

Planning Ref: 130935/FO/2021
Our Ref: J000229_KG

23 September 2021

Muniza Usmani
Development Management
Citywide Support (Highways)
Manchester City Council
Hammerstone Road Depot
Manchester
M18 8EQ

Dear Muniza

PROPOSAL: Refurbishment of retained structure comprising stripping building back to its core, external alterations including new facades and extension of floorplate on Deansgate elevation (circa 3m) to create new office space (Use Class E) (floors 1-3) with new ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis), amendments to existing servicing arrangements including new service yard entrance, new rooftop amenity space for use of occupiers of floors 1-3, 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.

LOCATION: Premier House Blackfriars Street Manchester M3 2EQ

We write in response to your consultation comments relating to the above application, in which you have requested further information in regarding access, footways surrounding the site, car park operation, cycle parking and construction traffic management. This letter therefore provides the additional information that has been requested.

ACCESS

You have requested that all access doors (except final exit fire doors) should open inwards and not impact on the footway. We can confirm that the site has been designed to ensure that all access doors open inwards.

FOOTWAYS

With reference to the Premier House floorplate, we can confirm that whilst the office floorplate is being extended, it is not being extended beyond the existing Premier House ramp (the ramp being located to the back of the Deansgate footway), noting that the ramp is to be demolished (Prior Approval Application 130049/DEM/2021). Therefore, the extension would not encroach on any existing public highway.

You have sought confirmation on the footway widths around the site. Annex 1 provides an annotated drawing of all footways around the site. This drawing confirms that the footway to the site's Deansgate frontage would be 3.2m for much of its length (post removal of the ramp). Available footway at Blackfriars is variable between 2.0-5.8m. The minimum 2.0m width is available only for short sections at pinch points at the Blackfriars Street frontage. Footway widths are well in excess of 3.0m at crossing points. Note that this review is based on the practical footway width that would be available for public use, and not necessarily the extent of the footway within the adopted highway, with the extent of adoption to be confirmed as part of ongoing discussions with MCC. The recommendation for the applicant to reinstate any redundant crossovers, install dropped kerbs and tactile paving across all existing retained/ proposed vehicle access points and resurfaces the footway around the site on completion of the development works is acknowledged.

HIGHWAY WORKS

The applicant acknowledges that a S278 agreement is required for works to the adopted highway. You have noted that a Stage 1 Road Safety Audit should be completed during the planning stage, however, in a telephone conversation with my colleague you have agreed that a combined Stage 1/2 Road Safety Audit submitted as part of the technical approval pack for the S278 would be acceptable.

CAR PARK

Further information has been requested relating to car park operation. We can confirm that the car park is owned by Property Alliance Group and currently operated by Manchester City Council. The car park provides 6 accessible spaces and no electric vehicle charging points. The application for the refurbishment and extension of Premier House does not include any changes to the parking provision. The car park is operated on a 'pay on arrival' basis, providing parking 24/7. Annual season tickets are available. We are not aware of any information on car park utilisation.

CYCLE PARKING

You have sought confirmation that the proposed cycle parking is secure and weatherproofed. We can confirm that cycle parking will be provided within a secured cycle store in the lower ground floor, which will be accessed via the relocated entrance to the existing service yard. The cycle store will therefore be secure and weatherproof.

STREET LIGHTING

With reference to lighting columns, we can confirm that recent discussions with MCC have identified that two of the columns at the site's Deansgate frontage, including one which would fall within the proposed relocated service access, are not part of MCC's infrastructure. MCC have therefore confirmed that these can be permanently removed. Correspondence on this matter is attached (see Annex 2).

CMP

Your comments on the CMP are noted and the applicant will continue to liaise with appropriate stakeholders including MCC Highways Network Resilience team and Salford City Council on this matter.

SERVICING

A new service vehicle access is proposed from Deansgate to the existing service yard and follow the existing route. Detailed design of the ramp is ongoing, and it will be designed in accordance with appropriate IStructE guidelines.

Should you require any further information please do not hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, reading 'Kayley Goulbourne'.

Kayley Goulbourne
Director
Focus Transport Planning

kayleygoulbourne@focustp.co.uk

CC: Angela Leckie, Planning Officer





Kayley Goulbourne

From: Trevor Powell <trevor.powell@manchester.gov.uk>
Sent: 29 March 2021 15:45
To: Linda Bell
Subject: Fw: Renaissance Hotel Site, Deansgate

Hi Linda,

I have had the two columns checked again this afternoon and Amey have confirmed they are actually connected to a council cable that runs down that side of Deansgate from Col.01 Victoria Street Bridge down to Col. 06 Deansgate.

So, these can still be removed but will need to be disconnected and the cable jointed to maintain a supply to Col. 06.

The easiest way to achieve this is for the demolition contractor to arrange for this work with Amey directly. Their contact is Antony Higgins (antony.higgins@amey.co.uk).

Apologies for the confusion.

Regards,
Trevor Powell
Street Lighting Contract Officer
(Working Days are Monday - Thursday)

Highways Service
Manchester City Council
[REDACTED]

From: Trevor Powell <trevor.powell@manchester.gov.uk>
Sent: 29 March 2021 13:03
To: Linda Bell <lindabell@focustp.co.uk>
Subject: Re: Renaissance Hotel Site, Deansgate

Hi Linda,

That is correct. The assumption is they are connected to the site, just we have never been able to clarify it.

Regards,
Trevor Powell
Street Lighting Contract Officer
(Working Days are Monday - Thursday)

Highways Service
Manchester City Council
[REDACTED]

From: Linda Bell <lindabell@focustp.co.uk>
Sent: 29 March 2021 12:27
To: Trevor Powell <trevor.powell@manchester.gov.uk>
Subject: RE: Renaissance Hotel Site, Deansgate

Thanks Trevor

Just to confirm - columns 03 to 05 provide sufficient lighting to the area without taking the two mystery columns into account. So if the two columns were disconnected / removed we wouldn't be required to provide replacement lighting.

It is an odd situation but perhaps the two columns might somehow be connected to the site.
Linda

Linda Bell

Consultant

FOCUS TRANSPORT PLANNING

(Please note usual working days are Tuesday, Wednesday and Thursday)

Pentland House | Village Way | Wilmslow | SK9 2GH

Office: 0161 8264631 | [REDACTED]



www.focustp.co.uk



From: Trevor Powell <trevor.powell@manchester.gov.uk>

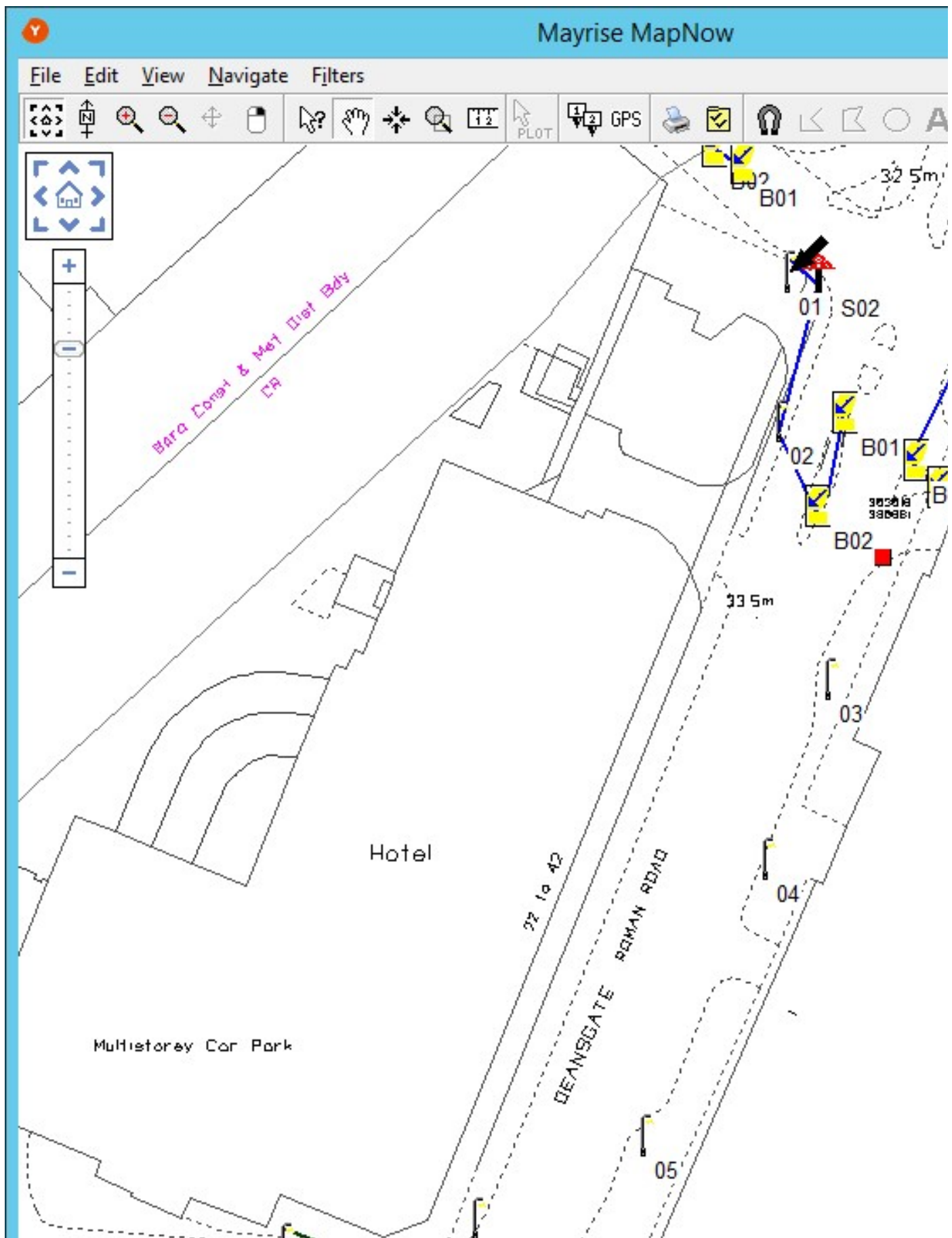
Sent: 29 March 2021 11:59

To: Linda Bell <lindabell@focustp.co.uk>

Subject: Re: Renaissance Hotel Site, Deansgate

Hi Linda,

This section of Deansgate has been a bit of an anomaly for many years. Adjacent to the site, the two middle columns are not part of the Council's infrastructure and despite various attempts to establish ownership or source of the electricity supply, I am unable to provide any such information on these units. The plan below is an extract from our inventory -



From this I would suggest the following requirements for the initial demolition -

Col. 01/S02 Victoria Bridge Street - located beneath the oversail, be disconnected and removed / relocated to a suitable position outside of the site hoarding. This is the DNO supply point for Col.02, B01 and B02 Deansgate and this supply must be maintained.

Col. 02 Deansgate - to remain if outside the site hoarding or relocated if not (Council supply from Col. 01 Victoria Bridge Street)

Col. 06 Deansgate - to remain if outside the site hoarding or relocated if not (DNO supply)

Col. 02 Blackfriars Street - to remain if outside the site hoarding or relocated if not (Council supply from Col. 01 Blackfriars Street)

The two columns on Deansgate adjacent the site do not form part of the highway lighting system, which is provided for by Cols. 03 to 05.

I hope this helps but let me know if you need anything further.

Regards,
Trevor Powell
Street Lighting Contract Officer
(Working Days are Monday - Thursday)

Highways Service
Manchester City Council
[REDACTED]

From: Linda Bell <lindabell@focustp.co.uk>
Sent: 25 March 2021 13:45
To: Trevor Powell <trevor.powell@manchester.gov.uk>
Subject: Renaissance Hotel Site, Deansgate

Trevor

Following on from our conversation, I've attached a plan of the section of Deansgate that abuts the Renaissance hotel development site - the section between Blackfriars Street and Victoria Bridge Street.

We had a site meeting with Veronica, Paul Broadhurst and Catherine Spencer this morning to discuss the closures that will be required to deliver the site. In the first instance a footway and part carriageway closure will be required along Deansgate (see red line on attached scan) to enable the existing ramp and buildings to be demolished. Pedestrians will use the footway on the southern side of Deansgate.

Following that (and on grant of planning permission) a longer duration footway / carriageway closure will be required on this section of Deansgate to facilitate the construction phase. That is likely to commence in January 2022 and run for 30 months. There is a City Council aspiration for this section of Deansgate to have a reduced carriageway width by building out the footways. I don't have any concept sketches of this yet but that would ultimately require a new lighting design.

From my rough plotting of the lighting columns, the two central lighting columns on Deansgate will lie within the construction works area / behind the hoarding line. This might also involve the column on the corner with Blackfriars Street but as it is close to the crossing it might be able to stay in situ outside of the hoarding line. The two lighting columns at each junction are also close the areas of demolition of the existing canopy at Blackfriars Street and likewise at the Victoria Bridge Street junction.

In the first case can you advise what needs to be done to facilitate the demolition work (planned to commence in May 2021) and then longer term what arrangements need to be made for the construction phase of the works.

Kind regards

Linda

Linda Bell
Consultant

FOCUS TRANSPORT PLANNING

(Please note usual working days are Tuesday, Wednesday and Thursday)

Pentland House | Village Way | Wilmslow | SK9 2GH

Office: 0161 8264631 | [REDACTED]





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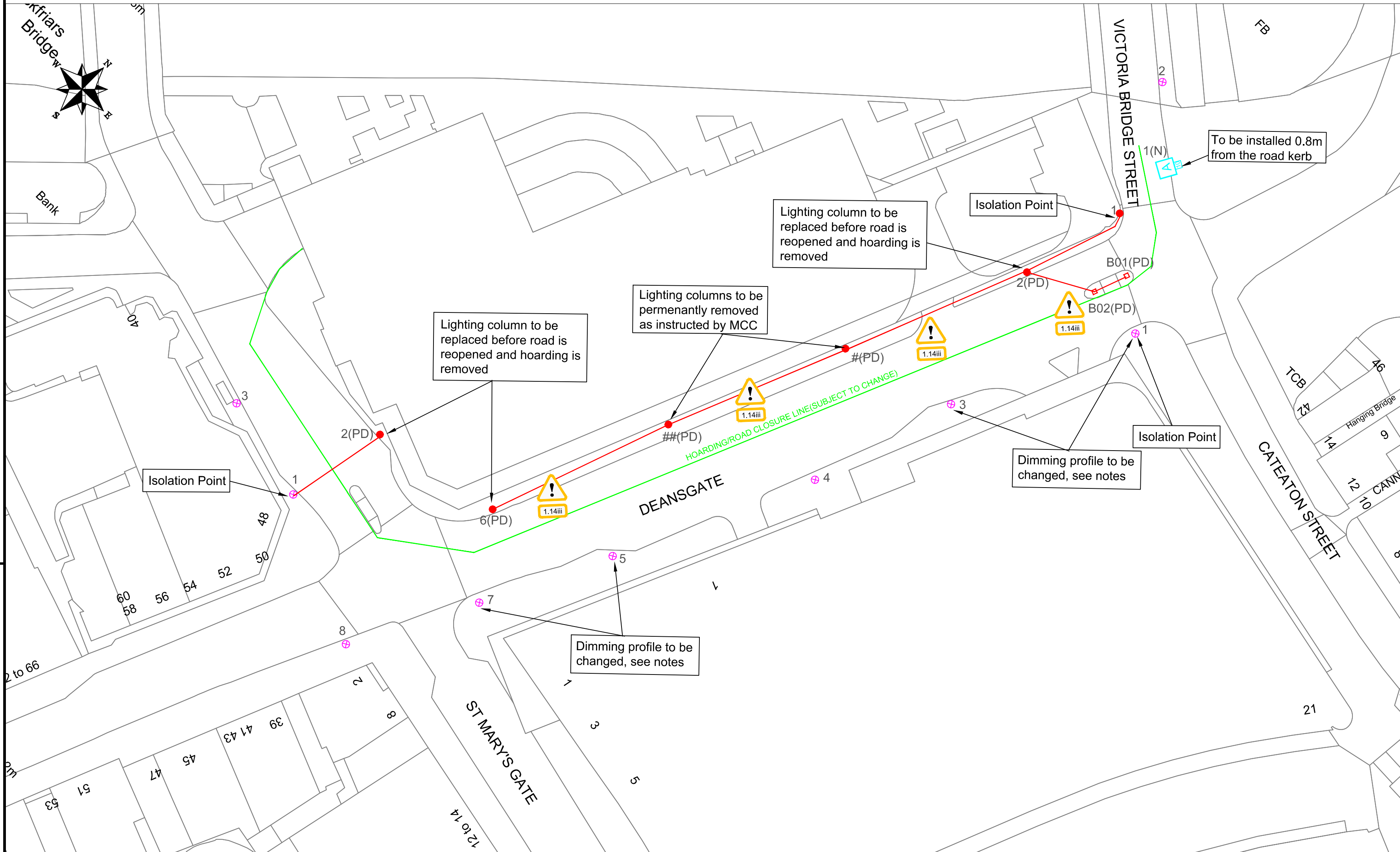
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KEY

- Existing lighting column to be Removed
- ⊕ Existing lighting column to be Retained
- Existing illuminated bollard to be removed
- Existing private cable(assumed route)

★ LANTERN REFERENCE: REFER TO LANTERN SCHEDULE
□ HEIGHT OF PROPOSED GALVANISED STEEL POST TOP COLUMN COMPLETE WITH MARGUARD PAINT APPLICATION

Example of Numbering details:

Column Number → 1(N) ← Service Type

Supply details:

The following denotes supply type and connection detail:

T = DNO Transfer PN = Private service
N = DNO New service PT = Private transfer
D = DNO Disconnection PD = Private disconnection
C = Lantern conversion only to existing lighting column

Lanterns Schedule

Lantern Reference	A
Manufacturer	Signify (Philips)
Range/Family	Luma 1
LED Output (Total Lamp Flux)	18 Klm
CCT	4000
Optic/Distribution Setting	DM50
Luminous intensity Class	G3
Lantern Spigot Inclination	0°
Control Gear Type	Electronic DALI Driver
Control	Philips Citytouch OLC
Quantity	1(Reuse Existing)



DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and Amey Process CDM Hazard Management Process.)

- 1.14i - Low Voltage cable
- 1.14ii - Low Pressure Gas
- 1.14iii - High Voltage cable(11kV)
- 1.14iv - High Voltage cable(33kV)

THE FOLLOWING HAZARDS SHOULD BE PRESUMED TO BE SCHEME WIDE; REFER TO DHMR



NOTES

- Lantern Dimming Profiles to be applied;
Column 1 Victoria Bridge St : 100%
Column 1 Deansgate: 100%
Column 3 Deansgate: 100%
Column 5 Deansgate : 100%
Column 7 Deansgate: 100%
- If hoarding location is changed then the lighting design requires to be re-assessed.

Rev	Revision details	Chkd	Appd	Date
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Designed: DJW	Date: JUN 2021
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Drawn: DJW	Date: JUN 2021
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Checked: CR	Date: JUN 2021
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Approved: CR	Date: JUN 2021
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Client

MANCHESTER CITY COUNCIL

Project Name

**RENAISSANCE HOTEL SITE
DEANSGATE
MANCHESTER**

Drawing Title

**Street Lighting
PROPOSED ROAD
LIGHTING LAYOUT**

Original Drg Size : A3	Scale : 1:500
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Dimensions : m	Tile No : -
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Drawing Status	Suitability
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SUITABLE FOR CONSTRUCTION	A1
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Drawing No	Revision
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AC-MSL-5813B	C01
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