Paragraph 6.3 of the Core Strategy states that Manchester City Council has set key principles that apply to all development regardless of type, to ensure sustainable development in the context of climate change. Policy SP1 sets out the Core Development Principles that all new development schemes should seek to address.

“Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-***
 - creating well designed places that enhance or create character.*
 - making a positive contribution to the health, safety and wellbeing of residents.*
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.*
 - Protect and enhance the built and natural environment.*
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;***
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.”***

2.4.10 The Core Strategy goes on to outline Transport Policy, with Objective 5 relating to Transport in the context of sustainable transport networks providing access to jobs, education, services, retail, leisure and recreation.

2.4.11 Policy T1 describes the aspirations in terms of providing Sustainable Transport across the city and sets out that:

“The Council will support proposals that:-

- Improve choice by developing alternatives to the car.***
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:***
 - 1. pedestrians and disabled people,*
 - 2. Cyclists, public transport,*
 - 3. Commercial access,*
 - 4. General off peak traffic,*
 - 5. General peak time traffic.”*

2.4.12 Policy T2 sets out key parameters for the siting of new development:

“The Council will actively manage the pattern of development to ensure that new development:-

- *is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”*

2.4.13 Policy T2 also sets out guidance in relation to parking provision at new developments. With respect to development located within the city centre, policy T2 states,

‘Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development...’

‘In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy...’

‘The car parking standards are maximums and the cycled and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.’

2.4.14 Furthermore, supporting paragraph 11.16 to the Core Strategy states,

‘Providing good access to jobs and training opportunities essential in enabling residents to reach their full potential in education and employment, a core driver of success in Manchester’s Sustainable Community Strategy.’

2.4.15 This further reinforced by paragraph 11.17, which states:

‘The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The car parking standards in appendix B are maximums and the cycle and disabled parking are minimums, however the Council will consider whether there are any circumstances, related to either the site or the operation of the development, which warrant an alternative level of parking.’

2.4.16 The following sections to this TS therefore set out how the key elements of the application scheme have been designed to respect these core policy objectives. Furthermore, the TS will demonstrate that a) the site is easily accessible by walking, cycling and public transport, thereby enabling access to jobs and

education by modes other than the private car, and, b) that the approach to car parking and level of cycle parking to be provided in support of the development has been identified cognisant of MCC sustainable development objectives particularly for city centre development.

City Centre Transport Strategy to 2040 (March 2021)

2.4.17 The City Centre Transport Strategy has been drafted by Transport for Greater Manchester (TfGM), Manchester City Council and Salford City Council. The 2040 Transport Strategy aims to shape and create a successful resilient city-region, with the Transport Vision seeking to deliver ‘World class connections that support long term, sustainable economic growth and access to opportunity for all’.

2.4.18 The Transport Vision has four key elements which represent the goals of the strategy:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all
- Developing an innovative city-region

2.4.19 The Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system to support a wide range of different travel needs. The successful delivery of this Transport Strategy will ensure that public transport is a realistic travel mode to new development, through the provision of integrated and reliable public transport.

City Centre Active Travel Scheme Consultation

2.4.20 MCC are currently consulting on an Active Travel Scheme, funded by the government’s Active Travel Fund, which aims to create an easier, safer and more attractive route for people to move between Piccadilly, Victoria and Deansgate stations, and to link to other walking and cycling routes. It focuses on areas not already covered by other walking and cycling improvement schemes, including Deansgate between Victoria Bridge Street to Blackfriars Street (i.e. the Premier

House site frontage to Deansgate). A plan of the proposals has not been made available to FTP at the time of preparing this report.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As noted in section 2 above, the application site is situated on Deansgate between the junctions with Blackfriars Street and Victoria Bridge Street.
- 3.1.2 Deansgate is a key route through Manchester City Centre, providing a north / south connection from the radial routes of A56 Chester Road to the south west of the city to A56 Bury New Road to the north.
- 3.1.3 Deansgate was closed to vehicular through traffic at its junction with Victoria Bridge Street and Cateaton Street as part of the redevelopment of the city's Medieval Quarter around Manchester Cathedral. Vehicles divert onto Chapel Street in Salford via Victoria Bridge Street before re-joining the A56 in the vicinity of Chetham's School of Music.
- 3.1.4 In the vicinity of the application site, Deansgate is almost 12m in width featuring a traffic lane in both directions with a central lane which facilitates right turn movements into Blackfriars Street and the Marks & Spencer underground car park situated below Harvey Nichols. On site observations suggest that delivery vehicles tend to access the Marks & Spencer car park directly from Victoria Bridge Street. An advisory cycle lane is present along both carriageway edges of Deansgate.
- 3.1.5 Existing service vehicle access to the Renaissance complex is via a simple 'entrance only' priority junction located along the Deansgate site frontage, located circa 40m south of the Deansgate / Victoria Bridge Street junction. Service vehicles enter the site from Deansgate, travel though the site following a one-way route before joining the exit lane from the underground multistorey car park to emerge onto Blackfriars Street. Dropped crossing and tactile paving are available at the Deansgate footway crossing of the service access. As mentioned in section 2.0, the existing service yard vehicle access would be demolished as part of the demolition schedule for the northern section of Premier House. Accordingly, the recently approved application to redevelop the part retained Premier House building (planning application reference: 130935/FO/2021)

- incorporates the relocation of the existing service vehicle access to a location immediately north of the retained/redeveloped Premier House building.
- 3.1.6 Deansgate benefits from street lighting and operates under a 20mph urban speed-limit. Adjacent to the application site, Deansgate is subject to double yellow line and double kerb blip restrictions prohibiting waiting or loading at any time.
- 3.1.7 The footway adjacent to the application site is circa 2m wide and incorporates a bus stop demarked by a bus stop pole with route and timetable information. A wider footway (varying from 3.5m to 6m) is available on the opposite side of Deansgate to the application site. Five Sheffield bicycle stands are located within the footway close to the junction with Blackfriars Street / St Mary's Gate along with a defibrillator.
- 3.1.8 A loading bay and bus stop are available within a lay-by on the opposite side of Deansgate to the application site. The bus stop features bus cage markings and a pole with route and timetable information.
- 3.1.9 At the south eastern corner of the application site, Deansgate forms a four-arm traffic signal-controlled crossroad junction with St Mary's Gate and Blackfriars Street. Controlled pedestrian crossing facilities are present across each arm of the junction with a central pedestrian refuge island located on the Blackfriars Street arm. Advance cycle stop lines are situated on three arms of the junction; both approach arms of Deansgate and Blackfriars Street.
- 3.1.10 St Mary's Gate permits general vehicular traffic as far as New Cathedral Street / Exchange Street where a turning area is provided with the onward route and access to St Anne's Square being controlled by transponder activated bollards (New Cathedral Street and Exchange Street being pedestrianised and section of St Mary's Gate between New Cathedral Street / Cross Street being one-way north to south). Taxi waiting bays and loading bays are present along both carriageway edges of this route.
- 3.1.11 The section of Deansgate to the south of Blackfriars Street / St Mary's Gate is subject to a temporary traffic management arrangement which has been put in

place as part of a series of essential social distancing measures in response to the COVID-19 pandemic. Deansgate between Blackfriars Street and King Street was closed to through traffic under temporary traffic regulation orders. However, in light of a challenge by a bus operator, this section of route has been re-opened one-way southbound for buses only. To reinforce the prohibition of general traffic on this section of Deansgate, the right turn movement from Blackfriars Street into Deansgate (south) is prohibited.

- 3.1.12 Blackfriars Street, which forms the southern boundary of the application site, varies in width from 11m - 14m width. The route is flanked by footways varying in width due to the building frontages with a minimum of circa 2m but generally much wider. Blackfriars Street is street lit and operates under a standard urban 20mph speed-limit.
- 3.1.13 Blackfriars Street is subject to double yellow line 'No waiting at any time' restrictions along both carriageway edges and additionally double kerb blip 'No Loading at any time' restrictions adjacent to the application site. However, the carriageway widens to incorporate a loading bay at the entrance to the Renaissance Hotel. This loading bay additionally incorporates a taxi rank which also acts as an overspill feeder rank to those taxi ranks located on St Mary's Gate.
- 3.1.14 The wider carriageway allows a long on-road marked bus stop (circa 28m in length) to be provided on the south side of Blackfriars Street which does not affect the movement of through vehicular traffic. The bus stop features bus cage carriageway markings, service information and a shelter.
- 3.1.15 The entry/exit to the Renaissance complex car park is located at the southwestern corner of the site, with the car park access forming a simple priority junction with Blackfriars Street. A right turn pocket and 'Keep Clear' markings are available on Blackfriars Street at this car park access junction. Dropped kerbs are present across the multistorey car park access however there is no tactile paving provision. Three Sheffield bicycle stands are located within the footway immediately east of the car park junction

- 3.1.16 To the west of this junction Blackfriars Street continues in a north-westerly direction over the River Irwell into Salford. Salford have recently implemented a scheme on Blackfriars Street within Salford creating a central one-way traffic route from the boundary with Manchester with armadillo bollards to allow for on carriageway contraflow cycle lanes to each side.
- 3.1.17 Approximately 200m northwest of the Renaissance complex, Blackfriars Street forms a five-arm traffic signal-controlled crossroad junction with Chapel Street / Salford Approach. Vehicles travelling into Manchester from Salford are required to route east along Chapel Street to Victoria Bridge Street which permits two-way traffic over the river and into Manchester. The Victoria Bridge Street bridge operates with a 7.5t weight restriction in both directions except for buses and access.
- 3.1.18 Approximately 180m east of the Blackfriars Street / Chapel Street / Salford Approach signal junction, Chapel Street forms a three-arm traffic signal-controlled junction with Victoria Bridge Street. Vehicles, except buses and cycles, are prohibited from turning right from Victoria Bridge Street to Chapel Street (east). Controlled pedestrian crossings with central refuge islands are present on Victoria Bridge Street and the north-western arm of Chapel Street. Chapel Street to the northeast of this junction is block paved with low kerbs to provide easy access to the area of public realm situated adjacent to the River Irwell. A wide pedestrian bridge connects this area to the Manchester Medieval Quarter.
- 3.1.19 Victoria Bridge Street is street lit and is circa 8.5m wide with footways of circa 2m width on both carriageway edges. The speed limit of the route changes at the mid-point of the bridge, being 20mph within Manchester and 30mph in Salford.
- 3.1.20 Victoria Bridge Street is subject no loading at any time (double yellow kerb blips) within Manchester (east of the bridge). Within Salford (west of the bridge) Victoria Bridge Street is subject to no loading at any time (double yellow Line) restrictions and loading restrictions Monday - Friday 0800 - 0930 and 1630 - 1800 and Saturday 0800 - 0930.

- 3.1.21 At the north-eastern corner of the Renaissance complex, Victoria Bridge Street forms a four-arm traffic signal-controlled junction with Deansgate, Cateaton Street and Victoria Street. The junction features controlled pedestrian crossing facilities on all four arms with a central pedestrian refuge island being situated on the Deansgate arm. Advance cycle stop lines are situated on three arms of the junction; Deansgate, Victoria Bridge Street and Victoria Street.
- 3.1.22 Some 35m to the north of the junction, Victoria Street is closed to through traffic with the road being diverted over the River Irwell and becoming known as Cathedral Approach which serves a new office development at the head of the cul-de-sac.
- 3.1.23 Cateaton Street provides access towards Exchange Square with only circa 75m being available to general traffic due to the presence of removeable bollards. Double yellow line no waiting at any time restrictions are in operation along the northern kerb line with a loading bay adjacent to the bollards. Five pay and display parking bays are located along the southern kerb edge close to the junction with Deansgate.

NB: It should be noted that at the time of preparing this report, temporary traffic management associated with the part-demolition of Premier House was being implemented. The above description of the local highway network was written prior to the implementation of this temporary traffic management.

3.2 Road Safety: Review of Personal Injury Accident Records

- 3.2.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data supplied by Transport for Greater Manchester (TfGM). Accident data has been obtained for the sections of Deansgate, Blackfriars Street and Victoria Bridge Street which form the immediate boundary of the Renaissance complex, including the junctions of Deansgate / Blackfriars Street / St Mary's Gate and Deansgate / Victoria Bridge Street / Victoria Street / Cateaton Street.

- 3.2.2 This search covered the most recent five-year period available from the database (01/10/2015 - 30/09/2020) and the results of this exercise are illustrated in **Figure TS4** to this report. *NB. 2020 data should be regarded as ‘provisional’ until end of year analysis work is undertaken to verify the annual data.*
- 3.2.3 The supplied accident data includes for all accident incidents as recorded by the police & emergency services and therefore represents industry standard information utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period accords with the search period criteria recommended in NPPG good practice guidance.
- 3.2.4 Review of the recorded accident data demonstrates that seven injury accidents were recorded within the immediate study area over the 5-year study period. All of these recorded events were of ‘slight’ injury severity classification. There were no ‘fatal’ class events during the study period.
- 3.2.5 Review of the details of the identified recorded historical accident events suggests the following causation factors associated with each event (accident locations presented from west to east along the study area) below:

Deansgate / Blackfriars Street / St Mary’s Gate Junction

- A2F09891, December 2015 - weekday, afternoon (15:20), light & dry - pedestrian steps out into path of vehicle travelling eastbound on Blackfriars Street.
- A2067336, January 2020 - weekday, morning (08:30), light & dry - pedestrian crosses Deansgate into path of motorcycle travelling south. Contributory factors suggest that the pedestrian possibly failed to look before crossing the road and did not use the available controlled crossing.

Deansgate / Victoria Bridge Street / Victoria Street / Cateaton Street Junction

- A1017494, June 2016 - weekday, morning (07:45), light & raining - vehicle turning right into Deansgate from Victoria Bridge Street in a stream of traffic collided with a cyclist travelling south from Cateaton Street. Contributory factors suggest that the vehicle was travelling too close to other vehicles making the same manoeuvre.
- A1025061, December 2016 - weekday, early evening (16:30), dark & dry - pedestrian runs out from between stationary vehicles into path of vehicle turning right from Deansgate.

- A1030403, April 2017 - weekday, morning (11:00), light & dry - cyclist travelling south on Deansgate passes a parked taxi when the driver's door is opened into the path of the cyclist.

Blackfriars Street / Parsonage / Car Park Access Junction

- A2F45093, June 2018 - weekday, morning (08:30), light & dry - vehicle turning right into multistorey car park collides with cyclist travelling eastbound on Blackfriars Street.
- A1065911, December 2019 - Saturday, late evening (21:50), dark & wet road surface - vehicle travelling eastbound on Blackfriars Street turns right into Parsonage and collides with a pedestrian. The vehicle failed to stop.

- 3.2.6 Given the limited frequency of recorded accident incidents in the immediate vicinity of the application site and the nature of these events, it is not considered that there are any clear & substantive prevailing road safety issues that would call the proposed residential development into question or require direct highway safety mitigation measures funded by the development proposals.

3.3 Site Accessibility

- 3.3.1 The delivery of a new landmark residential building would need to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

- 3.3.2 The application site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from the proposed residential development to be made by a range of sustainable alternative travel options to the private car. The site is located within a short walk of a wide range of existing public transport connections and its highly sustainable city centre location means that it lies within an easy walking and cycling distance of city centre employment opportunities as well as a range of everyday local facilities such as shopping and leisure destinations - with the majority of these services & facilities being linked by high quality walk / cycle routes.

- 3.3.3 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Access to Public Transport

- 3.3.4 The application site provides excellent accessibility to bus, Metrolink (tram) and rail networks by virtue of its location. Current planning guidance recognises 400m as a maximum walking distance to a bus stop from a new development, with 250m identified as a more desirable walk catchment for regular use.
- 3.3.5 Bus stops are located immediately adjacent to the site on both Blackfriars Street (Stop NC) and Deansgate (Stop ND) (see **Figure TS5** to this report). These stops are served by a range of high frequency services during the core daytime period (07:00 - 09:00) providing access to key local destinations to the north and west of the city centre such as Eccles, Prestwich and Bury.
- 3.3.6 The application site is also located just over 500m walk from Shudehill bus and coach interchange, one of the main bus stations in Manchester City Centre providing additional frequency services to a wide range of destinations across Greater Manchester and beyond (see **Figure TS5** for further information).
- 3.3.7 A summary of the frequency of local bus services set out in **Table TS3.1** below.

Table TS3.1: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
<i>Blackfriars Street - Stop NC</i>		
10	Shudehill - Pendleton - Weaste - Salford Royal Hospital - Eccles - Brookhouse Estate	12 min / 12 min / 20 min
67 / 67A	Shudehill - Pendleton - Eccles - Peel Green - Irlam - Cadishead	20 min / 20 min / 30 min
92 / 93	Shudehill - Kersal - Prestwich - Unsworth - Bury	20 min / 20 min / 30 min
97	Shudehill - Broughton - Prestwich - Unsworth - Fishpool - Bury	30 min / 30 min / 30 min
98	Shudehill - Broughton - Prestwich - Radcliffe - Starling - Bury	30 min / 30 min / 30 min
100	Shudehill - Eccles - Trafford Centre - Irlam - Hollins Green - Warrington	20 min / 20 min / 30 min to Trafford Centre but hourly to Warrington)
<i>Deansgate - St Mary's Gate northbound (NB0397)</i>		
3	Manchester Piccadilly, Oxford Road, Deansgate & Victoria Rail Stations - Spinningfields - Shudehill (free City Centre bus)	20 min / 15 min / No service (1900 - midnight)
8	Salford - Pendleton - Irlams O'th'height - Farnworth - Moses Gate - Bolton	12 min / 12 min / 20 min
<i>Deansgate - St Mary's Gate southbound (SB1255)</i>		
2	Salford - Spinningfields - Manchester Piccadilly Station (free City Centre bus)	10 min / 10 min / 12 min
8	As above	As above
10	As above	As above

3.3.8 **Table TS3.1** identifies that highly frequent connections are available from local stops, providing access to key destinations including Pendleton, Eccles, Prestwich, Bury and the Trafford Centre.

Metroshuttle (Free City Centre Bus Shuttle)

3.3.9 In addition to standard public bus services the application site is also located close to stops served by Route 2 of the Manchester city centre 'Metroshuttle' free mini-bus service (see also **Appendix TS2** to this report). Stops serving Metroshuttle Route 2 are located on Deansgate. Metroshuttle Route 2 operates on a 10-minute weekday and Saturday day time frequency (increasing to 12 minutes on Sunday) and provides connections to key city centre destinations such as Shudehill interchange, Victoria Station Approach, Salford Central Rail Station, Manchester Oxford Road rail station and Manchester Piccadilly rail station.

- 3.3.10 Route 1 can be accessed via the stop on St Mary's Gate some 140m from the application site. Metroshuttle Route 1 operates on a 10-minute weekday and Saturday day time frequency (increasing to 12 minutes on Sunday) and provides a loop from Manchester Piccadilly through Chinatown and King Street to Salford Central Rail Station and Spinningfields.

Metrolink (Exchange Square)

- 3.3.11 The application site is also located within 250m walk of the Metrolink (tram) station at Exchange Square. The Exchange Square Metrolink station is directly served by the following routes:

- East Didsbury - Shaw & Crompton
- East Didsbury - Rochdale

- 3.3.12 Each Metrolink route operates with 10-minute service headways during peak times, with trams beginning to run from approximately 06:00 until midnight Monday to Saturday and 06:00-23:00 on Sundays. A network plan of the Metrolink system is included in **Figure TS6** to this report identifying the connections available from the Exchange Square stop, with a plan of other Manchester City Centre Metrolink stations provided in **Appendix TS2**.

- 3.3.13 Connections can be made at Victoria Rail Station for other Metrolink lines as follows:

- Bury - Manchester Piccadilly
- Bury - Altrincham
- Victoria - Manchester Airport

- 3.3.14 Additional connections can be made at St Peter's Square for other Metrolink services:

- Ashton-under-Lyne - Media City / Eccles
- Piccadilly - Altrincham

- 3.3.15 A high frequency service is provided by the Metrolink system to locations across the Greater Manchester conurbation.

Rail Services

- 3.3.16 The closest railway station to the application site is Victoria Station which is situated circa 500m to the east of the application site. A map of the Great Manchester rail network is in **Figure TS7**. Victoria Rail station facilitates east / west services across the region.
- 3.3.17 Salford Central Rail Station is located just over 1km to the west of the application site with Manchester Piccadilly Rail Station being circa 1.5km to the south of the application site. These rail stations act as mainline hubs, providing connections towards London, Scotland, Merseyside and other Transpennine destinations.
- 3.3.18 These rail stations can all be accessed via the free Metroshuttle bus services that operate around the city centre.

NB - It should be noted that the review of bus, Metrolink & rail service provision in the area surrounding the application site has taken place during the COVID-19 pandemic and, as such, the service provision may have been revised to accommodate social distancing practises / levels of available staffing.

Enterprise Car Club Opportunities

- 3.3.19 Enterprise Car Club offers an established car sharing service that has been available to residents and businesses across Manchester city centre since 2006. The service offers a 'pay by the hour' car hire scheme, giving city centre residents, workers and visitors a cost-effective alternative to operating a privately owned vehicle. Each vehicle is available for Enterprise Car Club members to hire out for as little as 30 minutes at a time, with cars available for immediate reservation via an on-line / mobile app-based booking system. Vehicles are accessed via a keyless entry system using smartcards.

- 3.3.20 A fleet of low-emission car-club vehicles are located at numerous dedicated parking bays around the city centre. The application site is equidistant (circa 300m walk) between bays located at St Mary's Parsonage (2 bays) and the Chapel Street QPark car park (1 bay) - see **Figure TS8**.

Accessibility via Walking & Cycling Travel Modes

- 3.3.21 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips to / from work and education.
- 3.3.22 **Figure TS9** to this report illustrates the extent of a 2km walking catchment from the application site. This analysis demonstrates that virtually the whole of Manchester City Centre lies within a 2km walking distance, including main shopping / leisure areas and key transport hubs including Manchester Victoria, Salford Central, Deansgate and Piccadilly rail stations, Shudehill and Piccadilly Gardens bus interchange and key Metrolink tram stations.
- 3.3.23 Local main road routes around the application site are characterised by traffic signal junctions incorporating push button pedestrian crossing controls to promote safe pedestrian use, with dropper kerbs and tactile paving available at key crossing locations to assist disabled users.

Accessibility by Cycle

- 3.3.24 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycle access to the majority of the built-up area surrounding the city centre reaching to Salford, Whalley Range, Longsight, Harpurhey and Crumpsall to the north as shown on **Figure TS10**.

3.3.25 An extract of TfGM's cycle map is provided in **Figure TS11** to this report. This plan identifies that the city centre roads are designated as 20mph routes. Routes with on road cycle provision are identified with traffic free routes being located in the vicinity of the River Irwell. Cycle lanes are present on Deansgate with advance cycle stop lines being available on key routes at the signal junctions.

3.3.26 The proximity of the site to this dedicated infrastructure is likely to encourage cycling access to the site and ensures that cycling represents a potential practical travel option for some local staff journeys.

3.4 Existing Local Journey to Work Patterns

3.4.1 Further evidence of the generally good accessibility of the application site and the Manchester City Centre area in general is demonstrated by a comparison of travel patterns for journeys to work from Manchester City Centre wards when compared to the wider Greater Manchester conurbation.

3.4.2 This exercise (see **Table TS3.2**) demonstrates that travel patterns associated with the Manchester City Centre area show much lower levels of car trip demand for journeys and a commensurate higher take up of sustainable travel modes (walk / cycle and public transport) when compared to the rest of the conurbation. Indeed, journeys to work from city centre home origins illustrate car use levels at less than a third of that for the remainder of the Greater Manchester conurbation.

Table TS3.2 -Recorded Journey to Work Modal Split Proportions from local Manchester City Centre Ward & Greater Manchester Built Up Area (2011 Census)

Travel Mode	City Centre Ward ^{^*}	Greater Manchester Built Area [*]
Metro, light rail, tram	5.0%	1.5%
Train	7.9%	2.7%
Bus, minibus or coach	14.3%	11.8%
Taxi	0.3%	0.8%
Motorcycle	0.2%	0.6%
Driving a car or van	18.3%	62.5%
Car / Van passenger	1.5%	6.1%
Bicycle	2.6%	2.3%
On foot	49.5%	11.4%
Other method of travel	0.4%	1.5%

[^] Manchester 054 (2011 super output area - middle layer)

^{*}all persons residing in the area the week before the census

- 3.4.3 It is therefore clear that the city centre location of the application site is likely to encourage sustainable travel patterns and reduce the reliance on the private car.

3.5 Accessibility Summary

- 3.5.1 Overall, it is concluded that the application site represents an excellent location for residential development, being located within the city centre and within a practical walking distance of local bus, Metrolink and rail connections served by regular connections and within an acceptable walk/cycle catchment of a wide range of key everyday services, facilities and employment opportunities. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and supporting the principles of modern city centre 'car free' living.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

- 4.1.1 The proposal is for the development of a new, high quality residential building at ground + 26 storeys which would sit appropriately within the surrounding context. The development would provide 300 residential units and would be supported by high quality amenity space, including new riverside public realm with a new leisure/ food and beverage offer, as well as communal and private roof terraces for new residents. Ground floor retail units would be provided along Deansgate.
- 4.1.2 The design of the building has evolved in consultation with Manchester City Council, Manchester Cathedral, and Historic England and seeks to be appropriate in its setting through its siting, massing, and appearance that takes cues from the Cathedral and the Medieval Quarter.
- 4.1.3 In terms of public realm and landscape, the already submitted planning application related to Premier House includes the landscape proposals to the back of pavement along Blackfriars and Deansgate, which is within the Applicant's ownership. As part of this residential application, the Applicant is proposing further public realm including the provision of new riverside public realm areas west of the existing hotel building, as well as amenity space for residents in the area west of the residential building. Accordingly, the landscape and public realm proposals would transform the area of the site adjoining the Irwell, stretching along the full length of this boundary between Victoria Bridge Street and Blackfriars Street. Further new landscaping is also proposed to the back of pavement along the Deansgate frontage of the residential building. The Applicant has discussed public realm improvements to Deansgate including the potential narrowing of the carriageway, with key stakeholders, however, these cannot be delivered solely by the Applicant and are not included as part of this planning application.

- 4.1.4 The proposed site layout plan is included as **Appendix TS3** to this report, with the full schedule of development as set out below:

Residential Mix

- 104 no. of 1 beds
- 183 no. 2 beds
- 9 no. 3 beds
- 4 no. Penthouses.

Retail

- Retail Unit A F+B floorspace - 120sqm
- Retail Unit B F+B floorspace - 88sqm

- 4.1.5 The scheme also incorporates a residents' gym and cinema room.

4.2 Pedestrian Access

- 4.2.1 The residential units would be served via a new reception area off Victoria Bridge Street, with additional access points provided via Riverside and the service yard ramp/Deansgate car park (level -02 / level -01 for cycle parking). Disabled access to the residential units would be provided via level access at pedestrian access points, with three lifts provided internally to facilitate disabled access through all floors of the development. The retail units would be directly accessed at grade from the Deansgate frontage at street level to ensure ease of access by disabled persons.

- 4.2.2 The proposed pedestrian connections are supported by local public realm improvements including a new publicly accessible route along the river with steps up to Victoria Bridge Street and a small kerb build out at the Victoria Bridge Street junction to provide a continuous 2m public footway along the Deansgate frontage and external residential building column. The local public realm improvements which fall within the adopted highway would be delivered via a standard Section 278 agreement with the City Council.

4.3 Development Cycle Parking

- 4.3.1 A cycle store is proposed to serve the development scheme, providing parking for at least 300 cycles.
- 4.3.2 This proposed level of cycle parking (1 space per apartment) is considered to represent an appropriate level of cycle parking supply in the city centre location. Cycle parking would be accessed via the Deansgate car park / level -01.

4.4 Development Car Parking

- 4.4.1 The Renaissance residential development is being promoted in line with sustainable urban living principles reflecting Manchester City Council's (MCC) aspirations for the continuing regeneration of Manchester City Centre. As a reflection of the site's sustainable location and the opportunity to access key everyday shops and services without the need for use of the private car, the scheme is to be delivered with generally low levels of on-site parking supply. The site masterplan identifies a total of 36 parking spaces to be provided within the lower basement. This includes 7 tandem spaces (i.e. 14 spaces total). Each tandem space would be offered to a single apartment. Three parking spaces would be allocated disabled bays, with a minimum 20% of spaces provided as Electric Vehicle charging points (7kw minimum).
- 4.4.2 Such parking provision represents a 12% space / residential unit parking supply, which is considered entirely appropriate owing to the site's highly accessible location, which provides the opportunity for modern city centre living without the need for access to the private car.
- 4.4.3 Parking spaces would be accessed via the existing Premier House car park (i.e. off Blackfriars Street).
- 4.4.4 Swept path assessment of the proposed new parking spaces are attached in **Appendix TS4** to this report.

4.5 Site Servicing

4.5.1 The recently approved application to redevelop the part retained Premier House building (planning application reference: 130935/FO/2021) incorporates the relocation of the existing service vehicle access to a location immediately north of the retained/redeveloped Premier House building. The existing service yard vehicle access is programmed for demolition as part of the demolition schedule for the northern section of Premier House. The new service access point would connect with the existing one-way service route through the Renaissance site, and provide refuse vehicle access to the residential development and retail units. **Appendix TS5** to this report demonstrates the suitability of the service access to accommodate typical refuse vehicles.

4.5.2 Additionally, it is proposed that a loading bay is provided at Deansgate to accommodate general deliveries such as parcels, food, etc. The loading bay incorporates the following design elements:

- Loading bay 2.2m wide x 15m length at kerb edge;
- Retained cycle lane alongside kerb and new cycle lane bypass of the loading bay at 1.5m width with additional 0.5m safety zone (2.0m total width);
- 1 in 10 approach/exit tapers;
- 3.0m minimum width northbound traffic lane
- Short right turn pocket for vehicles turning into M&S car park (stopline set back to accommodate vehicle swept paths).

4.5.3 A sketch of the loading bay is provided in **FTP Drawing J000229_LB_001** attached in **Appendix TS6**.

4.5.4 In addition to the proposed loading bay, a small kerb build out is proposed to ensure that an adequate footway width can be retained around the external building column at the Deansgate / Victoria Bridge Street junction.

4.6 **Travel Plan**

- 4.6.1 The operation of the residential development would be supported by the operation of Travel Plan initiatives to encourage residents to investigate and utilise opportunities for the use of alternative travel modes to the private car. The Travel Plan document is included as part of the formal Planning Application documentation.

5.0 TRAFFIC RELATED IMPACT STATEMENT

- 5.1 The application scheme is proposed to be promoted with strictly limited car parking provision, and it is therefore not anticipated that the scheme would generate any significant amounts of traffic.
- 5.2 An important consideration is the former use of the site, which accommodated a portion of the Premier House building and Deansgate car park which are being partially demolished to create the development platform for the residential scheme. Indeed, the section of Premier House which is to be demolished incorporated circa 149 car parking spaces, whilst the Renaissance development incorporates just 36 car parking spaces.
- 5.3 It is evident that the former 149 car parking spaces at the site had the potential to generate significantly more vehicle movements than the proposed 36 car parking spaces and weekly refuse collection / occasional delivery vehicle movements that would be associated with the proposed residential development.
- 5.4 Given the above it is considered that there is no requirement for detailed traffic impact assessment.
- 5.5 Paragraph 111 to the National Planning Policy Framework (NPPF) is considered to be of key importance in the context of the review of the application scheme and the assessment of the operation of the development related traffic on the immediate local highway network. Paragraph 111 states:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”***
- 5.6 The NPPF therefore clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ - which is understood to mean situations where development is likely to result in a material detrimental ‘step change’ (our underlining) in circumstances when compared to predicted Baseline / ‘Do-Nothing’ conditions. Should the operational effects as a

consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development.

- 5.7 As the application scheme incorporates a limited level of car parking which is significantly below parking levels at the former use of the site, it can only be concluded that traffic effects of the application scheme would not be severe and therefore that there are no highway capacity grounds for the refusal of the proposals.

6.0 REVIEW OF LOCAL CAR PARKING OPPORTUNITIES

6.1 Introduction

6.1.1 Whilst the location of the application site provides excellent opportunities for residents to adopt a modern city centre lifestyle, without the need for access to the private car, it is accepted that some residents and visitors may still wish to utilise a private vehicle for some journeys to / from the site. In recognition of this potential for some level of car use, the following paragraphs identify the extent and nature of local parking opportunities available within the immediate local catchment of the Renaissance site. For ease of reference, parking options have been broken down into the following categories:

- On-site dedicated resident parking;
- Off-site private contact parking;
- Other public car park parking;
- On-street parking.

6.1.2 It should also be noted that since 2011 Manchester City Council have implemented strict controls on parking within the city centre area, supported by the strong enforcement of illegal parking / excess time period parking. It is considered that the effect of such rigorous parking controls is such that any visitor / resident travelling to the proposals would not risk illegal parking, but rather would seek to utilise local formal parking opportunities. Illegal / fly parking issues are considered unlikely to occur as a consequence of this scheme.

6.2 On-Site Dedicated Residents Parking

6.2.1 As noted in section 4.4 above, a total of 36 car parking spaces are proposed to be delivered at the site. These spaces would be offered for lease or sale to future residents at the site who are interested in owning and operating a car whilst living at the site.

6.3 Private Contract Parking Opportunities

- 6.3.1 In addition to those dedicated parking spaces which form part of the application scheme and would be offered to future residents for lease/purchase, other opportunities exist within the immediate catchment of the site for residents to take up private contract parking at local city centre car parks, including the MCC operated Deansgate car park which forms part of the wider Renaissance complex. MCC offer a discounted annual contract pass at this car park (currently £1,495 p.a.). Additional season ticket offers are also available 250m walking catchment of the application site at the Deansgate North car park (see **Figure TS12**).

6.4 Public Car Park Parking Opportunities

- 6.4.1 Short stay public car parking is available at the following car parks (lying within a 250m walk catchment from the application site):

- Deansgate;
- Deansgate North;
- Harding Street Arches;
- M&S / Selfridges.

6.5 On Street Parking Opportunities

- 6.5.1 No opportunities for on-street parking are available on those routes making up the immediate frontage of the proposal site - with these streets strictly managed by yellow-line parking controls and supporting warden enforcement.
- 6.5.2 Some opportunities for short-stay on-street parking are available on some local streets close to application site. Within Manchester these include Parsonage, St Mary's Parsonage, Southgate and King Street West (all being within a 400m walk of the application site). These bays are located within city centre parking zones 1. Current parking restrictions and the charges for utilising the on-street bays located within these zones are as follows:

City Centre Parking Zone 1:

Parking charges apply Monday to Sunday, 8am till 8pm

Pay & Display 2 Hours, No Return within 1 Hour

- up to 30 minutes - £1.50
- up to 1 hour - £3.00
- up to 1 hour 30 minutes - £4.50
- up to 2 hours - £6.00

- 6.5.3 Short-stay on-street parking is also available at some locations within the Salford Controlled Parking zone, including Blackfriars Road. Ultimately, it is considered that the local on-street parking supply is likely to be of most relevance for visitor trips to the application site.

6.6 Parking Review Summary

- 6.6.1 In summary it is considered that the potential for a limited supply of formal reserved on-site parking in support of the residential scheme allows residents an effective choice of modes, without promoting excessive car use. The relatively limited levels of car parking available for lease/purchase to support the development is considered suitable given the highly sustainable location of the site, which would allow for practical 'car free' living.
- 6.6.2 Immediate local streets to the application site are controlled by either double yellow line parking or short stay on-street parking bays, both of which are strictly enforced by the City Council. It is considered that this local enforcement would not lead to problems of fly parking / illegal parking within the vicinity of the development. Furthermore, a review of local parking opportunities within an immediate walk catchment of the application site has identified that both public car parks and on-street parking bays are available to serve short term visitor trips to the development.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement report has been prepared by Focus Transport Planning (Focus TP) on behalf of Property Alliance Group Ltd and Starwood Capital Group to consider highways and transport matters related to proposals to deliver a new, high quality residential development at ground +26 storeys that would provide 300 residential units with ground floor retail/ leisure units, supported by high quality amenity space, including new riverside public realm with a new food and beverage offer, as well as riverside amenity space and communal and private roof terraces for new residents.

Site Location and Existing Conditions

- 7.2 The application site forms part of the wider Renaissance hotel complex, which is located at the northern end of Deansgate in Manchester City Centre. The wider site is situated between Deansgate to the east, Blackfriars Street to the south, Victoria Bridge Street to the north and the River Irwell to the west.
- 7.3 The Renaissance complex currently comprises a vacant 15-storey, 203-bedroom hotel building, an underground multi-storey car park, a dilapidated former office building (Premier House). The northern half of Premier House as existing, including the existing ramp and canopy to Deansgate, are programmed for demolition, to create a development platform for the proposed residential development that is the subject of this Planning Application. The part retained Premier House building is to be redeveloped and extended to provide high quality business space with new retail/leisure floorspace at ground floor level (subject to recently approved planning application reference: 130935/FO/2021).
- 7.4 Access to the former Premier House retail/leisure units is via a wide footway which ramps up from street level on the corner of Deansgate and Blackfriars Street, reaching first floor level at the north of the site on the corner of Deansgate / Victoria Bridge Street. Existing service vehicle access to the site is via a simple 'entrance only' priority junction located along the Deansgate site frontage. Service vehicles enter the site from Deansgate, travel through the site following a one-way route before joining the exit lane from the underground

multistorey car park to emerge onto Blackfriars Street. The existing service yard vehicle access will be demolished as part of the demolition schedule for the northern section of Premier House. Accordingly, the recently approved application to redevelop the part retained Premier House building (planning application reference: 130935/FO/2021) incorporates the relocation of the existing service vehicle access to a location immediately north of the retained/redeveloped Premier House building.

Planning Status

- 7.5 A prior approval application was recently approved for the part demolition of Premier House and adjacent pedestrian ramp along Deansgate. Some of the existing structure will be retained at the Blackfriars Street end of the building to undergo refurbishment to create a new fit for purpose office complex (as per Planning Application 130935/FO/2021, approved October 2021).

Existing Local Highway Network Conditions

- 7.6 The application site is situated on Deansgate between the junctions with Blackfriars Street and Victoria Bridge Street.
- 7.7 In the vicinity of the application site, Deansgate features a traffic lane in both directions with a central lane which facilitates right turn movements into Blackfriars Street and the Marks & Spencer underground car park. Deansgate benefits from street lighting and operates under a 20mph urban speed-limit. Footways are available to both sides, with a bus stop demarked by a bus stop pole and route and timetable information available on the site side and loading bay/bus stop lay-by opposite the site.
- 7.8 Deansgate forms a four-arm traffic signal-controlled crossroad junction with St Mary's Gate and Blackfriars Street at the south eastern corner of the application site. This junction incorporates controlled pedestrian crossing facilities across each arm of the junction and advance cycle stop lines on both approach arms of Deansgate and Blackfriars Street.

- 7.9 Blackfriars Street is flanked by footways to both sides, is street lit and operates under a standard urban 20mph speed-limit. A loading bay / taxi rank is available to the Renaissance Hotel frontage, with long, on-road marked bus stop on the south side.
- 7.10 Victoria Bridge Street is street lit and is circa 8.5m wide with footways of circa 2m width on both carriageway edges. The speed limit of the route changes at the mid-point of the bridge, being 20mph within Manchester and 30mph in Salford.
- 7.11 At the north-eastern corner of the Renaissance complex, Victoria Bridge Street forms a four-arm traffic signal-controlled junction with Deansgate, Cateaton Street and Victoria Street. The junction features controlled pedestrian crossing facilities on all four arms and advance cycle stop lines on the Deansgate, Victoria Bridge Street and Victoria Street arms.
- 7.12 All roads surrounding the application site are subject to double yellow restrictions / loading bays / bus stops, restricting parking and waiting.
- 7.13 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) for the most recently available 5-year period for a search area including for the sections of Deansgate, Blackfriars Street and Victoria Bridge Street which form the immediate boundary of the Renaissance complex.
- 7.14 Seven 'slight' class incidents were recorded in the study area. Given the overall generally good accident record of the immediate local highway network, and the low frequency of incidents with no clear common contributory factors, it is not considered that there are any prevailing road safety issues that would call the proposed residential development into question or require direct highway safety mitigation measures funded by the development proposals.

Sustainability Accessibility

- 7.15 The application site represents an excellent location for residential development, being located within the city centre and within a practical walking distance of local bus, Metrolink and rail connections served by regular connections and within an acceptable walk/cycle catchment of a wide range of key everyday services, facilities and employment opportunities. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and supporting the principles of modern city centre 'car free' living.

Development Proposals

- 7.16 The proposal is for the development of a new, high quality residential building at ground +26 storeys which would sit appropriately within the surrounding context. The development would provide 300 residential units and would be supported by high quality amenity space, including new riverside public realm with a new leisure/ food and beverage offer, as well as communal and private roof terraces for new residents. Ground floor retail units would be provided along Deansgate.
- 7.17 Pedestrian access points to the site would be taken from Victoria Bridge Street (main reception access), Riverside, Deansgate car park access (level -02 / level -01 for cycle parking).
- 7.18 A total of 36 car parking spaces would be delivered at the site. These spaces would be available to lease/purchase by future residents of the proposed residential development. Access to the parking spaces would be via the existing Deansgate car park. Additional opportunities for contract parking are also available within the Deansgate parking and at a number of other local car parks situated within a short walk of the site.
- 7.19 A cycle store is proposed to serve the development scheme, providing parking for 300 cycles.

- 7.20 Service vehicle access, including refuse collection, would be via the relocated service access point. Additionally, an on-street loading bay is proposed to be provided at Deansgate. This loading bay would accommodate deliveries such as parcels, food, etc.

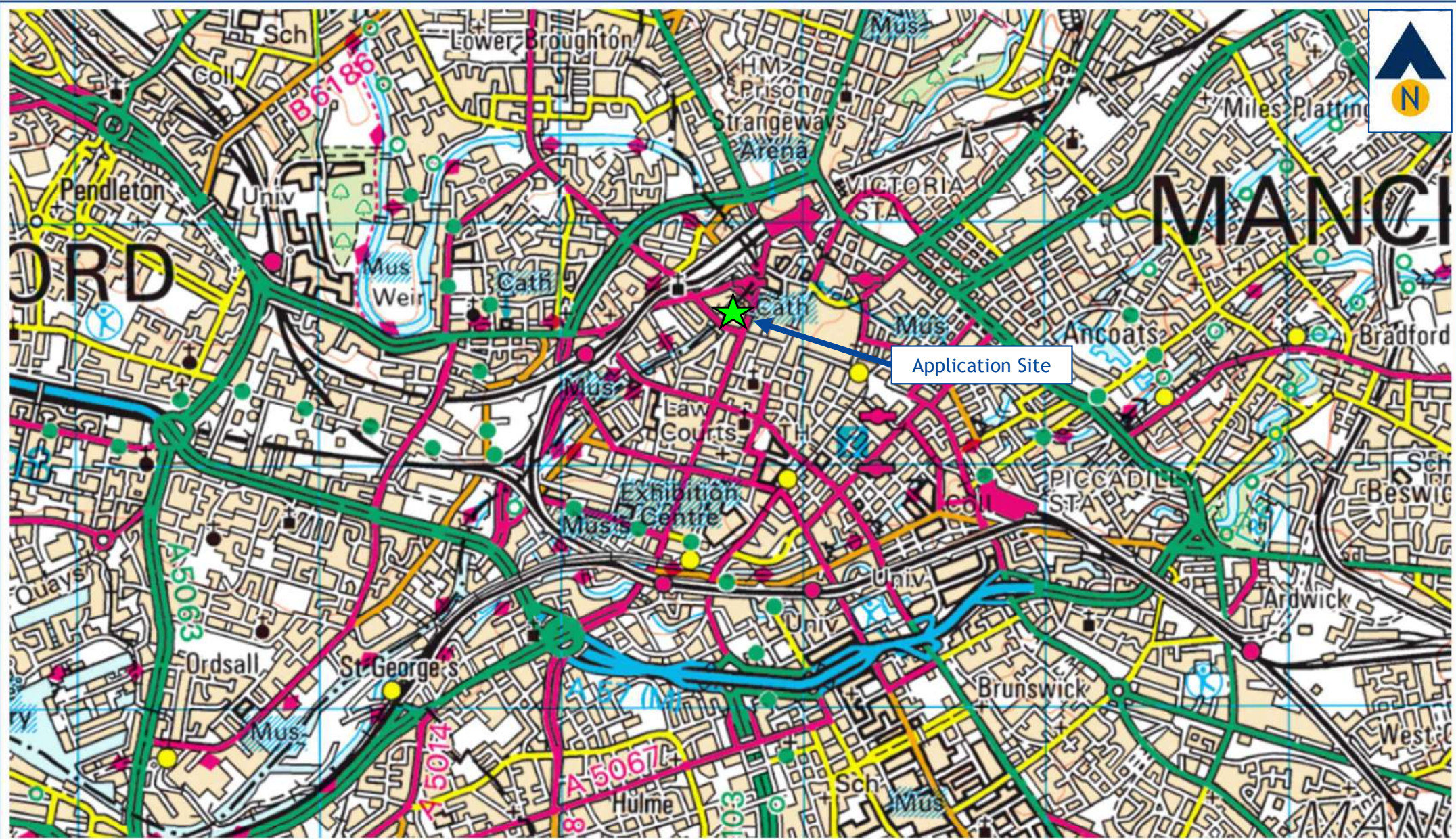
Traffic Related Impact Statement

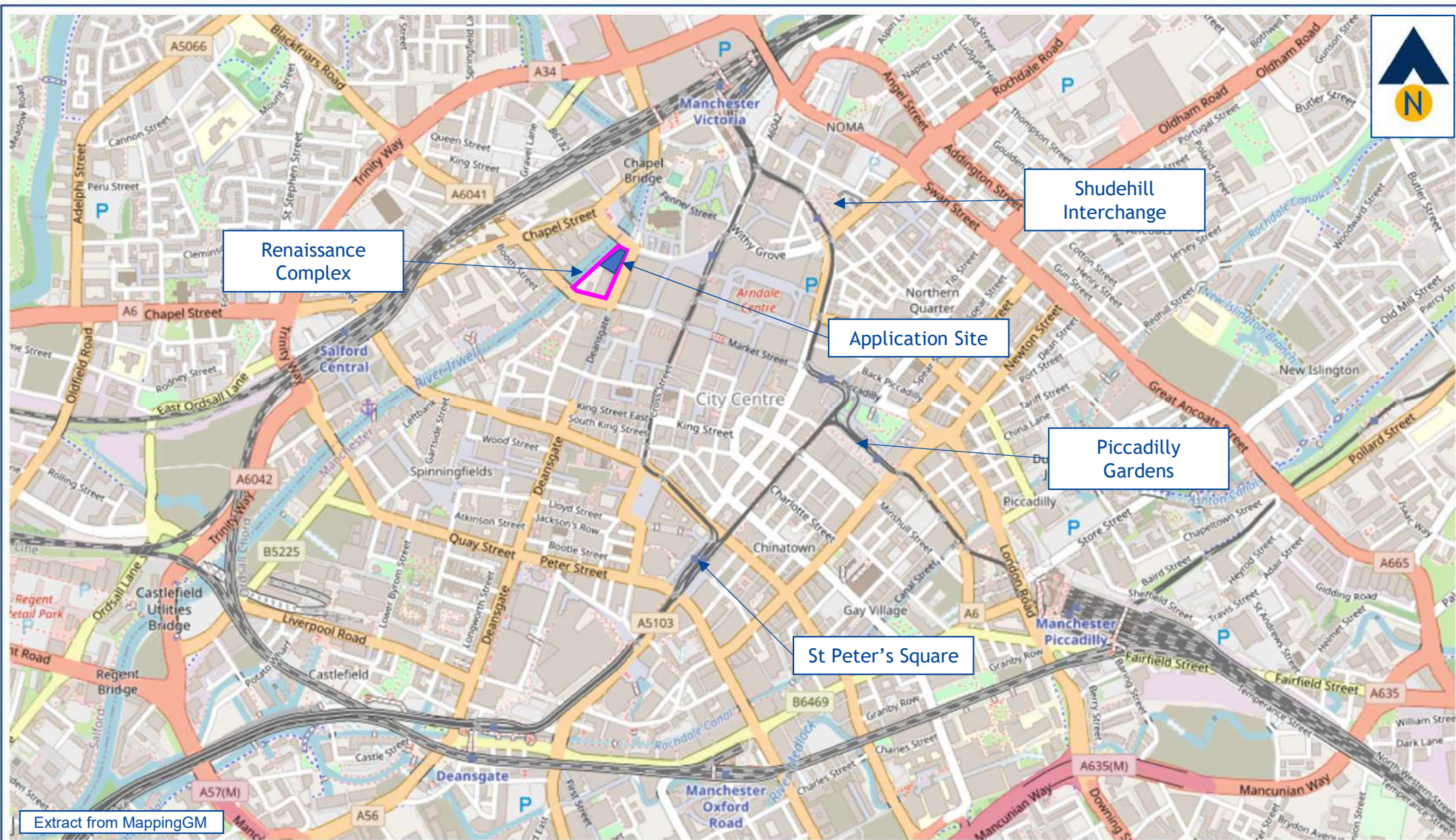
- 7.21 The application scheme is proposed to be promoted as predominantly car free development, with only limited on-site parking (36 spaces) available for residents to lease/purchase. It is therefore not anticipated that the scheme would generate any significant amounts of traffic, other than that associated with the limited on-site parking and weekly refuse collection / occasional delivery vehicle movements. Indeed, such traffic demand associated with the application scheme would be significantly less than what would have been associated with the former use of the site, which incorporated circa 149 car parking spaces associated with the Deansgate car park that are to be demolished. Accordingly, it is considered that there is no requirement for detailed traffic impact assessment.

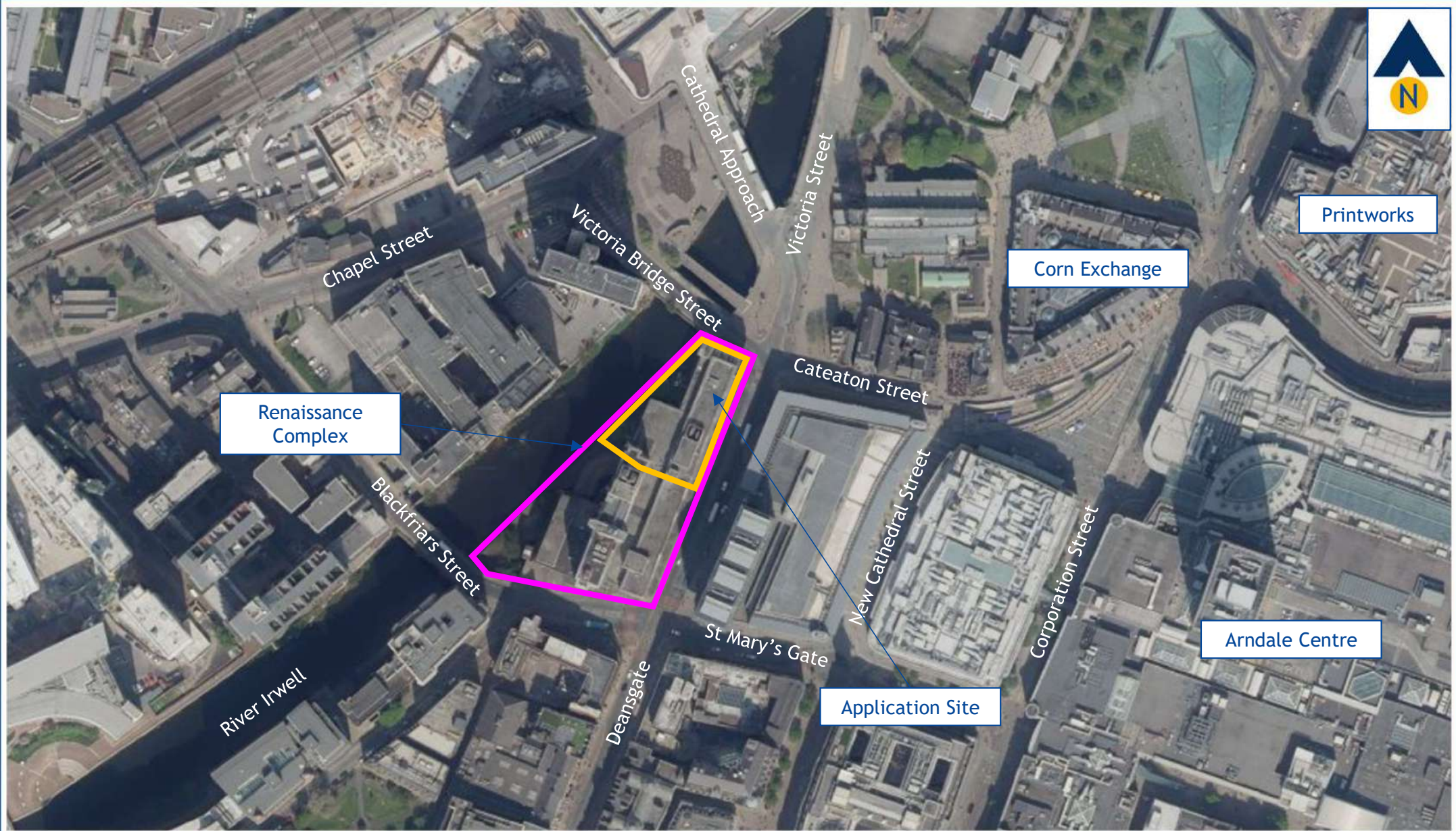
Conclusions

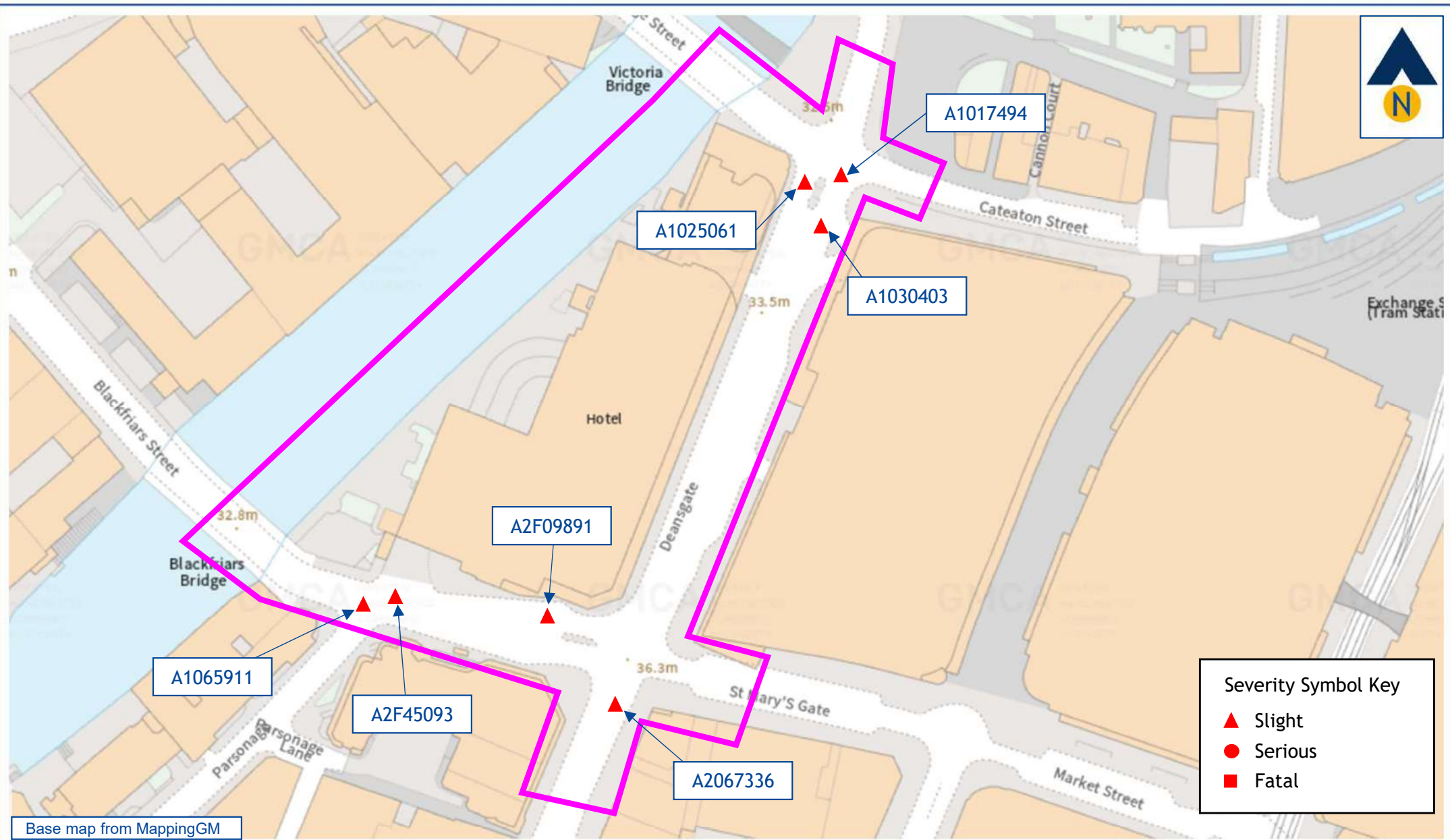
- 7.22 In summary it is considered that the Application Scheme represents a suitable and sustainable location for residential development and would not result in any detrimental effects on the immediate local transport network. Furthermore, the location of the site offers excellent opportunities to encourage travel by sustainable, alternative travel modes to the private car, which would be supported by the implementation of a Travel Plan.
- 7.23 Based on the review of issues set out in this report, Focus TP would have no hesitation in commending the scheme to the Council with respect to highways and transport considerations.

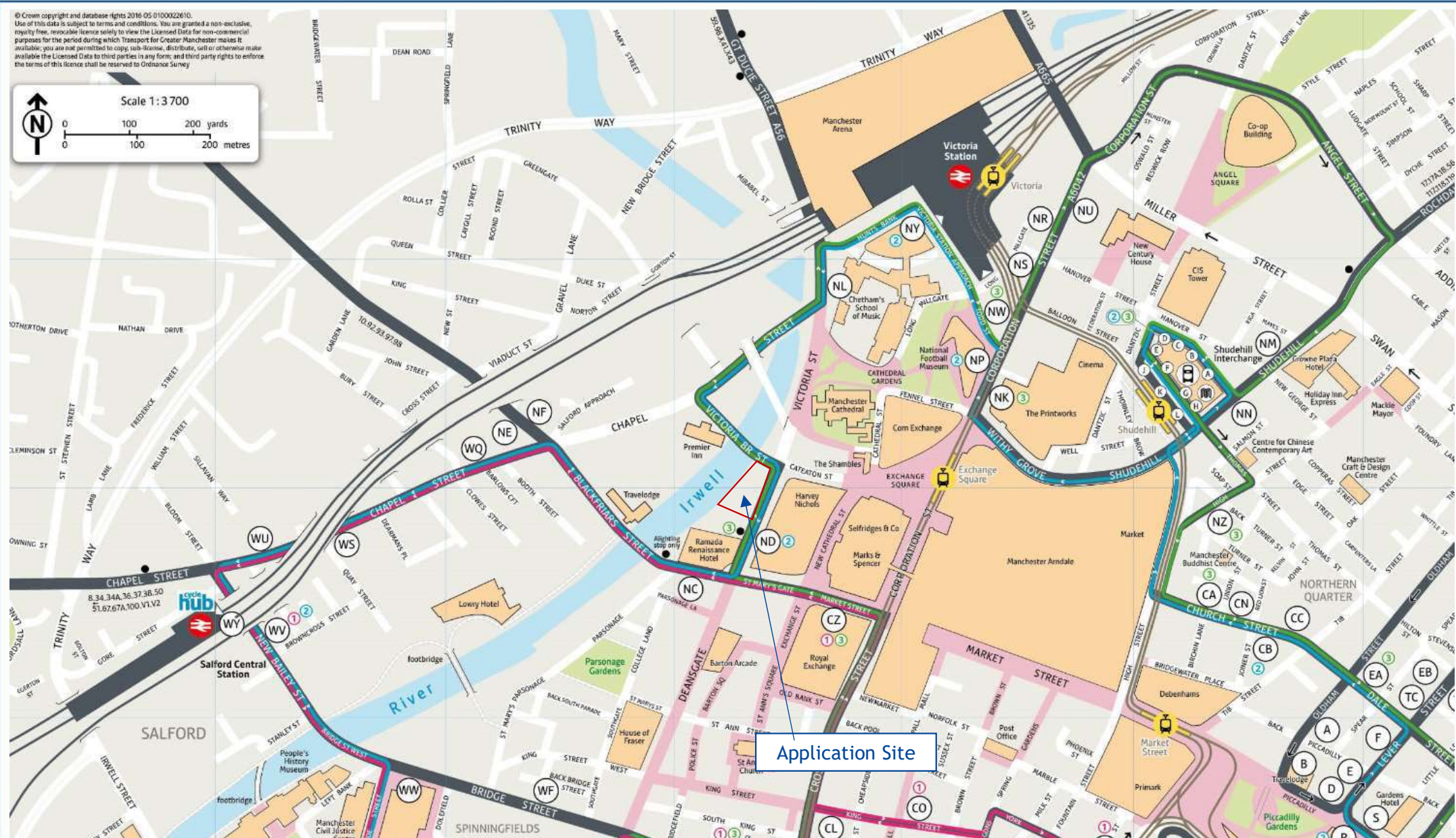
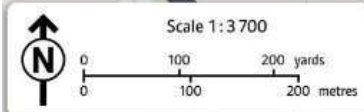




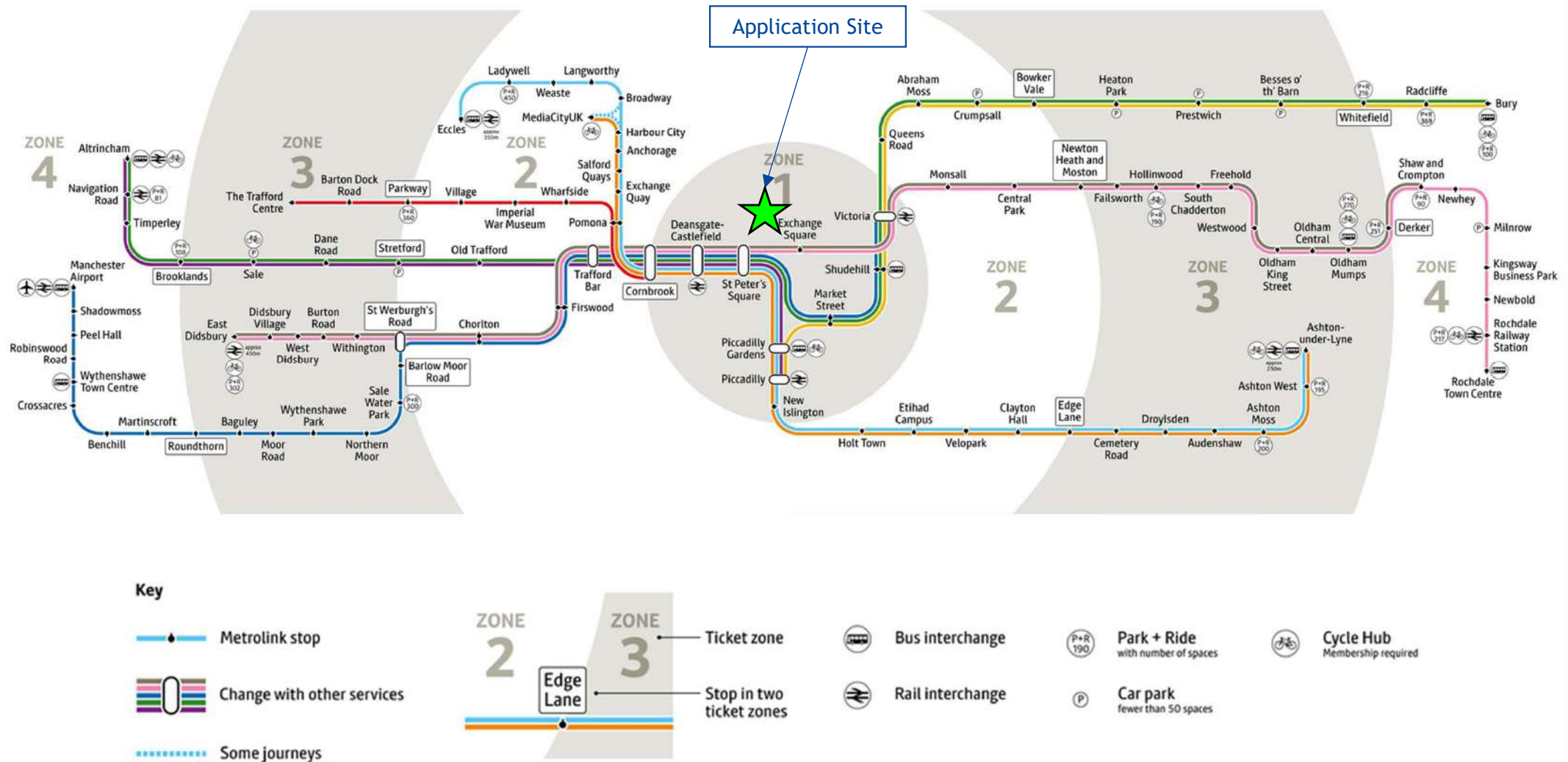








Application Site



Extract from TfGM Manchester Metrolink Network Map

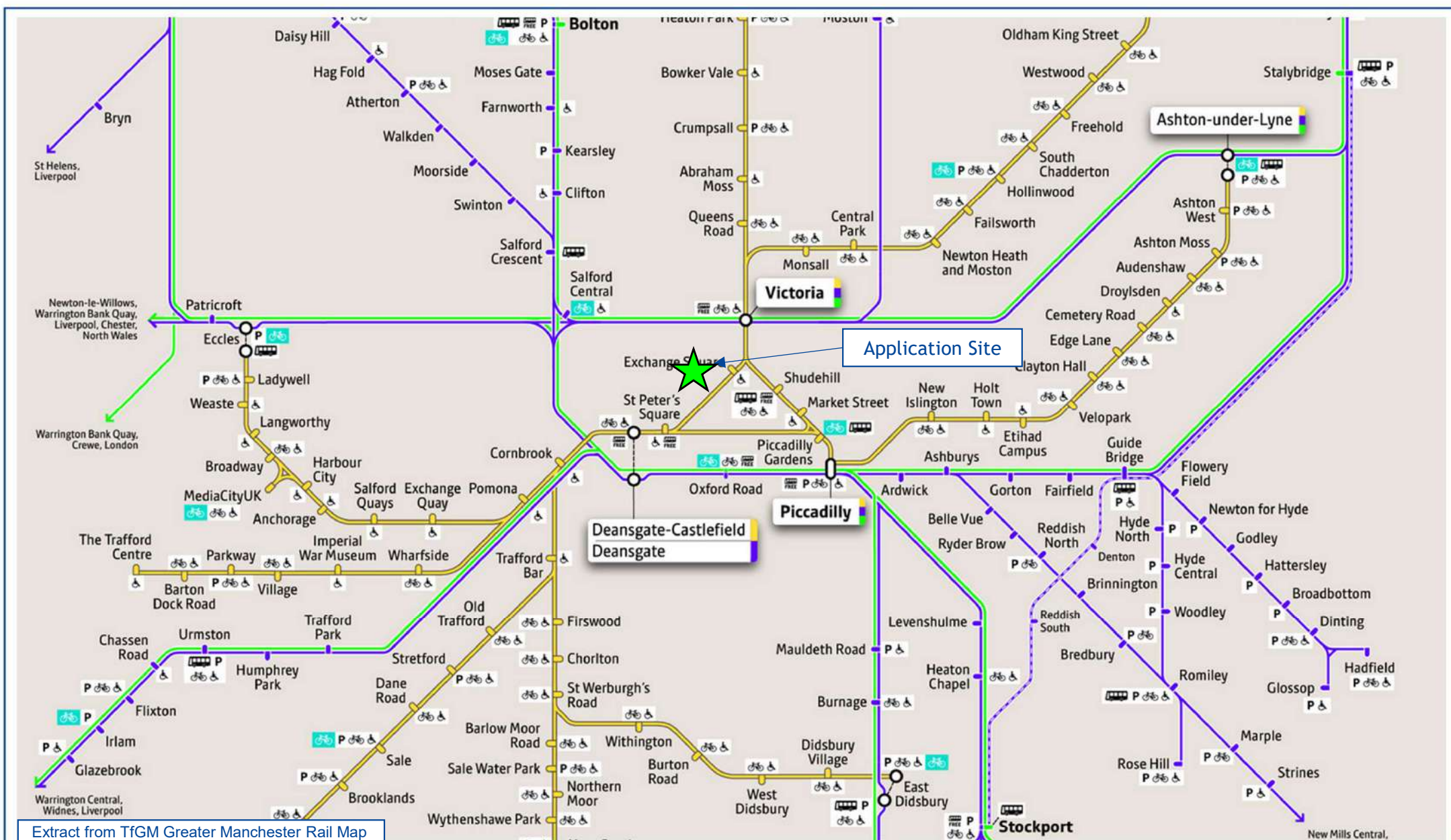


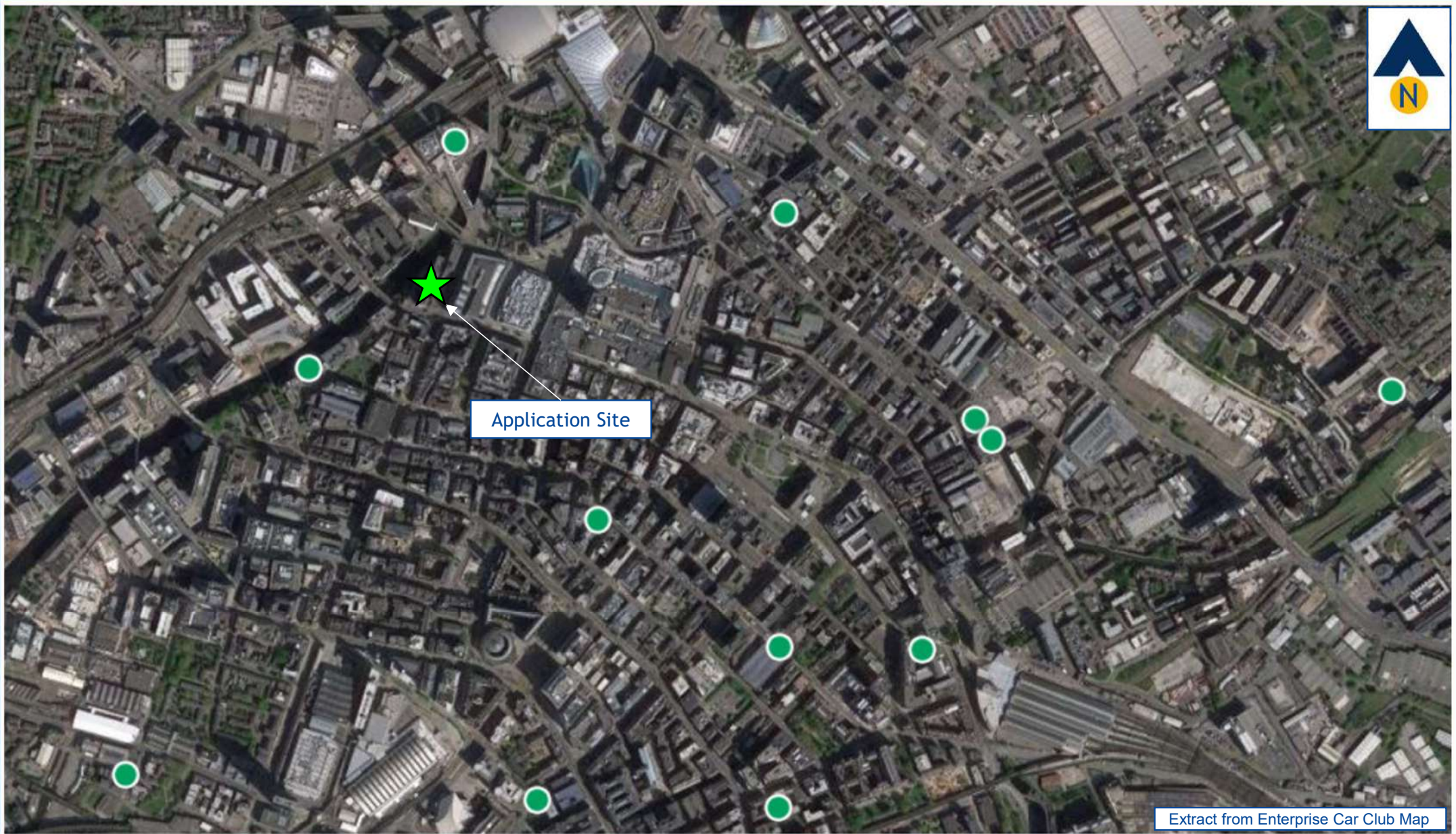
Figure TS7

Location of the Application Site with Respect to Local Rail Services

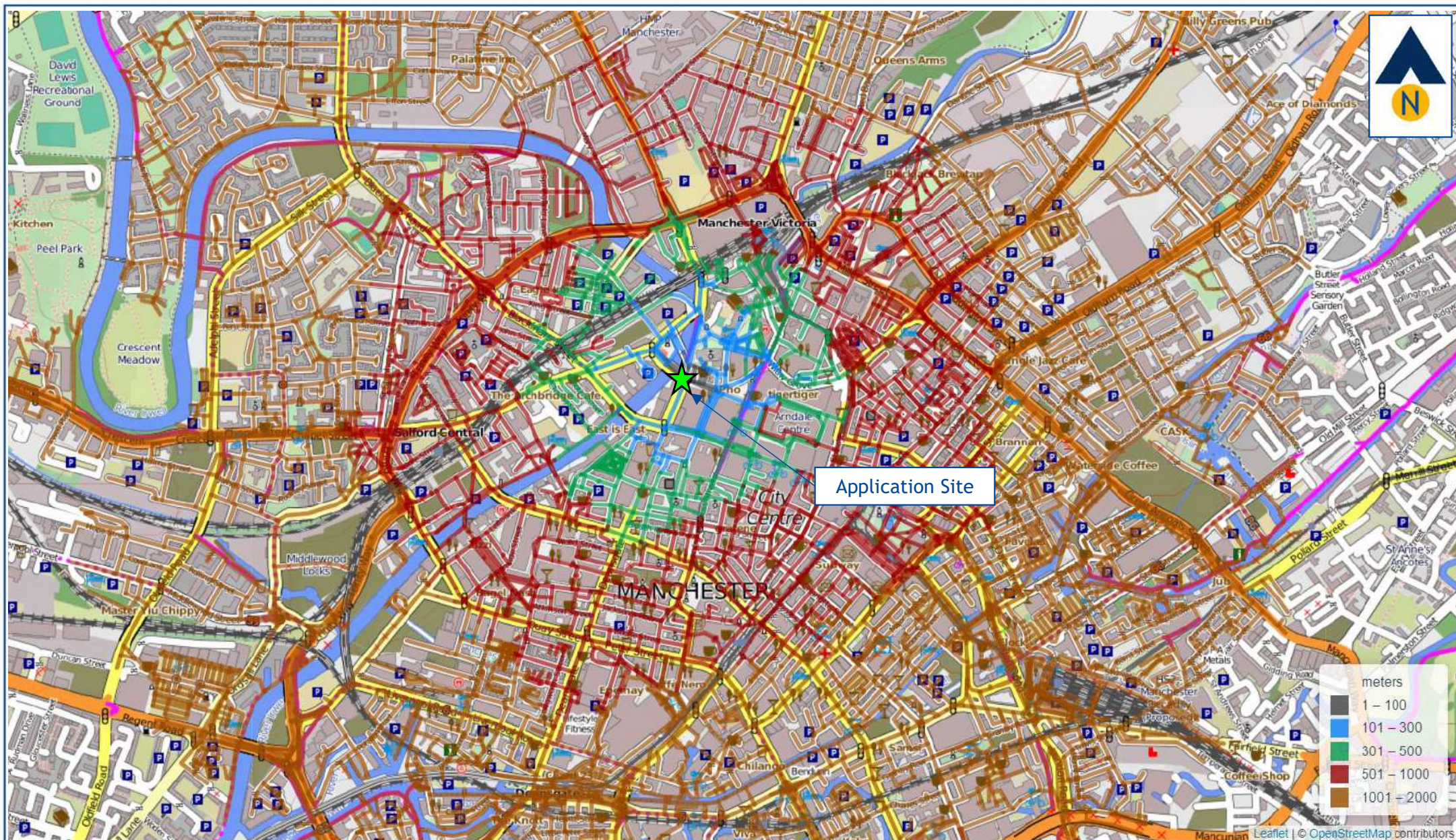
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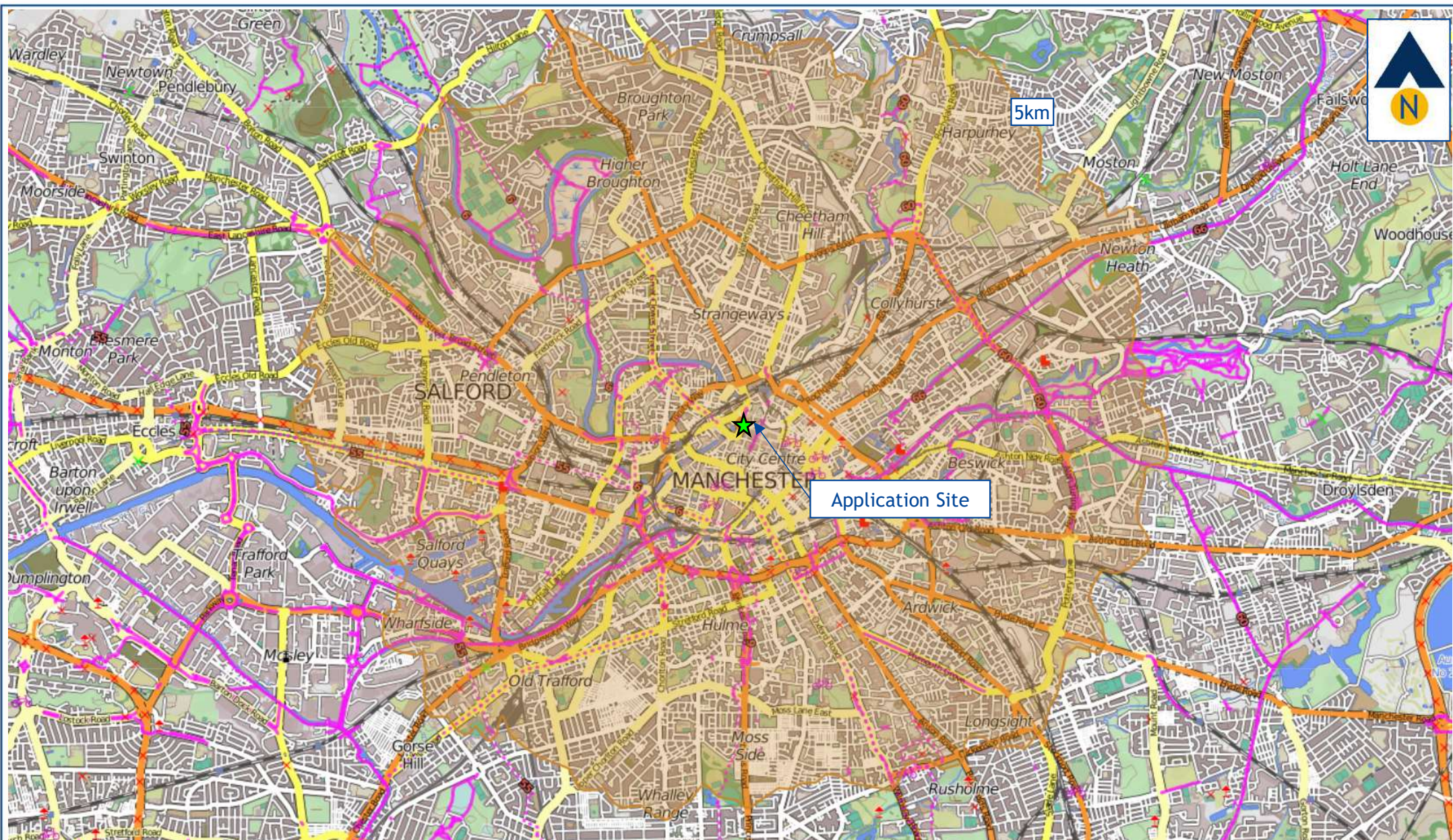
Residential Development, Renaissance, Deansgate

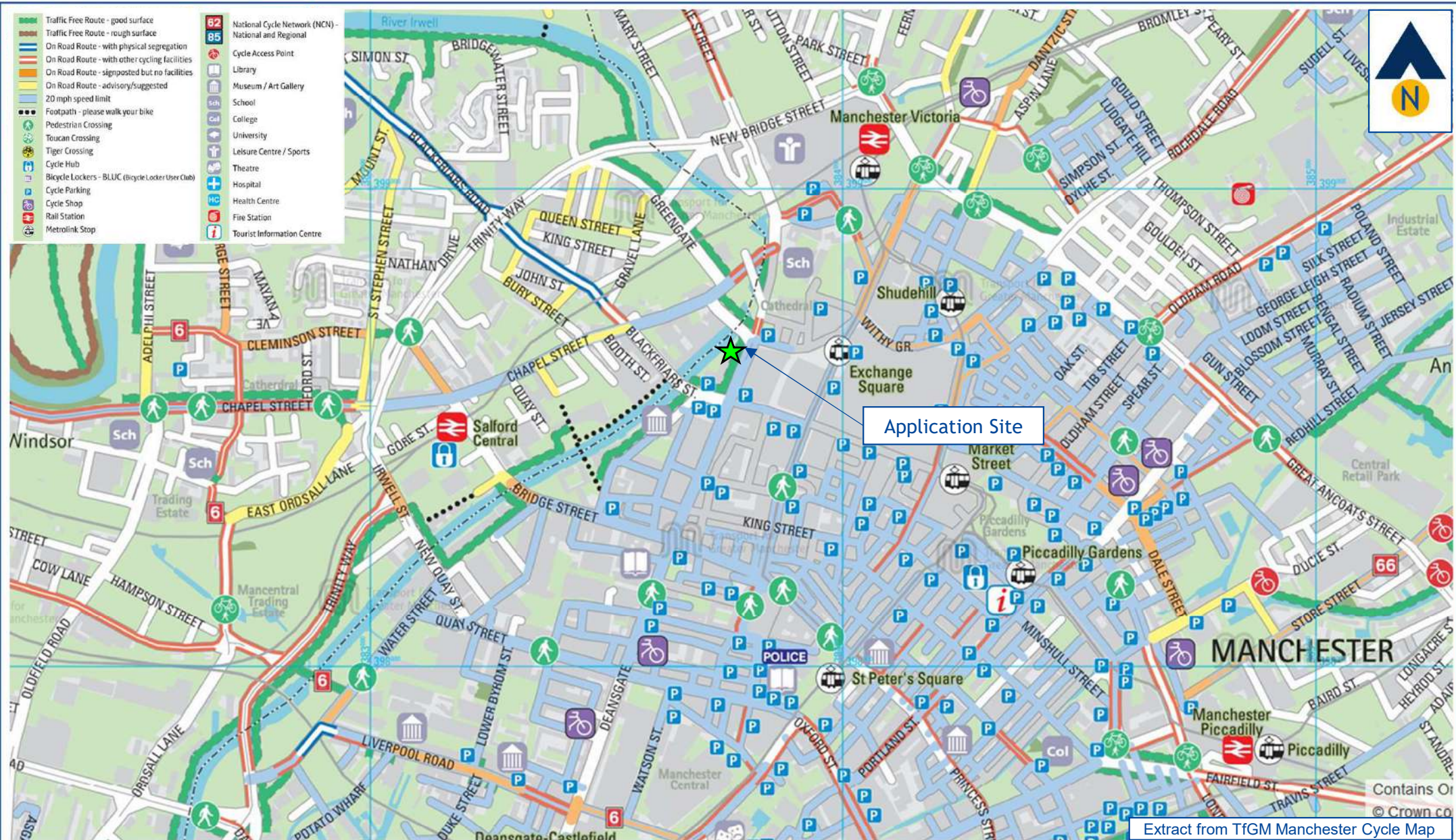
September 2021

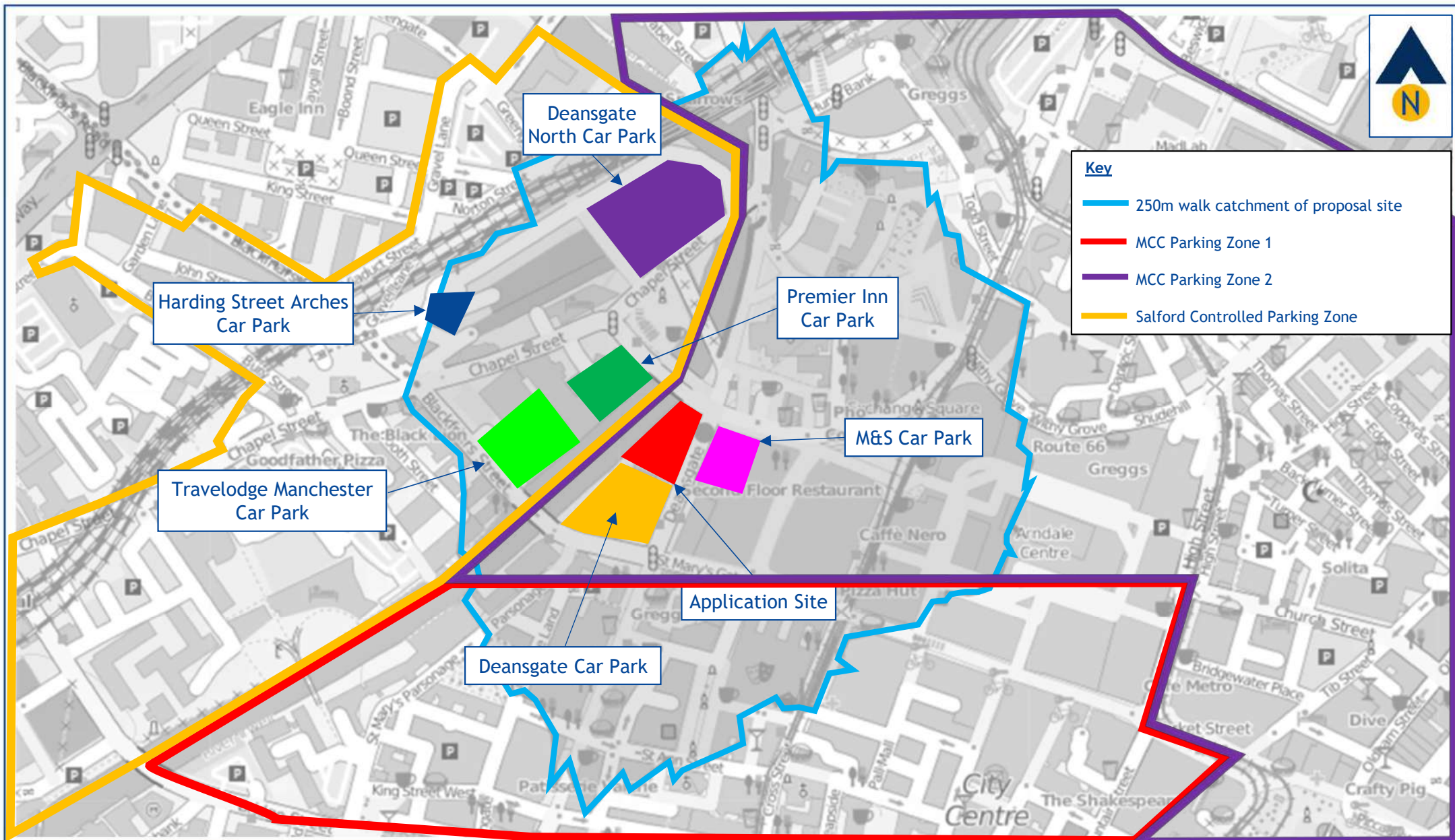


Extract from Enterprise Car Club Map



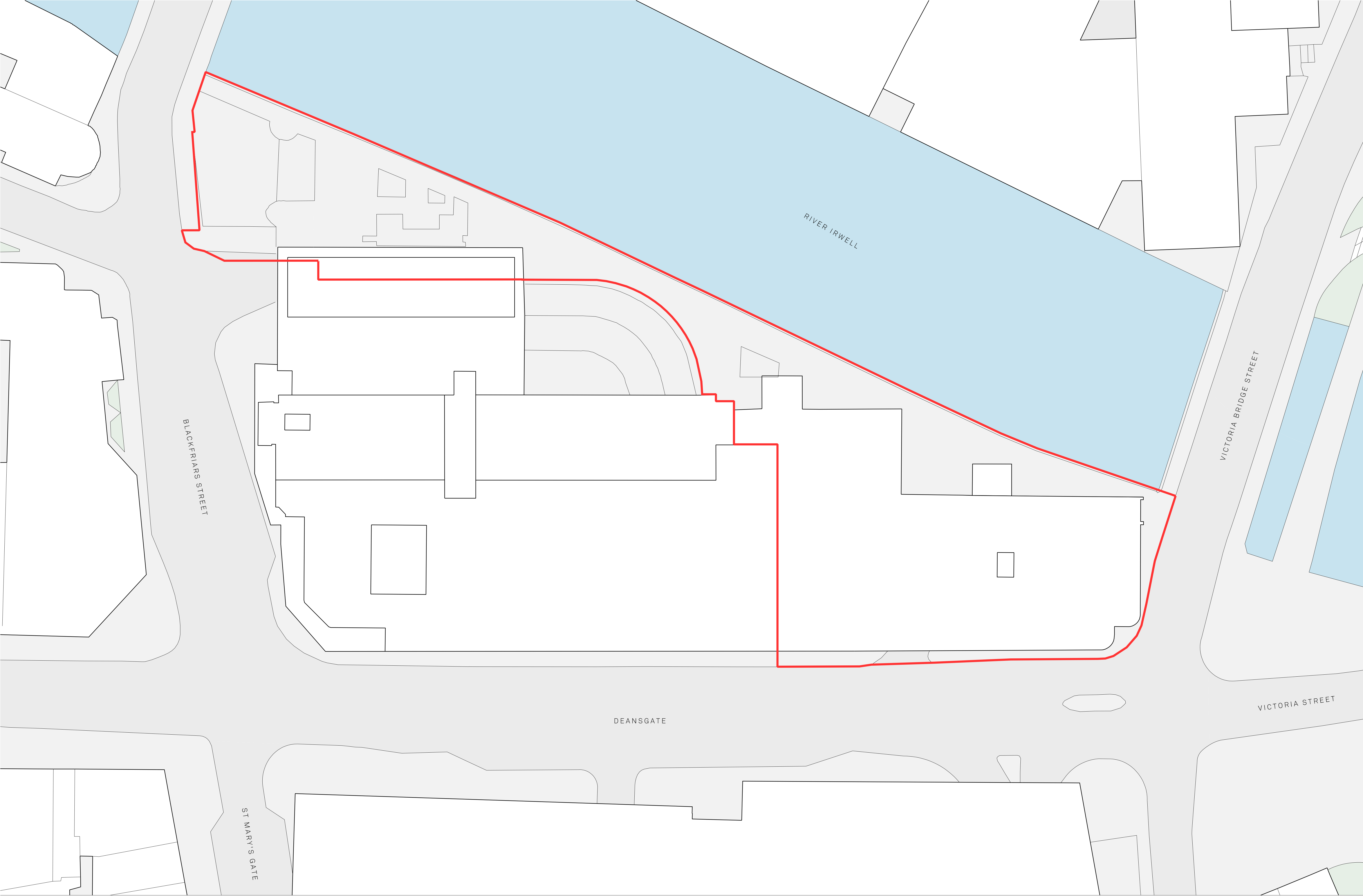












Notes:

- Site Application Boundary
- Site Ownership Boundary



Project Name: Renaissance		Title: Residential - Block 2 Existing Site Plan		Scale: 1:250@ A1	
Drawn: DK	Checked: FM	Status: Information	Project: 150	Drawing No: B1_00_1001	Rev: -
Details: - 14/07/21		Issued for Information			

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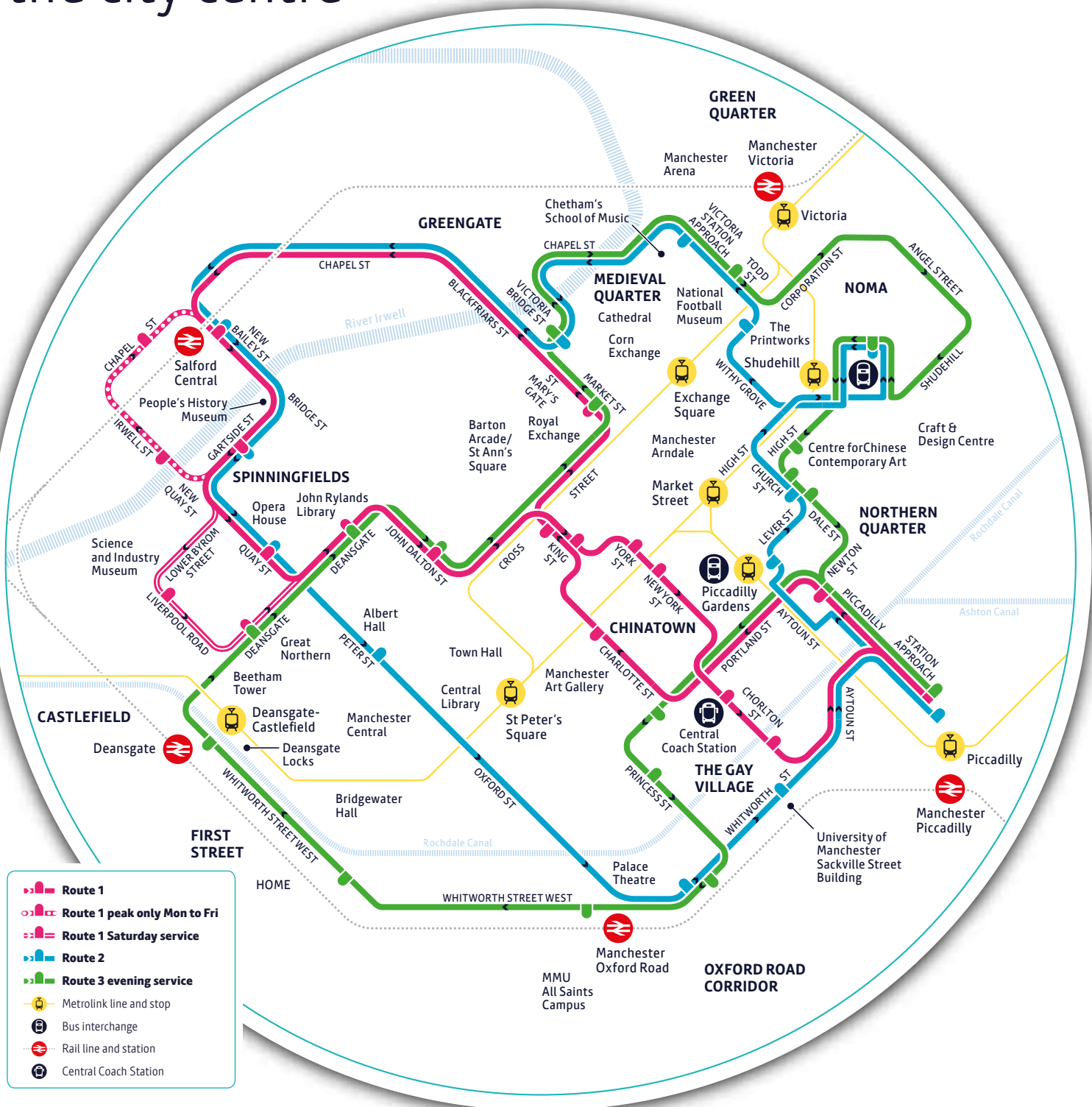
free bus routes around the city centre

Transport for
Greater Manchester

MANCHESTER
CITY COUNCIL

Salford City Council

MAYOR OF
GREATER
MANCHESTER



1

Monday – Friday

Every 10 minutes:

7am – 7:15pm

Peak route only:

7am – 9am and 4pm – 7:15pm

Saturday

Every 10 minutes:

8:20am – 7:15pm

Sunday and public holidays

Every 12 minutes:

11am – 6pm

2

Monday – Friday

Every 10 minutes:

6:30am – 7:10pm

Every 20 minutes:

7:10pm – 11:30pm

Saturday

Every 10 minutes:

8:30am – 7:30pm

Every 15 minutes:

7:30pm – 11:30pm

Sunday and public holidays

Every 12 minutes:

10am – 7pm

3

Monday – Friday

Every 20 minutes:

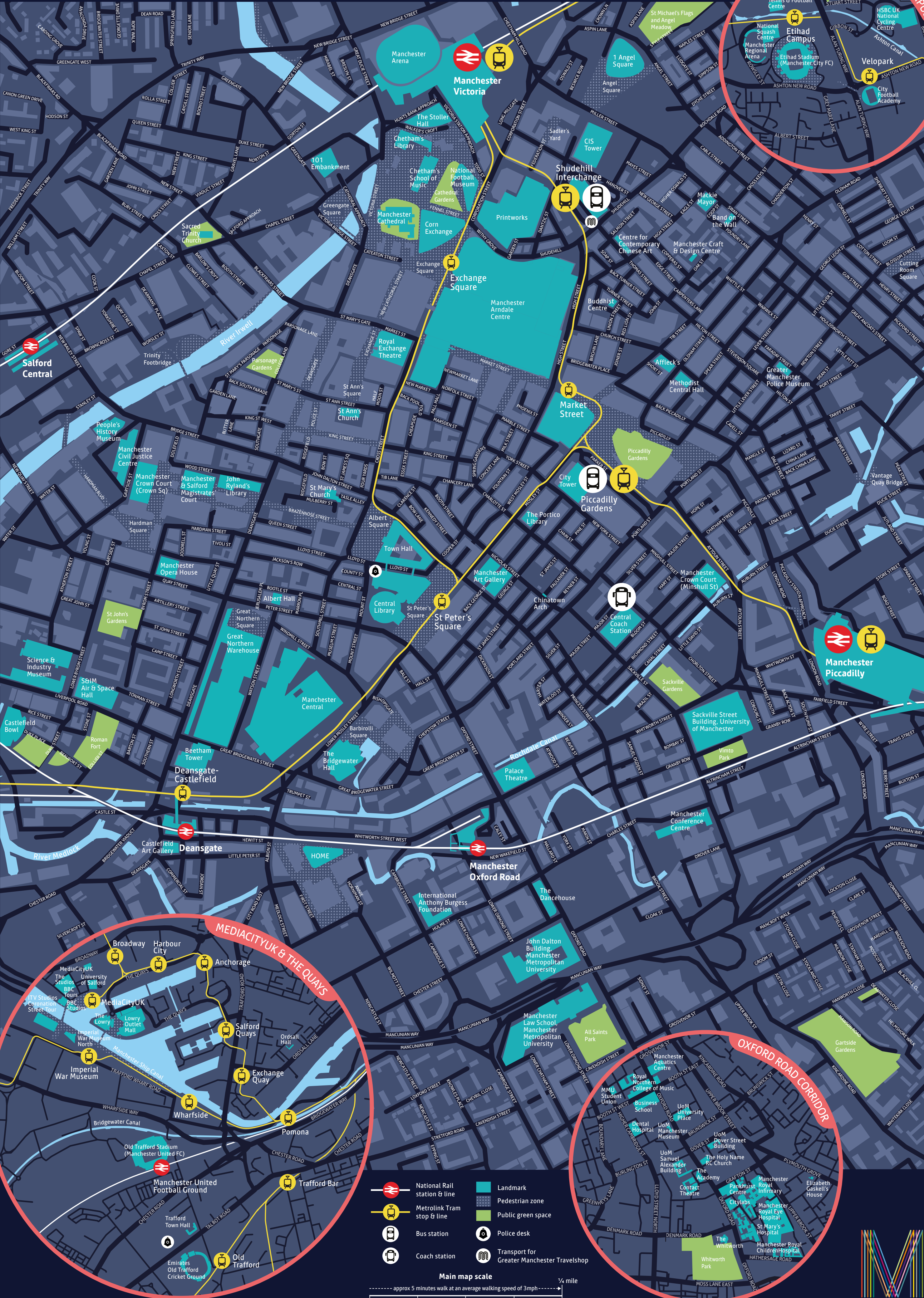
7:30pm – 11:30pm

Saturday

Every 15 minutes:

7:30pm – 11:30pm

Manchester city centre







DRAFT ISSUE

Notes:

Site Application Boundary

PLAN KEY:

- | | | | | | | | | | | |
|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
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| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |

0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Title:

Block 2 Residential Building

Proposed Level -02

GA Plan

Scale:

1:100 @A1

Drawn:

FM

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2298

Rev:

-

Details:

27.08.21 Issued for Planning

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Notes:

Site Application Boundary

PLAN KEY:

01 One Bedroom	04 Riverside Access	07 Storage Tanks	10 Reception	13 Yoga Studio	16 Secondary Access	19 Parcel Store	22 Service Yard Entrance	25 Carpark Escape Stair	28 Cleaners Storage	31 Postal Lounge
02 Two Bedroom	05 Fire Escape Stair	08 Cycle Store	11 Refuse Store	14 Substation Entrance	17 Roof Garden	20 Main Entrance	23 Premier House	26 Switch Room	29 Staff Welfare	32 Terrace
03 Three Bedroom	06 Lift Lobby	09 Cinema Room	12 Gym	15 Accessible WC/ Shower	18 Comms Room	21 Retail Unit	24 Service Yard	27 Substation	30 Resident's Riverside Garden	33 Private Terrace

0 5 10 15m

04 Communal Roof Terrace

35 Residential Car Park

Project Name: Renaissance

Title: Block 2 Residential Building Proposed Level -01 GA Plan

Scale: 1:100 @A1

Drawn: FM	Checked: JC	Status: Planning	Project: 150	Drawing No: B2_02_2299	Rev: -
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Details: 27.08.21 Issued for Planning

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Notes:

Site Application Boundary

PLAN KEY:

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0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Drawn: FM

Checked: JC

Status: Planning

Details: 27.08.21 Issued for Planning

Title:

Block 2 Residential Building

Proposed Ground Floor

GA Plan

Project: 150

Drawing No: B2_02_2200

Rev: -

Scale:

1:100 @A1

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Notes:

Site Application Boundary

PLAN KEY:

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|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
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0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Drawn: FM

Checked: JC

Status: Planning

Details: 27.08.21 Issued for Planning

Title:

Block 2 Residential Building

Proposed Level 01

GA Plan

Scale:

1:100 @A1

Scale:

1:100 @A1

Project:

150

Drawing No:

B2_02_2201

Rev:

-

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Notes:

Site Application Boundary

PLAN KEY:

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|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
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| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |

0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Title:

Block 2

Proposed Level 02

GA Plan

Scale:

1:100 @A1

Drawn:

FM JC

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2202

Rev:

-

Details:

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Notes:

Site Application Boundary

PLAN KEY:

- 01 One Bedroom

02 Two Bedroom

03 Three Bedroom

04 Riverside Access

05 Fire Escape Stair

06 Lift Lobby

07 Storage Tanks

08 Cycle Store

09 Cinema Room

10 Reception

11 Refuse Store

12 Gym

13 Yoga Studio

14 Substation Entrance

15 Accessible WC/ Shower

16 Secondary Access

17 Roof Garden

18 Comms Room

19 Parcel Store

20 Main Entrance

21 Retail Unit

22 Service Yard Entrance

23 Premier House

24 Service Yard

25 Carpark Escape Stair

26 Switch Room

27 Substation

28 Cleaners Storage

29 Staff Welfare

30 Resident's Riverside Garden

31 Postal Lounge

32 Terrace

33 Private Terrace

34 Communal Roof Terrace

35 Residential Car Park



Project Name:

Renaissance

Title:

Block 2 Residential Building
Proposed Level 03-08
GA Plan

Scale:

1:100 @A1

Drawn:

FM JC

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2203

Rev:

-

Details:

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Notes:

Site Application Boundary

PLAN KEY:

- | | | | | | | | | | | |
|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
| 01 One Bedroom | 04 Riverside Access | 07 Storage Tanks | 10 Reception | 13 Yoga Studio | 16 Secondary Access | 19 Parcel Store | 22 Service Yard Entrance | 25 Carpark Escape Stair | 28 Cleaners Storage | 31 Postal Lounge |
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| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |

0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Title:

Block 2 Residential Building

Proposed Level 09-13

GA Plan

Scale:

1:100 @A1

Drawn:

FM

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2209

Rev:

-

Details:

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Notes:

Site Application Boundary

PLAN KEY:

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|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
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| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |

0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Title:

Block 2

Proposed Level 14

GA Plan

Scale:

1:100 @A1

Drawn:

FM

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2214

Rev:

-

Details:

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Notes:

Site Application Boundary

PLAN KEY:

- 01

One Bedroom
- 04

Riverside Access
- 07

Storage Tanks
- 10

Reception
- 13

Yoga Studio
- 16

Secondary Access
- 19

Parcel Store
- 22

Service Yard Entrance
- 25

Carpark Escape Stair
- 28

Cleaners Storage
- 31

Postal Lounge
- 02

Two Bedroom
- 05

Fire Escape Stair
- 08

Cycle Store
- 11

Refuse Store
- 14

Substation Entrance
- 17

Roof Garden
- 20

Main Entrance
- 23

Premier House
- 26

Switch Room
- 29

Staff Welfare
- 32

Terrace
- 03

Three Bedroom
- 06

Lift Lobby
- 09

Cinema Room
- 12

Gym
- 15

Accessible WC/ Shower
- 18

Comms Room
- 21

Retail Unit
- 24

Service Yard
- 27

Substation
- 30

Resident's Riverside Garden
- 33

Private Terrace

34

Communal Roof Terrace

35

Residential Car Park

0

5

10

15m

0

90°

180°

270°

Project Name:

Renaissance

Title:

Block 2 Residential Building
Proposed Level 15
GA Plan

Scale:

1:100 @A1

Drawn:

FM JC

Checked:

JC

Planning

Status:

Project:

150

Drawing No:

B2_02_2215

Rev:

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Details:

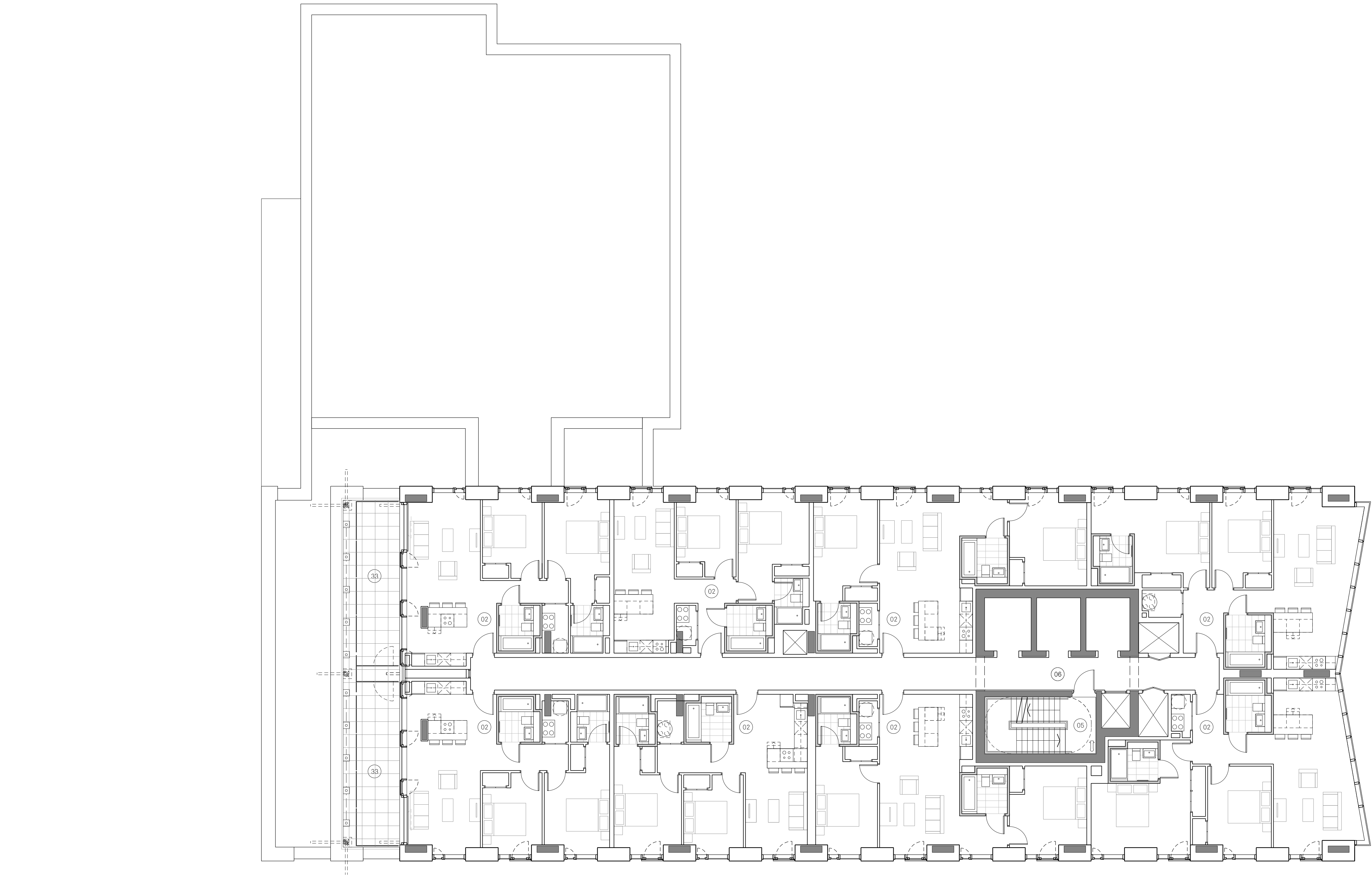
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Notes:

Site Application Boundary



PLAN KEY:

- | | | | | | | | | | | |
|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
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0 5 10 15m

Communal Roof Terrace

Residential Car Park



Project Name:

Renaissance

Drawn: FM

27.08.21 Issued for Planning

Title:

Block 2 Residential Building

Proposed Level 16-17

GA Plan

Scale:

1:100 @A1

Status:

Planning

Project:

150

Drawing No:

B2_02_2216

Rev:

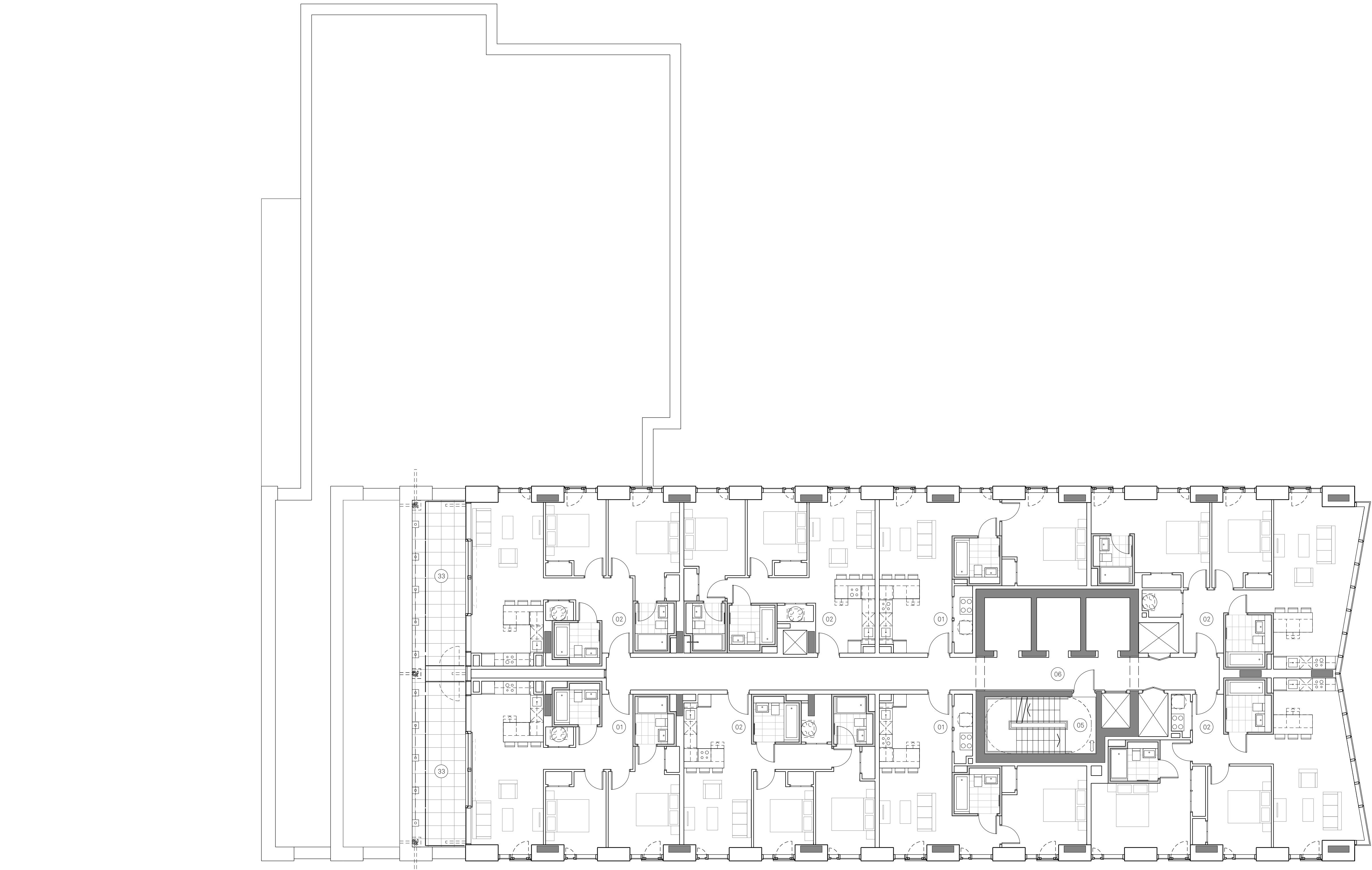
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Notes:

Site Application Boundary



PLAN KEY:

- | | | | | | | | | | | |
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0 5 10 15m

Communal Roof Terrace

Residential Car Park



Project Name:

Renaissance

Drawn:

FM

Details:

27.08.21 Issued for Planning

Title:

Block 2 Residential Building

Proposed Level 18-19

GA Plan

Status:

Planning

Scale:

1:100 @A1

Project:

150

Drawing No:

B2_02_2218

Rev:

-

Jon Matthews Architects

4th Floor, Centurion House, 129 Deansgate, Manchester, M3 3WR

0161 974 3690

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DRAFT ISSUE

Notes:

Site Application Boundary

PLAN KEY:

- 01

One Bedroom
- 04

Riverside Access
- 07

Storage Tanks
- 10

Reception
- 13

Yoga Studio
- 16

Secondary Access
- 19

Parcel Store
- 22

Service Yard Entrance
- 25

Carpark Escape Stair
- 28

Cleaners Storage
- 31

Postal Lounge
- 02

Two Bedroom
- 05

Fire Escape Stair
- 08

Cycle Store
- 11

Refuse Store
- 14

Substation Entrance
- 17

Roof Garden
- 20

Main Entrance
- 23

Premier House
- 26

Switch Room
- 29

Staff Welfare
- 32

Terrace
- 03

Three Bedroom
- 06

Lift Lobby
- 09

Cinema Room
- 12

Gym
- 15

Accessible WC/ Shower
- 18

Comms Room
- 21

Retail Unit
- 24

Service Yard
- 27

Substation
- 30

Resident's Riverside Garden
- 33

Private Terrace



Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Drawn: FM

Details:

27.08.21 Issued for Planning

Title:

Block 2 Residential Building

Proposed Level 20-21

GA Plan

Planning

Scale:

1:100 @a1

Project:

150

Rec:

-

Drawing No:

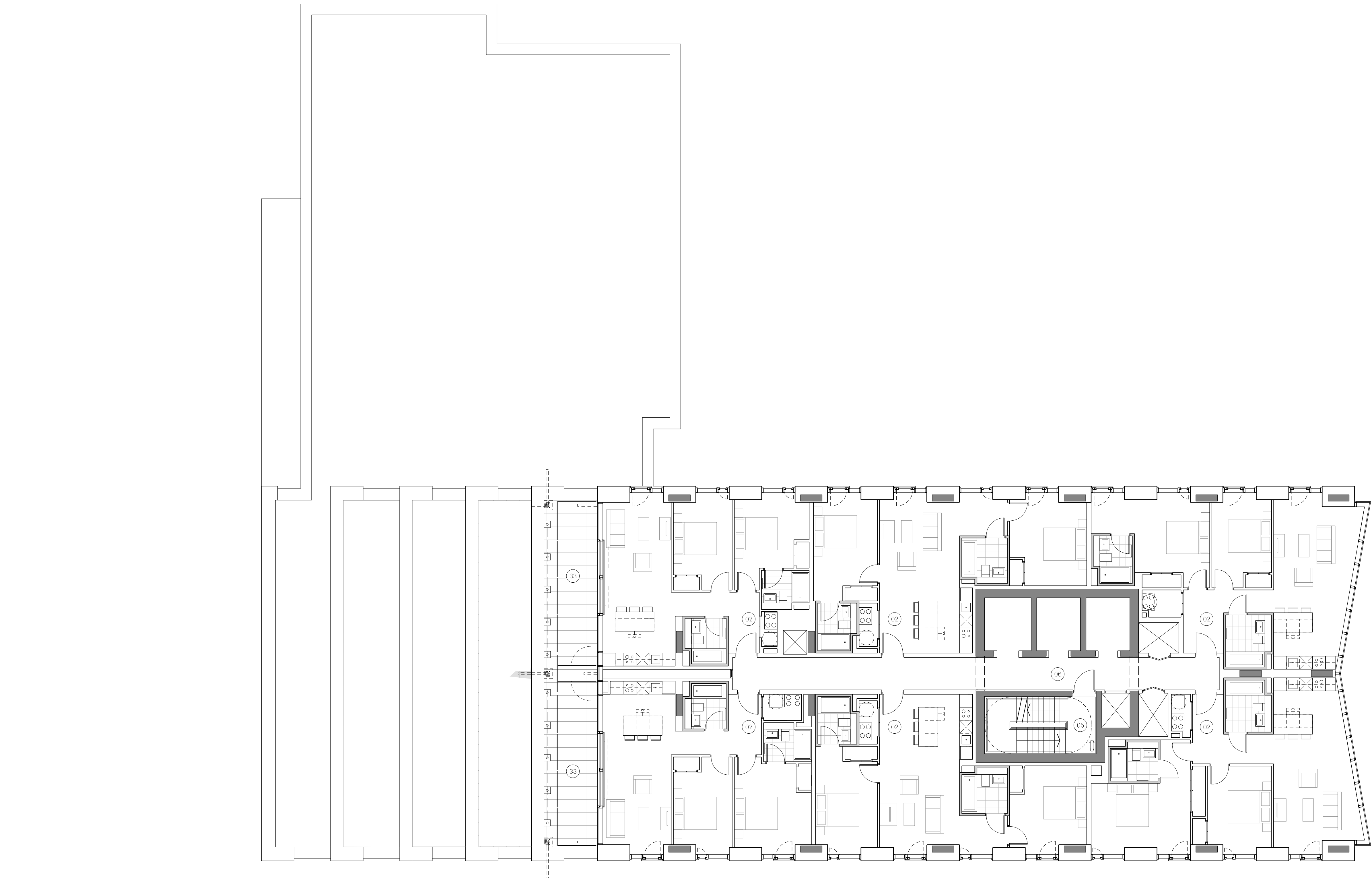
B2_02_2220

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DRAFT ISSUE

Notes:

Site Application Boundary

PLAN KEY:

- 01 One Bedroom

02 Two Bedroom

03 Three Bedroom

04 Riverside Access

05 Fire Escape Stair

06 Lift Lobby

07 Storage Tanks

08 Cycle Store

09 Cinema Room

10 Reception

11 Refuse Store

12 Gym

13 Yoga Studio

14 Substation Entrance

15 Accessible WC/ Shower

16 Secondary Access

17 Roof Garden

18 Comms Room

19 Parcel Store

20 Main Entrance

21 Retail Unit

22 Service Yard Entrance

23 Premier House

24 Service Yard

25 Carpark Escape Stair

26 Switch Room

27 Substation

28 Cleaners Storage

29 Staff Welfare

30 Resident's Riverside Garden

31 Postal Lounge

32 Terrace

33 Private Terrace

34 Communal Roof Terrace

35 Residential Car Park

0 5 10 15m

Project Name:

Renaissance

Title:

Block 2 Residential Building
Proposed Level 22-23
GA Plan

Scale:

1:100 @A1

Drawn:

FM JC

Checked:

JC

Planning

Status:

Project:

150

Drawing No:

B2_02_2222

Rev:

-

Details:

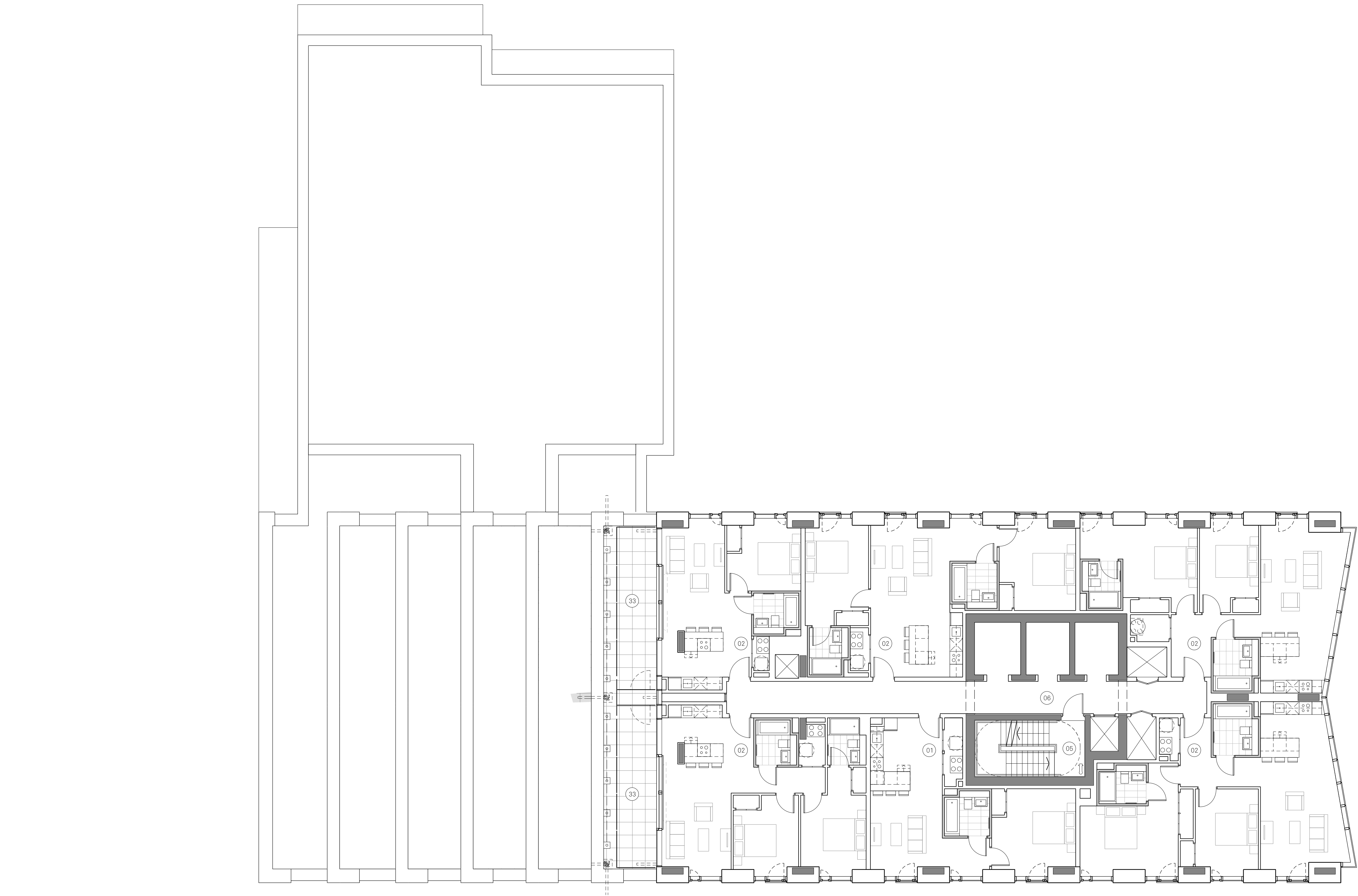
27.08.21 Issued for Planning

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DRAFT ISSUE

Notes:

Site Application Boundary

PLAN KEY:

- 01

One Bedroom
- 04

Riverside Access
- 07

Storage Tanks
- 10

Reception
- 13

Yoga Studio
- 16

Secondary Access
- 19

Parcel Store
- 22

Service Yard Entrance
- 25

Carpark Escape Stair
- 28

Cleaners Storage
- 31

Postal Lounge
- 02

Two Bedroom
- 05

Fire Escape Stair
- 08

Cycle Store
- 11

Refuse Store
- 14

Substation Entrance
- 17

Roof Garden
- 20

Main Entrance
- 23

Premier House
- 26

Switch Room
- 29

Staff Welfare
- 32

Terrace
- 03

Three Bedroom
- 06

Lift Lobby
- 09

Cinema Room
- 12

Gym
- 15

Accessible WC/ Shower
- 18

Comms Room
- 21

Retail Unit
- 24

Service Yard
- 27

Substation
- 30

Resident's Riverside Garden
- 33

Private Terrace

0 5 10 15m

Communal Roof Terrace

Residential Car Park

Project Name:

Renaissance

Title:

Block 2
Proposed Level 24-25
GA Plan

Scale:

1:100 @a1

Drawn:

FM JC

Checked:

Status:

Planning

Project:

150

Drawing No:

B2_02_2224

Rev:

-

Details:

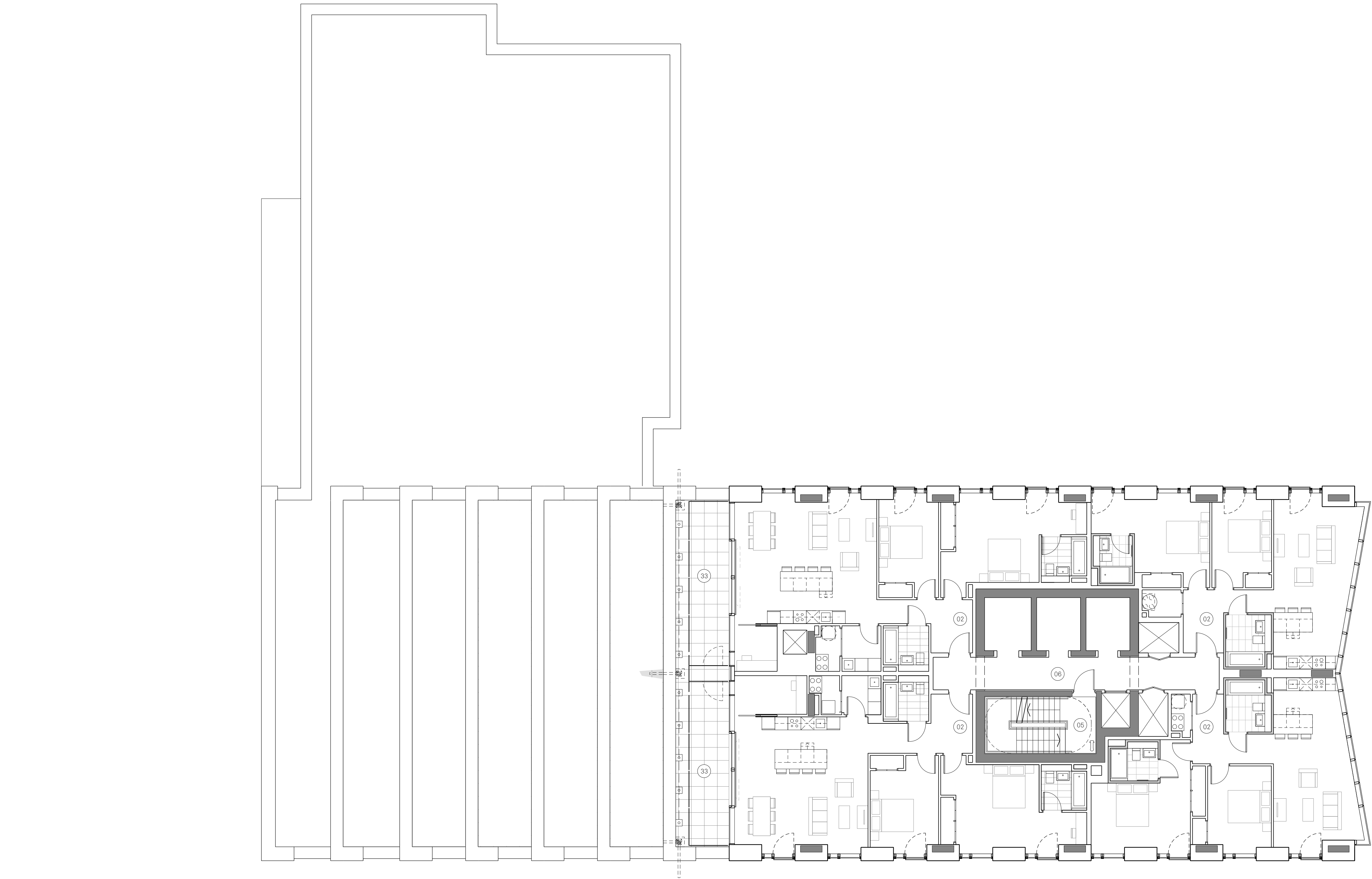
27.08.21 Issued for Planning

Jon Matthews Architects

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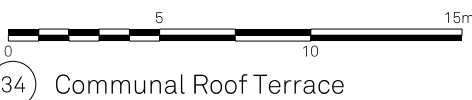
DRAFT ISSUE

Notes:

- Site Application Boundary
- Demolition Line

PLAN KEY:

- | | | | | | | | | | | |
|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
| 01 One Bedroom | 04 Riverside Access | 07 Storage Tanks | 10 Reception | 13 Yoga Studio | 16 Secondary Access | 19 Parcel Store | 22 Service Yard Entrance | 25 Carpark Escape Stair | 28 Cleaners Storage | 31 Postal Lounge |
| 02 Two Bedroom | 05 Fire Escape Stair | 08 Cycle Store | 11 Refuse Store | 14 Substation Entrance | 17 Roof Garden | 20 Main Entrance | 23 Premier House | 26 Switch Room | 29 Staff Welfare | 32 Terrace |
| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |



Project Name:

Renaissance

Title:

Block 2 Residential Building
Proposed Level 26
GA Plan

Scale:

1:100 @A1

Drawn:

FM JC

Checked:

JC

Status:

Planning

Project:

150

Drawing No:

B2_02_2226

Rev:

-

Details:

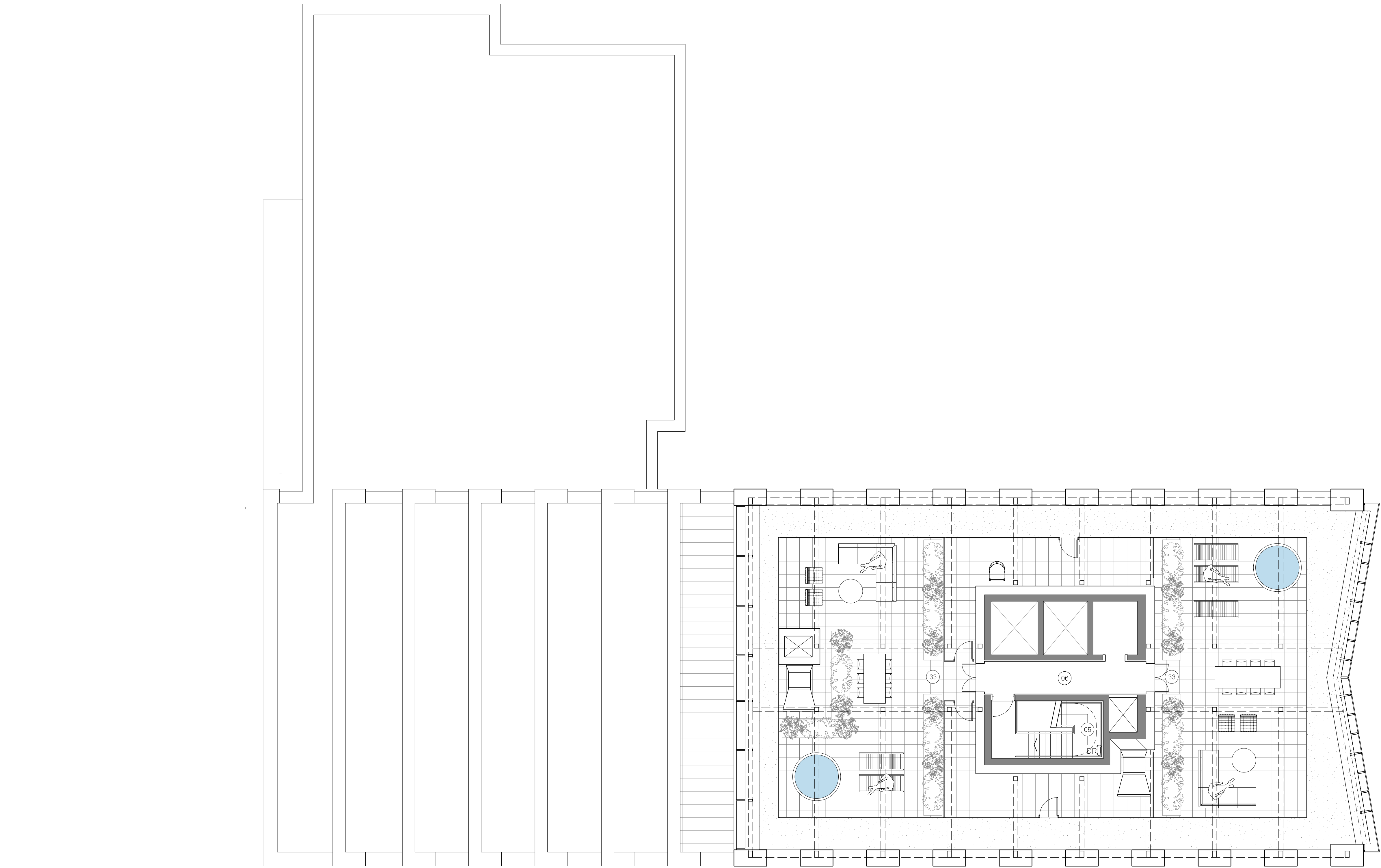
27.08.21 Issued for Planning

Jon Matthews Architects

4th Floor, Centurion House, 129 Deansgate, Manchester, M3 3WR

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DRAFT ISSUE

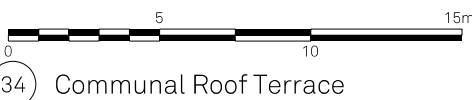
Notes:

- Site Application Boundary
- Demolition Line



PLAN KEY:

- | | | | | | | | | | | |
|------------------|----------------------|------------------|-----------------|--------------------------|---------------------|------------------|--------------------------|-------------------------|--------------------------------|--------------------|
| 01 One Bedroom | 04 Riverside Access | 07 Storage Tanks | 10 Reception | 13 Yoga Studio | 16 Secondary Access | 19 Parcel Store | 22 Service Yard Entrance | 25 Carpark Escape Stair | 28 Cleaners Storage | 31 Postal Lounge |
| 02 Two Bedroom | 05 Fire Escape Stair | 08 Cycle Store | 11 Refuse Store | 14 Substation Entrance | 17 Roof Garden | 20 Main Entrance | 23 Premier House | 26 Switch Room | 29 Staff Welfare | 32 Terrace |
| 03 Three Bedroom | 06 Lift Lobby | 09 Cinema Room | 12 Gym | 15 Accessible WC/ Shower | 18 Comms Room | 21 Retail Unit | 24 Service Yard | 27 Substation | 30 Resident's Riverside Garden | 33 Private Terrace |



Project Name:

Renaissance

Drawn:

FM JC

Details:

27.08.21 Issued for Planning

Title:

Block 2 Residential Building
Proposed Level 27
GA Plan

Status:

Planning

Scale:

1:100 @A1

Project:

150

Drawing No:

B2_02_2227

Rev:

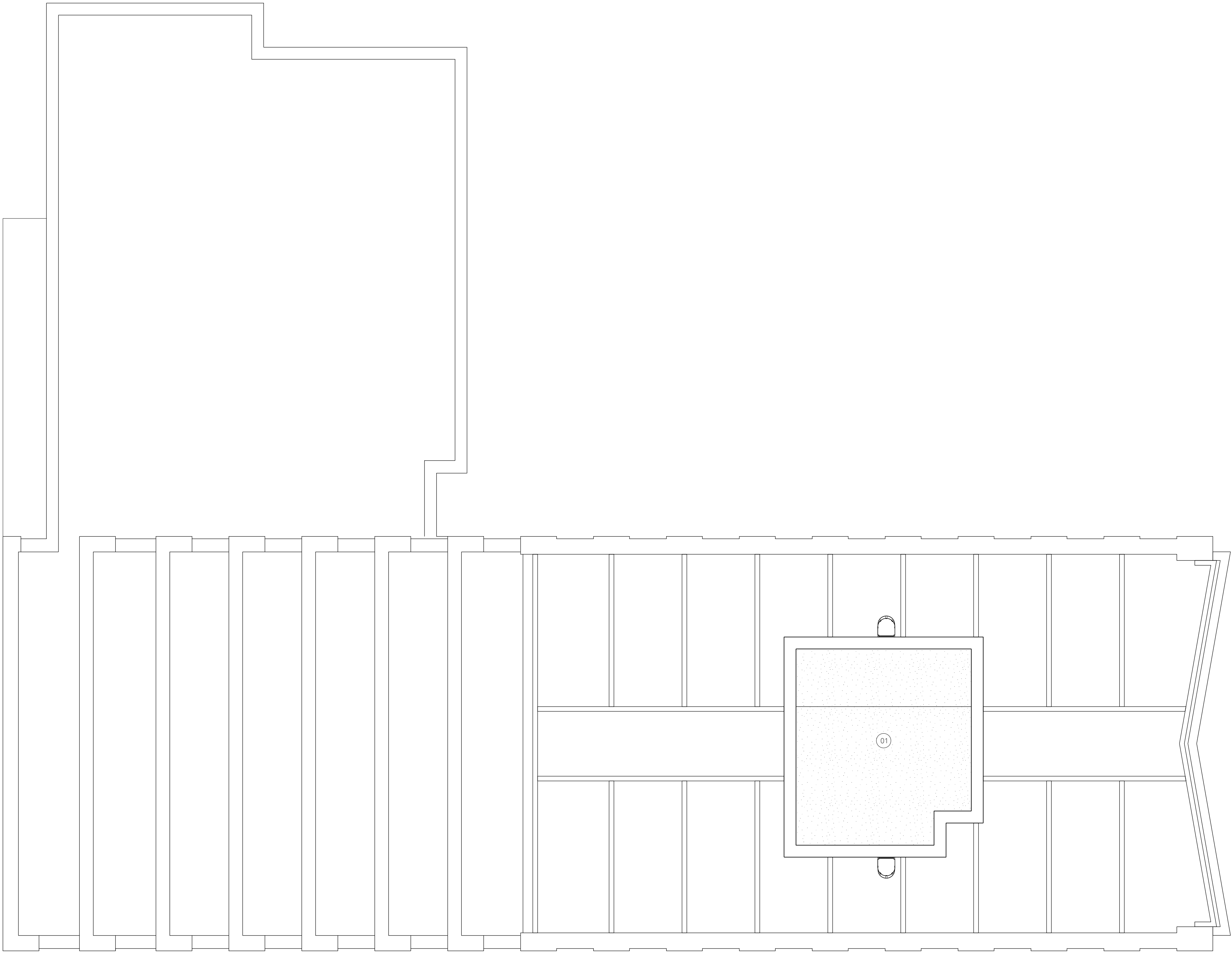
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Jon Matthews Architects

4th Floor, Centurion House, 129 Deansgate, Manchester, M3 3WR

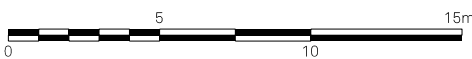
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DRAFT ISSUE

Notes: PLAN KEY:
Site Application Boundary 01 Stair & Lift Core Roof



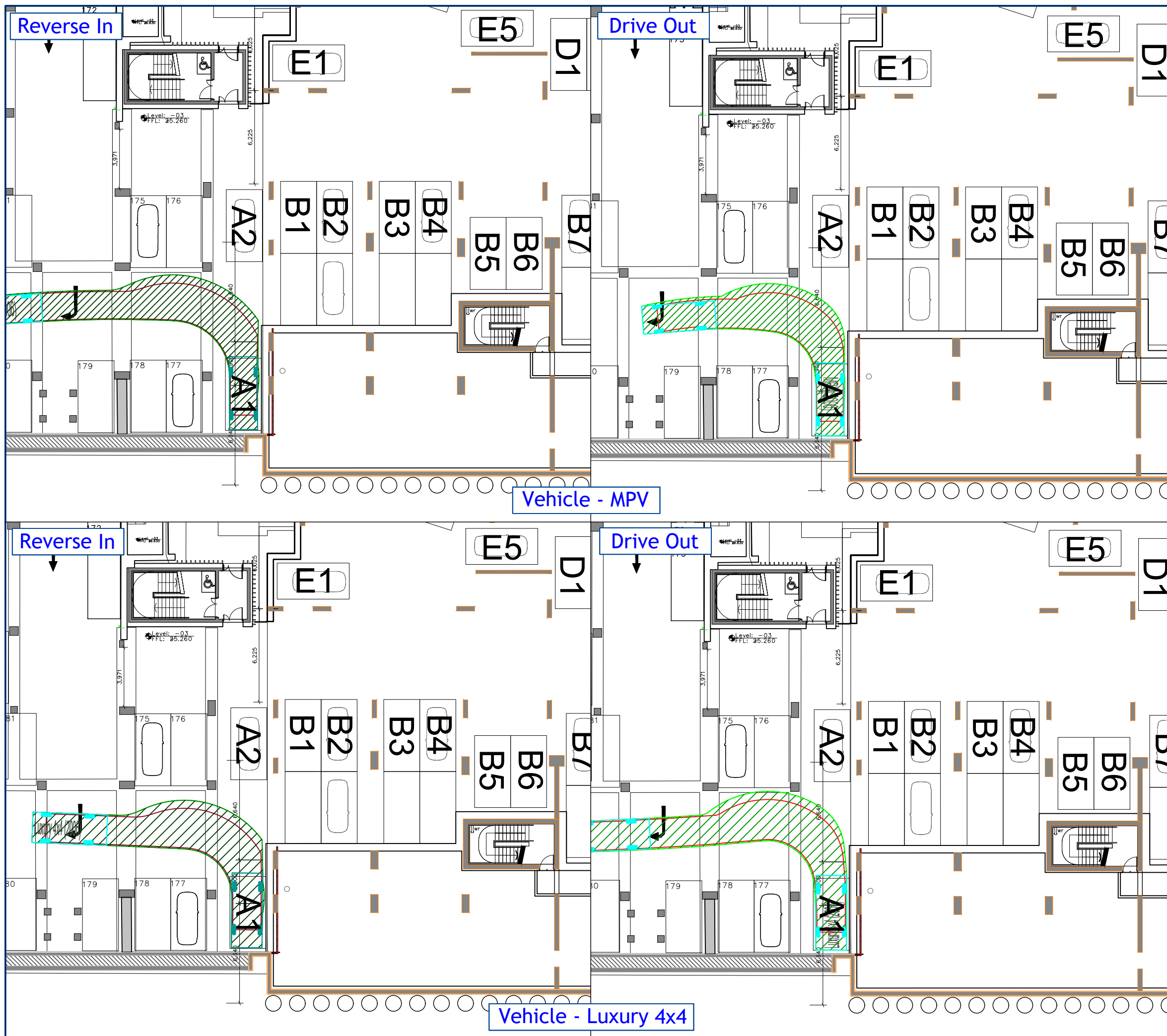
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Renaissance		Proposed Roof Level		1:100 @A1	
Drawn: FM		Checked: JC		Status: Planning	
Details:		Project: 150		Drawing No: B2_02_2228	
27.08.21 Issued for Planning				Rev: -	

Jon Matthews Architects

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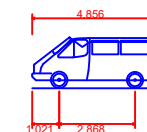




Vehicle - MPV

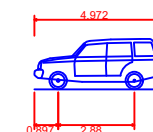
Vehicle - Luxury 4x4

Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space A1

Drawing Number:

J000229_CP_A1

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

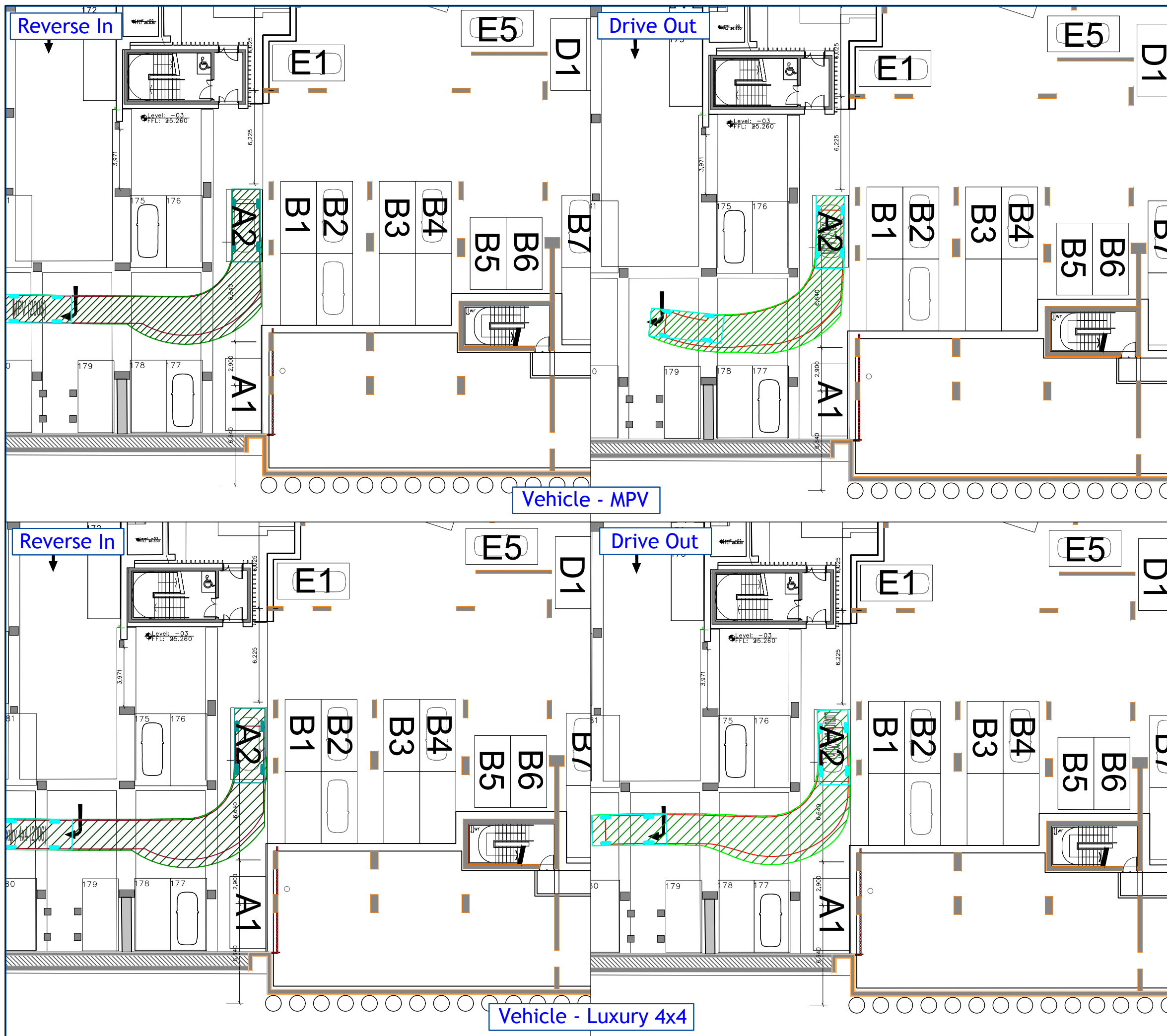
Status:

Information

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Revision:

MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m

Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space A2

Drawing Number:

J000229_CP_A2

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

Status:

Information

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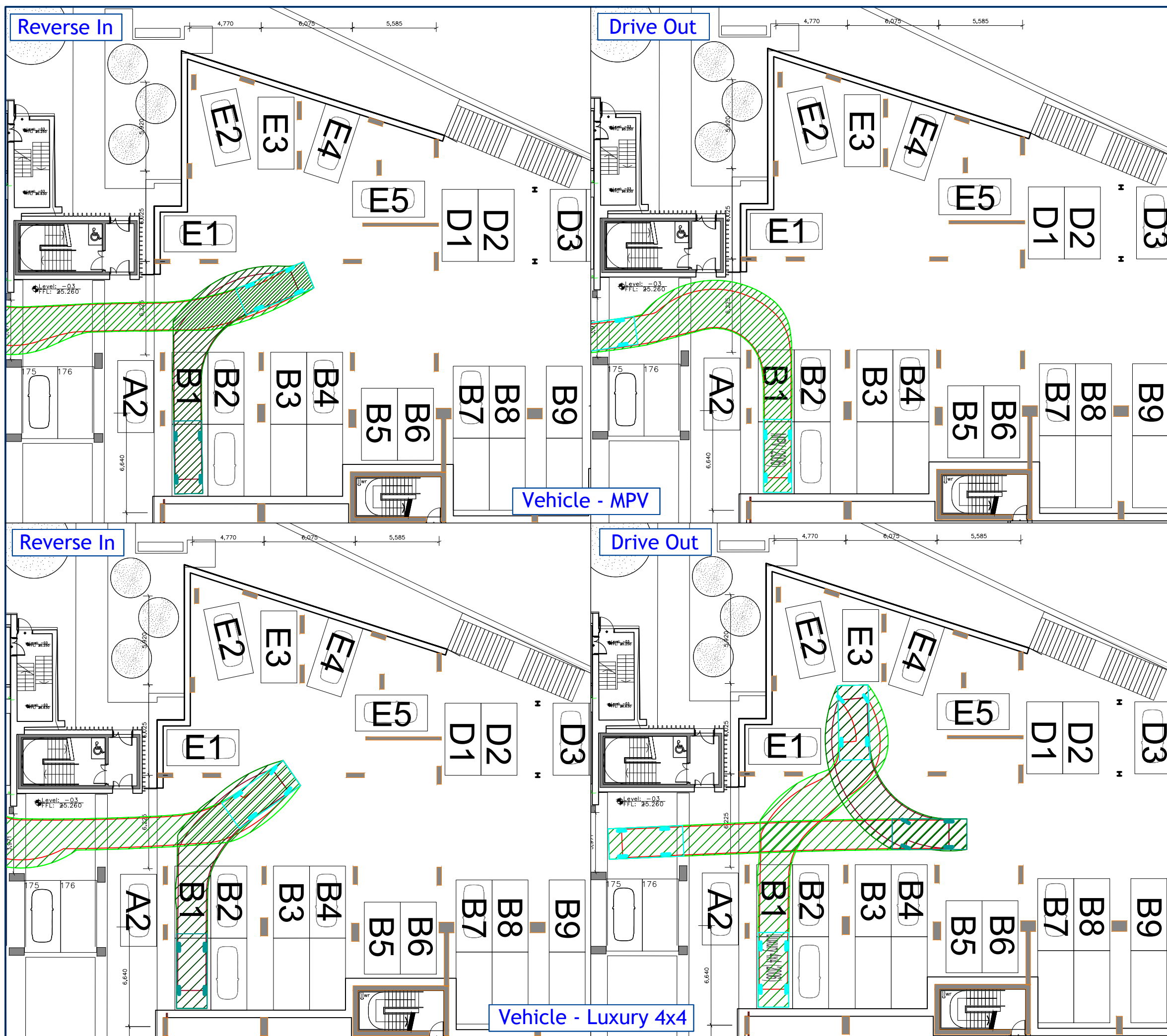
DO NOT SCALE - Follow any figured dimensions.

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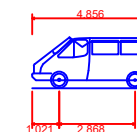
Peartree House
Village Way, Winton
SK9 2GH

0161 826 4631
www.focuspp.co.uk

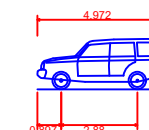
FOCUS
TRANSPORT PLANNING



Revision:



MPV (2006)	
Overall Length	4.856m
Overall Width	1.860m
Overall Body Height	1.919m
Min Body Ground Clearance	0.300m
Max Track Width	1.779m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.700m



Luxury 4x4 (2006)	
Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space B1

Drawing Number: J000229 CP B1

Date: 18 October 2021 Scale: 1:250 at A3

Drawn By: LB

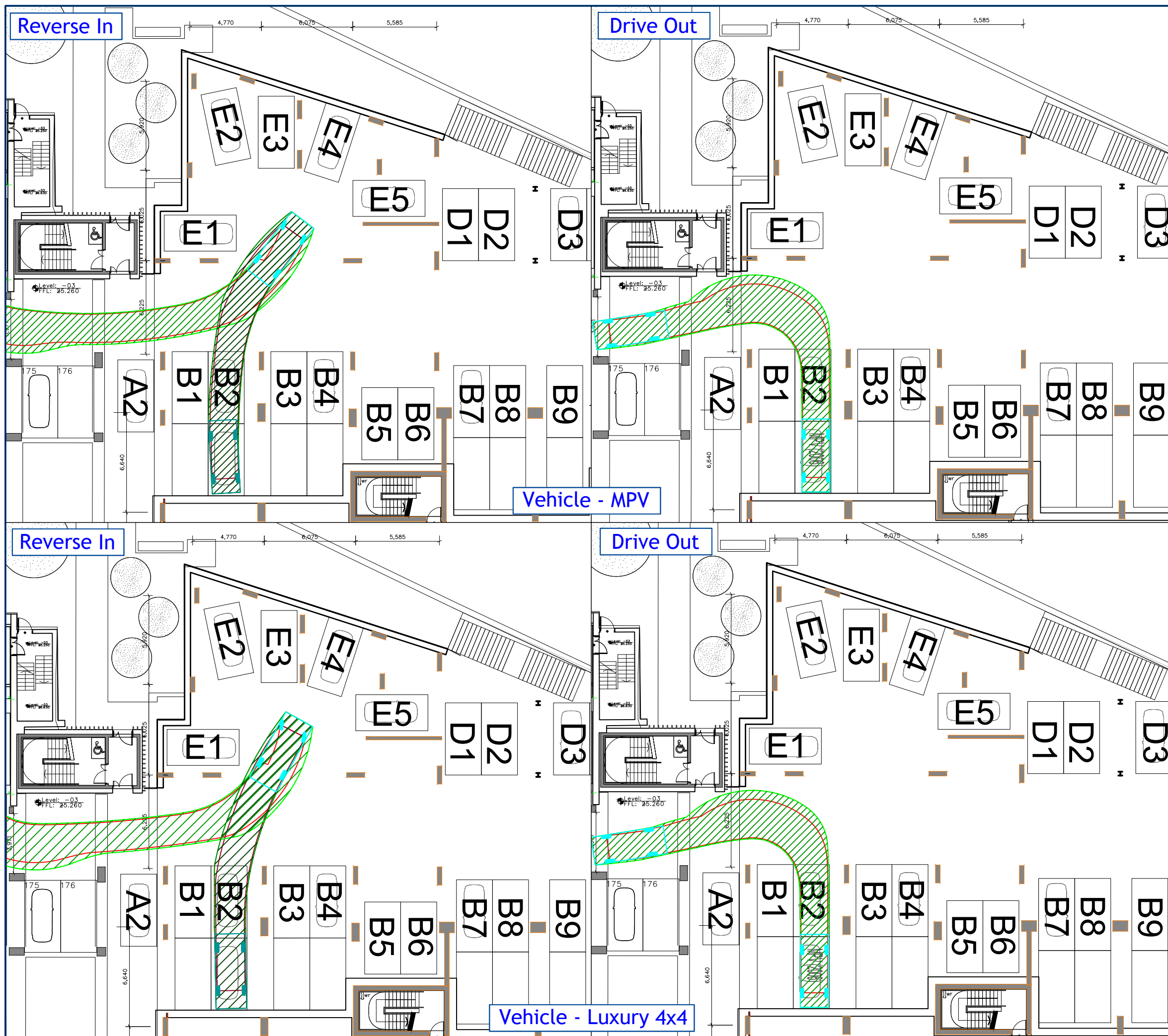
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Status: Information

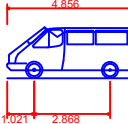
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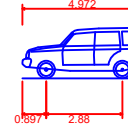


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space B2

Drawing Number:

J000229_CP_B2

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

Status:

Information

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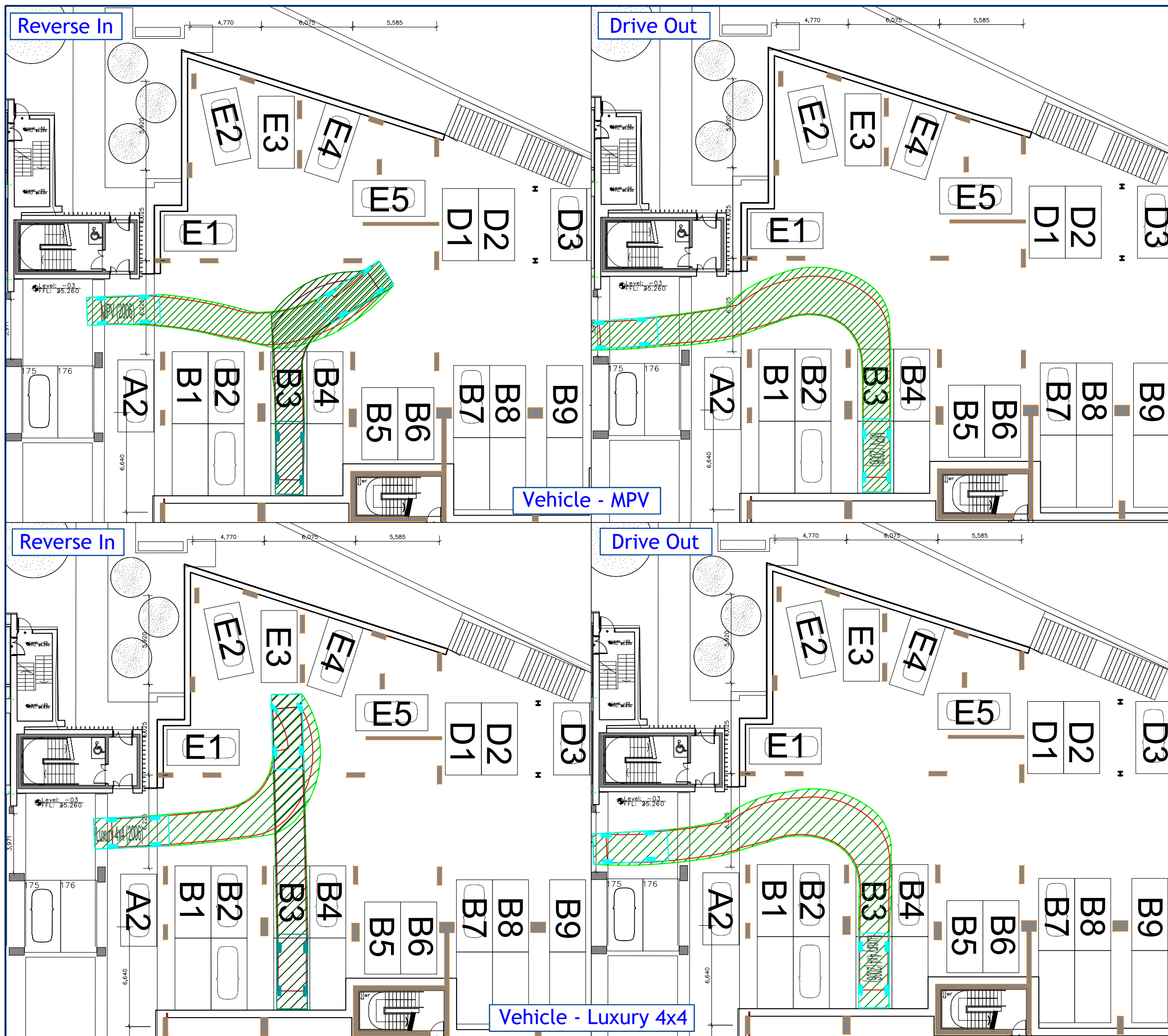
DO NOT SCALE - Follow any figured dimensions.

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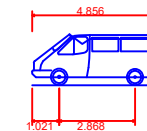
Peartree House
Village Way, Winton
SK9 2GH

0161 826 4631
www.focuspp.co.uk

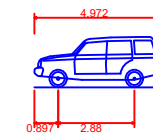
FOCUS
TRANSPORT PLANNING



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



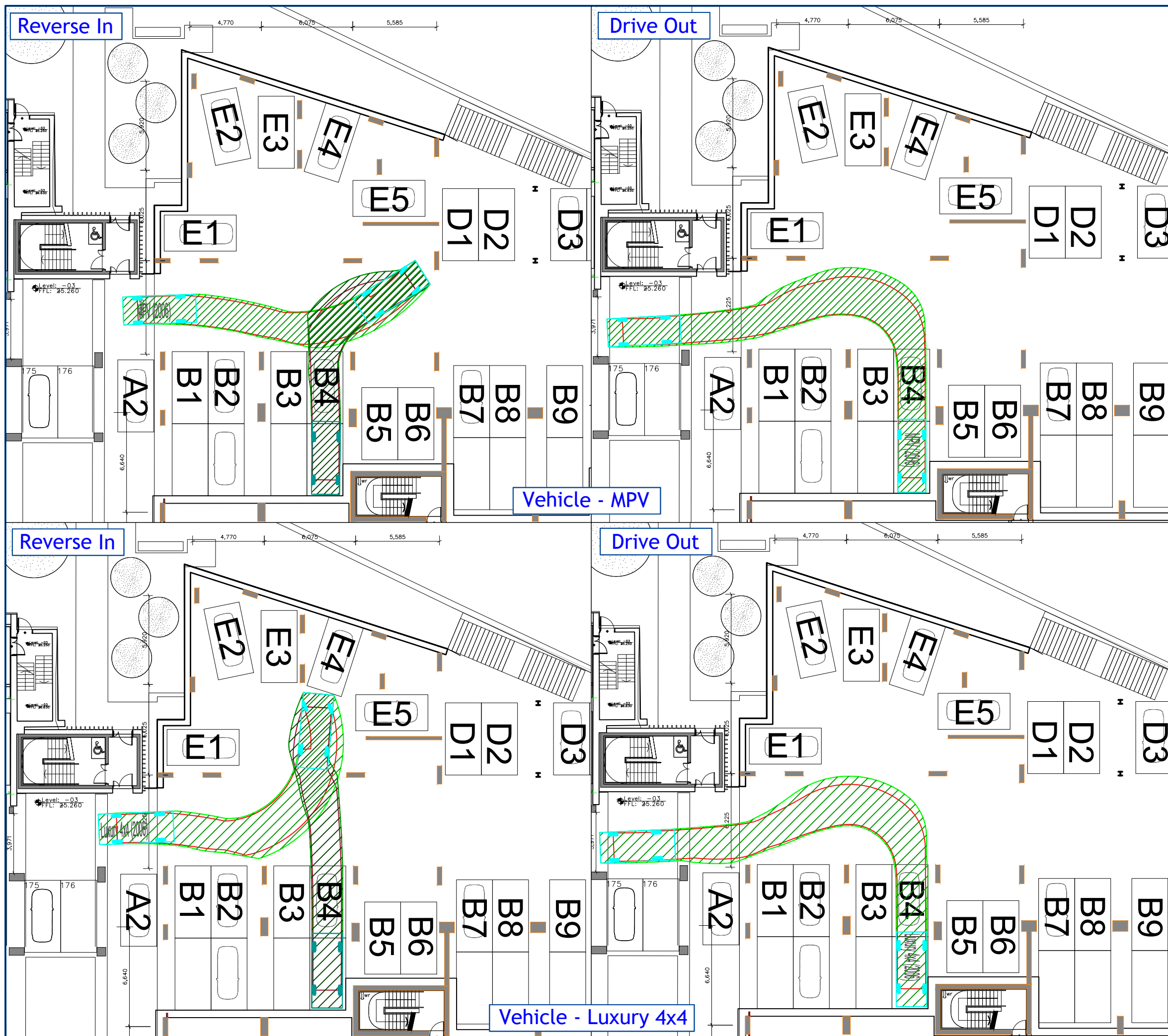
Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:		Deansgate SOF Alliance LeaseCo Limited
Project:		Renaissance Manchester
Drawing Title:		Basement Car Park Accessibility Review Space B3
Drawing Number:	Revision:	J000229_CP_B3 -
Date:	Scale:	18 October 2021 1:250 at A3
Drawn By:	Checked By:	LB LB
Status:		Information

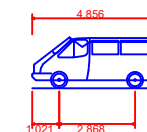
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DO NOT SCALE - Follow any figured dimensions.

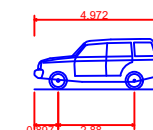
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space B4

Drawing Number:

J000229_CP_B4

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

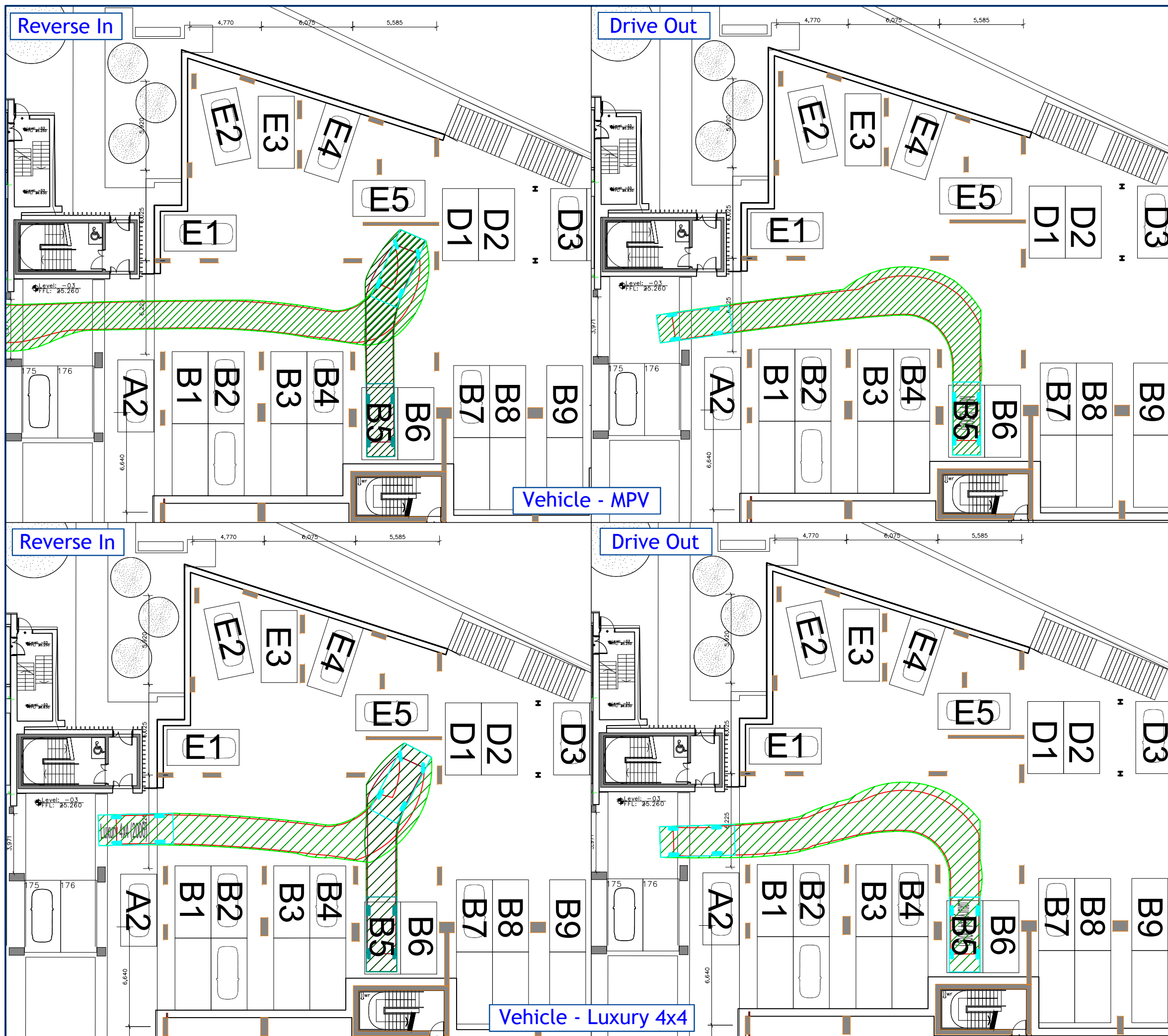
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Information

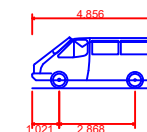
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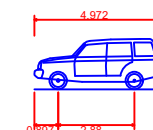


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space B5

Drawing Number:

J000229_CP_B5

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

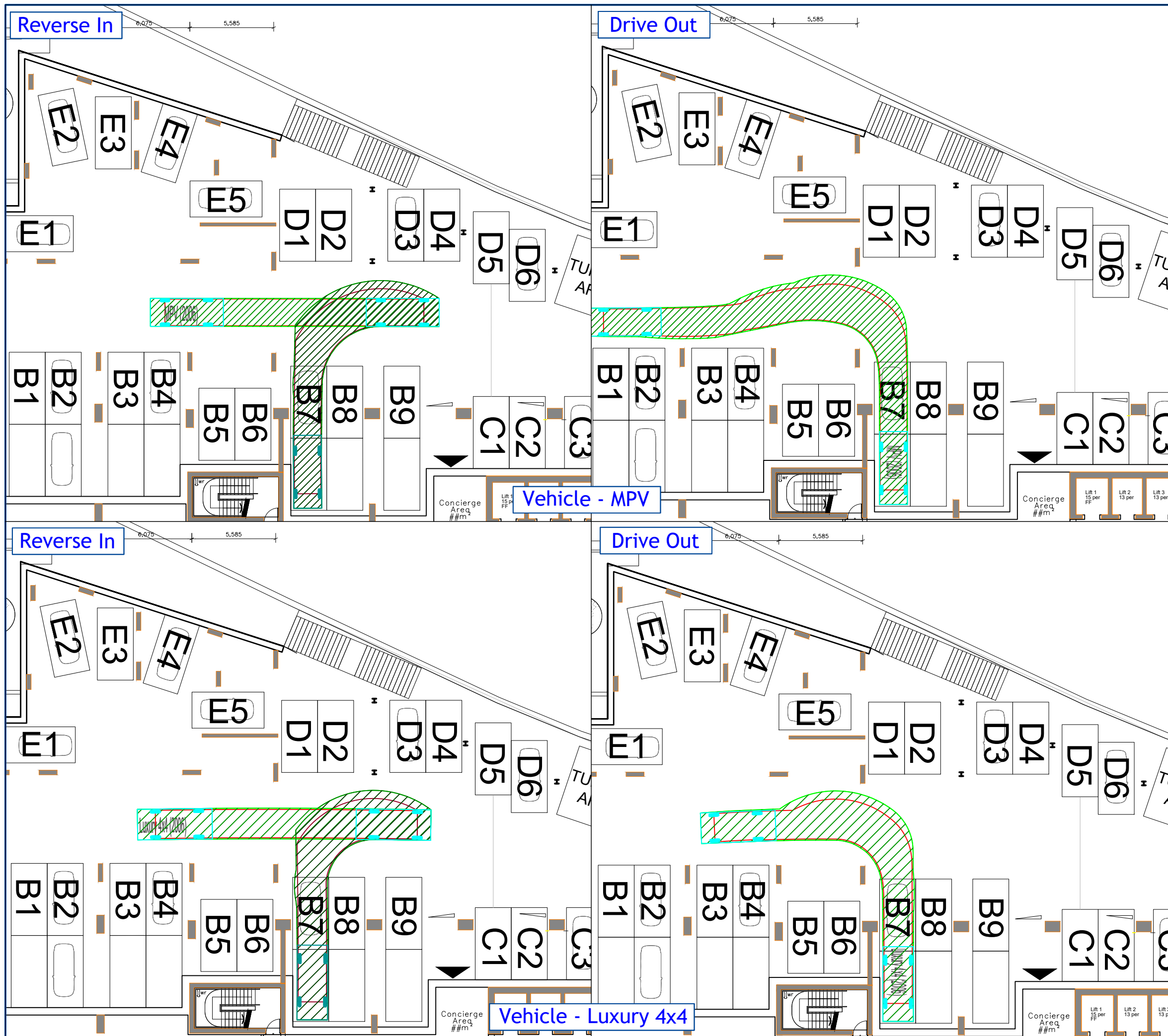
Status:

Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space B7

Drawing Number: J000229_CP_B7
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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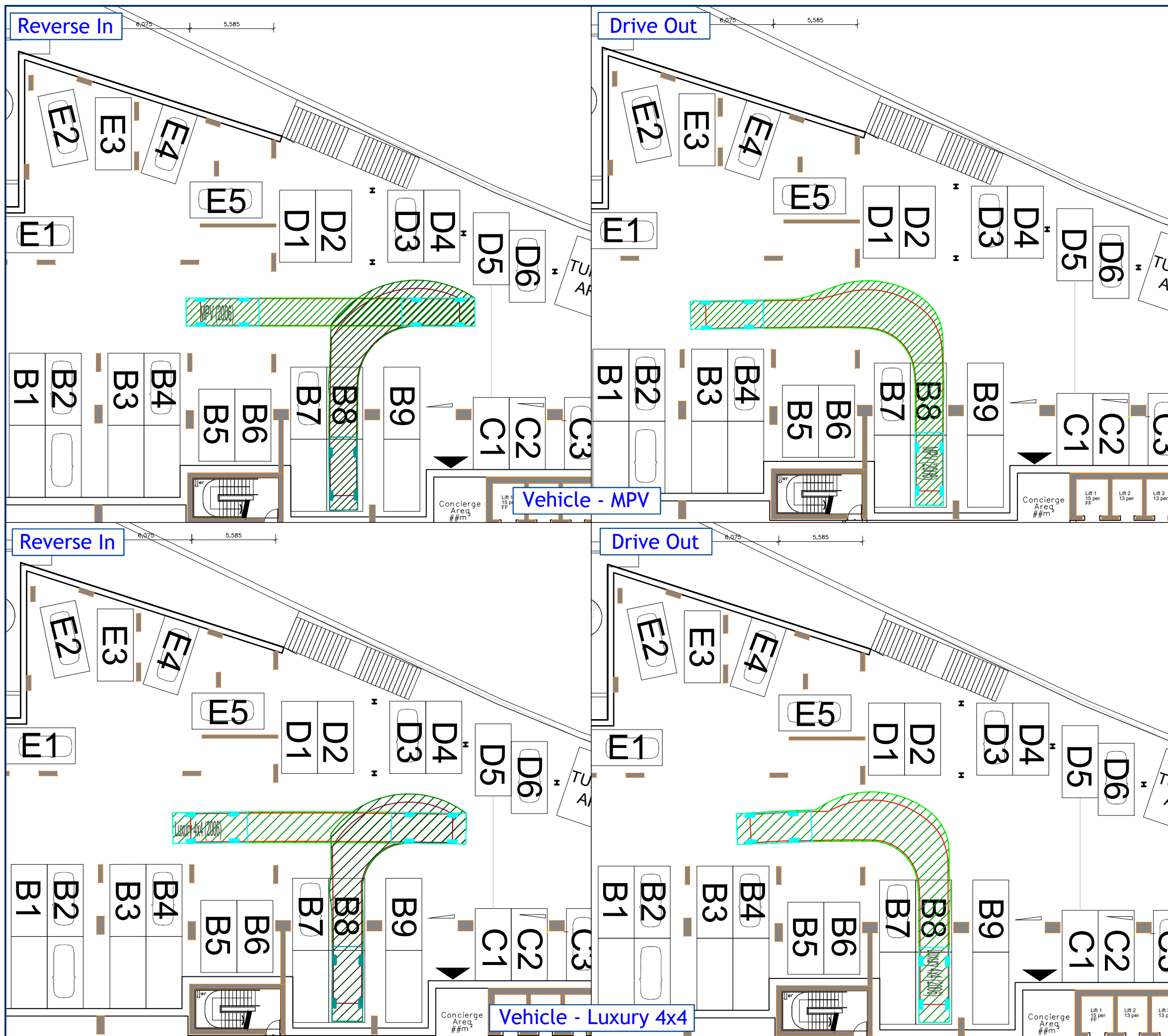
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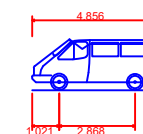
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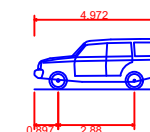
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Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



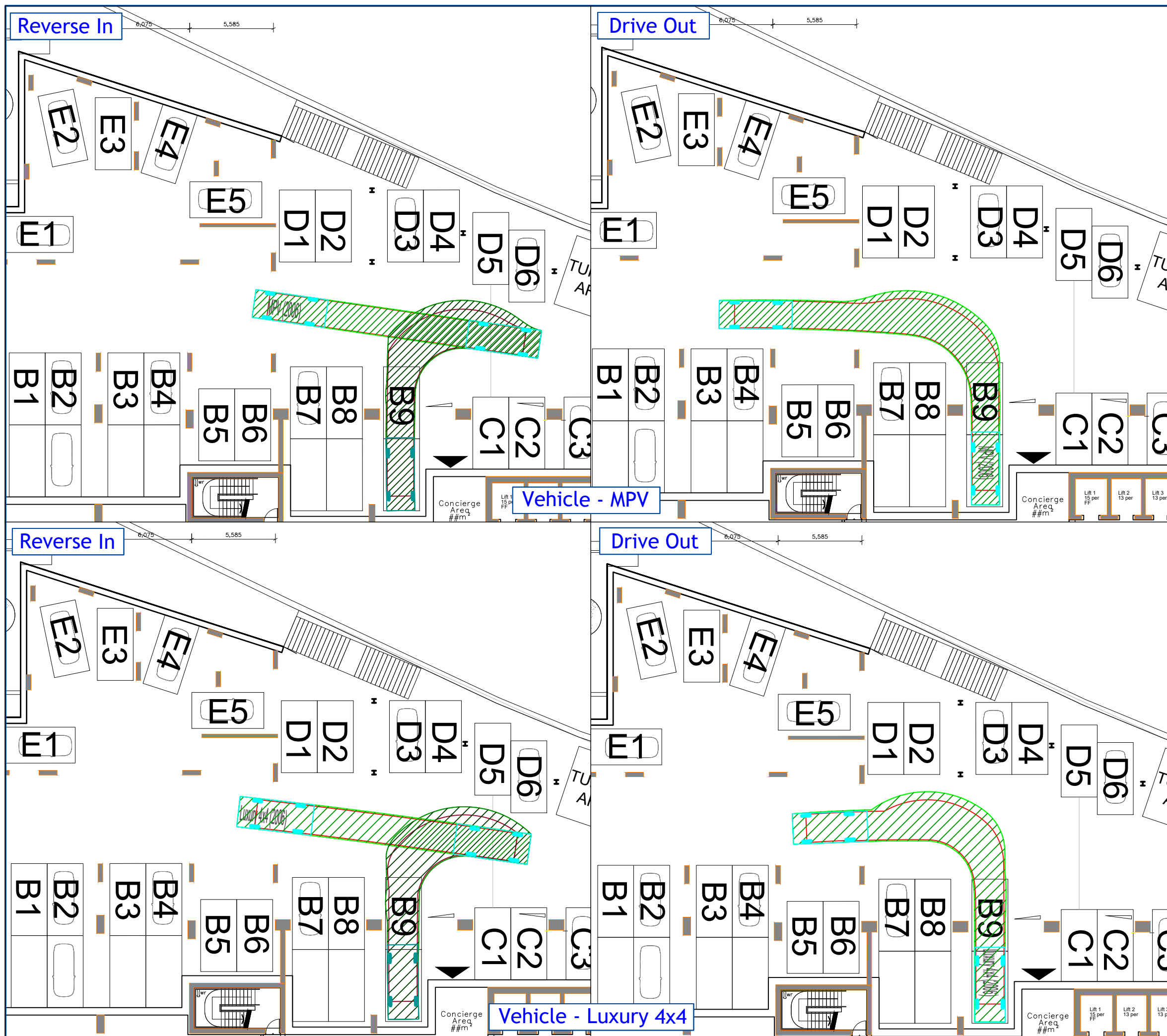
Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space B8
Drawing Number:	J000229_CP_B8
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB
Status:	Information

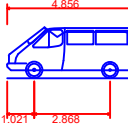
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DO NOT SCALE - Follow any figured dimensions.

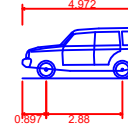
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space B9

Drawing Number: J000229_CP_B9
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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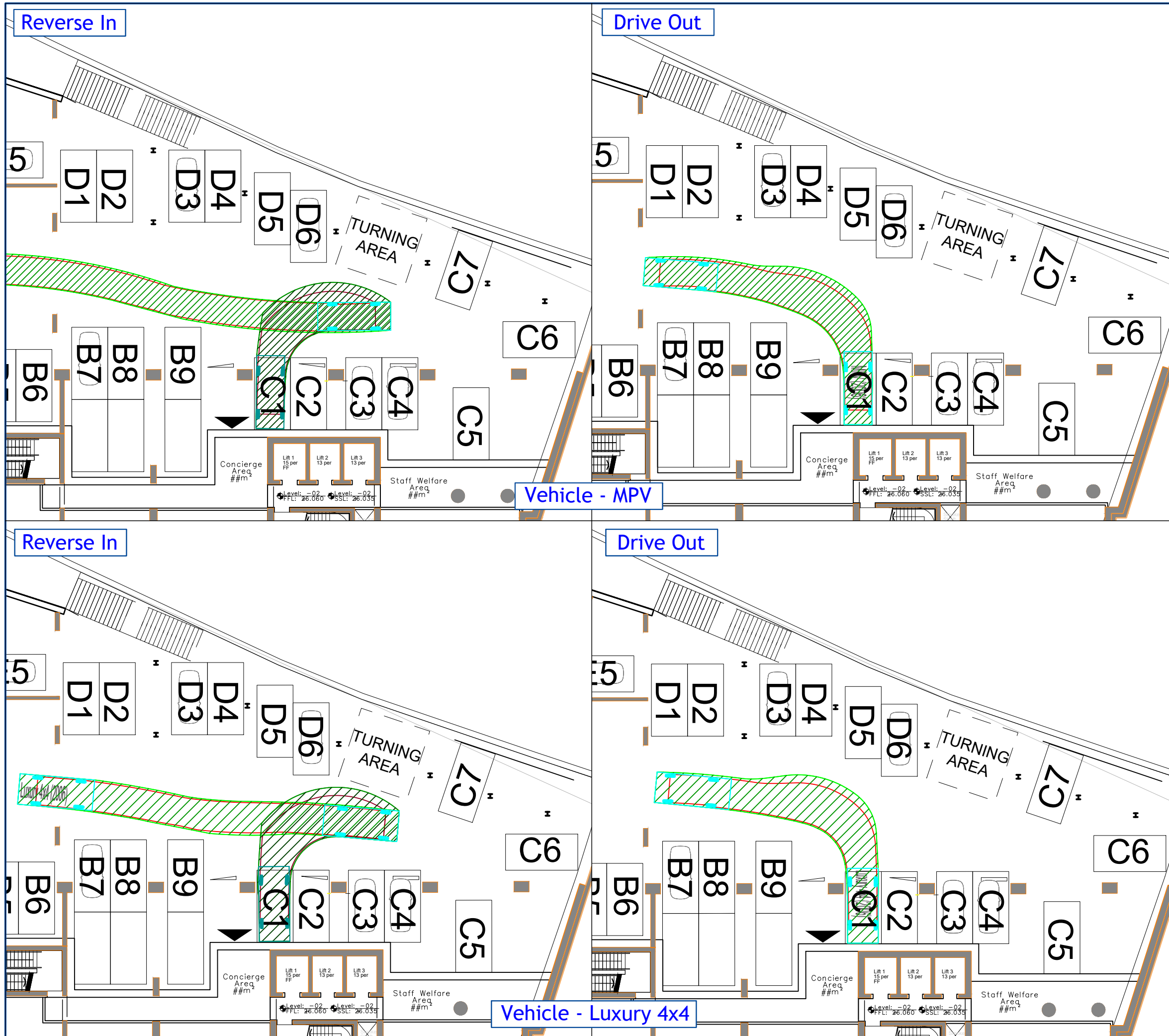
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Revision:

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space C1

Drawing Number: J000229_CP_C1
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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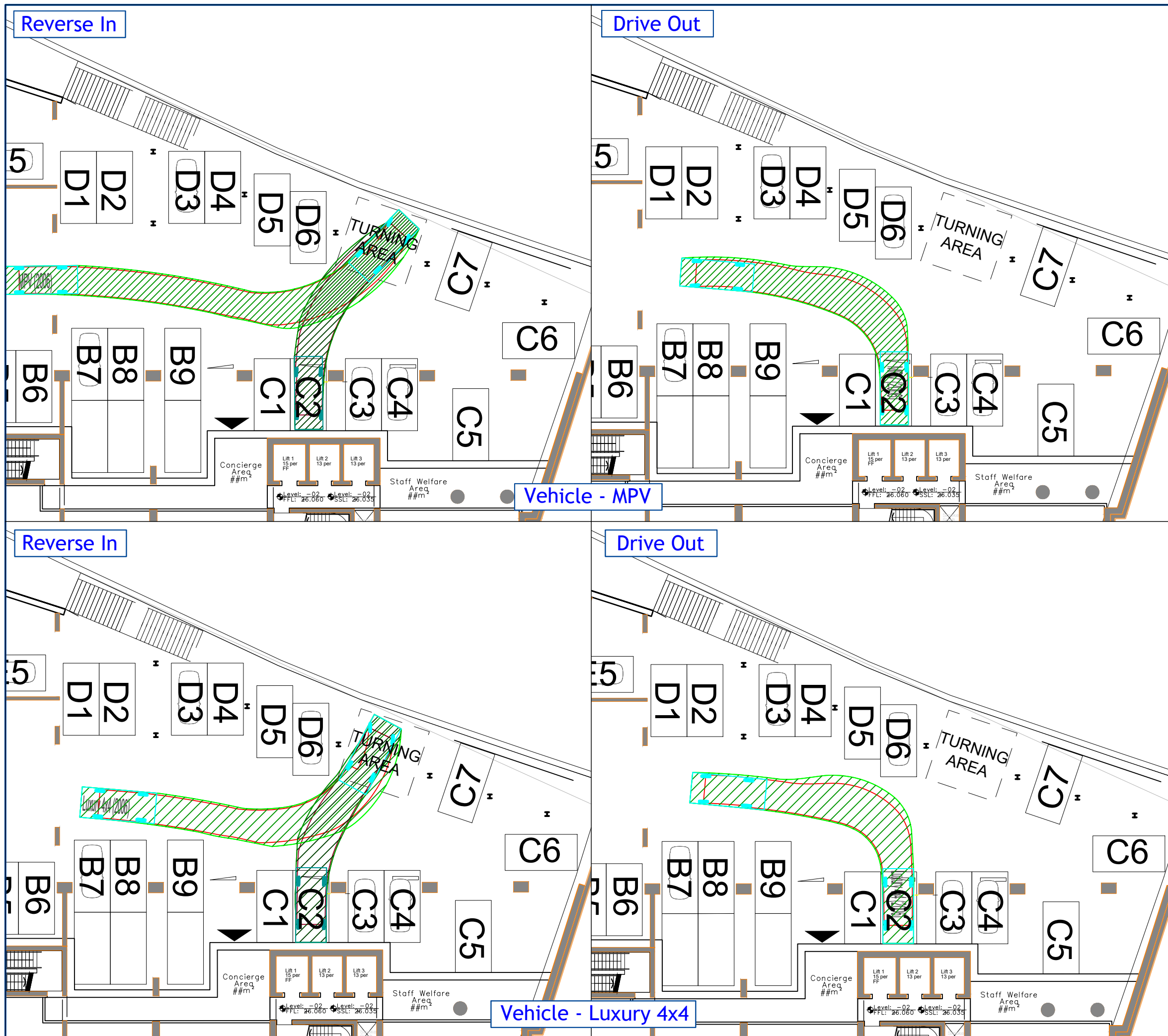
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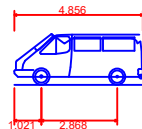
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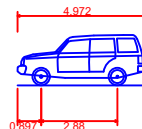
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Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space C2

Drawing Number: J000229_CP_C2
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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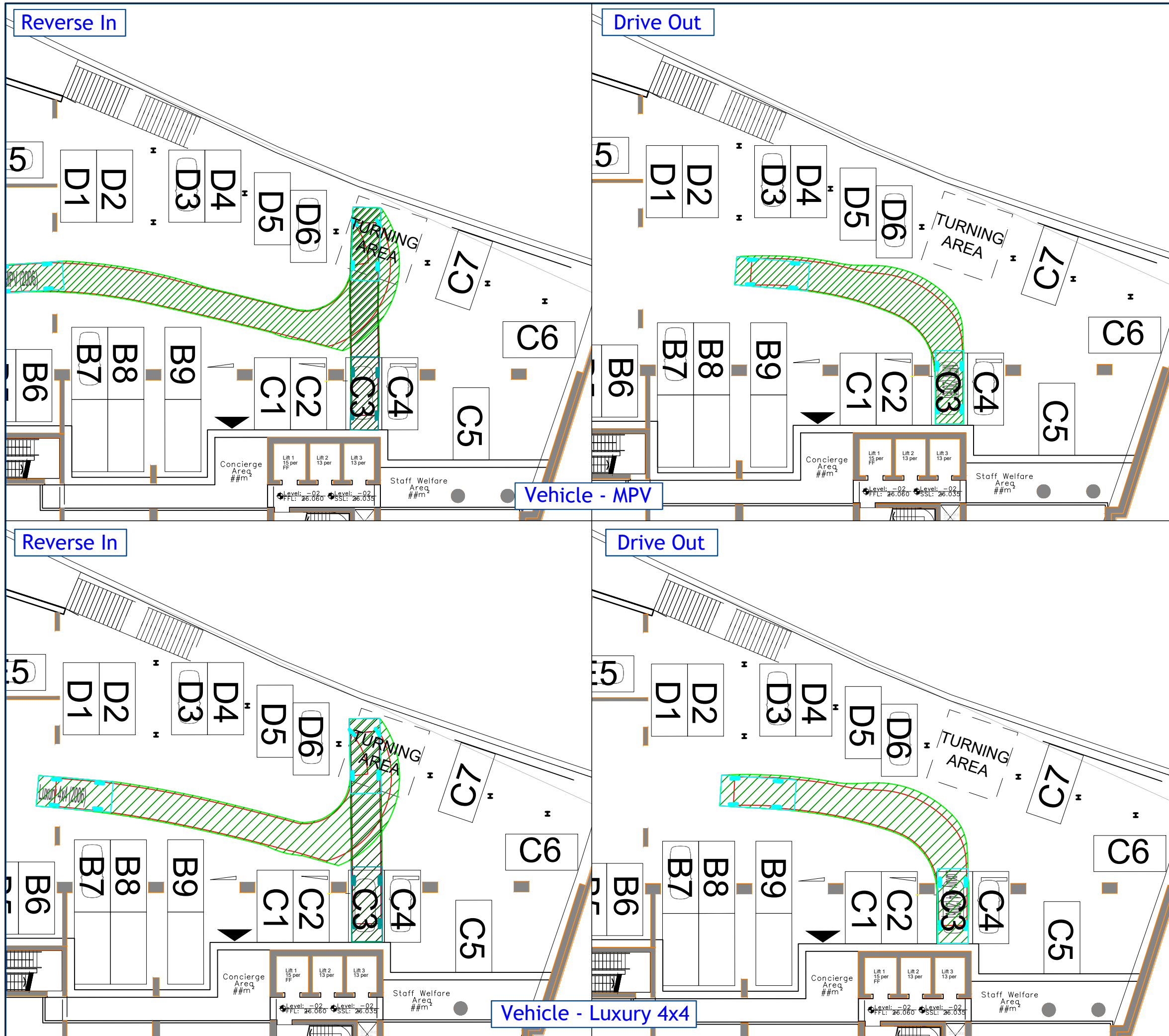
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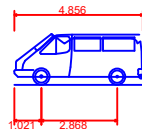
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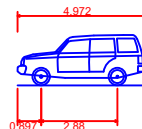


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space C3

Drawing Number:

J000229_CP_C3

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

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Status:

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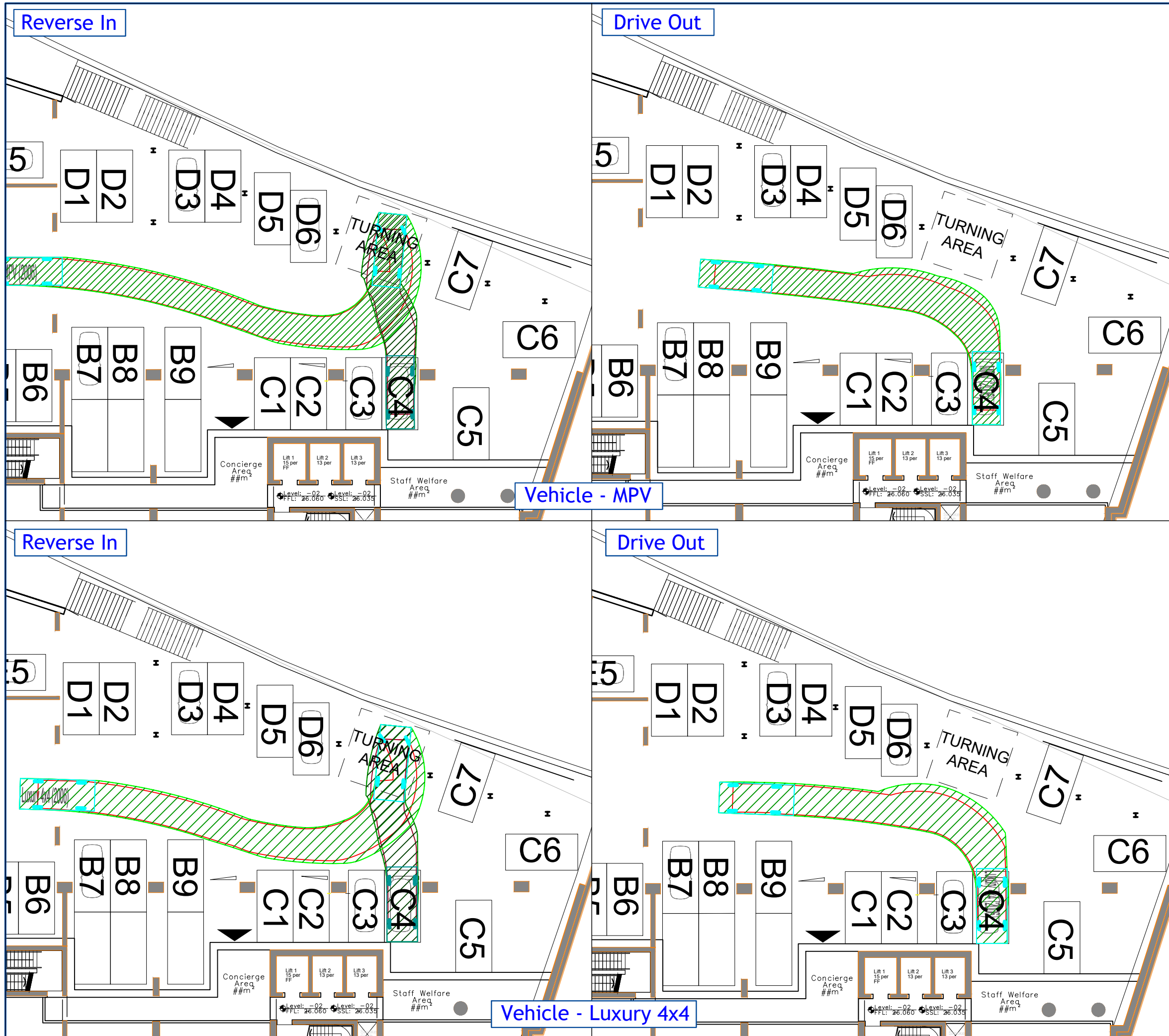
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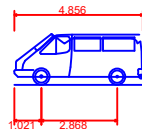
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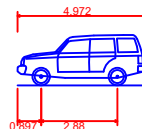


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space C4

Drawing Number:

J000229_CP_C4

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

Status:

Information

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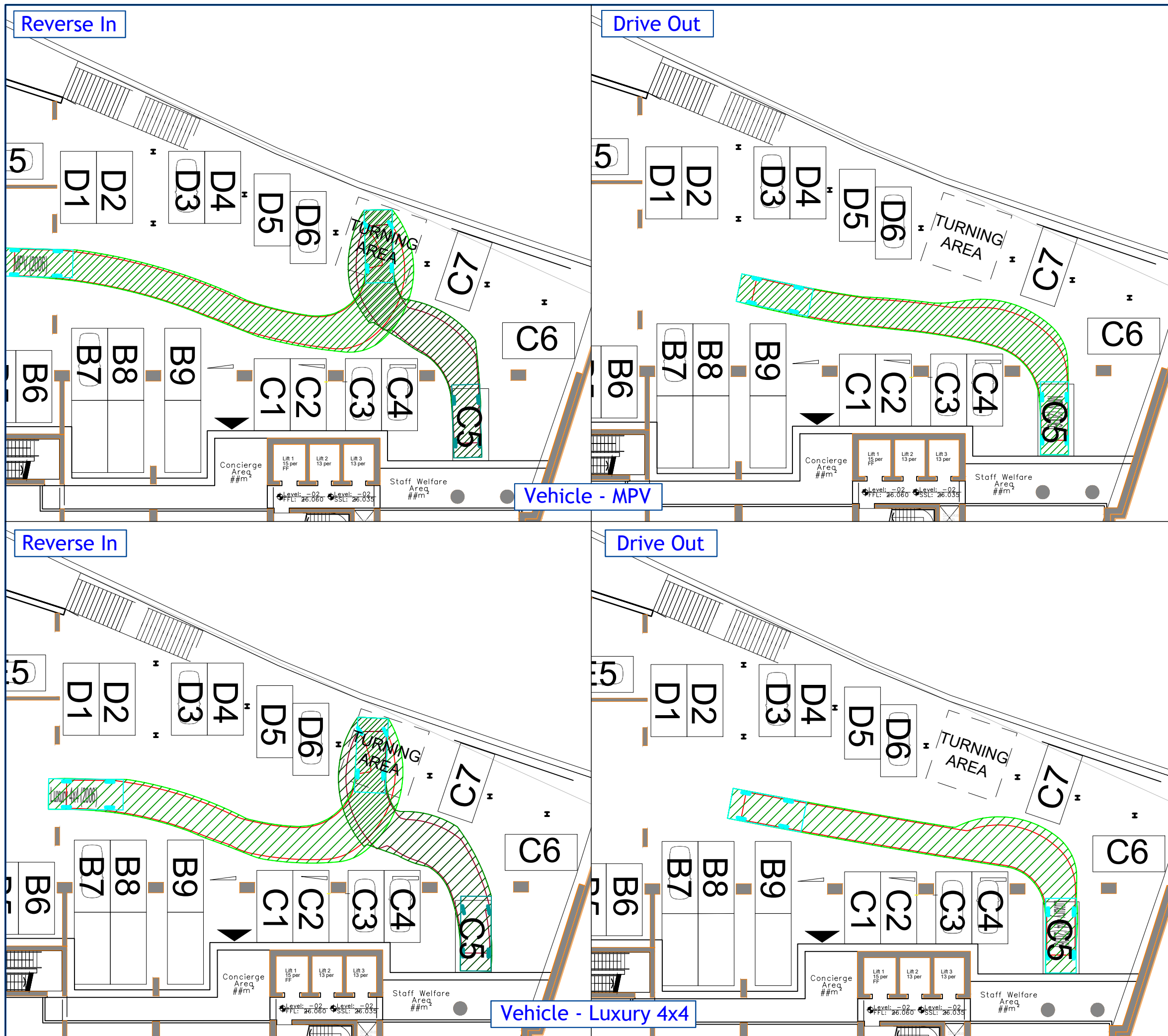
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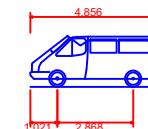
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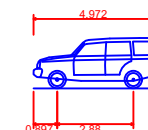
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Revision:

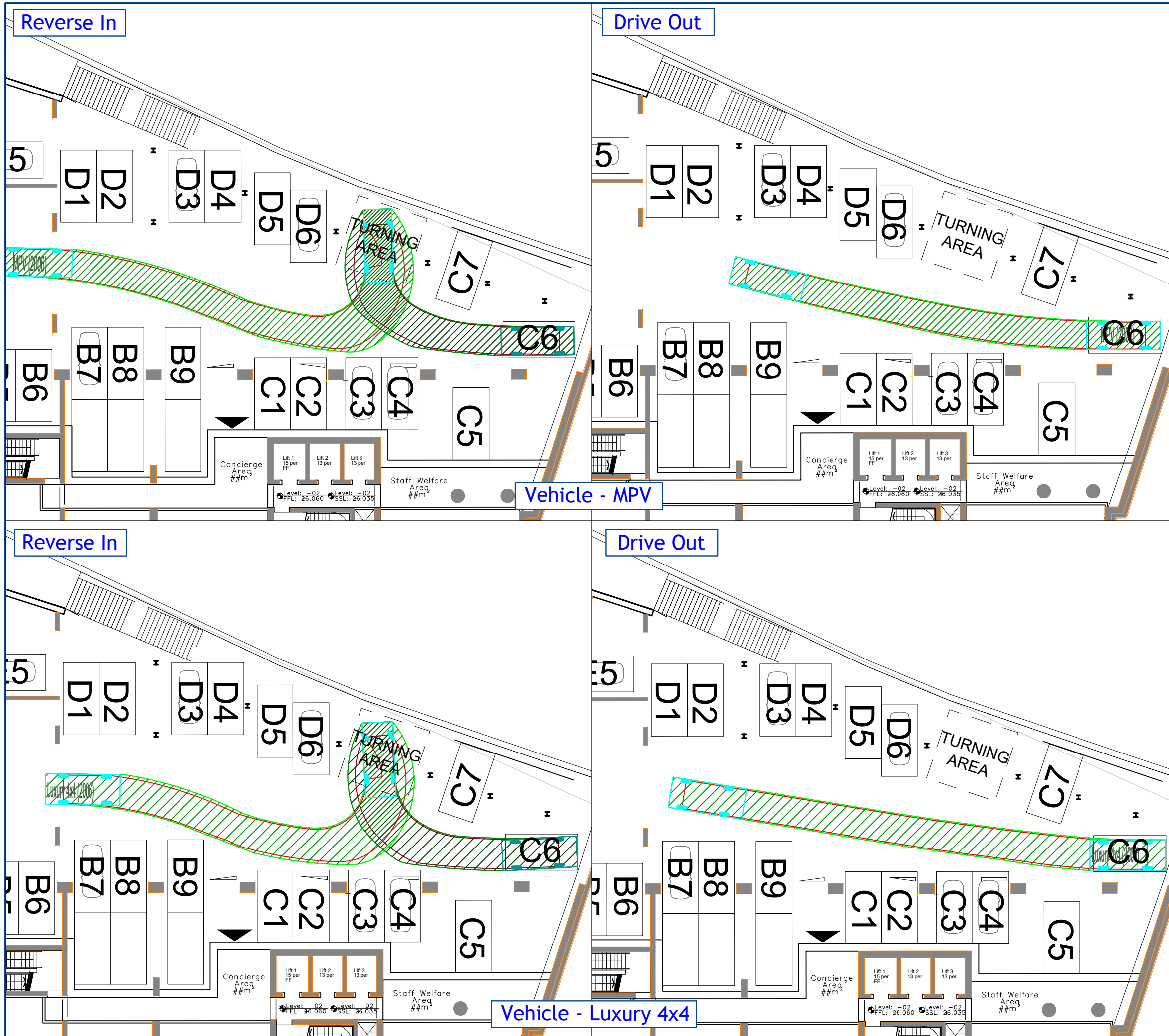


MPV (2006)
Overall Length 4.856m
Overall Width 2.868m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.88m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited		
Project:	Renaissance Manchester		
Drawing Title:	Basement Car Park Accessibility Review Space C5		
Drawing Number:	J000229_CP_C5	Revision:	-
Date:	18 October 2021	Scale:	1:250 at A3
Drawn By:	LB	Checked By:	LB
Status:	Information		
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Revision:

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance LeaseCo Limited

Project: Renaissance Manchester

Drawing Title: Basement Car Park Accessibility Review Space C6

Drawing Number: J000229_CP_C6 Revision: -

Date: 18 October 2021 Scale: 1:250 at A3

Drawn By: LB Checked By: LB

Status: Information

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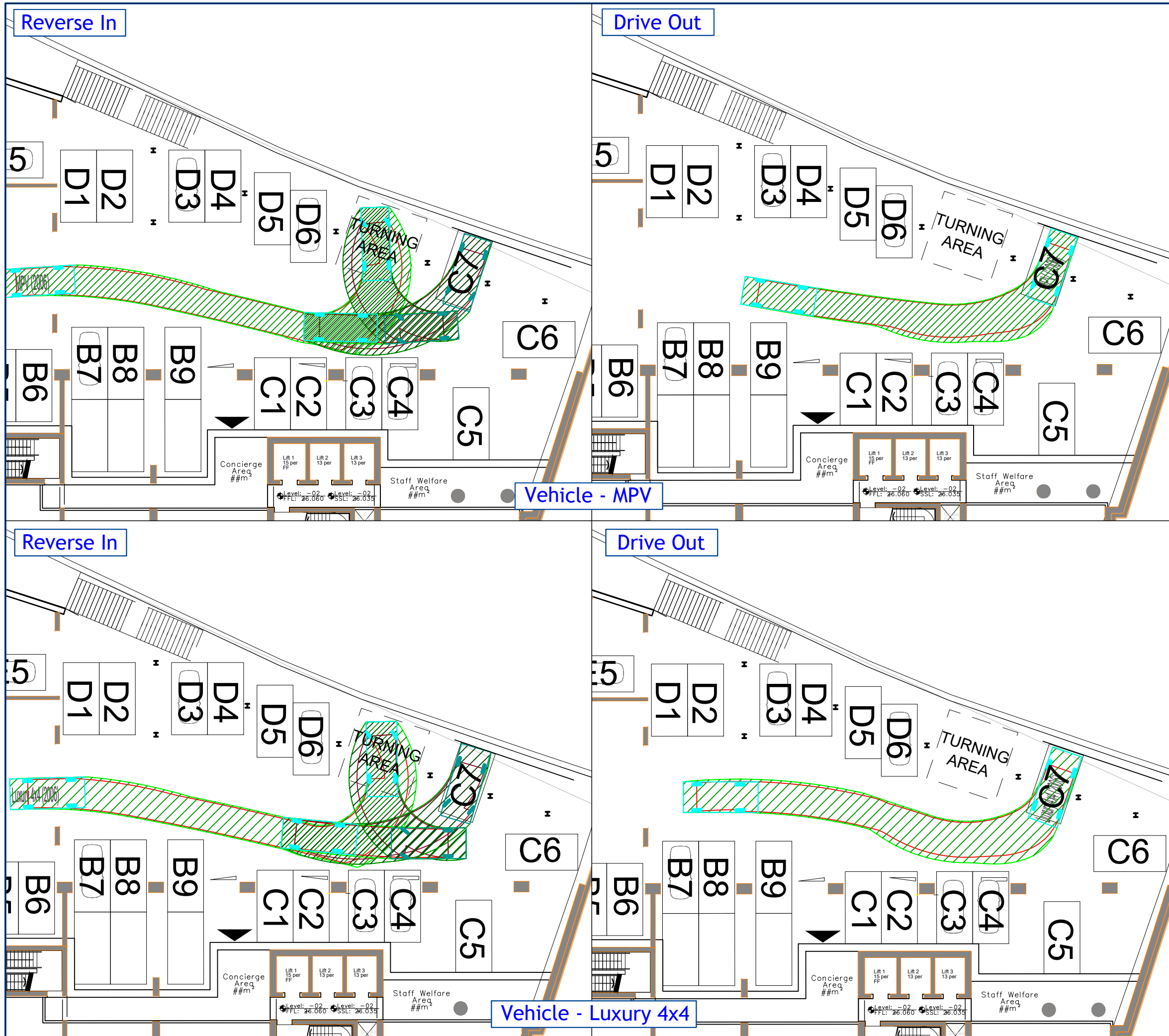
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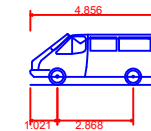
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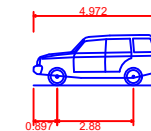
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Revision:

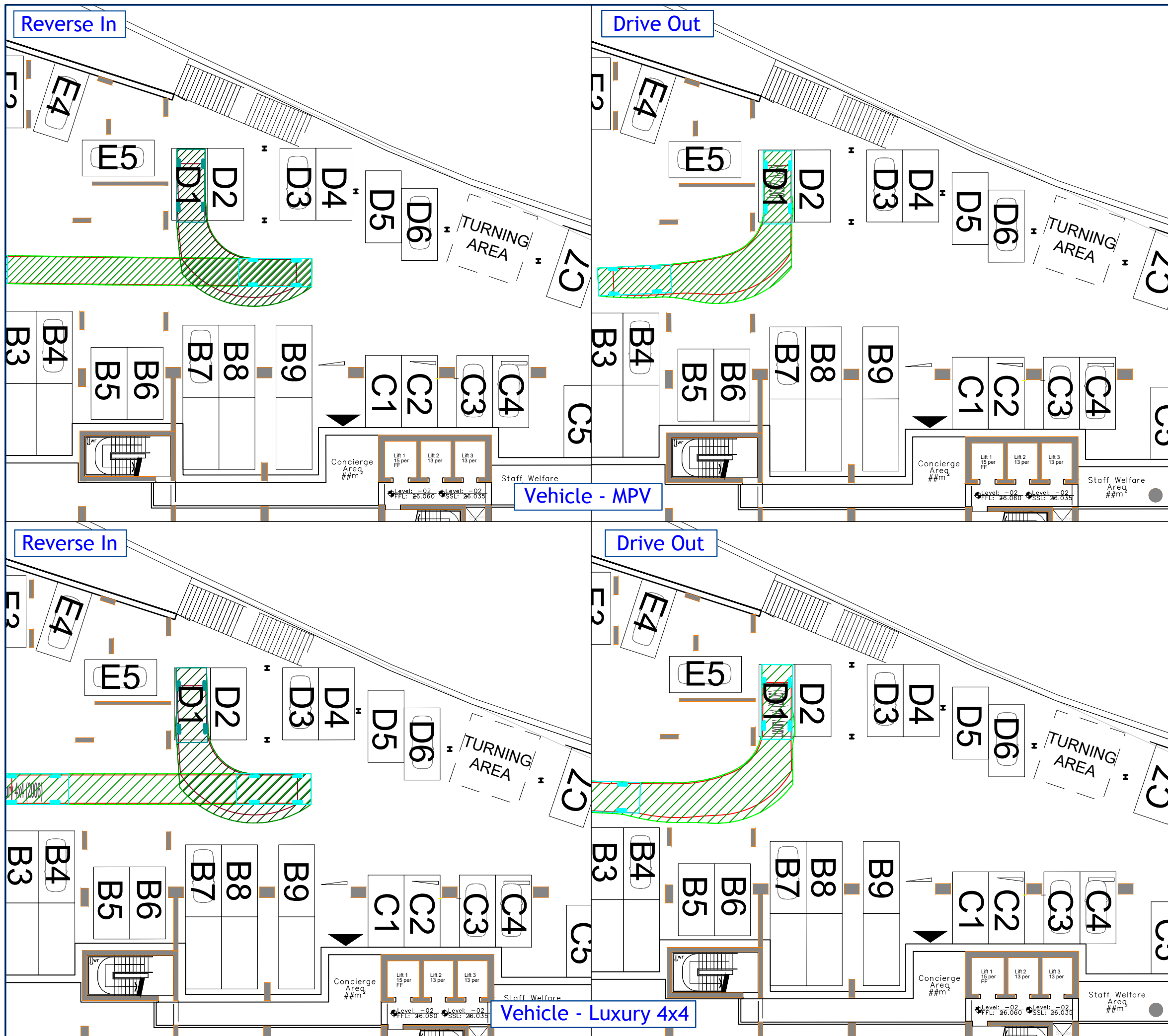


MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

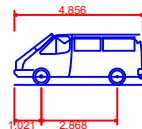


Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space C7
Drawing Number:	J000229_CP_C7
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB
Status:	Information
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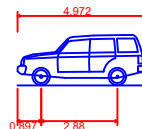


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space D1

Drawing Number:

J000229_CP_D1

Revision:

-

Date:

18 October 2021

Scale:

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Drawn By:

LB

Checked By:

LB

Status:

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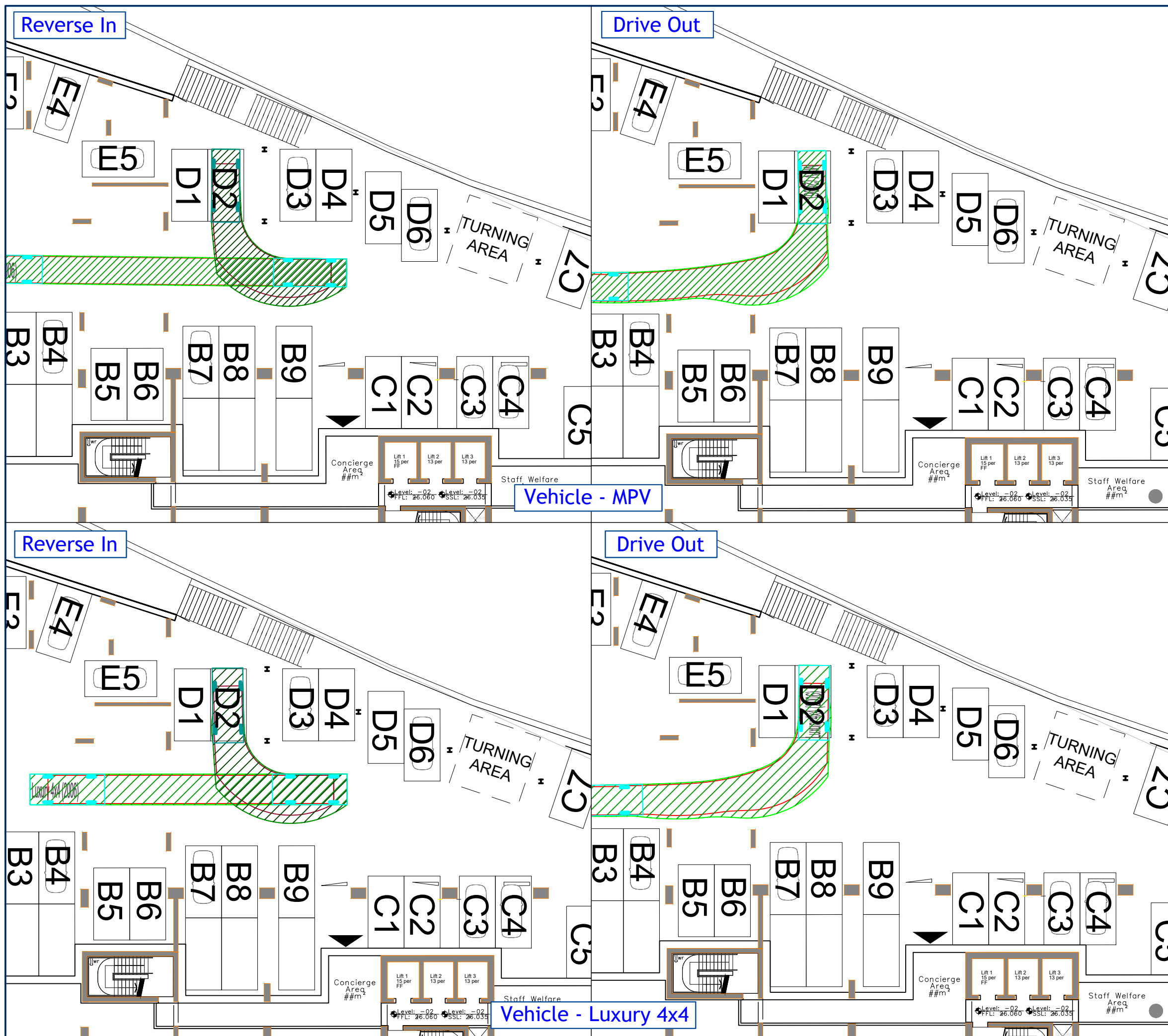
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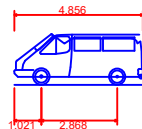
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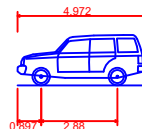


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space D2

Drawing Number:

J000229_CP_D2

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

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Status:

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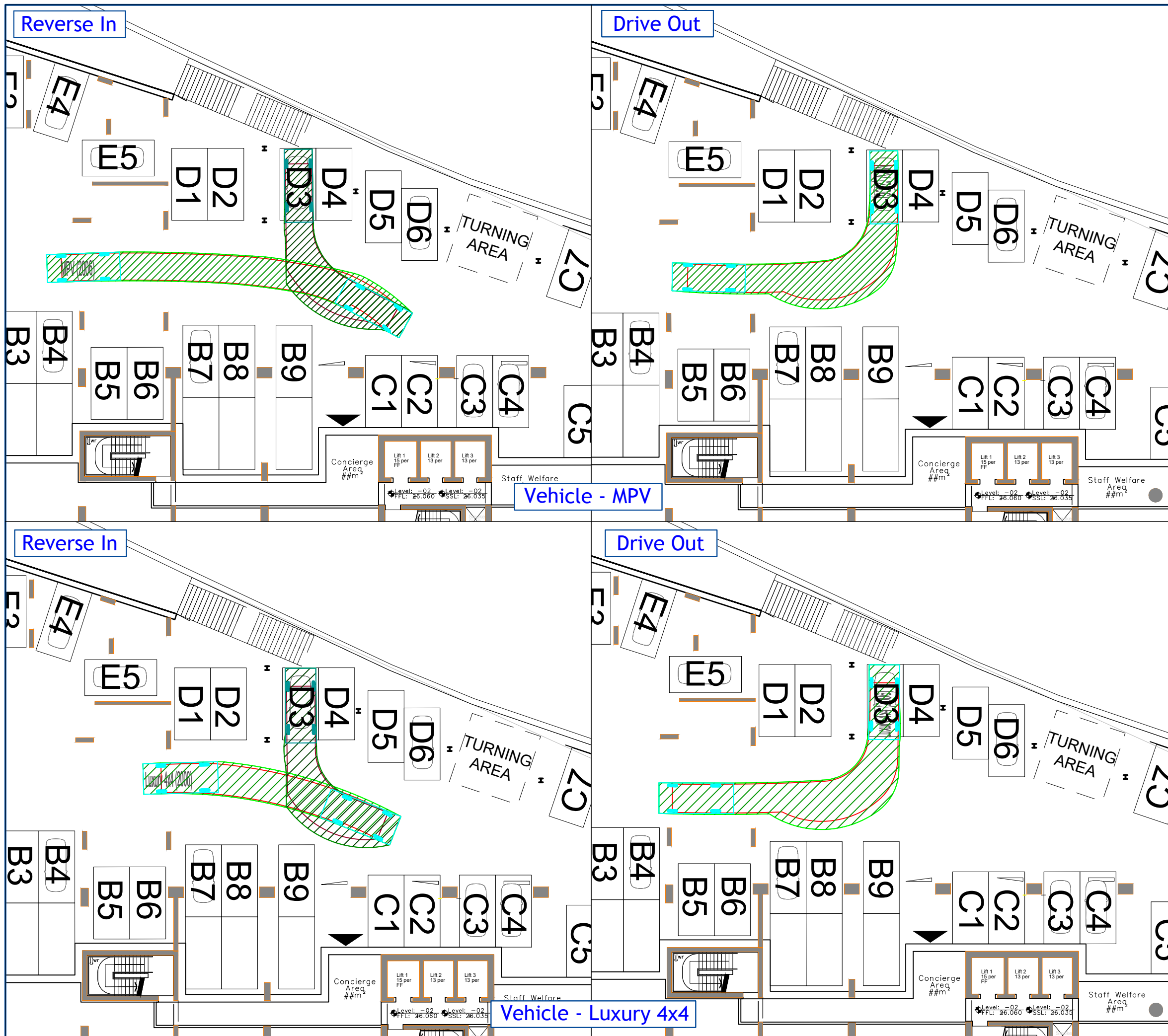
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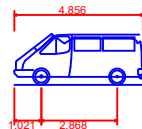
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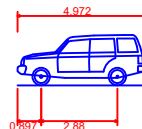


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space D3

Drawing Number:

J000229_CP_D3

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

Status:

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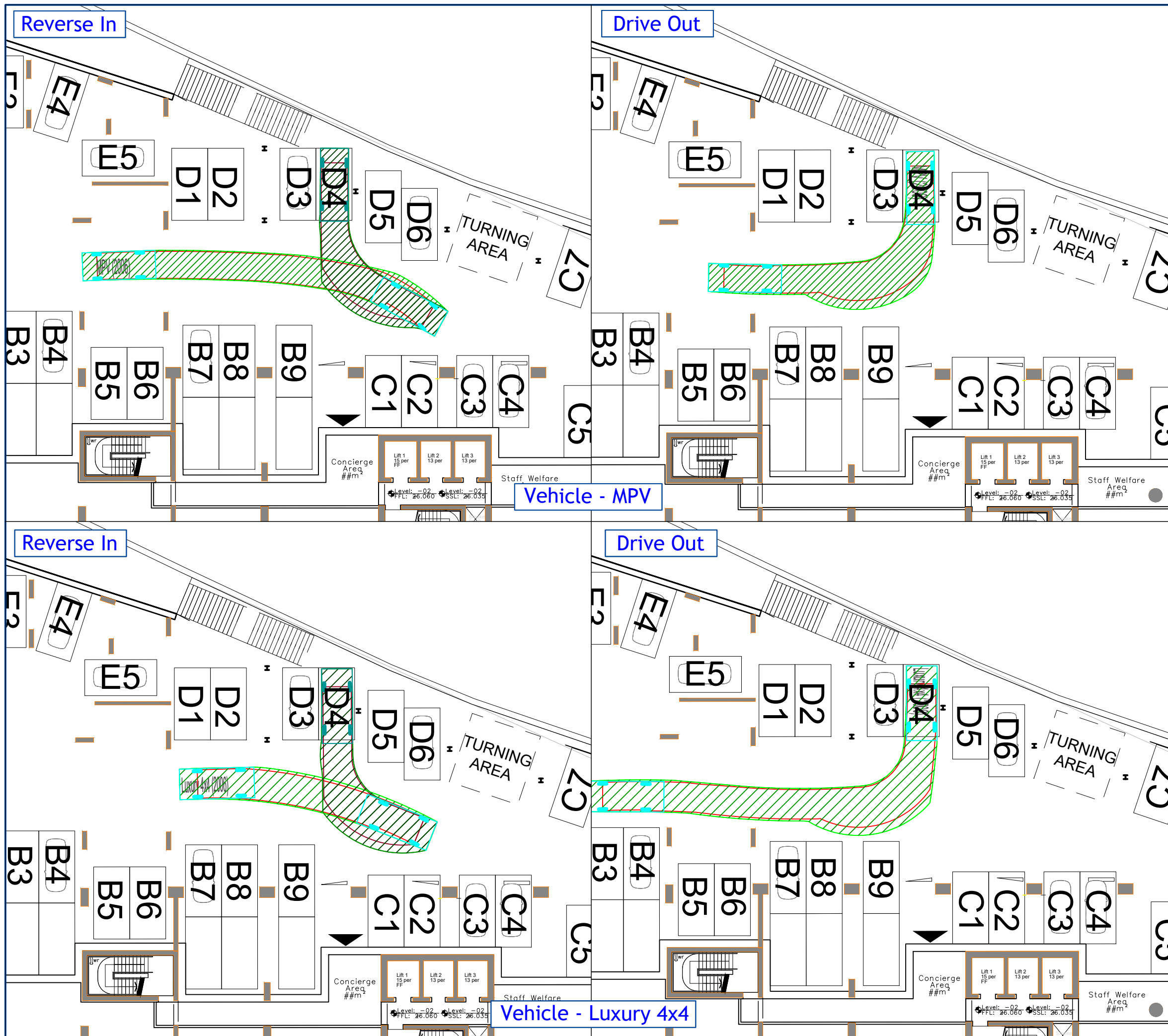
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Revision:

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space D4

Drawing Number: J000229_CP_D4
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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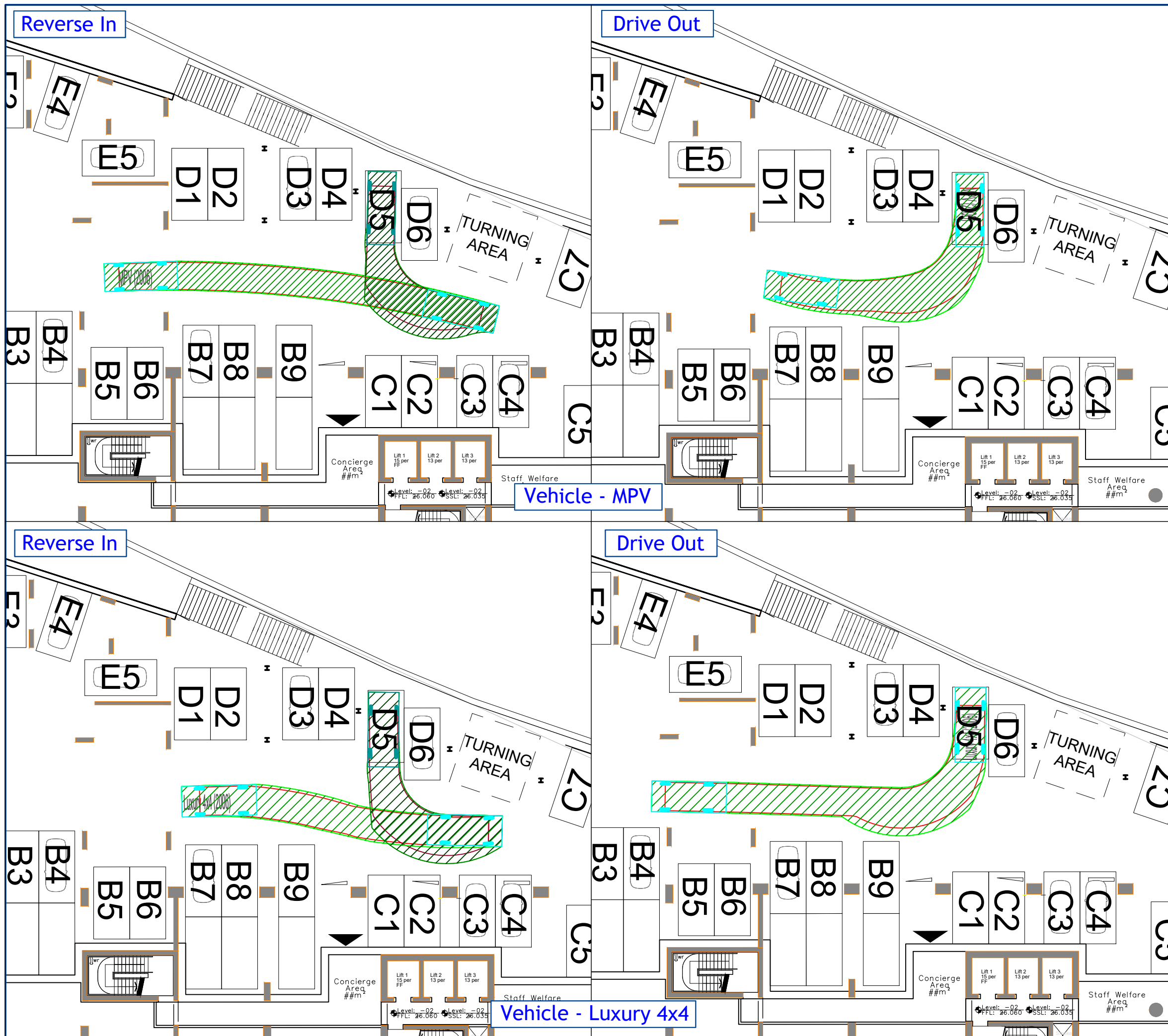
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Village Way, Winton
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FOCUS
TRANSPORT PLANNING



Revision:

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space D5

Drawing Number: J000229_CP_D5
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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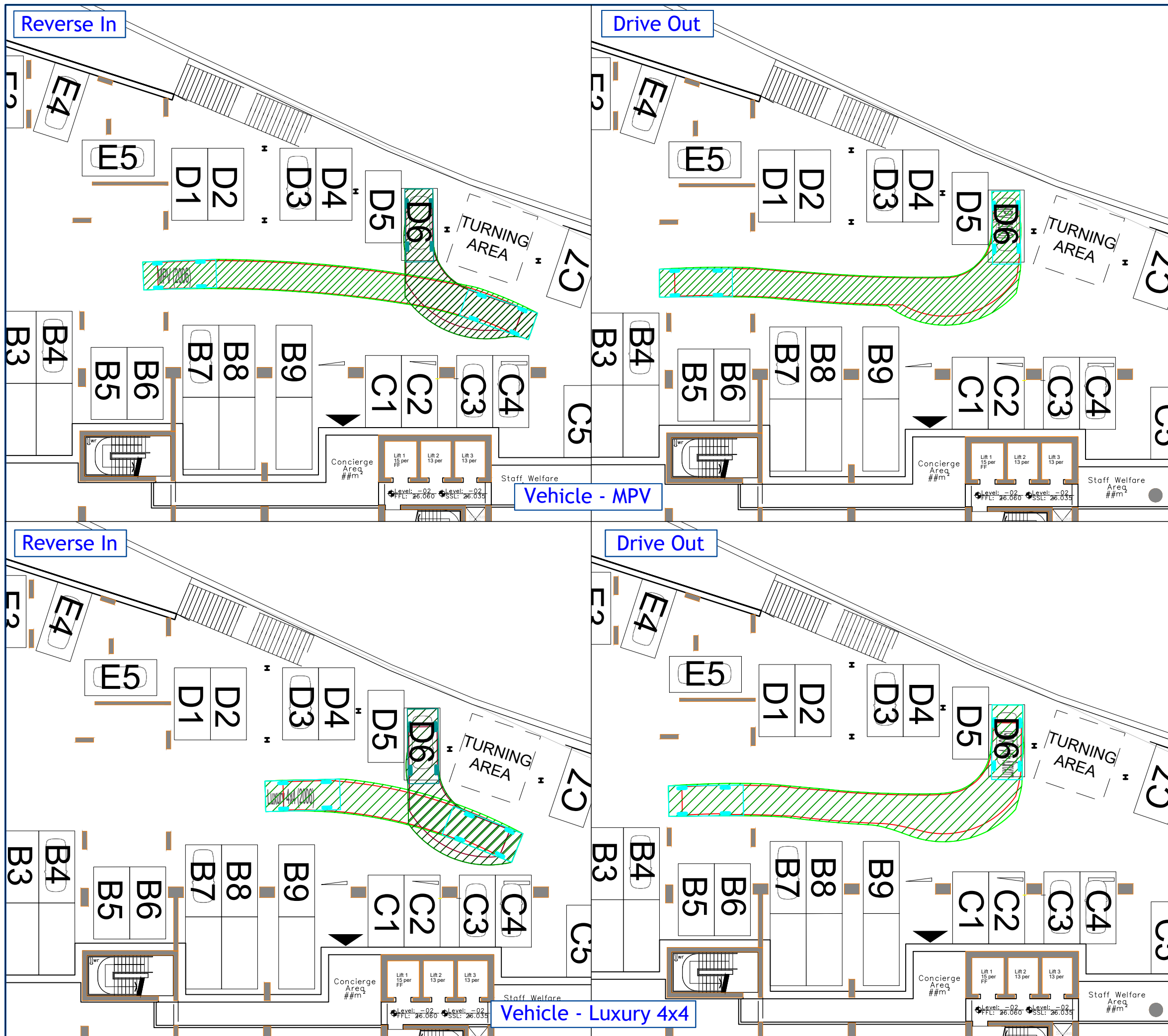
DO NOT SCALE - Follow any figured dimensions.

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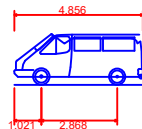
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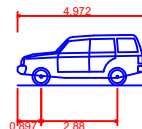
FOCUS
TRANSPORT PLANNING



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client: Deansgate SOF Alliance
LeaseCo Limited

Project: Renaissance
Manchester

Drawing Title: Basement Car Park
Accessibility Review
Space D6

Drawing Number: J000229_CP_D6
Revision: -

Date: 18 October 2021
Scale: 1:250 at A3

Drawn By: LB
Checked By: LB

Status: Information

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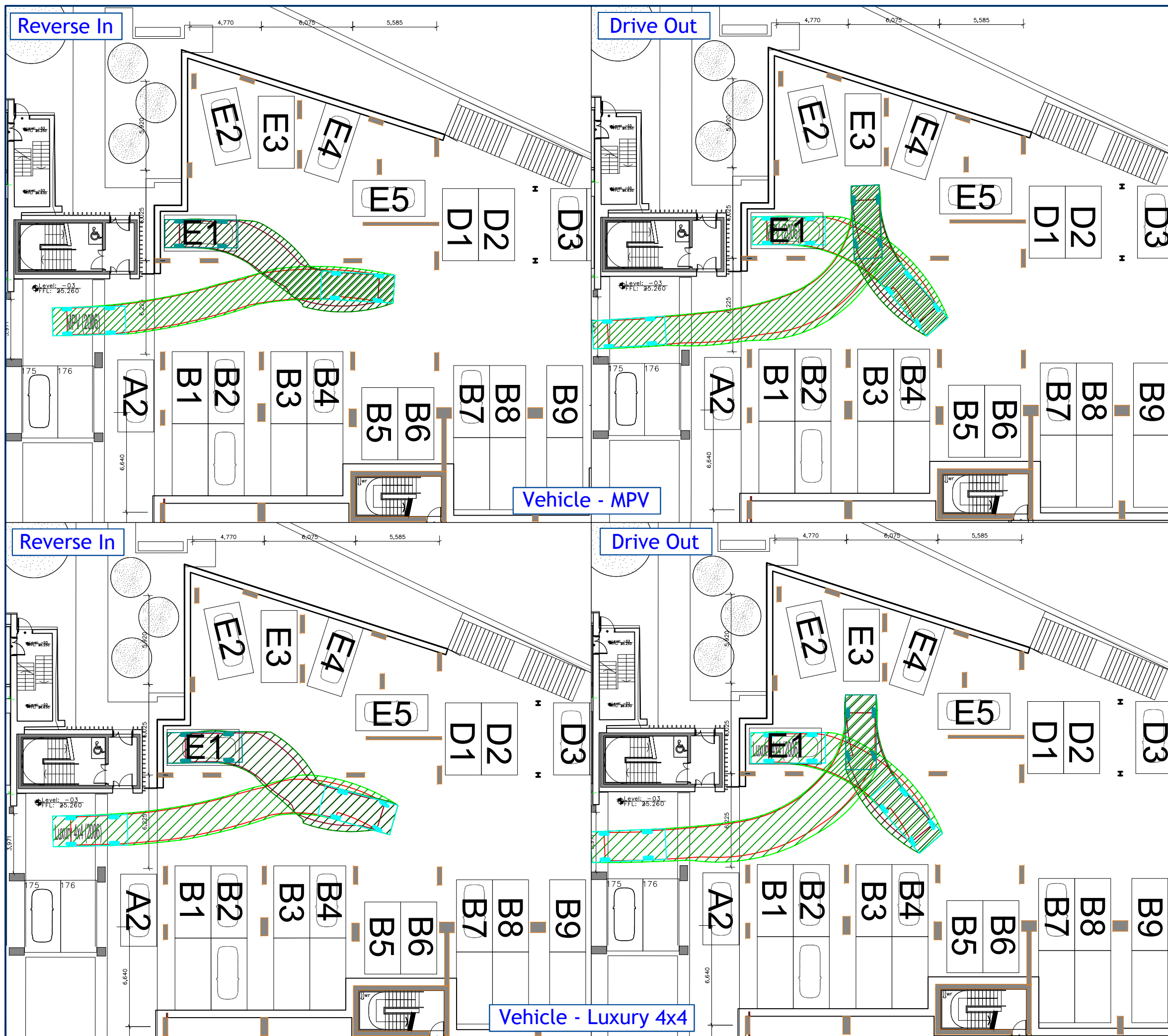
DO NOT SCALE - Follow any figured dimensions.

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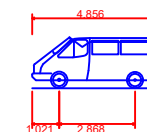
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SK9 2GH

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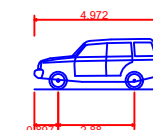
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TRANSPORT PLANNING



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



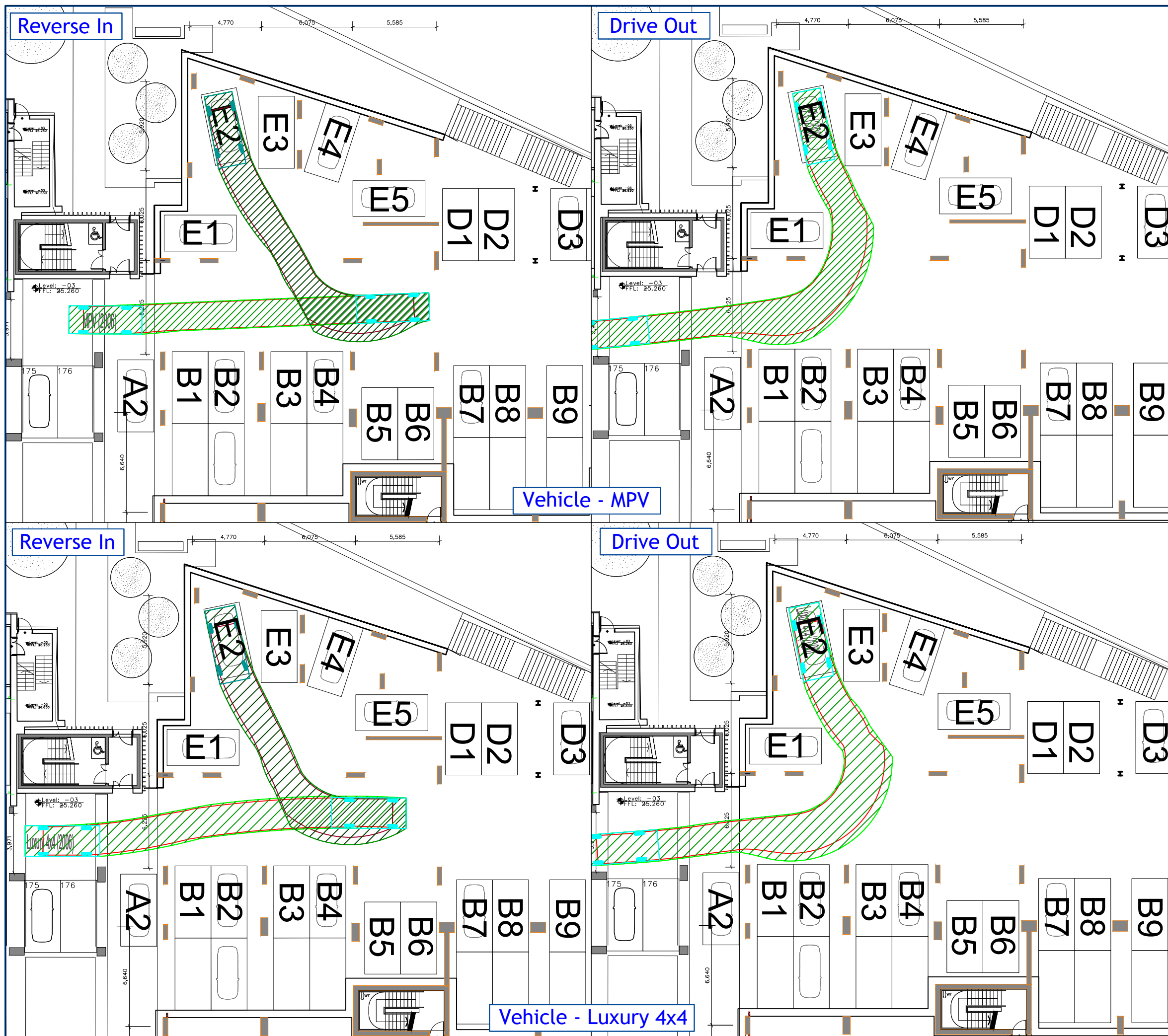
Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space E1
Drawing Number:	J000229_CP_E1
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB
Status:	Information

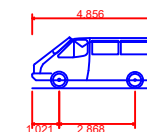
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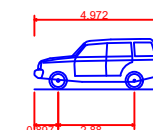
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Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



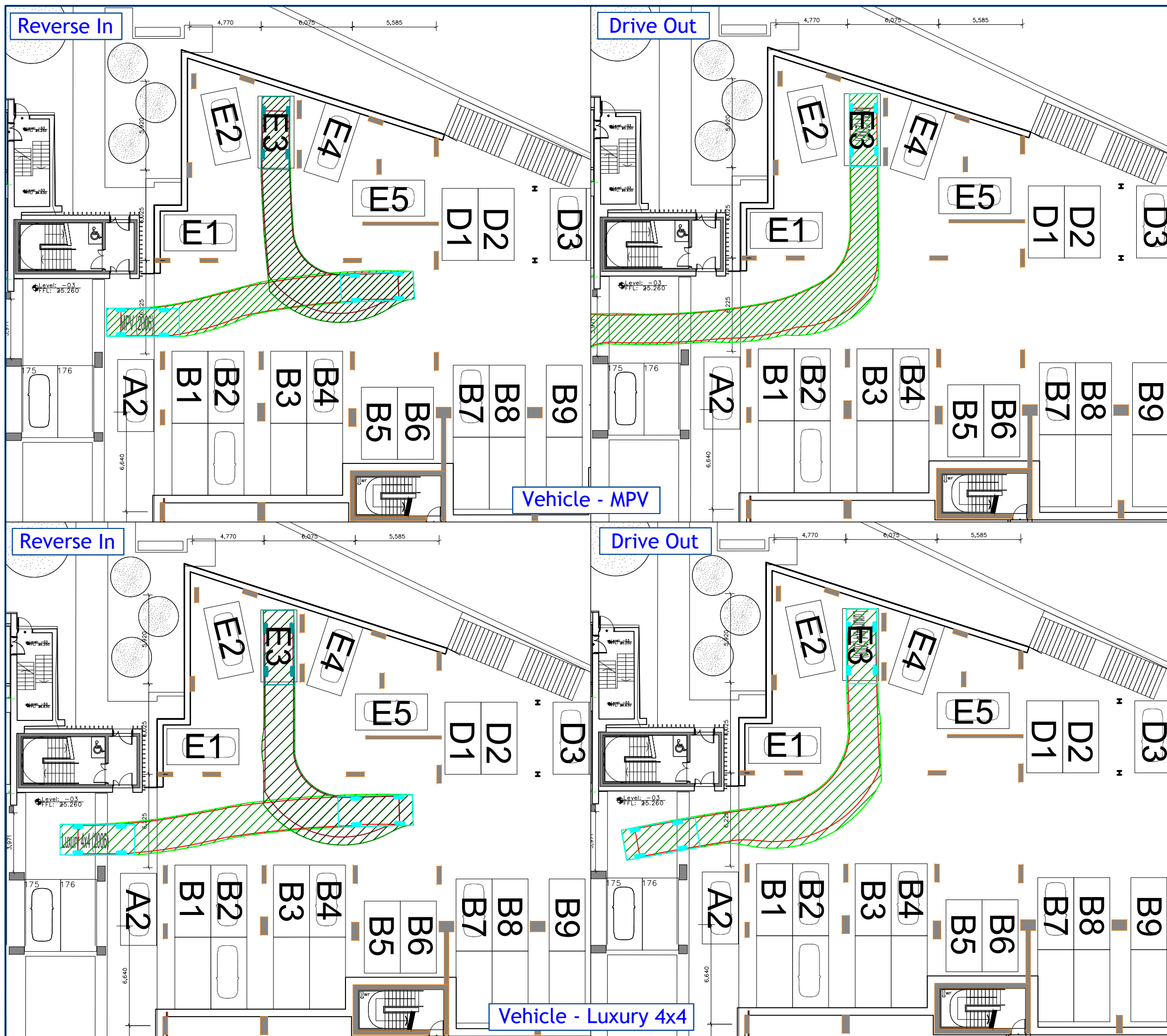
Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space E2
Drawing Number:	J000229_CP_E2
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB
Status:	Information

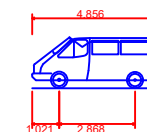
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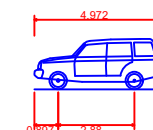
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



MPV (2006)
Overall Length 4.856m
Overall Width 2.858m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m



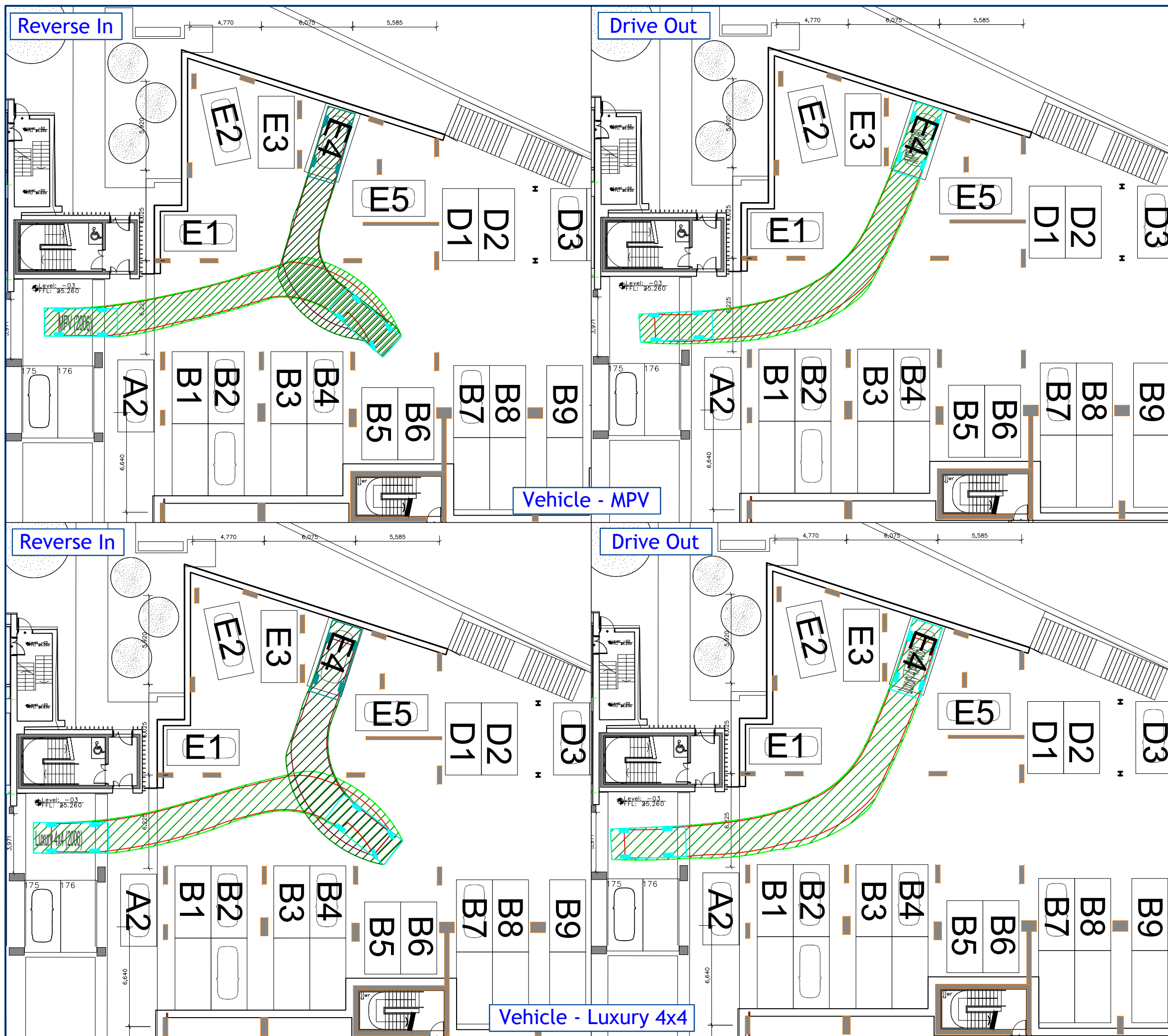
Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.88m
Overall Body Height 2.034m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space E3
Drawing Number:	J000229_CP_E3
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB
Status:	Information

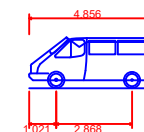
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DO NOT SCALE - Follow any figured dimensions.

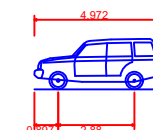
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



MPV (2006)	4.856m
Overall Length	1.860m
Overall Width	1.919m
Overall Body Height	0.300m
Min Body Ground Clearance	1.779m
Max Track Width	4.00s
Lock to lock time	5.700m
Kerb to Kerb Turning Radius	



Luxury 4x4 (2006)	4.972m
Overall Length	2.034m
Overall Width	1.905m
Overall Body Height	0.279m
Min Body Ground Clearance	1.884m
Max Track Width	4.00s
Lock to lock time	5.800m
Kerb to Kerb Turning Radius	

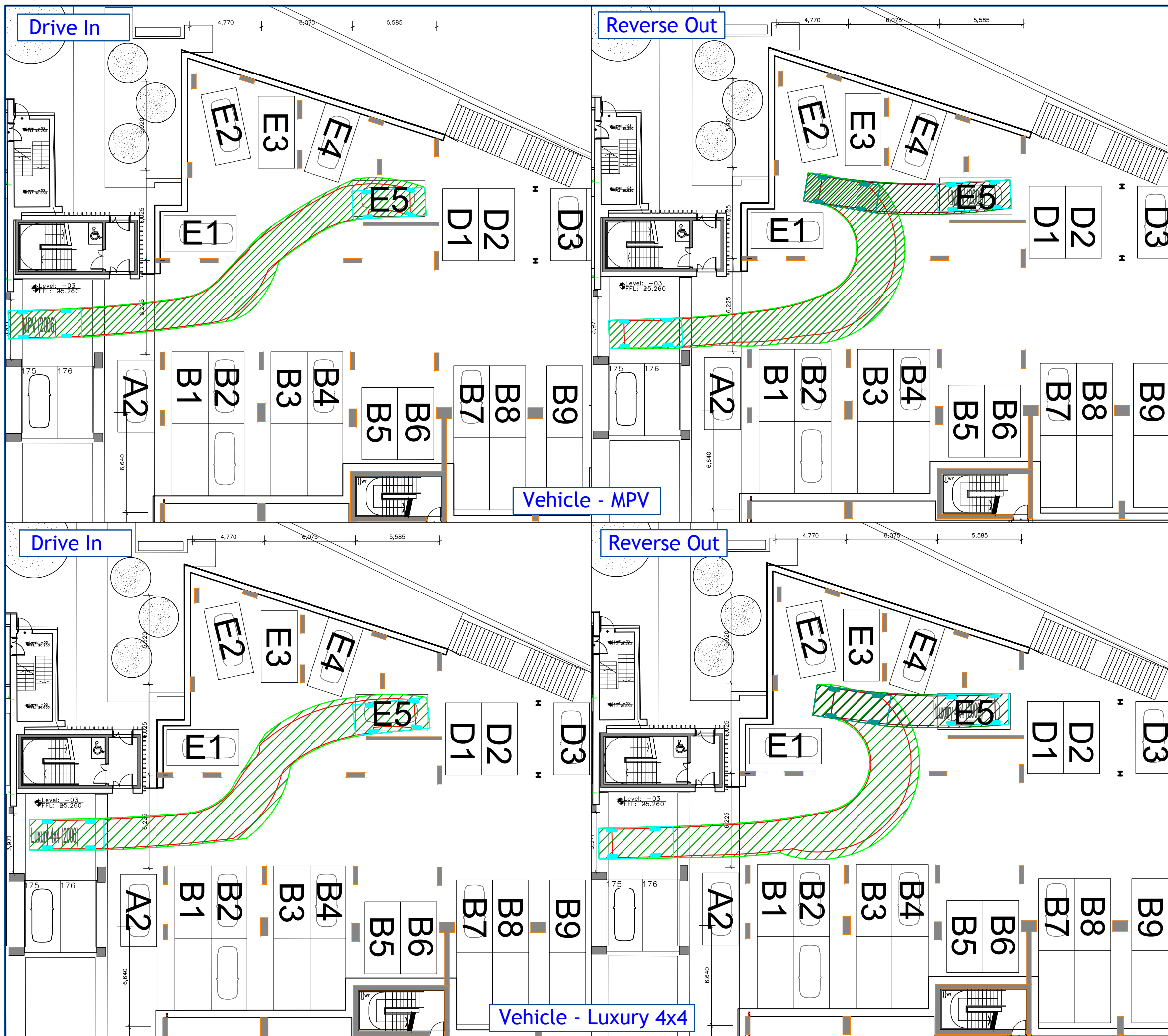
Client:	Deansgate SOF Alliance LeaseCo Limited
Project:	Renaissance Manchester
Drawing Title:	Basement Car Park Accessibility Review Space E4
Drawing Number:	J000229_CP_E4
Revision:	-
Date:	18 October 2021
Scale:	1:250 at A3
Drawn By:	LB
Checked By:	LB

Status: Information

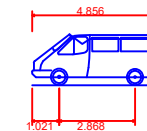
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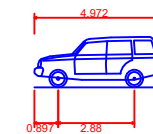


Revision:



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.779m
4.00s
5.700m



Luxury 4x4 (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.972m
2.034m
1.905m
0.279m
1.884m
4.00s
5.800m

Client:

Deansgate SOF Alliance
LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Basement Car Park
Accessibility Review
Space E5

Drawing Number:

J000229_CP_E5

Revision:

-

Date:

18 October 2021

Scale:

1:250 at A3

Drawn By:

LB

Checked By:

LB

Status:

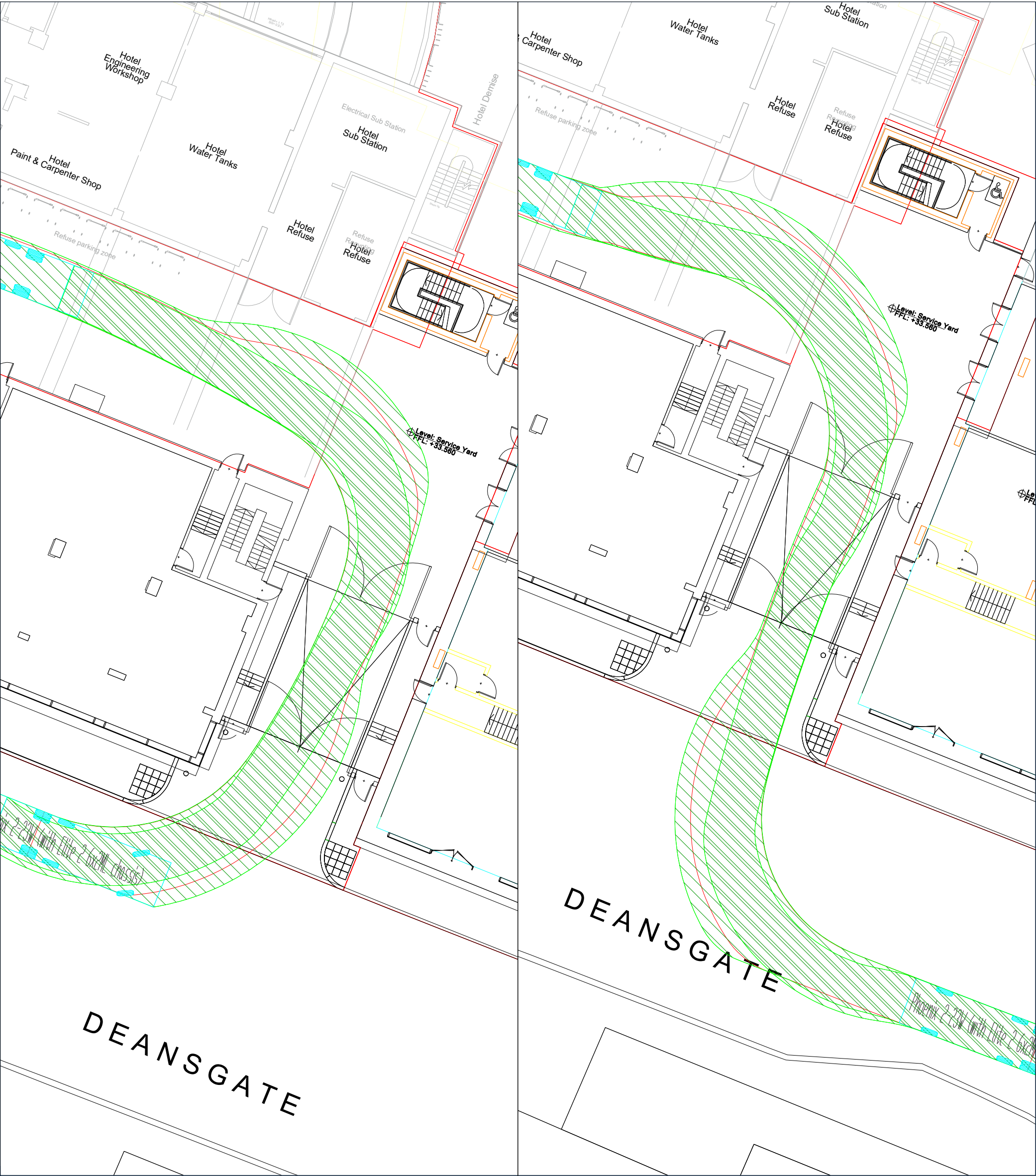
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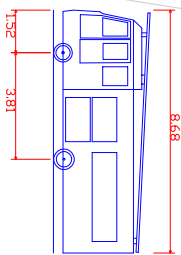
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Revision:
A -



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.380m
Min Body Ground Clearance 2.121m
Max Track Width 6.005m
Lock to lock time 7.910m
Kerb to kerb Turning Radius

Client: Property Alliance Group

Project: Redevelopment and extension of Premier House

Drawing Title: Swept Path Analysis Fire Tender

Drawing Number: J000229_ATR101 Revision: -

Date: 10 June 2021 Scale: 1:200 at A3

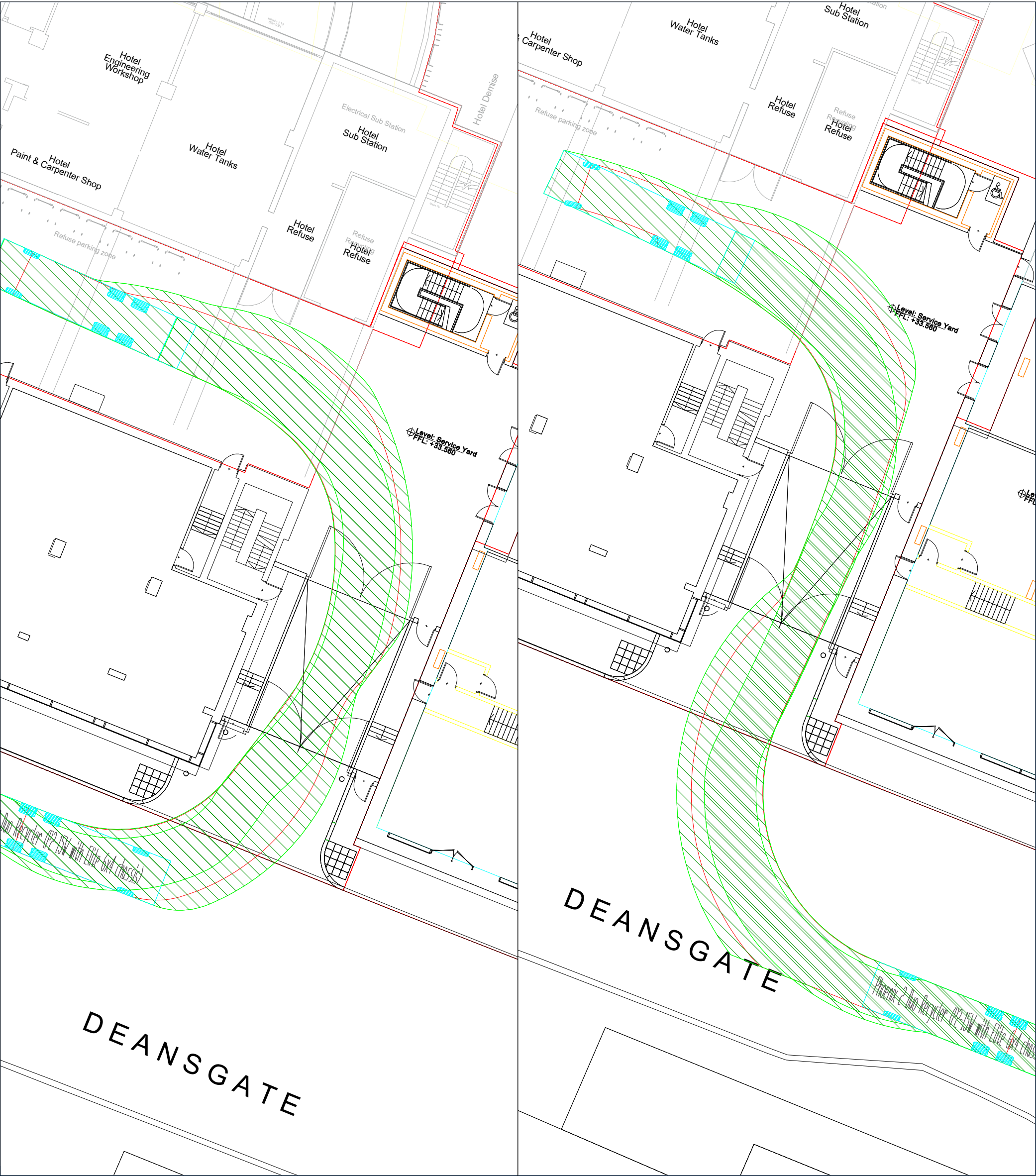
Drawn By: LACB Checked By: KG

Status:

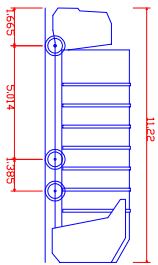
Information

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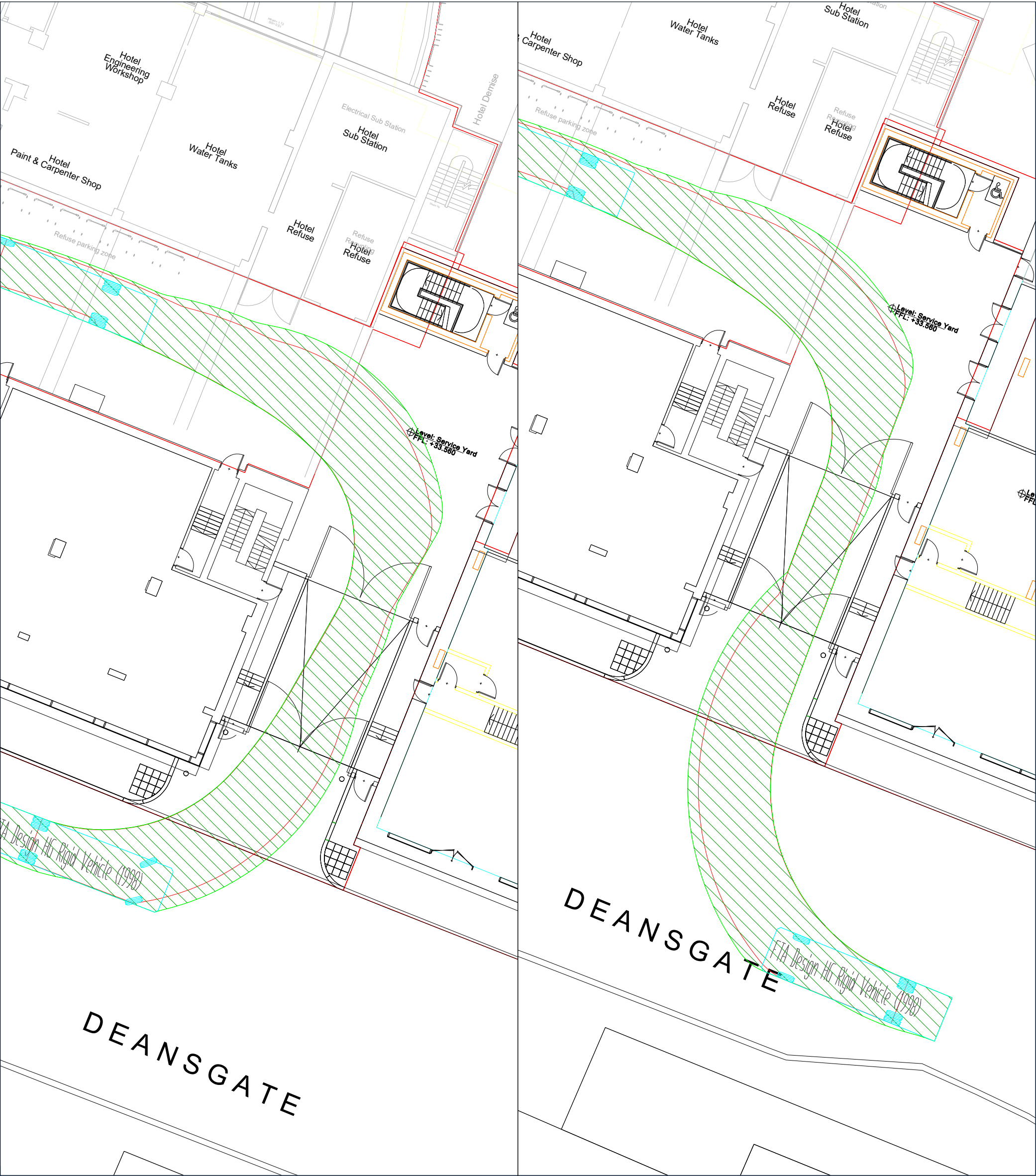
Revision:
A -



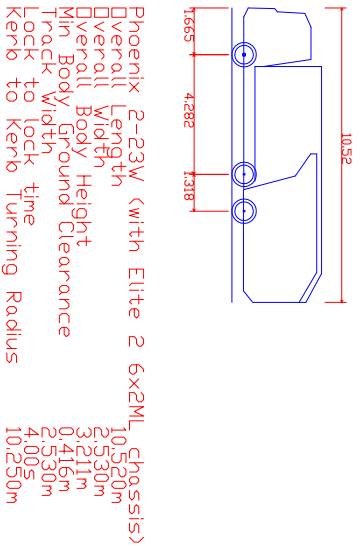
Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11220mm
Overall Width 5014mm
Overall Height 1565mm
Mine Body Ground Clearance 2530mm
Track Width 4005mm
Lock to lock time 11:55:00m
Kerb to kerb turning Radius

Client:	Property Alliance Group
Project:	Redevelopment and extension of Premier House
Drawing Title:	Swept Path Analysis Refuse Vehicle - Length 11.22m
Drawing Number:	J000229_ATR102
Date:	10 June 2021
Scale:	1:200 at A3
Drawn By:	LACB
Checked By:	KG
Status:	Information

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Revision:
A -



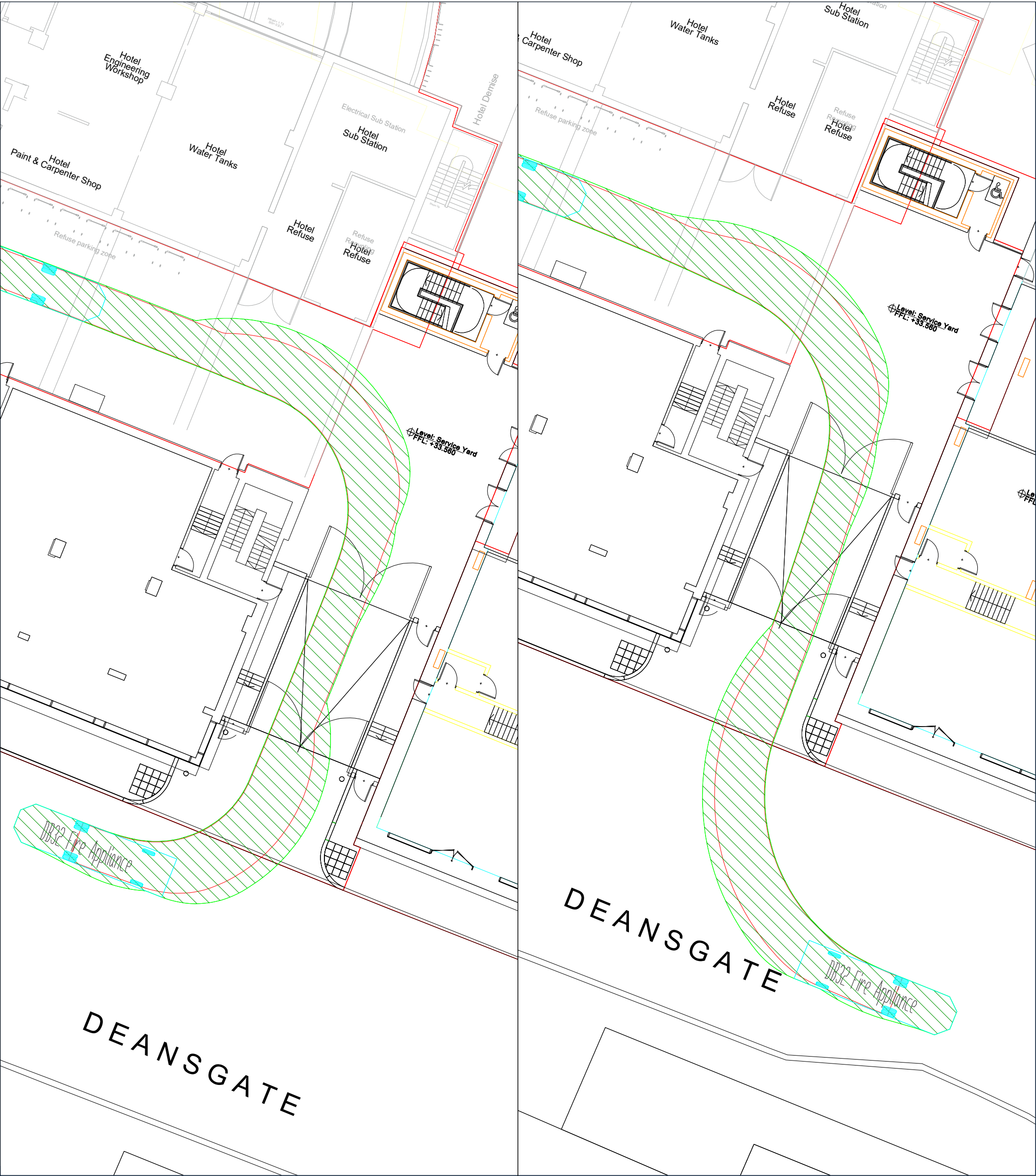
Phoenix 2-23V (with Elite 2 6x2ML chassis)
Overall Length 10.520m
Overall Width 2.530m
Min Body Height 0.41m
Min Body Ground Clearance 2.530m
Track to lock time 4.005m
Lock to kerb turning Radius 10.250m

Client:	Property Alliance Group
Project:	Redevelopment and extension of Premier House
Drawing Title:	Swept Path Analysis Refuse Vehicle - Length 10.52m
Drawing Number:	J000229_ATR103
Date:	10 June 2021
Scale:	1:200 at A3
Drawn By:	LACB
Checked By:	KG
Status:	Information

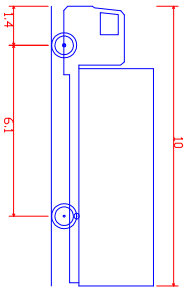
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Revision:
A -



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 6.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.005
Kerb to Kerb Turning Radius 11.000m

Client: Property Alliance Group

Project: Redevelopment and extension of Premier House

Drawing Title: Swept Path Analysis Rigid Delivery Vehicle

Drawing Number: J000229_ATR104 Revision: -

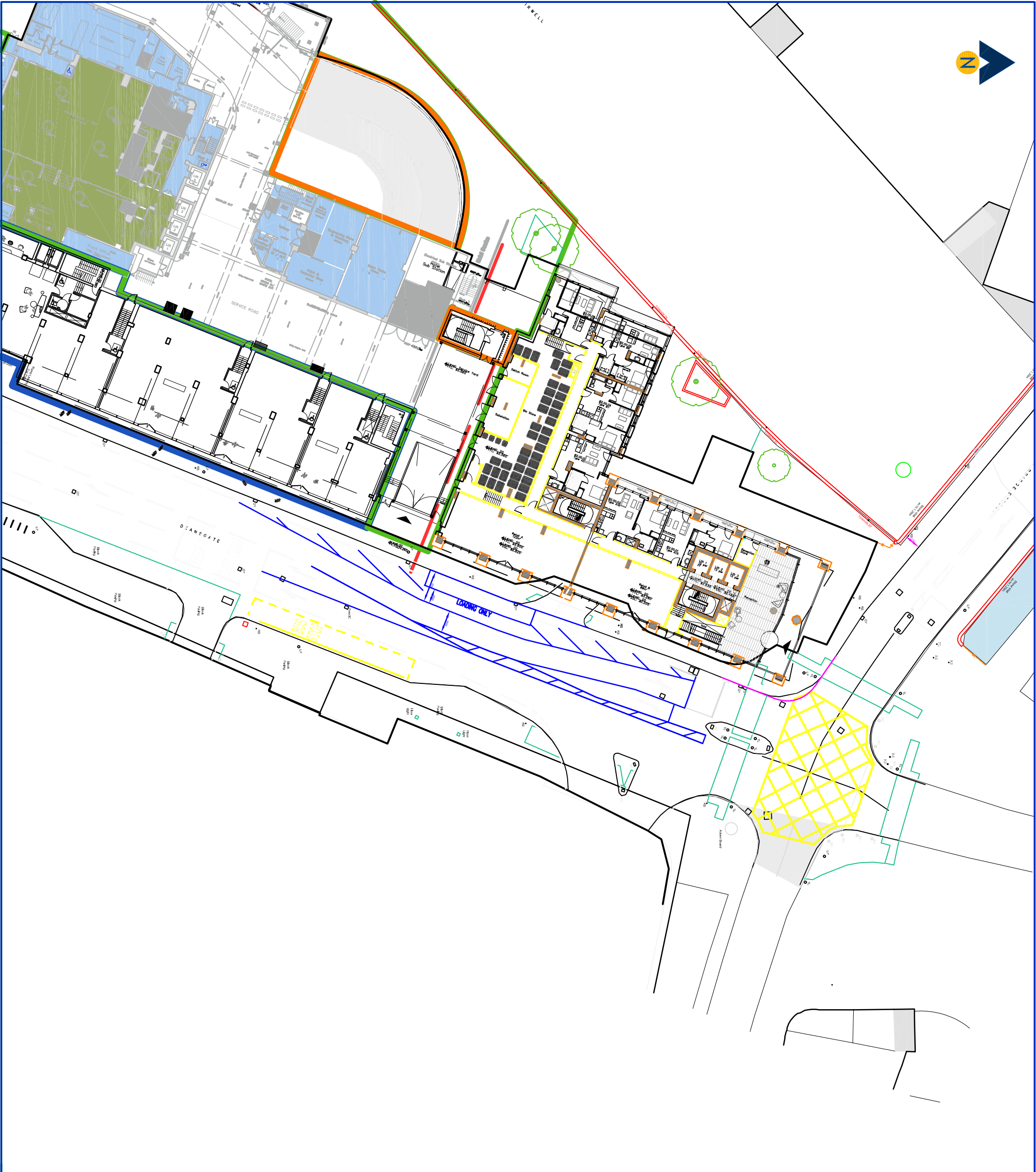
Date: 10 June 2021 Scale: 1:200 at A3

Drawn By: LACB Checked By: KG

Status: Information

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Revision:

Client:

Deansgate SOF
Alliance LeaseCo Limited

Project:

Renaissance
Manchester

Drawing Title:

Residential Building
Proposed Loading Bay

Drawing Number: J000229_LB_001
Revision: -

Date: 29 September 2021
Scale: 1:500 at A3

Drawn By: LB
Checked By: Checked

Status:

Information

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