

Marta Diego Sainz

From: Andrew Bell <andrewbell@focustp.co.uk>
Sent: 22 July 2021 17:16
To: Sean Lavelle
Cc: wclarke; Paul Holt; Richard Dolphin; Graham Price
Subject: RE: 55 Portland Street
Attachments: drawing issue register 22 June 2021.pdf; 766_010_001_General Arrangement_Rev I.pdf; 766_010_001_General Arrangement_Rev I_INCLUDING SWEPT PATH.pdf; 766_010_200_Site Clearance_Rev F.pdf; 766_010_600_Excavation_Rev E.pdf; 766_010_700_Proposed Pavement Details_Rev F.pdf; 766_010_701_External works levels_Rev D.pdf; 766_010_1100_Kerbing, Edging and Paved Areas_Rev G.pdf; 766_010_1200_Traffic Signs and Road Markings_Rev G.pdf

Sean

Please find attached an updated S278 drawing pack for 55 Portland Street based on the Option I General Arrangement Plan that we discussed and agreed earlier in the week.

I would be grateful if you could review these plans and confirm that they are acceptable, thereby supplanting the previous Technical Approval drawing pack which included the lay-by intrusion into the footway. I understand that once we have reached TA stage based on these plans, you can progress the exec report and we can commence the legal negotiations re: the S278 agreement itself.

Let me know if you require anything further or should you have any queries with the supplied drawings.

Regards

Andrew Bell
Director
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From: Sean Lavelle <Sean.Lavelle@manchester.gov.uk>

Sent: 19 July 2021 08:28

To: Andrew Bell <andrewbell@focustp.co.uk>

Cc: Will Clarke <wclarke@propertyalliancegroup.com>; Paul Holt <PHolt@russellwbho.co.uk>; Richard Dolphin <richard.dolphin@tfgm.com>; Graham Price <graham.price@manchester.gov.uk>

Subject: RE: 55 Portland Street

Morning Andrew,

Thanks for the detail.

Following discussion I can confirm that MCC accept Rev I as the preferred amended design.

Kind regards,

Sean Lavelle
Assistant Engineer (Statutory Approvals)
Highways Service
Neighbourhoods Directorate
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From: Richard Dolphin <Richard.Dolphin@tfgm.com>

Sent: 14 July 2021 11:21

To: Andrew Bell <andrewbell@focustp.co.uk>; Sean Lavelle <Sean.Lavelle@manchester.gov.uk>; Graham Price <graham.price@manchester.gov.uk>

Cc: Will Clarke <wclarke@propertyalliancegroup.com>; Paul Holt <PHolt@russellwbho.co.uk>

Subject: RE: 55 Portland Street

Thanks – I prefer Rev I – with the straight kerb.

Yours,

Richard

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From: Andrew Bell <andrewbell@focustp.co.uk>

Sent: 14 July 2021 09:16

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Cc: Will Clarke <wclarke@propertyalliancegroup.com>; Paul Holt <PHolt@russellwbho.co.uk>

Subject: RE: 55 Portland Street

All

Find attached drawings showing:

- Option Rev I including the swept path for large coach vehicle exiting the coach station, and;
- Option Rev J with the corrected S278 boundary line.

I trust that this assists in the review of the scheme options. As noted our preference, given the discussions of Monday, would be Option Rev I, but we would welcome feedback.

Regards

Andrew Bell
Director

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From: Andrew Bell

Sent: 13 July 2021 18:18

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Cc: Will Clarke <wclarke@propertyalliancegroup.com>; Paul Holt <PHolt@russellwbho.co.uk>

Subject: 55 Portland Street

All

Thanks for attending the meeting yesterday morning. Based on our discussions, we have drafted up an alternative treatment of the site frontage section to Sackville Street (General Arrangement (Rev I)), including on-street Loading Bay, and I attach this plan for your review.

You will note when reviewing this drawing, that there have been some additional amendments over and above the changing of loading bay details. This is because immediately following our meeting when sketching up an amended scheme to pass on to Wildes (scheme designer) I decided to cross check some layout details with google earth images of recent site conditions and additional available survey information, which alerted me to two matters:

- Sackville Street does not appear to widen away from the junction with Portland Street as suggested in the previously supplied S278 plans. It is, in fact, of pretty consistent width, which has been confirmed by on-site measurements taken yesterday afternoon (Sackville Street is 10.3m to 10.4m along that section to the frontage of the site). It would therefore appear that the Wildes S278 drawing base included an error with the alignment of the non-site side kerbline to Sackville Street. This has had to be addressed.
- Since the S278 drawings were originally prepared and the principles of the works agreed with MCC officers back in 2018, a 'new' zebra crossing feature including a kerb build-out to the site side of Sackville Street has been installed by the Council immediately to the south of Major Street. This had not been flagged up to us or incorporated into the final S278 plans, but it is important as it a) re-aligns the approaching traffic lanes on Sackville Street, b) defines minimum operating approach lane and contra-flow cycle lane widths through this feature and therefore on the approach to site frontage section (7.4m of carriageway through the zebra build out section, including a 1.3m wide contraflow cycle lane and 0.2m cycle lane boundary markings) and, c) for consistency any road markings associated with the proposed loading bay and Major Street give-way lines should tie-into into the zebra crossing kerb build out feature.

The attached updated GA drawing therefore picks up both of the above matters, as well as incorporating the changes to the loading bay that we discussed. The results of these amendments means that at the point of the proposed loading bay it is proposed that Sackville Street will now be marked as follows;

- 1.5m contra-flow cycle lane
- 0.2m armadillo & wand separator (as per on elsewhere on Sackville Street) / white boundary line markings as appropriate.
- 2 * 3.3m carriageway lanes
- 2.1m - 2.2m loading bay.

Can you give this a quick review and provide comments? In practice we believe that this is the best wholly on-street loading bay option practical within the space available on Sackville Street to the development site frontage. It is my opinion that a 2.1m - 2.2m loading bay should be practical to accommodate typical hotel serving requirements (I would be nervous at the suggestion of just a 1.8m wide loading bay, as this would likely struggle to accommodate wider service vehicles wholly within the markings).

Should you consider that slightly wider carriageway running lanes / cycle lane on Sackville Street past the loading bay would be preferable, the only obvious option would be to deliver a reduced extent of 'in-footway' lay-by provision (see attached General Arrangement Rev J Option). MCC and TfGM have previously indicated that the loading bay does not need to be as extensive as previously illustrated (2.7m feature, requiring 0.9m lay-by intrusion into the footway) so, for example, if the loading bay depth was reduced to 2.2m but including an in-footway lay-by intrusion of only 0.4m, this could be accommodated without resulting in any practical footway loss on Sackville Street (current footway width of 2.5m in this location) - by the offering up the same section of public realm as previously suggested (i.e. the brown area on the Rev J option plan - note that the S278 boundary line on this drawing is incorrect, it would need to wrap around the additional land to be offered for adoption).

I would be grateful if you could provide comments on these two GA options asap, with a view to identifying a final scheme for agreement a(whereupon we can amend of all related S278 drawing pack). Any queries, please do not hesitate to contact me directly. I will be in the home office (please contact on the mobile) all day Wednesday if you should want to discuss further.

Regards

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